MEDIA RELEASE: Friday, March 4, 2011, 4:30 p.m.

REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE
AGENDA

Tuesday, March 8, 2011
9:15 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener, Ontario

1. MOTION TO GO INTO CLOSED SESSION

THAT a closed meeting of the Planning & Works, Administration & Finance and Community Services Committees be held on Tuesday, March 8, 2011 at 8:30 a.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) receiving of advice that is subject to solicitor-client privilege in relation to a multi-party legal agreement
   b) personal matters about identifiable individuals – committee appointments
   c) personal matters about identifiable individuals – committee appointments
   d) personal matters about identifiable individuals – committee appointments
   e) proposed or pending acquisition of land in the City of Waterloo
   f) labour relations related to contract negotiations
   g) personal matters about identifiable individuals – committee appointments

2. MOTION TO RECONVENE IN OPEN SESSION

3. DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

4. DELEGATIONS/PRESENTATIONS

   a) Joe Rideout, Google Canada re: Transit Technology – Google Demonstration
   b) Alla Dinerman, Jeff Warren, MM Group and Robert Bakalarczyk, Susan Wagter, MTO re: New Highway 7 Kitchener to Guelph
   c) Ron Gowing, Cadet Youth Development Centre re: Report E-11-032 Region of Waterloo International Airport – Air Cadets Youth Development Centre

5. REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

   DESIGN AND CONSTRUCTION

   a) E-11-023, Bridge Street Improvements, Bridgeport Bridge to the Kitchener/Woolwich Boundary, City of Kitchener

   b) CR-RS-11-012, Authorization to Expropriate Lands (2nd Report) for Road Improvements to Trussler Road (Regional Road 70), in the City of Kitchener and Township of Wilmot
TRANSPORTATION

c) Long Term Roads Funding (*staff presentation*)
   *Deferred from Budget February 23rd, 2011*

d) CR-RS-11-014/E-11-026, Region of Waterloo International Airport – Declaration of Surplus and Lease with IP Aviation L.P.

e) CR-RS-11-016/E-11-037, Region of Waterloo International Airport – Declaration of Surplus and Lease with Waterloo Aviation Corp.

f) E-11-031, Air Show August 20 and August 21, 2011 at Region of Waterloo International Airport

g) E-11-032, Region of Waterloo International Airport – Air Cadets Youth Development Centre

WATER

h) E-11-015, 2010 Summary Report for Regional Municipality of Waterloo Integrated Urban and Rural Water Systems

i) E-11-030, Promotion of Tap Water Update

j) Waterloo North Water Supply – Class Environmental Assessment - Information Package in Advance of PIC

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

k) P-11-023, Third Annual Report of the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee

COMMUNITY SERVICES

l) P-11-024, Year End 2010 Population and Household Estimates for the Region of Waterloo

m) P-11-025, 2010 Building Permit Activity and Growth Monitoring

TRANSPORTATION PLANNING

n) P-11-026, Grand River Transit Service Planning Public Consultation Centres

o) P-11-027, Grand River Transit Service to Elmira – Proposed Extension of Pilot Service

p) P-11-028, Highway 7 & 8 (Stratford – New Hamburg) Transportation Corridor Planning and Class EA Study: Preliminary Planning and Access Management

6. INFORMATION/CORRESPONDENCE

a) Correspondence from Naim Khan re: Bridge Street Improvements

b) Memo from Staff in Response to Correspondence from Naim Khan
7. OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List

8. NEXT MEETING – April 12, 2011

9. ADJOURN
## NEXT MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planning and Works Committee</strong></td>
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</tr>
<tr>
<td>April 12, 2011</td>
<td>9:00 A.M.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>May 3, 2011</td>
<td>9:00 A.M.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td><strong>Planning, Housing and Community Services</strong></td>
<td></td>
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</tr>
<tr>
<td>Tues., March 8, 2011</td>
<td>9:00 A.M.</td>
<td>Greenlands Network Implementation Guideline – Public Meeting</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>Tues., March 29, 2011</td>
<td>4:00 P.M. – 8:00 P.M.</td>
<td>Proposed Transit Service Improvements - Public Information Centres</td>
<td>University of Waterloo ICR Corporate Lounge William G. Davis Computer Research Centre, Room 1301 University Avenue Waterloo, Ontario</td>
</tr>
<tr>
<td>Wed., March 30, 2011</td>
<td>4:00 P.M. – 8:00 P.M.</td>
<td>Proposed Transit Service Improvements - Public Information Centres</td>
<td>Real Canadian SuperStore Community Room 875 Highland Ave. E. Kitchener, Ontario</td>
</tr>
<tr>
<td>Thurs., March 31, 2011</td>
<td>4:00 P.M. – 8:00 P.M.</td>
<td>Proposed Transit Service Improvements - Public Information Centres</td>
<td>King Street Baptist Church Upper Auditorium 361 King Street East Kitchener, Ontario</td>
</tr>
<tr>
<td><strong>Transportation and Environment Services</strong></td>
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<tr>
<td>March 8, 2011</td>
<td>7:00 P.M.</td>
<td>Weber Street Environmental Assessment Study, College Street to Guelph Street – Public Input for the Preferred Design Concept</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>March 10, 2011</td>
<td>5:30 P.M.</td>
<td>Waterloo North Water Supply – Information Package in advance of PCC</td>
<td>Sir Donald A. MacDonald Secondary School, 650 Laurelwood Drive, Waterloo</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Event Description</td>
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<tr>
<td>March 9, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>First United Church 16 William St. W., Waterloo</td>
</tr>
<tr>
<td>March 9, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>Region of Waterloo, 150 Main Street, Cambridge</td>
</tr>
<tr>
<td>March 10, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>United Kingdom Club, 35 International Village Dr., Cambridge</td>
</tr>
<tr>
<td>March 10, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>Faith Lutheran Church, 247 Westmount Rd. E, Kitchener</td>
</tr>
<tr>
<td>March 12, 2011</td>
<td>9:00 A.M.–6:00 P.M.</td>
<td>Rapid Transit Public Information Booth</td>
<td>Conestoga Mall, 550 King St. N., Waterloo</td>
</tr>
<tr>
<td>March 19, 2011</td>
<td>9:00 A.M.–6:00 P.M.</td>
<td>Rapid Transit Public Information Booth</td>
<td>Cambridge Centre 355 Hespeler Rd., Cambridge</td>
</tr>
<tr>
<td>April 14, 2011</td>
<td>3:00 P.M.</td>
<td>Water Efficiency Advisory Committee</td>
<td>150 Frederick Street, Room 218 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>May 3, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>Calvary United Church, 48 Hawkesville Rd., St. Jacobs</td>
</tr>
<tr>
<td>May 4, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>AHQ Front Lobby 150 Frederick St., Kitchener</td>
</tr>
<tr>
<td>May 4, 2011</td>
<td>3:00 P.M.–8:00 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>McCormick Arena 500 Parkside Drive, Waterloo</td>
</tr>
<tr>
<td>May 5, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>First United Church 16 William St. W., Waterloo</td>
</tr>
<tr>
<td>May 5, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>Faith Lutheran Church, 247 Westmount Rd. E, Kitchener</td>
</tr>
<tr>
<td>May 10, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>United Kingdom Club, 35 International Village Dr., Cambridge</td>
</tr>
<tr>
<td>May 10, 2011</td>
<td>1:30 P.M.–8:30 P.M.</td>
<td>Rapid Transit Public Consultation Centre</td>
<td>Region of Waterloo, 150 Main Street, Cambridge</td>
</tr>
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</table>
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: CO4-30, 5183

SUBJECT: BRIDGE STREET IMPROVEMENTS, BRIDGEPORT BRIDGE TO THE KITCHENER/WOOLWICH BOUNDARY, CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo take the following actions with respect to proposed improvements on Bridge Street (Regional Road No. 52) from the Bridgeport Bridge to the Kitchener/Woolwich Boundary in the City of Kitchener:

a) approve the proposed improvements for Bridge Street as outlined in Report E-11-023; and

b) amend Traffic and Parking By-law 06-072, as amended, to provide Reserved Lanes for bicycles on both sides of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary.

SUMMARY:

The Region of Waterloo is currently considering improvements to Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary. (Please refer to Appendix ‘A’ for a Key Plan.) This section of Bridge Street is in generally poor condition and in need of reconstruction. Additionally, the City of Kitchener's watermain requires replacement from Bloomingdale Road to approximately 350 metres easterly and on Bloomingdale Road from Bridge Street to Horning Drive. The planning of the roadway improvements is being undertaken in accordance with the Regional Context Sensitive Transportation Corridor Design Guidelines, the Regional Cycling Master Plan, the 2011 Cycling Facility Map and other relevant Regional policies and practices.

A Project Team consisting of staff from the Region of Waterloo, the City of Kitchener, and City of Kitchener Councillor John Smola (until December 2010) and City of Kitchener Councillor Scott Davey (from December 2010) was established to direct the planning of these improvements.

Plans for the Project Team’s proposed improvements were presented to the public at a Public Consultation Centre held on November 25, 2010 at the Bridgeport Public School. Comments received from the public are addressed under Section 2.0 of this report.

The Project Team is now recommending that Regional Council approve the proposed improvements to Bridge Street described as follows:

- Complete replacement of the pavement structure on Bridge Street from Bloomingdale Road to the Kitchener/Woolwich Boundary;
- Construction of 1.0 metre to 1.25 metre reserved on-road cycling lanes on each side of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary;
- Construction of new sidewalk on the north side of Bridge Street where none currently exists from Bloomingdale Road to the Kitchener/Woolwich Boundary;
- Construction of new sidewalk on the south side of Bridge Street from Tyson Drive to the Kitchener/Woolwich Boundary;
- Urbanization of Bridge Street with curb and gutter on both sides of the road and removal of the roadside ditches in order to accommodate the proposed sidewalk and improve drainage;
- Construction of pedestrian refuge islands on Bridge Street at four (4) locations in order to facilitate pedestrian crossings;
- Enhanced boulevard landscaping where feasible;
- Placement of the final asphalt course on Bridge Street from the Bridgeport Bridge to Bloomingdale Road;
- Replacement of the watermain on Bridge Street from Bloomingdale Road to approximately 350 metres easterly and on Bloomingdale Road from Bridge Street to Horning Drive on behalf of the City of Kitchener;
- Construction of a new designated left-turn lane on Bridge Street at Schweitzer Street;
- Construction of approximately 460 metres of new storm sewer on Bridge Street from Grand Avenue to Tagge Street; and
- Minor street lighting upgrades at intersections.

The construction of reserved on-road cycling lanes on each side of Bridge Street will require that Traffic and Parking By-law 06-072, as amended, be amended to provide Reserved Lanes for bicycles on both sides of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary. Parking is not currently permitted on this section of Bridge Street.

The Region’s Draft 2011 Transportation Capital Program and 10-Year Capital Forecast includes funds of $5,520,000 in years 2011 to 2015 inclusive in order to complete construction of the improvements to Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary with reconstruction to base course asphalt in 2014 and placement of surface course asphalt in 2015 to be funded from the Roads Rehabilitation Reserve Fund. The City of Kitchener will fund the cost of the City’s watermain replacement on Bridge Street and on Bloomingdale Road and for the City’s share of storm sewer installation. The City’s share of the project costs is currently estimated to be $600,000. The City has funds budgeted for these improvements and has asked that the Region complete these works on the City’s behalf.

REPORT:

1.0 Background

The Region of Waterloo is currently considering improvements to Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary. (Please refer to Appendix ‘A’ for a Key Plan.) This section of Bridge Street is in generally poor condition and in need of reconstruction. Additionally, the City of Kitchener’s watermain requires replacement from Bloomingdale Road to approximately 350 metres easterly and on Bloomingdale Road from Bridge Street to Horning Drive. The planning of the roadway improvements is being undertaken in accordance with the Regional Context Sensitive Transportation Corridor Design Guidelines, the Regional Cycling Master Plan, the 2011 Cycling Facility Map and other relevant Regional policies and practices.

A Project Team consisting of staff from the Region of Waterloo, the City of Kitchener, and City of Kitchener Councillor John Smola (until December 2010) and City of Kitchener Councillor Scott Davey (from December 2010) was established to direct the planning of these improvements.

The section of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary is currently constructed as a two (2) lane roadway. The existing roadway is primarily a rural cross-section with paved shoulders and grassed ditches on both sides of the roadway, although some
sections are currently constructed with curb and gutter. Sidewalk currently exists on the north side of Bridge Street in certain sections. There is no sidewalk on the south side of Bridge Street except for the section from the Bridgeport Bridge to Tyson Drive. The existing right-of-way ranges from 13.8 metres to 23.2 metres in width. Abutting properties are a mix of residential and commercial uses. Parking is currently prohibited on this section of Bridge Street at all times. Grand River Transit currently operates Route 6 on Bridge Street from the Bridgeport Bridge to Stanley Avenue.

The Region’s 2010 Transportation Master Plan does not identify the need for significant capacity improvements on this section of Bridge Street. As part of the planning for this Project, a traffic study was completed to identify the need for any traffic operational improvements. This traffic study found that there was a need for a new designated left-turn lane on Bridge Street at Schweitzer Street. No other traffic operational improvements were identified in the traffic study.

The Region’s Context Sensitive Transportation Corridor Design Guidelines identify this section of Bridge Street as a Neighbourhood Connector (Avenue) classification. Neighbourhood Connectors are designed to support active transportation (including walking and cycling) and transit. The proposed improvements to Bridge Street are being planned to include facilities for cyclists and pedestrians. Additionally, enhanced boulevard landscaping is being considered as part of this project to encourage and promote walking. Grand River Transit facilities such as new bus stop landings are also being considered as part of the proposed improvements.

Raised concrete pedestrian refuge islands are proposed at the following four (4) locations on Bridge Street to facilitate pedestrian crossings:

- Immediately east of Bloomingdale Road;
- Immediately west of Grand Avenue;
- Immediately east of Schweitzer Street; and
- Midblock between Schweitzer Street and Tagge Street.

Based on technical studies and investigations completed, the Context Sensitive Transportation Corridor Design Guidelines, the Regional Cycling Master Plan, the 2011 Cycling Facility Map and other relevant Regional Policies and Practices, the Project Team developed the following proposed improvements for this project:

- Complete replacement of the pavement structure on Bridge Street from Bloomingdale Road to the Kitchener/Woolwich Boundary;
- Construction of 1.0 metre to 1.25 metre reserved on-road cycling lanes on each side of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary;
- Construction of new sidewalk on the north side of Bridge Street where none currently exists from Bloomingdale Road to the Kitchener/Woolwich Boundary;
- Construction of new sidewalk on the south side of Bridge Street from Tyson Drive to the Kitchener/Woolwich Boundary;
- Urbanization of Bridge Street with curb and gutter on both sides of the road and removal of the roadside ditches in order to accommodate the proposed sidewalk and improve drainage;
- Construction of pedestrian refuge islands on Bridge Street at four (4) locations in order to facilitate pedestrian crossings;
- Enhanced boulevard landscaping where feasible;
- Placement of the final asphalt course on Bridge Street from the Bridgeport Bridge to Bloomingdale Road;
- Replacement of the watermain on Bridge Street from Bloomingdale Road to approximately 350 metres easterly and on Bloomingdale Road from Bridge Street to Horning Drive on behalf of the City of Kitchener;
- Construction of a new designated left-turn lane on Bridge Street at Schweitzer Street;
• Construction of approximately 460 metres of new storm sewer on Bridge Street from Grand Avenue to Tagge Street; and
• Minor street lighting upgrades at intersections.

Please refer to Appendix ‘B’ for drawings of the Project Team’s proposed improvements to Bridge Street. Implementation of the Project Team’s proposed improvements will require that small strips of property be required from approximately thirteen (13) abutting property owners on Bridge Street.

2.0 Public Consultation

A Public Consultation Centre (PCC) was held at Bridgeport Public School, 59 Bridge Street West, in the City of Kitchener on Thursday November 25, 2010 from 5:00 p.m. to 8:00 p.m. Plans showing the Project Team’s proposed improvements were on display and Project Team representatives were present to answer questions and to receive feedback from members of the public. Approximately forty (40) members of the public attended the PCC and seventeen (17) members of the public formally signed in. Four (4) comment sheets were received. Please refer to Appendix ‘C’ for a summary of the written comments received.

The Project Team received many positive comments regarding the proposed improvements at the PCC. The main issues raised by the public are summarized as follows:

• Concern that the proposed location of one of the four pedestrian refuge islands on Bridge Street would impede turning movements to the two driveways to No. 51 Bridge Street;
• Suggestion to advance the construction timing due to the poor road condition;
• Suggestion for improved crosswalk markings on Bridge Street at Bloomingdale Road;
• Suggestion for a pedestrian refuge island on Bridge Street immediately east of Bloomingdale Road; and
• Suggestion for a ‘Share-the-Road’ sign on Bridge Street immediately east of the Bridgeport Bridge at the terminus of the on-road cycling lane to facilitate motorists to accommodate westbound cyclists entering onto the bridge as they merge into the traffic lane.

Please refer to Appendix ‘C’ for the Project Team's response to issues raised by the public.

3.0 Recommended Improvements

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is recommending that Regional Council approve the proposed improvements for Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary as presented at the November 25, 2010 Public Consultation Centre.

The construction of reserved on-road cycling lanes on each side of Bridge Street will require that Traffic and Parking By-law 06-072, as amended, be amended to provide Reserved Lanes for bicycles on both sides of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary. Parking is not currently permitted on this section of Bridge Street.

On November 16, 2010, the Regional Cycling Advisory Committee (RCAC) was consulted with respect to the implementation of reserved on-road cycling lanes on each side of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary. The RCAC was supportive of the proposed improvements to Bridge Street. RCAC inquired about the proposed signing at the terminus of the westbound cycling lane immediately east of the Bridgeport Bridge where cyclists merge into the traffic lane on the bridge. Staff advised that options for signing would be explored and that once the recommended signing (if any) was determined, they would report back to the Active Transportation Advisory Committee (formerly known as RCAC).
Letters advising of the recommendations contained in this report were mailed to all those who attended the November 25th PCC and hand-delivered to all owners/residents abutting the Bridge Street project limits (and on side streets within one block of Bridge Street) on February 23, 2011.

4.0 Project Timing

Subject to Council approval of the recommended improvements for Bridge Street, acquisition of all required property and receipt of all technical and financial approvals, construction to base course asphalt will commence in May 2014 and will be completed by November 2014. Surface course asphalt will be placed in 2015.

5.0 Construction Staging

It is tentatively proposed that the 2014 construction be completed in three (3) separate stages in order to minimize disruption to traffic. These three (3) stages of construction are described as follows:

Stage 1 – Bridge Street from Stanley Avenue to Kitchener/Woolwich Boundary

Stage 2 – Bridge Street from Bloomingdale Road to Stanley Avenue

Stage 3 – Bridge Street from the Bridgeport Bridge to Bloomingdale Road & Bloomingdale Road from Bridge Street to Horning Drive

Bridge Street will be fully closed to through traffic during construction in each stage, except Stage 3, when through traffic will be maintained with temporary lane restrictions. Local and emergency traffic will be maintained in each stage at all times. Detour routes will be developed for through traffic and signs will be erected to detour through traffic around the construction. The Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions and detour routes during the construction period. Grand River Transit Service will be maintained during construction through the implementation of temporary bus stop locations as required.

Pedestrian access will be maintained on one side of Bridge Street for the duration of the construction. Signage will be erected in order to direct pedestrians through the project area.

6.0 Project Cost

The Region of Waterloo is funding the road improvements on this project. The estimated total project cost for the proposed Bridge Street improvements, excluding the watermain works, is $5,520,000. The City of Kitchener will fund the cost of the City’s watermain replacement on Bridge Street and on Bloomingdale Road and for the City’s share of storm sewer installation. The City’s share of the project costs is currently estimated to be $600,000.

CORPORATE STRATEGIC PLAN:

This project is in harmony with the Corporate Strategic Plan in that implementation of the Bridge Street Improvements achieves Focus Area #5 (“Infrastructure”) and Strategic Objective 5.1 which is to optimize the use of existing infrastructure and ensure it is adequately maintained.
FINANCIAL IMPLICATIONS:

The Region’s Draft 2011 Transportation Capital Program and 10-Year Capital Forecast includes funds of $5,520,000 in years 2011 to 2015 inclusive in order to complete construction of the improvements to Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary with reconstruction to base course asphalt in 2014 and placement of surface course asphalt in 2015 to be funded from the Roads Rehabilitation reserve Fund. The City of Kitchener will fund the cost of the City’s watermain replacement on Bridge Street and on Bloomingdale Road and for the City’s share of storm sewer installation. The City’s share of the project costs is currently estimated to be $600,000 and the City has asked the Region to proceed with the work on their behalf.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

The Council and Administrative Services Division of the Corporate Resources Department will be required to prepare the amending By-law to reflect reserved lanes for cyclists on both sides of Regional Road No. 52 (Bridge Street) from the Bridgeport Bridge to the Kitchener/Woolwich Boundary.

ATTACHMENTS

Appendix A  Key Plan
Appendix B  Typical Cross-sections
Appendix C  Written Comments received from November 25, 2010 Public Consultation Centre and the Project Team’s Response

PREPARED BY:  Samer Inchasi, Senior Project Manager

APPROVED BY:  Thomas Schmidt, Commissioner Transportation and Environmental Services
Appendix A

Key Plan

[Map showing bridgeport bridge to city limits, Bridge Street East, and Project Limits]
Appendix B.1

Typical Cross Section

BRIDGE STREET

RECOMMENDED DESIGN ALTERNATIVE
BRIDGEPORT BRIDGE TO
BLOOMINGDALE ROAD

13.8m to 14.8m R.O.W.

8.7m

PAVED ROADWAY

MIN 1.0m
BIKE LANE

3.35m
TRAVEL LANE

3.35m
TRAVEL LANE

MIN 1.0m
BIKE LANE

1.5m
S/W

0.3m
COLOUR
IMPRINTED
CONCRETE

EXISTING CURB, GUTTER & SIDEWALK TO REMAIN

EXISTING HYDRO & STREET LIGHT POLES

2%
Appendix B.2

Typical Cross Section

BRIDGE STREET
RECOMMENDED DESIGN ALTERNATIVE
BLOOMINGDALE ROAD TO STANLEY AVENUE
(AT REFUGE ISLANDS)
Appendix B.3
Typical Cross Section

BRIDGE STREET

RECOMMENDED DESIGN ALTERNATIVE
BLOOMINGDALE ROAD TO
STANLEY AVENUE

15.0m to 20.0m R.O.W.
9.2m PAVED ROADWAY
4.6m
4.6m

1.5m S/W TO MATCH EXISTING
1.25m BIKE LANE
3.35m TRAVEL LANE
3.35m TRAVEL LANE
1.25m BIKE LANE
1.8m S/W

EXISTING HYDRO & STREET LIGHT POLES

3:1
Appendix B.4
Typical Cross Section

BRIDGE STREET

RECOMMENDED DESIGN ALTERNATIVE
STANLEY AVENUE TO
KITCHENER/WOOLWICH BOUNDARY

23.2m R.O.W.

9.2m PAVED ROADWAY

4.6m

4.8m

1.9m S/W

GRASS BOULEVARD

1.9m S/W

GRASS BOULEVARD

MAX 1.25m BIKE LANE

MAX 1.25m BIKE LANE

3.35m TRAVEL LANE

3.35m TRAVEL LANE

EXISTING GROUND

EXISTING HYDRO & STREET LIGHT POLES

3:1
### Appendix C.1

<table>
<thead>
<tr>
<th>Name</th>
<th>Comment</th>
<th>Project Team Response</th>
</tr>
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<tbody>
<tr>
<td>Jason Locklin</td>
<td>There should be very visible pedestrian crossing paint etc. crossing Bloomingdale at Bridge.</td>
<td>The Project Team agrees that pavement markings are important. The pedestrian crosswalk will be marked in accordance with Regional practices. The Plans presented at the PCC did not include a pedestrian refuge island on Bridge Street immediately east of Bloomingdale Road. Following the PCC, the Project Team reviewed the proposed locations of the pedestrian refuge islands based on public comments received. The proposed design was subsequently modified to provide a pedestrian refuge island on Bridge Street immediately east of Bloomingdale Road to facilitate pedestrian crossings of Bridge Street at this location.</td>
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<td>There needs to be a pedestrian refuge crossing Bridge at Bloomingdale – Restaurant/stores/bus pad etc. is all at the intersection and people will try to cross regardless.</td>
<td>Multi-use trail on north side of Bridge from island to Tagge. The Project Team’s preferred design concept provides for continuous sidewalks on both sides of Bridge Street within the project limits. The proposed sidewalks are 1.80 metres in width where space permits. A multi-use trail was considered by the Project Team on the north side of Bridge Street from Tagge Street westerly to the pedestrian refuge island. The Project Team believes that provision of sidewalks and on-road cycling lanes on each side of Bridge Street adequately accommodates pedestrians and cyclists. Further, the Project Team believes that construction of a short isolated multi-use trail section provides little or no additional benefits.</td>
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<td>Bike lanes are important – care should be taken at intersection so as to prevent turning cars overtaking poorly visible bike lanes.</td>
<td>No. 1 concern is time frame. This road is atrocious and won’t last until 2014. The Project Team agrees that proper markings and signs for cycling lanes are important and these will be provided as part of the project.</td>
</tr>
<tr>
<td></td>
<td>No. 1 concern is time frame. This road is atrocious and won’t last until 2014.</td>
<td>Construction is currently scheduled for 2014 in order to provide sufficient time to complete the detailed design, acquire the necessary property and relocate utilities. Staff will review the project timing on an on-going basis with a view to moving towards construction as quickly as possible. Region Operations has been made aware of the proposed project timing and will assess the need for any interim repairs to this section of Bridge Street in advance of construction on an ongoing basis.</td>
</tr>
</tbody>
</table>
### Appendix C.2

<table>
<thead>
<tr>
<th>Name</th>
<th>Comment</th>
<th>Project Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Boomer</td>
<td>Install a pedestrian refuge island at east side of Bridge Street to accommodate pedestrian traffic.</td>
<td>The Plans presented at the PCC did not include a pedestrian refuge island on Bridge Street immediately east of Bloomingdale Road. Following the PCC, the Project Team reviewed the proposed locations of the pedestrian refuge islands based on public comments received. The proposed design was subsequently modified to provide a pedestrian refuge island on Bridge Street immediately east of Bloomingdale Road to facilitate pedestrian crossings of Bridge Street at this location.</td>
</tr>
<tr>
<td>Bridge, Paige &amp; Stanley Intersection – Merge provided to and from Paige, why not providing same at Stanley.</td>
<td></td>
<td>The traffic study that was completed as part of the planning for the Bridge Street Improvements found that a designated right-turn lane from Bridge Street to Stanley Avenue was not warranted.</td>
</tr>
<tr>
<td>Asphalt drive to Bridge Street is used as motorway from Paige Street subdivision.</td>
<td></td>
<td>As part of the recently constructed residential subdivision immediately east of Bridge Street, an emergency access road was constructed from Bridge Street to Paige Street as a condition of development. These types of access roads typically have gates installed at the end to restrict access to emergency vehicles only. Following the PCC, the Project Team investigated and found that the gates had just recently been installed. The installation of the gates will now prevent regular use of the access road by non-emergency vehicles.</td>
</tr>
</tbody>
</table>
## Appendix C.3

<table>
<thead>
<tr>
<th>Name</th>
<th>Notes</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ulrich (Uli) Furtmair</td>
<td>51 Bridge Street - Raised island will give big problem with big trailers.</td>
<td>The Project Team’s preferred design for the Bridge Street Improvements presented at the PCC included four (4) raised pedestrian refuge islands at various locations in order to facilitate pedestrian crossings. The locations of these pedestrian refuge islands were selected strategically based on where pedestrians were most likely to cross Bridge Street. Upon review of the public comments, the Project Team acknowledged that the proposed location of the pedestrian refuge island in the vicinity of 51 Bridge Street would interfere with turning movements to the driveways at this location. Following the PCC, the Project Team therefore relocated this pedestrian refuge island from 51 Bridge Street to immediately east of the intersection of Bridge Street and Bloomingdale. The Project Team believes that the new location of this pedestrian refuge island will provide an equivalent benefit to pedestrians crossing Bridge Street compared to its originally proposed location.</td>
</tr>
<tr>
<td>Mark Gallas</td>
<td>It was a pleasure speaking with you as well. Let me first say that now that I have read the proposal, I can say that I fully support it. The only detail that is missing in the report is a recommendation on how cyclists should cross the bridge and roundabout. I think a ‘Share the Road’ sign (see attached) would help encourage cyclists and improve the tolerance of drivers. Thanks again for the opportunity for input.</td>
<td>Region staff in consultation with City of Kitchener staff will investigate options to inform motorists of sharing the road with cyclists when crossing the Bridgeport Bridge. Region staff will advise the Active Transportation Advisory Committee (formerly the Regional Cycling Advisory Committee) of the Project Team’s recommendations at the terminus of the on-road cycling lane immediately east of the Bridgeport Bridge.</td>
</tr>
</tbody>
</table>


TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: L07-90

SUBJECT: AUTHORIZATION TO EXPROPRIATE LANDS (2ND REPORT) FOR ROAD IMPROVEMENTS TO TRUSSLER ROAD (REGIONAL ROAD 70), IN THE CITY OF KITCHENER AND TOWNSHIP OF WILMOT

RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the expropriation of the lands for the purposes of construction of road improvements to Trussler Road, in the City of Kitchener and the Township of Wilmot, in the Region of Waterloo as detailed in Report CR-RS-11-0xx dated March 8, 2011 described as follows:

Fee Simple Partial Taking:

a) Part Lot 1, Concession 1, Block ‘A’, Township of Wilmot, being Part 1, on Reference Plan 58R-16917, PIN 22186-0234(LT) (1040 Huron Road)

b) Part Lot 1, Concession 1, Block ‘A’, Township of Wilmot, being Part 2, on Reference Plan 58R-16917, PIN 22186-0233(LT) (1465 Trussler Road)

c) Part Lot 1, Concession 1, Block ‘A’, Township of Wilmot, being Part 3, on Reference Plan 58R-16917, PIN 22186-0232(LT) (1359 Trussler Road)

d) Part Lot 136, German Company Tract, City of Kitchener, being Part 5, on Reference Plan 58R-16917, PIN 22728-0010(LT) (1434 Trussler Road)

e) Part Lot 135, German Company Tract, City of Kitchener, being Part 6, on Reference Plan 58R-16917, PIN 22728-0009(LT) (no municipal address)

f) Part Lot 1, Concession South of Bleam’s Road, Township of Wilmot, being Part 7, on Reference Plan 58R-16917, PIN 22186-0211(LT) (1259 Trussler Road)

g) Part Lot 1, Concession South of Bleam’s Road, Township of Wilmot, being Part 8, on Reference Plan 58R-16917, PIN 22186-0210(LT) (1177 Trussler Road)

h) Part Lots 129, 133 & 134, German Company Tract, City of Kitchener, being Part 9, on Reference Plan 58R-16917, PIN 22728-0005(LT) (no municipal address)

i) Part Lot 1, Concession South of Bleam’s Road, Township of Wilmot, being Part 10, on Reference Plan 58R-16917, PIN 22186-0205(LT) (no municipal address)

j) Part Lot 129, German Company Tract, City of Kitchener, being Part 11, on Reference Plan 58R-16917, PIN 22727-0022(LT) (808 Trussler Road)
k) Part Lot 2, Concession 3, Block ‘A’, Township of Wilmot, being Part 1, on Reference Plan 58R-16920, PIN 22207-0377(LT) (2483 Trussler Road)

l) Part Lot 13, Beasley’s New Survey, City of Kitchener, being Part 2, on Reference Plan 58R-16920, PIN 22723-0015(LT) (2878 New Dundee Road)

m) Part Lot 2, Concession 3, Block ‘A’, Township of Wilmot, being Parts 5, 6 and 7, on Reference Plan 58R-16920, PIN 22207-0376(LT) (2113 Trussler Road)

n) Part Lot 2, Concession 2, Block ‘A’, Township of Wilmot, being Part 8, on Reference Plan 58R-16920, PIN 22207-0028(LT) (no municipal address)

o) Part Lot 13, Beasley’s New Survey, City of Kitchener, being Part 9, on Reference Plan 58R-16920, PIN 22723-0036(LT) (no municipal address)

p) Part Lot 13, Beasley’s New Survey, City of Kitchener, being Part 10, on Reference Plan 58R-16920, PIN 22723-0008(LT) (no municipal address)

q) Part Lot 149, German Company Tract, City of Kitchener, being Part 11, on Reference Plan 58R-16920, PIN 22723-0007(LT) (1738 Trussler Road)

r) Part Lot 15, South side of Huron Road, Plan 585 and Part Lot 149, German Company Tract, City of Kitchener, being Part 12, on Reference Plan 58R-16920, PIN 22723-0006(LT) (no municipal address)

s) Part Lot 1, Concession 2, Block ‘A’, Township of Wilmot, being Parts 13 and 14, on Reference Plan 58R-16920, PIN 22207-0025(LT) (1743 Trussler Road)

t) Part Lot 1, South side of Huron Road, Plan 585, City of Kitchener, being Part 15, on Reference Plan 58R-16920, PIN 22723-0004(LT) (1698 Trussler Road)

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

AND THAT the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation;

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

AND FURTHER THAT the Regional Solicitor be authorized to discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete the transaction.

SUMMARY:

Nil
REPORT:

The Region is in the process of acquiring lands for improvements to Trussler Road from Bleams Road to New Dundee Road, in the City of Cambridge and Township of Wilmot, which was included in the Region’s approved 2010 Transportation Capital Program for construction in 2012. The project consists of replacement of the deteriorated pavement, improvements to the vertical alignment to increase visibility and the provision of paved shoulders for use by cyclists, pedestrians and farm vehicles.

Council approved the commencement of expropriation of the subject properties on January 19, 2011 as detailed in report CR-RS-11-001. The appropriate forms under the *Expropriations Act* were served in order to initiate formal proceedings under the Act for these properties. All of the affected property owners were previously contacted by Legal Services staff and informed of the project as well as the Region’s intention to commence the expropriation process and the Region’s Expropriation Information Sheet was provided to each of them. Legal Services staff also contacted all property owners and informed them of the Region’s intention to continue with the expropriation process in order to ensure that the construction timeline is maintained, including this report being presented to Council, as detailed in the Region’s Expropriation Information Sheet.

Land acquisitions are required from twenty two (22) property owners. All land acquisitions are partial takings for road widening purposes.

The Region has entered into agreements with eleven (11) of the twenty two (22) property owners to obtain the required fee simple partial takings. To date nine (9) of these agreements have not been completed by registration of the Transfer on title conveying interest in the lands to the Region. The lands described above in the recommendation therefore include these nine (9) properties. Legal Services staff recommends to the Committee that Expropriation proceedings cease with respect to those owners with whom agreements have been entered into as soon as the conveyances of the interest required have been completed. Further, Legal Services staff have completed two (2) of the transactions by registration of the Transfer on title conveying interest in the required lands to the Region and these two properties are excluded from this report and the expropriation process discontinued per Council’s earlier direction. Legal Services staff intends to continue attempts to negotiate with the eleven (11) remaining property owners and it is hoped that satisfactory agreements can be reached with all property owners prior to the completion of the expropriation procedures.

The next step in the proceedings is for Council to approve the expropriation of the required properties that are not yet acquired by agreement. This approval will ultimately be endorsed upon a certificate of approval on the Plan of Expropriation for those properties. The Plan is then registered within three months of the approval. Ownership of the property vests with the Region upon the registration of the Plan. Notices of Expropriation are then served upon all registered owners, including tenants as shown on the assessment roll.

Once ownership by the Region is secured through the registration of the Plan, it is possible to serve the Notice of Possession. The date for possession can be no sooner than three months following the date of service of the Notice of Possession. The Notices of Expropriation and Notices of Possession may be served at the same time.

After the registration of the Plan of Expropriation and prior to the taking of possession of the property the expropriating authority is required to serve the registered owners with an offer in full compensation for their interests in the land. The offer must be accompanied by the immediate
payment of one hundred (100%) percent of the appraised market value of the land to the registered owners as estimated by the Region’s appraiser. The registered owners are also to be served with a report appraising the market value of the property, which report formed the basis for the offer of compensation.

The expropriation process is proceeding to ensure that the Region has possession of the required land to coincide with construction to begin in spring, 2012.

Transportation and Environmental Services staff advises that they are not aware of any environmental concerns with respect to the subject lands. The expropriation of the lands is on an “as is” basis and upon closing the Region assumes all responsibility for the lands.

The subject lands are shown attached as Appendix ‘A’.

CORPORATE STRATEGIC PLAN:

One of the goals of the Corporate Strategic Plan is to ensure that the Region maintains and improves the Regional Roads Network.

FINANCIAL IMPLICATIONS:

Transportation and Environmental Services staff advises that the 2010 Transportation Capital Program includes $9,815,000 from 2010 to 2013 for this project all to be funded from the Roads Rehabilitation Reserve Fund. This overall budget includes a budget for the years 2010 and 2011 that provides adequate funding for all land purchases outlined within this report together with tree and fence removals and relocations which will be required for all lands acquired for the project.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

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

ATTACHMENTS

Appendix “A” – location map of lands.

PREPARED BY: Fiona McCrea, Solicitor

APPROVED BY: Kris Fletcher, Acting Commissioner, Corporate Resources
Appendix “A”

TRUSSLER ROAD RECONSTRUCTION
REGIONAL ROAD No. 70
NEW DUNDEE ROAD TO BREAMS ROAD (SOUTH)
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: T18-01

SUBJECT: REGION OF WATERLOO INTERNATIONAL AIRPORT – DECLARATION OF SURPLUS AND LEASE WITH IP AVIATION L.P.

RECOMMENDATION:

That the Regional Municipality of Waterloo declare a leasehold interest of greater than twenty-one (21) years in the Lands described as part of Lot 111, German Company Tract of the Geographic Township of Woolwich, Regional Municipality of Waterloo, being parts 1 and 2 on the draft Reference Plan of Survey attached to Report CR-RS-11-014/E-11-026 dated March 8, 2011 as Appendix A and forming part of Property Identifier 22254-0193 (LT) (the Lands), surplus to its needs, in accordance with the Region’s Property Disposition By-law;

And that the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to enter into a Lease with IP Aviation L.P., by its general partner, IP Aviation GP Inc., (the Lessee) as described in Report CR-RS-11-014/E-11-026 dated March 8, 2011 with the form of the lease to be to the satisfaction of the Regional Solicitor.

SUMMARY:

NIL

REPORT:

Introduction

The Region of Waterloo has entered into an offer to lease lands located within the LL2 development area of the airport. LL2 refers to the leased land area so-called in the Master Plan undertaken for the airport in 2001. The land that is intended to be leased is in the northwest corner of the LL2 area (depicted as Lots 1 and 2 on Appendix B attached to this report). A draft Reference Plan has been prepared for the lands and is attached as Appendix A to this report. The draft Reference Plan refers to the leased lands as Parts 1 and 2.

The lands will be leased to IP Aviation LP, by its general partner, IP Aviation GP Inc. (the Lessee). The Lessee intends to construct a private aircraft hangar facility of up to 30,000 square feet in size. The hangar facility will be utilized to store one or more privately-owned business aircraft. The Lessee requires a lease with a term of twenty (20) years with an option to renew for an additional twenty (20) year period.

Pursuant to the provisions of the Region’s Property Disposition By-law, a lease of municipal property for a period of more than twenty-one years (including a renewal period) is deemed to be a disposition of property and accordingly such a leasehold interest must first be declared surplus to the needs of the Region of Waterloo. The Property Disposition By-law also requires that the disposal of surplus
interest in land be advertised in the local newspaper. A ground lease with the Lessee will be executed by the Region of Waterloo after the requirements of the Region’s Property Disposition By-law have been met.

It is anticipated that the lease will take effect on April 1, 2011. The building of the hangar facility will commence in the Spring of 2011 subject to final site plan and Nav Canada approval. The proposed lease rates would be in accordance with the Region’s Fees and Charges By-law which provides for a commercial lease rate of $0.22 per square foot for land used for buildings and a rate of $0.04 for vacant and parking lands. In addition, the Lessee will pay a rate of $0.38 for approximately 16,000 square feet of paved aircraft taxiway space within the Lands. The combined lease revenue per year will total approximately $13,800. These rates will increase annually by a nominal amount taking into consideration changes in the cost of living index.

The total amount of space that will be leased is 97,854 feet, subject to confirmation once the construction of the facility is completed and registration of the final reference plan for the Lands. The Lands are fully serviced and the Lessee will pay a fee of $159,931.22 plus HST in accordance with the Region’s Fees and Charges By-law together with a water and sewer connection fee of $20,000 which are intended to contribute to the overall cost of providing services for the LL2 area.

CORPORATE STRATEGIC PLAN:

The Region of Waterloo International Airport is one of the essential infrastructure components needed to create and support a climate that encourages prosperity in the Region. The provision of adequate leasehold facilities for corporate aviation will enhance business in the Region of Waterloo.

FINANCIAL IMPLICATIONS:

In addition to the lease revenue that is received from these Lands, the Lessee will pay landing fees in accordance with the Region’s fees and charges by-law and the airport will also receive a fuel surcharge from fuel purchased by the Lessee.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Nil.

ATTACHMENTS:

Appendix A – draft reference plan depicting the Lands to be leased.
Appendix B – sketch depicting Leased Land Area 2 at the Region of Waterloo International Airport

PREPARED BY: John Hammer, Director of Transportation
Jeff Schelling, Solicitor (Corporate)

APPROVED BY: Kris Fletcher, Acting Commissioner, Corporate Resources
Thomas Schmidt, Commissioner, Transportation and Environmental Services
Draft Reference Plan depicting lands to be leased
Leased Land Area 2 – Region of Waterloo International Airport – Lands to be leased will include Lots 1 and 2
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: T18-01

SUBJECT: REGION OF WATERLOO INTERNATIONAL AIRPORT – DECLARATION OF SURPLUS AND LEASE WITH WATERLOO AVIATION CORP.

RECOMMENDATION:

THAT the Regional Municipality of Waterloo declare a leasehold interest of greater than twenty-one (21) years in the Lands forming part of Lot 111, German Company Tract of the Geographic Township of Woolwich, Regional Municipality of Waterloo, being lots 10 and 11 on the plan attached to Report CR-RS-11-013/E-11-037 dated March 8, 2011 as Appendix A (the Lands), surplus to its needs, in accordance with the Region’s Property Disposition By-law;

AND THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to enter into a Lease with Waterloo Aviation Corp. (the Lessee) as described in Report CR-RS-11-013/E-11-037 dated March 8, 2011 with the form of the lease to be to the satisfaction of the Regional Solicitor.

SUMMARY:

NIL

REPORT:

Introduction

The Region of Waterloo has entered into an offer to lease lands located within the LL2 development area of the airport. LL2 refers to the leased land area so-called in the Master Plan undertaken for the airport in 2001. The land that is intended to be leased is in the southwest corner of the LL2 area (depicted as Lots 10 and 11 on Appendix A attached to this report). A Reference Plan of Survey will be prepared for the lands once the construction intended for the Lands is completed.

The lands will be leased to Waterloo Aviation Corp. (the Lessee). The Lessee intends to construct a private aircraft hangar facility that will be utilized to store privately-owned business aircraft. The Lessee requires a lease with a term of twenty (20) years with an option to renew for an additional period of up to thirty (30) years.

Pursuant to the provisions of the Region’s Property Disposition By-law, a lease of municipal property for a period of more than twenty-one years (including a renewal period) is deemed to be a disposition of property and accordingly such a leasehold interest must first be declared surplus to the needs of the Region of Waterloo. The Property Disposition By-law also requires that the disposal of surplus interest in land be advertised in the local newspaper. A ground lease with the Lessee will be executed by the Region of Waterloo after the requirements of the Region’s Property Disposition By-law have been met.
It is anticipated that the lease will take effect on April 1, 2011. The building of the hangar facility will commence in the Spring of 2011 subject to final site plan and Nav Canada approval. The proposed lease rates would be in accordance with the Region’s Fees and Charges By-law which provides for a commercial lease rate of $0.22 per square foot for land used for buildings and a rate of $0.04 for vacant and parking lands. The combined lease revenue per year will depend upon the final approved site plan and building dimension. These rates will increase annually by a nominal amount taking into consideration changes in the cost of living index.

The total amount of space that will be leased is 59,105 feet, subject to confirmation once the construction of the facility is completed and registration of the final reference plan for the Lands. The Lands are fully serviced and the Lessee will pay a fee of $84,520.15 plus HST in accordance with the Region’s Fees and Charges By-law together with a water and sewer connection fee of $20,000 which are intended to contribute to the overall cost of providing services for the LL2 area.

In addition to the lease of Lots 10 and 11 as depicted on Appendix A, the Lessee wishes to have an option to lease all or a portion of lots 9, 12, 13 and 14 as depicted on the attached lot plan for future potential expansion. In consideration of having the option to lease these lands, the Lessee will pay an annual option fee equivalent to one half of the area of the optioned leased lands times a lease rate of $0.04 per square foot with the balance of the area of the optioned lands times $0.22 per square foot. The option fee will amount to $17,853.68 per year. The Region shall continue to make the optioned lots available for lease and, in the event a third party expresses interest, the Lessee shall be required either to exercise or waive its option. Upon the exercise of an option to lease the lands, development fees would become due and owing. Development fees for the optioned lots are approximately $137,300 not included fees associated with connection to water and sewer. The option to lease additional lands for a period of more than twenty-one years will be subject to compliance with the Region’s Property Disposition By-law.

CORPORATE STRATEGIC PLAN:

The Region of Waterloo International Airport is one of the essential infrastructure components needed to create and support a climate that encourages prosperity in the Region. The provision of adequate leasehold facilities for corporate aviation will enhance business in the Region of Waterloo.

FINANCIAL IMPLICATIONS:

In addition to the lease revenue that is received from these Lands, the Lessee will pay landing fees in accordance with the Region’s fees and charges by-law and the airport will also receive a fuel surcharge from fuel purchased by the Lessee.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Nil.

ATTACHMENTS:

Appendix A – lot plan depicting the Lands to be leased within the LL2 lease area of the Airport.

PREPARED BY: John Hammer, Director of Transportation
            Jeff Schelling, Solicitor (Corporate)

APPROVED BY: Kris Fletcher, Acting Commissioner, Corporate Resources
              Thomas Schmidt, Commissioner, Transportation and Environmental Services
Leased Land Area 2 – Region of Waterloo International Airport – Lands to be leased will include Lots 10 and 11 with an option to lease Lots 9, 12, 13 and 14
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: M07-40, T18-01

SUBJECT: AIR SHOW AUGUST 20 AND AUGUST 21, 2011 AT REGION OF WATERLOO INTERNATIONAL AIRPORT

RECOMMENDATION:

For information

SUMMARY:

NIL

REPORT:

The Region of Waterloo International Airport (ROWIA) will again be the location for an Air Show in 2011. The Air show was hosted by the Waterloo-Wellington Flying Club (WWFC) for the past two years and this year it will be hosted by a new organization called “Waterloo Air Show Inc”. This organization has adopted the former host’s theme to inform, entertain, and instill a passion for aviation and its history as well as familiarize the general public with the services provided at the Airport.

Airport staff is working closely with this organization for the two day Air Show scheduled for August 20 and August 21, 2011 at the Region of Waterloo International Airport. The air show will be highlighted again with the appearance of the Canadian Forces Snowbirds alongside with the inaugural appearance of the Canadian Air Force’s CF-18 Hornet Demo. Plans are underway to include numerous other acts such as the Canadian Harvard Precision Team, Viper North’s MiG-15, glider demonstration, etc.

Waterloo Air Show Inc. and the others involved in this event feel it will be very successful and input from the community has been very positive. It is expected that attendance, with good weather conditions, will be similar to last year of around 40,000 people.

Regional Airport Staff is supporting this event again in 2011 to increase awareness about aviation and the services available from the Airport. In addition the Air Show provides numerous opportunities to promote our Airline Partners and provides an excellent back drop to host an Airport Specific economic development event showcasing the Airport Community to perspective investors.

Waterloo Air Show Inc. is already planning for an Air Show on June 2 and June 3, 2012 with the confirmed participation of the Canadian Forces Snowbirds.
CORPORATE STRATEGIC PLAN:

The Region of Waterloo International Airport is one of the essential infrastructure components needed to create and support a climate that encourages prosperity in the Region. An Aviation Expo and Show at the airport will showcase the services offered at the Airport and the various businesses in Waterloo Region.

FINANCIAL IMPLICATIONS:

The airport marketing budget for 2011 includes an amount of $24,000 for the cost of sponsoring the 2011 Air Show as well as the cost of liability insurance.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Airport staff has been working closely with Waterloo Air Show Inc. and other members of the local business community. Staff from Corporate Resources and Transportation is involved in the planning of this event.

ATTACHMENTS

NIL

PREPARED BY: John F. Hammer, Director Transportation.

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011 FILE CODE: T18-01

SUBJECT: REGION OF WATERLOO INTERNATIONAL AIRPORT – AIR CADETS YOUTH DEVELOPMENT CENTRE

RECOMMENDATION:

For information and direction.

SUMMARY:

NIL

REPORT:

The 822 (Tutor) Squadron – Royal Canadian Air Cadets is certified member of the Air Cadet League of Canada, a volunteer organization that provides youth programs for persons aged 12 to 18. The 822 (Tutor) Squadron has been active at the Region of Waterloo since 1972 and, in 2002, constructed a building at the airport to deliver its youth programs. The water supply for this building is provided by a well located on their leased lands and sanitary service is provided by a septic tank and bed system.

The water and sanitary servicing for the new LL4 development at the airport requires construction through the Air Cadet leased lands in order to connect the new services to the existing water and sanitary services at the airport. The Air Cadets have asked to connect the water and sanitary services to their building while the airport’s contractor is in the area as it would be more cost effective to hook up at that time. Airport staff is agreeable to this request and advised the Air Cadets that the water and sanitary connection fee, as provided in the fees and charges bylaw, is $20,000. This connection fee was approved by Regional Council in 2004 when the water and sanitary services were first provided to the airport as part of the development of the LL2 lands. The fee amount was set based on recovering a portion of the capital costs to bring the services to the airport. This fee is currently being charged to all tenants that connect to the water and sanitary services. The Air Cadets are asking staff to waive this fee as per the attached letter (Appendix A). The waiver of this fee would require Regional Council approval as it is part of the Region’s fees and charges bylaw.

Regional staff is supportive of having the Air Cadet building connected to the water and sanitary services as this would eliminate the existing well and septic tank and bed system located on the air cadet building site which could be an environmental liability in the future. The Air cadets have noted that the well water is regularly tested and is potable, however, it does have an odour and leaves stains on certain appliances and visitors to the building do not drink the water for these reasons.
CORPORATE STRATEGIC PLAN:

Focus Area 4: Human Services: Promote quality of life and create opportunities for residents to develop to their full potential.

FINANCIAL IMPLICATIONS:

The fee to connect the water and sanitary services is $20,000 and these revenues are deposited into the Airport Capital Program reserve.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS

Appendix A- Letter dated Feb 11, 2011 from Lieutenant Colonel (Rtd) Ronald F. Gowing

PREPARED BY: John F. Hammer, Director Transportation

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Mr. Chris Wood  
General Manager  
Region of Waterloo International Airport  
4881 Fountain Street North, Breslau

Dear Sir:

The extension of water and sanitary sewers to the airport’s north side complex will have these services placed under our side lawn running the full length of our building’s east side. The system will then cross our entire front lawn within a few feet of our building.

I would respectfully request these services be connected to our Youth Centre at that time and would further request the Region of Waterloo waive all charges for this installation.

The Cadet Youth Development Centre is a non-profit registered charity built by volunteers to provide a safe and secure venue for positive youth development. Youngsters between the ages of 12-18 years from throughout the Region participate in our music, citizenship, effective speaking, athletics, robotics, aviation and aerospace programs at no cost to the participants or their families.

Our aviation and aerospace program has also been expanded to allow Boy Scouts, Cubs, Girl Guides, Brownies and selected elementary school classes to participate at no cost.

The Centre operates with an all volunteer staff and is funded by donations from the community. In 2012 our cadet program will mark forty years of serving the youth of Waterloo Region.

Your assistance in this matter will be greatly appreciated.

Respectfully,

Ronald F. Gowing CD  
Lieutenant Colonel (Rtd)  
Director Program Development

519-653-6065  
519-465-2344  
519-648-3560  
cydc@rogers.com
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: E04-80/MOE.SUM; C06-60/PW/WS.11

SUBJECT: 2010 SUMMARY REPORT FOR REGIONAL MUNICIPALITY OF WATERLOO INTEGRATED URBAN AND RURAL WATER SYSTEMS

RECOMMENDATION:

For information only.

SUMMARY: NIL

REPORT:

Background

Ontario Regulation 170/03 requires that a summary report for January 1 to December 31, 2010 be issued by March 31, 2011. The Region’s 2010 Summary Report will be made available after Council’s Resolution on March 23, 2011.

The Summary Report has four key objectives:

1) a statement identifying compliance with requirements including the Act, Regulations, Approvals and Ministry of the Environment (MOE) orders;
2) the details as to non-compliance with any requirements including duration;
3) a summary of the quantities and flow rates of water supplied; and
4) a comparison of quantities and flow rates to system’s approvals.

The Ministry of the Environment (MOE) annually performs 25 inspections of the Region’s water supply systems, including seven inspections of the distribution systems. A Drinking Water System Inspection Report (DWSIR) is prepared for each inspection, which reviews all regulatory issues and provides non-compliance or best management corrective actions. The Region’s 2010 Summary Report includes all non-compliance issues raised through the MOE inspections, and any other relevant legislation, and reports on all related corrective action or mitigating measures.

Overview of Summary Report

The key finding from the 2010 Summary Report (attached as Appendix A) is that there were no significant issues in the Region’s water supply and distribution systems. The Region’s Water Services has taken corrective action to address all best management and non-compliance issues. The water quality meets the Safe Drinking Water Act requirements.
Annual Summary Report

Copies of the report are available free of charge from Water Services. The report will be posted on the Region’s website (region.waterloo.on.ca/water).

CORPORATE STRATEGIC PLAN:

The Annual Summary Report supports Focus Area 6: Service Excellence.

FINANCIAL IMPLICATIONS: NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

The Public Health Department has reviewed this report and is in agreement with its conclusions.

ATTACHMENTS:

(A complete copy of the 2010 Summary Report will be located in the Councillors’ library.)

PREPARED BY: Olga Vrentzos, Manager, Water Operations and Maintenance

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
2010 SUMMARY REPORT
PRESENTED TO REGIONAL COUNCIL
MARCH 2011
1.0 OVERVIEW

Schedule 22-2 of Ontario Regulation 170/03 states that owners of municipal drinking water systems shall ensure that, not later than March 31st of each year, a summary report is prepared for the preceding calendar year and presented to the members of municipal council. The Regulation has established the following criteria that must be included in the Summary Report:

1) list the requirements of the Act, the regulations, the system’s approval, drinking water works permit, municipal drinking water license, and any order applicable to the system that was not met at any time during the period covered by the report;

2) for each requirement in (1) specify the duration of the failure and the measures that were taken to correct the failure;

3) a summary of the quantities of flow rates of water supplied during the period covered by the report, including monthly average and maximum flows;

4) a comparison of the summary referred in (3) to the rated capacity flow rates approved by the system’s approval, drinking water works permit or municipal drinking water license

Schedule 22-3 of Ontario Regulation 170/03 stipulates that if a Summary Report is produced for presentation to the members of the Municipal Council, a Compliance Report, as detailed in the Certificate of Approval (C of A), is not needed. The Region of Waterloo has opted to create and present a Summary Report for compliance purposes.

This report is the eighth annual Summary Report. This report identifies compliance with requirements included under the act, regulations, approvals; drinking water works permits, municipal drinking water licenses and MOE orders and highlights key findings of non-compliance for all Regionally-owned systems.

2.0 BACKGROUND

The Region of Waterloo is responsible for bulk delivery of drinking water to the seven local Area Municipalities. The municipal water supply is obtained from two sources: groundwater and surface water. In 2010 about 73% of the total annual water supply was from 126 groundwater wells and the remaining 27% from the Mannheim Water Treatment Plant (Grand River raw surface water source).

This summary report includes all Region of Waterloo owned and operated drinking water treatment systems for Cambridge, Kitchener, Waterloo, Woolwich, and Wilmot and for both the drinking water treatment and distribution systems of North Dumfries and Wellesley townships.

The summary report outlines non-compliance issues with respect to the act, the regulations, and the systems approvals, drinking water works permit, and municipal drinking water licenses. The details of each non-compliance issue are identified along with corresponding corrective action or mitigating measure taken for each compliance issue. The summary of water quantity supplied and flow rates (appendix A) are compared to the system’s approvals.
3.0 **Health Related Notifications**

The Region of Waterloo Water Services Division in collaboration with the Public Health Department ensures the safety of the water supplied. There were no boil water advisories issued during 2010.

Table 1: Boil Water Advisory Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Date (2010)</th>
<th>Duration</th>
<th>Explanation / Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

4.0 **Regulatory Non-compliance**

All Regionally owned water systems have extensive requirements for monitoring and reporting of water quantity and quality. These requirements include proper documentation, analytical testing, adverse incident reporting, corrective actions and calibration of flow meters and online continuous water quality monitoring instrumentation. During 2010, 24 Ministry of the Environment (MOE) drinking water system inspections were completed (including 3 inspection reports not available in the 2009 Summary Report). This summary does not include 4 inspection reports (Wellesley, Linwood, Maryhill WTP and Maryhill Village) that were not available prior to the submission of the 2010 Summary Report. These 4 inspection reports will be included in the 2011 Summary Report. The following table summarizes non-compliance issues, under the Safe Drinking Water Act, the Ontario Water Resources Act and relevant regulations, identified by RMOW staff and MOE Drinking Water Inspector Reports.

Non-compliances issues and associated corrective actions(s) are summarized in Table 2 below.

Table 2: Non-Compliance Summary

<table>
<thead>
<tr>
<th>Non - Compliance (SDWA &amp; OWRA)</th>
<th>Location</th>
<th>Date (All 2010 Unless Noted)</th>
<th>Explanation</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Heidelberg Well Supply</td>
<td>January 11</td>
<td>During remote processing unit (RPU) replacement primary disinfection chlorine residuals were recorded every 15 minutes instead of the required 5 minutes.</td>
<td>Primary disinfection chlorine residual monitoring requirements reviewed with operator by appropriate supervisor. In addition, training was provided to O&amp;M staff at December 16th Monthly Operations Meeting.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Maryhill (WTP) Well Supply</td>
<td>February 21 &amp; 22</td>
<td>Data lost for 40 and 37 minutes over the two days</td>
<td>Ensure that all communication loss events affecting continuous monitoring water quality data is uploaded to data base for review.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>St. Agatha - Sararas (SA5) Well Supply</td>
<td>February 25</td>
<td>Free chlorine residual analyzer failed to analyze water samples for approximately 3 hours</td>
<td>Flow to chlorine residual analyzer restored re-establishing required primary disinfection chlorine residual monitoring.</td>
</tr>
<tr>
<td>NON – COMPLIANCE</td>
<td>LOCATION</td>
<td>DATE (ALL 2010 UNLESS NOTED)</td>
<td>EXPLANATION</td>
<td>CORRECTIVE ACTION</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------</td>
<td>----------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Ayr Drinking Well Supply</td>
<td>March 6 &amp; 7</td>
<td>Ayr standpipe secondary disinfection chlorine residual analyzer malfunctioned for 9 hours.</td>
<td>Analyzer issue corrected and accuracy verified.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Kitchener Well Supply (K34 Water Treatment Plant)</td>
<td>March 11</td>
<td>Data lost for 6 minutes</td>
<td>Backup communication system (data logger) repaired and tested</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 10-3</td>
<td>Cambridge Well Supply</td>
<td>March 11</td>
<td>Drinking water sample was not collected and tested for Heterotrophic Plate Count (HPC) as required due to error on the chain of custody.</td>
<td>Standard chain of custody form developed with HPC test as a default.</td>
</tr>
<tr>
<td>O.Reg.903 (OWRA)</td>
<td>Mannheim Water Treatment Plant Water Supply System</td>
<td>April 07</td>
<td>Flush mounted monitoring well near ASR2 not equipped with watertight seal.</td>
<td>A proper water tight seal was installed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Monitoring well near ASR4 was loose.</td>
<td>Monitoring well was secured with bentonite and soil.</td>
</tr>
<tr>
<td>O.Reg.128/04 s.27</td>
<td>Roseville Well Supply</td>
<td>April 20</td>
<td>Personnel failed to document visit and work conducted in the Roseville WTP logbook</td>
<td>Personnel re-trained on logbook entry requirements at December 16th Operations Meeting.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 7-2</td>
<td>North Dumfries Township – Roseville Distribution</td>
<td>Week of May 16 to 22 and Week of July 11 to 17</td>
<td>Distribution chlorine residual testing was not completed 48 hours apart.</td>
<td>Standard Operating procedure for the required testing frequency has been developed and implemented.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>St. Agatha - Swartzentruber (SA5) Well Supply</td>
<td>June 17 to June 22</td>
<td>Primary disinfection chlorine analyzer left in calibration mode causing a flat-lined reading. No error message/alarm generated.</td>
<td>Analyzer issue corrected and accuracy verified.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Cambridge Well Supply (Tumbl Reservoir)</td>
<td>July 19</td>
<td>Reservoir #2 discharge free chlorine analyzer lost power resulting in insufficient monitoring of secondary chlorine residual for approximately 2 hours.</td>
<td>Power restored to chlorine analyzer.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Kitchener Well Supply (Parkway Pumping Station)</td>
<td>July 20</td>
<td>Data lost for 30 minutes.</td>
<td>Communication backup system (data logger) repaired and tested.</td>
</tr>
</tbody>
</table>
## Appendix A
### 2010 WATER SUMMARY REPORT

<table>
<thead>
<tr>
<th><strong>NON-COMPLIANCE (SDWA &amp; OWRA)</strong></th>
<th><strong>LOCATION</strong></th>
<th><strong>DATE</strong></th>
<th><strong>EXPLANATION</strong></th>
<th><strong>CORRECTIVE ACTION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>O.Reg.170/03 schedule 7-2</td>
<td>Wellesley Township – St.Clements, Wellesley, Heidelberg and Linwood Distribution</td>
<td>Week of August 15 to 21</td>
<td>Two rounds of the distribution chlorine residual testing was not completed 48 hours apart</td>
<td>Standard Operating procedure for the required testing frequency has been developed and implemented.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 13-7</td>
<td>Cambridge Well Supply (Shades Mill WTP) Conestoga Golf Well Supply Conestoga Plains Well Supply</td>
<td>3\textsuperscript{rd} Quarter</td>
<td>Nitrate/Nitrite water quality monitoring not conducted within the required time frame.</td>
<td>Report created in LIMS to allow coordinator to confirm samples were taken and submitted to LIMS. Individual report for each test to be created monthly and quarterly.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 13-2 &amp; 13-3</td>
<td>New Dundee Well Supply</td>
<td>October</td>
<td>Organic/Inorganic water quality monitoring not conducted within the required time frame. Sample was not taken within ±60 days of the required 36 month period between June 21/10 and October 19\textsuperscript{th}/10. Entry error for initial sampling date when setting up database</td>
<td>Future 3 year, 5 year testing to be cross referenced with original schedule for accuracy.</td>
</tr>
<tr>
<td>Certificate of Approval No. 2737-6LYGJ Section 6.7 (SDWA)</td>
<td>Heidelberg Well Supply</td>
<td>November</td>
<td>Process and Instrumentation Diagram (P&amp;ID) not up-to-date</td>
<td>P&amp;ID has been updated to accurately reflect process equipment.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 7-3</td>
<td>Foxboro Well Supply</td>
<td>November</td>
<td>The required monthly turbidity for Well FG2 was not taken within the required timeframe. (20 to 40 days from previous sample).</td>
<td>Implemented the use of electronic handheld scanning devices minimizing error potential</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 10-3</td>
<td>Foxboro Well Supply</td>
<td>November 7</td>
<td>The required weekly microbiological sample for Well FG2 was not taken within the required timeframe (5 to 10 days from previous sample).</td>
<td>Implemented the use of electronic handheld scanning devices minimizing error potential.</td>
</tr>
<tr>
<td>O.Reg.170/03 schedule 6-5</td>
<td>Mannheim Water Treatment Plant Supply System</td>
<td>December 22</td>
<td>Filter #3 effluent turbidity meter malfunction for approximately 3 hours.</td>
<td>Turbidity meter light bulb replaced restoring required continuous monitoring and recording of filter effluent turbidity.</td>
</tr>
</tbody>
</table>
5.0 HYDRAULIC PERFORMANCE

The Region of Waterloo Well Supply systems have 52 current Permits to Take Water (PTTW) and 17 Certificate of Approvals (CofA). The PTTW and CofA typically list instantaneous flow limits as well as daily volume limits. The following sites exceeded the instantaneous flow limits in 2010 (for list of Permits and Certificate of Approvals refer to Appendix C). A flow exceedance is defined as any flow rate that exceeds the limit allowed in the PTTW and/or the CofA for a period of greater than 10 minutes in duration.

5.1 Permit to Take Water (PTTW) and Certificate of Approval (CofA) Instantaneous Flow Limit Exceedance

Table 3: PTTW and C of A Flow Limit Exceedance Non-Compliance

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DATE (2010)</th>
<th>DURATION (HR:MIN)</th>
<th>EXPLANATION / CORRECTIVE ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ayr Well Field</td>
<td>February 10</td>
<td>9:31 – 9:47</td>
<td>Started for samples</td>
</tr>
<tr>
<td>Well ASR2</td>
<td>May 11</td>
<td>8:45 – 9:00</td>
<td>Flow spike on well start-up</td>
</tr>
<tr>
<td>Well G4</td>
<td>August 12</td>
<td>10:40 – 11:15</td>
<td>Well running to waste.</td>
</tr>
<tr>
<td>Branchton Well Field</td>
<td>October 19</td>
<td>9:30 – 9:47</td>
<td>Well started for samples.</td>
</tr>
<tr>
<td>Well WY1</td>
<td>April 11</td>
<td>20:57 – 21:18</td>
<td>Unexplained spike.</td>
</tr>
<tr>
<td></td>
<td>May 6</td>
<td>15:20 – 16:12</td>
<td>Unexplained spike.</td>
</tr>
<tr>
<td>Well WY6</td>
<td>August 18</td>
<td>10:38 – 10:51</td>
<td>Started for samples.</td>
</tr>
<tr>
<td></td>
<td>August 25</td>
<td>10:33 – 11:01</td>
<td></td>
</tr>
<tr>
<td></td>
<td>August 31</td>
<td>9:17 – 9:31</td>
<td></td>
</tr>
<tr>
<td></td>
<td>September 8</td>
<td>10:24 – 10:36</td>
<td></td>
</tr>
</tbody>
</table>

6.0 INSTRUMENTATION MAINTENANCE REQUIREMENTS

As per the Certificate of Approvals and/or the Reg. 170/03, all flow meters and water quality analyzers (chlorine residual, fluoride residual and turbidity) are calibrated in accordance with manufacturers’ instructions.

7.0 WELL MAINTENANCE

Routine well inspections conducted by RMOW staff and MOE inspections indicate all drinking water supply wells were in compliance. Wells are maintained in accordance with O. Reg. 903, (made under the Ontario Water Resources Act). Refer to Table 2 for monitoring well non-compliance issues.
TO: Chair Jim Wideman and Members of the Planning and Works Committee
DATE: March 8, 2011
FILE CODE: C06-60/P&W/WS.11
SUBJECT: PROMOTION OF TAP WATER UPDATE

RECOMMENDATION:

For information only.

SUMMARY: Nil

REPORT:

Background

The Regional Municipality of Waterloo (Region), as a producer of potable water, in 2008 banned the sale and provision of bottled water at Regional facilities and functions except in locations and situations where potable tap water is not available (E-08-061). To support this decision, Regional Council directed staff to continue promotion of the benefits of municipal tap water to residents of Waterloo Region.

In 2009, water and communications staff from the Region, the cities, the townships and the City of Guelph started collaborating on tap water promotion, which led to the formation of the Municipal Tap Water Providers (MWTP) in 2010 (E-10-021). The MTWP works together to promote municipal tap water as safe, cost-effective, convenient and environmentally-friendly and to improve the accessibility of tap water throughout the Region while providing consistent, authoritative, cost-effective messaging. Each member contributes funds and time within the constraints of their individual programs; the Region contributes a significant role in the development and implementation to provide continuity of promotion throughout the region.

To date, the MTWP initiatives have focused on the mobile drinking water station (water trailer) that the Region purchased in 2010 (E-10-021) to provide tap water at outdoor community events where it is not typically available, thereby raising the profile of tap water. The water trailer is licensed to members of the MTWP for use at public events. The MTWP collectively determined the municipal events where the water trailer was to be utilized in its pilot year.

The water trailer is a trailer-mounted portable water supply system. It is equipped with eight spigots, eight fountains and two gravity-fed dog dishes and dispenses water via connection to a municipal supply or via a clean water holding tank with a capacity of 1100 litres. The unit is wheelchair accessible. The water trailer is towed to a bulk filling station when applicable or towed directly to the event site where food grade hoses connect to the approved municipal water source. Wastewater in the form of grey water generated from testing and maintenance is collected in an onboard holding tank and disposed of in the sanitary sewer upon conclusion of the event.
Water Trailer Program Expansion in 2011

2010 was the pilot year for the water trailer and it was used at five events where more than 2,250 patrons participated from July 1 to October 8: Cambridge Celebrates Canada Day, Cambridge Highland Games, Mill Race Folk Festival (Cambridge), Blues Festival (Kitchener), Kidspark (Kitchener), City of Kitchener’s Grillefest. The water trailer was well received at all five events. The water trailer was not used at any events held in Waterloo in 2010.

To help increase public awareness of tap water and the water trailer, the MTWP developed the “Bring it! Fill it! Drink it!” logo which was used on print advertisements, event promotions, and the newly launched waterontap.ca website.

The use of the water trailer will be expanded in 2011: it has been tentatively booked for approximately 20 events. To coordinate this effort, a summer student will be hired at a cost of $13,500 with the responsibility of coordinating logistics associated with the water trailer and attending events where the water trailer is booked. This will help to provide consistent messaging to the public across all events and ensure required procedures and logistics are followed. The water trailer will continue to be promoted on the waterontap.ca website, and through social media and event-specific promotions.

For 2011, the MTWP decided the water trailer will only be available for municipally-sponsored events to make sure all procedures are thoroughly understood and documented. The decision to receive bookings from other groups will again be reviewed at the end of 2011.

Expanding Access to Municipal Tap Water

The MTWP will partner with and support the Blue W Tap Water Refilling Network (Blue W), a not-for-profit organization dedicated to improving the availability and accessibility of municipal tap water. Blue W solicits participation from local businesses and public facilities willing to fill reusable bottles free of charge with municipal water. Participating locations will display a Blue W program insignia at a highly visible location on their storefront. In addition, they will be identified on the Blue W website’s (www.bluew.org) mapping tool, which is available on personal computers and iPhones, and will soon be available for Blackberry and Android devices. The mapping tool allows users to identify their location and the locations of the nearest Blue W participants. The MTWP will work with the Blue W program to create cross-promotional opportunities to increase awareness of the program.

Partnership with the Blue W program includes funding of $20,875 to support the recruitment, registration and promotion of participating businesses and facilities. Partnership will benefit the Region and the MTWP by:

- Supporting our collective mandate to promote tap water to residents;
- Increasing accessibility of free access to municipal tap water; and
- Supporting local businesses by promoting their goodwill and environmental stewardship to the community at large.

In 2010, the City of Guelph, a MTWP member, successfully launched this program. Other municipalities that have partnered with Blue W include London, Hamilton, Metro Vancouver and Halton Region. The Blue W program currently lists over 3,100 sites across Canada.

Blue W staff and Water Services staff will work with Facilities staff to identify locations and affix Blue W signs at regional locations.
CORPORATE STRATEGIC PLAN:

The water trailer and Blue W program support reuse and waste reduction and contributes to an integrated approach to sustainable development of Focus Area One – Environmental Sustainability.

FINANCIAL IMPLICATIONS:

The approved 2011 Water Capital Program provides $600,000 for source water implementation programs which includes $20,875 to implement the Blue W program, with funding provided through both the Water User Rates and Regional Development Charges.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Facilities staff has been consulted regarding the installation of Blue W signs at Region locations. Development of operating protocols for the water trailer has involved staff from Fleet Services, Legal Services, Risk Management and Public Health.

ATTACHMENTS:  Nil

PREPARED BY:  Colleen Brown, Communications Coordinator Source Water Protection

APPROVED BY:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
Welcome to the Region of Waterloo's Waterloo North Water Supply Class EA Public Information Centre No. 3

March 10, 2011
Class EA and Public Consultation

PIC 1
Stakeholders and residents requested monitoring of private wells and provided input on local surface water features

Dec 9, 2008

PIC 2
Residents expressed concerns regarding potential effects on existing wells and surface water features (particularly near Erbsville Well)

June 29, 2010

PIC 3

March 31, 2011

We are here

We are here

30 Day Public Review Period

We are here

Spring 2011

Implementation Design and Construction

2011 to 2015

We are here

Preparation of Environmental Study Report

We are here

Identify and Evaluate Design Concepts and Select Preferred Design Concept

We are here

Define Alternative Solutions Evaluate and Select Preferred Solutions

We are here

Install Test Well Perform Pumping Tests

We are here

Introduce Class EA Project and Invite Feedback

We are here

Residents expressed concerns regarding potential effects on existing wells and surface water features (particularly near Erbsville Well)

Stakeholders and residents requested monitoring of private wells and provided input on local surface water features
Testing and Monitoring Program

- **Purpose** - To monitor environmental response to pumping and evaluate long term water supply potential.

- 7 week long pumping test
- Regular monitoring carried out at 116 groundwater and surface water stations during the test.
Erbsville Well Test Results

Response to Pumping Observed in Intermediate (Confined) Aquifer

- Groundwater levels did not stabilize.
- Groundwater levels recovered at a slow rate at the end of the test.
- Drawdown was predominantly observed in the intermediate aquifer and was distributed over a small area.

Response to Pumping Observed in Shallow Overburden

- No effect observed at the wetland or stream flow monitoring locations during the test, indicating that the intermediate aquifer is reasonably well confined.
- A direct response to Erbsville Well pumping was observed at one shallow aquifer well in the Erbsville area.
Laurel Tank and W5A Test Results

Response to Laurel Tank and W5A Pumping in Deep (Confined) Aquifer

• Groundwater levels stabilized (i.e. reached steady state).

• Long term combined pumping rate of 80 L/s is sustainable.

• Drawdown predominantly observed in the deep aquifer and distributed over an extensive area.

Response to Laurel Tank and W5A Pumping in Shallow Overburden

• No response to Laurel Tank or W5A pumping was observed at 41 shallow overburden monitoring locations.

• Small response to Laurel Tank and W5A pumping was observed at 2 shallow overburden monitors, located along Benjamin Rd.
**Well Test Results Summary**

**Erbsville Pumping**
Pumping from the Erbsville well may not be sustainable in the long term.

**Laurel Tank and W5A Pumping**
Pumping from Laurel Tank and W5A wells (at a combined rate of 80 L/s) is sustainable in the long term.

Minimal impact to surface water temperature, elevation or flow rate.

Vertical groundwater seepage across the confining layers is expected to account for 56 to 75% (45 to 60 L/s) of the combined pumping rate.

Approximately 25 to 44% (20 to 35 L/s) is expected to be sourced from existing groundwater flow within the deep aquifer.
## Water Supply Alternative Solutions

### Intermediate Aquifer Alternatives (Erbsville Well)

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Treatment Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Do Nothing</td>
<td></td>
</tr>
<tr>
<td>2. Production well with continuous supply at 10 L/s</td>
<td>Disinfection</td>
</tr>
<tr>
<td>3. Intermittent supply well at 0 to 38 L/s with</td>
<td>Disinfection</td>
</tr>
<tr>
<td>recovery periods</td>
<td></td>
</tr>
</tbody>
</table>

### Deep Aquifer Alternatives (Laurel Tank and W5A Wells)

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Treatment Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Do Nothing</td>
<td></td>
</tr>
<tr>
<td>2. Laurel Tank site at 60 L/s</td>
<td>Treatment for Iron &amp; Manganese, Disinfection</td>
</tr>
<tr>
<td>3. W5A site at 42 L/s</td>
<td>Treatment for Sulphate, Iron &amp; Manganese, Disinfection</td>
</tr>
<tr>
<td>4. Combination of wells:</td>
<td></td>
</tr>
<tr>
<td>• 60 L/s max from Laurel Tank</td>
<td>4.A. Operate wells to achieve</td>
</tr>
<tr>
<td>• 42 L/s max from W5A</td>
<td>&lt;500mg/L Sulphate, Treatment for</td>
</tr>
<tr>
<td>• Combined max of 80 L/s</td>
<td>Iron &amp; Manganese, Disinfection</td>
</tr>
</tbody>
</table>

---

**Laurel Tank Well**

**W5A Well**

**Erbsville Well**
# Evaluation of Water Supply Alternative Solutions

## Intermediate Aquifer Alternatives (Erbsville Well)

<table>
<thead>
<tr>
<th>Alternative Solution</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| 1 Do Nothing          | • No impact on natural environment  
  • Higher public acceptance  
  • Land acquisition not required | • No new water available |
| 2 Production well with continuous supply at 10 L/s | • Some new water available | • Potential for adverse effects on the natural environment  
  • Possible impact on private wells  
  • Acquisition of municipally owned property required  
  • Would not provide continuous sustainable supply of reasonable municipal well capacity |
| 3 Intermittent supply well at 0 to 38 L/s with recovery periods | | |

## Deep Aquifer Alternatives (Laurel Tank and W5A Wells)

<table>
<thead>
<tr>
<th>Alternative Solution</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Do Nothing</td>
<td>• No impact on natural environment</td>
<td>• No new water available</td>
</tr>
</tbody>
</table>
| 2 Laurel Tank site production well at 60 L/s | • Lowest life cycle cost  
  • Low potential for impact on the natural environment  
  • Existing storage tank and pumping station on site | • Less new water available (60 vs. 80 L/s) |
| 3 W5A site production well at 42 L/s | • Low potential for impact on the natural environment  
  • Existing well site | • Sulphate treatment required  
  • Less new water available (42 vs. 80 L/s)  
  • High life cycle cost |
| 4 Production wells at both Laurel Tank (60 L/s) and W5A (42 L/s) sites - combined max of 80 L/s | • Low potential for impact on the natural environment  
  • More new water available  
  • Water supply redundancy  
  • Low life cycle cost | • Additional piping required  
  • May require two treatment facilities |

* Red text indicates preferred alternative solution
**Preferred Alternative Solution:**

- Alternative 4: Combination of Laurel Tank and W5A Wells

<table>
<thead>
<tr>
<th>Deep Aquifer Alternative Design Concept</th>
<th>Treatment Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Water treatment at each location</td>
<td>Both sites</td>
</tr>
<tr>
<td>2. Central Water Treatment Plant</td>
<td>A. Laurel Tank site</td>
</tr>
<tr>
<td></td>
<td>B. Intermediate</td>
</tr>
<tr>
<td></td>
<td>C. W5A site</td>
</tr>
</tbody>
</table>

**Design Basis**

<table>
<thead>
<tr>
<th>Water Quantity</th>
<th>Water Quality (mg/L)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Laurel</td>
</tr>
<tr>
<td>60 L/s at Laurel Tank Well</td>
<td>0.5-0.7</td>
</tr>
<tr>
<td>42 L/s at W5A Well</td>
<td>0.05</td>
</tr>
<tr>
<td>80 L/s combined flow</td>
<td>250-315</td>
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</tbody>
</table>
## Evaluation of Alternative Design Concepts

<table>
<thead>
<tr>
<th>Alternative Design Concept</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
</table>
| **1** Water treatment at each location  
  • Laurel Tank Site  
  • W5A Site |  
  • Redundancy in treatment as both sites would be able to treat up to well capacity. |  
  • Higher life cycle cost ($0.55/m³ produced)  
  • Two separate WTPs to maintain and operate  
  • Treatment separate from well house at W5A site |
| **2-A** Central Water Treatment Plant at  
  • Laurel Tank Site |  
  • Lower life cycle cost ($0.45/m³ produced)  
  • Site located by the existing storage tank, minimal improvements to the existing distribution system  
  • Combining wells would reduce required treatment  
  • Existing sewer nearby |  
  • Less redundancy in treatment |
| **2-B** Central Water Treatment Plant at  
  • Intermediate Location |  
  • Combining wells would reduce required treatment |  
  • Moderate life cycle cost ($0.50/m³ produced)  
  • Land acquisition required  
  • No existing sewer nearby  
  • Site near wetlands  
  • Less redundancy in treatment |
| **2-C** Central Water Treatment Plant at  
  • W5A Site |  
  • Combining wells would reduce required treatment  
  • Force main nearby |  
  • Moderate life cycle cost ($0.50/m³ produced)  
  • Water treatment plant would be in a site apart from the well house  
  • Site within environmentally sensitive area with significant wetland nearby  
  • Less redundancy in treatment |

*Red text indicates preferred alternative design concept*
Preferred Alternative Design Concept: Central WTP at Laurel

**Proposed Improvements**

- 2 New Well Houses
- WTP for iron/manganese and sulphate removal
- Raw water main from W5A to Laurel Tank site
- Sewer connection for waste generated during treatment
Next Steps

- Environmental Study Report (30-day Review)  
  Spring 2011
- Treatability Pilot Study  
  Spring-Summer 2011
- Decommission Erbsville Well  
  2011
- Preliminary Design  
  Additional public information opportunities as needed.  
  2012
- Detailed Design  
  2012-2013
- Construction  
  2014-2015
How You Can Provide Input

- Your input is used to develop and evaluate alternative solutions
- All comments collected will become part of the project file
- Place your completed participant worksheets in the Comment Box tonight or send it via mail by March 31, 2011 to either of the following:

  Ms. Amy Domaratzki  
  Senior Hydrogeologist, Water Services  
  Regional Municipality of Waterloo  
  150 Frederick Street, 7th Floor  
  Kitchener, ON N2G 4J3  
  Tel: 519 575 4829  
  Fax: 519 575 4452  
  ADomaratzki@region.waterloo.on.ca

  Ms. Patricia Quackenbush, P.Eng.  
  Senior Project Manager  
  AECOM  
  50 Sportsworld Crossing Rd, Suite 290  
  Kitchener, ON N2P 0A4  
  Tel: 519 650 8691  
  Fax: 519 650 3424  
  Patty.Quackenbush@aecom.com

- Ask to be added to the project mailing list.
REPORT:

On December 4, 2007, Regional Council established the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee pursuant to Minutes of Settlement endorsed by Council on August 23, 2007, and subsequently accepted by the Ontario Municipal Board. The minutes of Settlement resolved the appeal by the Environmentally Sensitive Property Owners (ESPO) and Wilhard Barth of Regional Official Policies Plan (ROPP) Amendment No. 22 which designated the first two Environmentally Sensitive Landscapes (ESLs). Section 6 of the Committee’s Terms of Reference require it to submit an annual report to Council on its activities over the previous year. At the February 10, 2011 meeting, the Committee endorsed the attached report as its third annual report to Regional Council.

The Committee met seven times during 2010. The primary location for the meetings in 2010 was the Kitchener-Waterloo Optimist Club’s Camp Heidelberg, Kressler Road, Woolwich Township within the ESL. The third annual report documents the highlights from the Committee’s third year of operation including:

Landowner Stewardship Workshop: A workshop was held on November 25, 2010 at Camp Heidelberg. The theme of the workshop was “Biodiversity and Invasive Species.” During the workshop, presentations were made on matters of interest including Invasive plants and insects including the Emerald Ash Borer which threatens to eliminate Ash trees (Fraxinus species) from the landscape.

Signage: In the first year of the committee’s existence, committee members initiated a process to develop distinctive signage. A full-size prototype of the sign was unveiled at the third annual ESL
Landowner Stewardship Workshop in November 2010. Some signs are now being manufactured of cedar, using funds from the Environmental Stewardship Fund, as approved by Council on February 24, 2010. Committee members and staff are now in the process of identifying suitable locations along Regional and Area Municipal roads around the periphery of the Laurel Creek Headwaters ESL where they can be installed.

Newsletter: A newsletter was prepared and distributed to all residents within and abutting the Laurel Creek Headwaters ESL. The newsletter summarized the goals and objectives of the committee and presented an overview of the activities undertaken to date.

Rural Landowner Workshop: A Stewardship Workshop sponsored by the Waterloo Stewardship Network was held in February 2010. Eighteen landowners from the ESL area were introduced to the Rural Landowner Stewardship Guide. This self assessment document is very valuable for rural non-farm landowners in evaluating their environmental practices.

Environmental Stewardship Fund Projects: On February 24, 2010, Regional Council approved the first round of applications to the new Environmental Stewardship Fund. Five of the 25 approved projects were wholly or partly within the Laurel Creek Headwaters ESL, including the first stage of the upper Monastery Creek rehabilitation plan. Several projects were carried out by the Waterloo Stewardship Network such as planting native trees along roadsides in the ESL.

Waterloo North Water Supply Class Environmental Assessment: The committee’s Terms of Reference provide for involvement in Environmental Assessments for municipal water-taking projects within the ESL. Regional Water Services staff and consultants returned during 2010 to provide updates on the ongoing Waterloo North Water Supply Class EA. The committee was given information regarding the process of pumping tests and some of the preliminary field results for a potential new supply well in the northwest corner of Waterloo.

The Committee intends to carry on with many of the initiatives and projects it has been involved with in its first three years of existence. The report looks ahead to activities planned for 2011 including:

Stewardship Education: The committee is planning to offer further environmental stewardship educational opportunities for the residents of the ESL including the continuation of rural landowner stewardship workshops jointly presented by the Grand River Conservation Authority and the Waterloo Stewardship Network.

Stewardship Projects: A number of the on-the-ground stewardship projects will carry on into 2011 potentially including the rehabilitation of a severely eroding woodland stream as well as further tree planting. Interest generated by projects in 2010 is anticipated to result in additional applications for funding and requests for information during 2011.

Signage: It is anticipated that the new ESL signs will be installed at appropriate locations around the perimeter of the ESL in cooperation with Area Municipal and Regional authorities. It is also planned to make small-scale versions of the distinctive ESL logo for distribution to local landowners interested in indicating their support for and participation in the activities occurring within and throughout the ESL.

Newsletter: Further editions of the ESL newsletter are expected to be prepared by the committee for distribution to all landowners within and abutting the Laurel Creek Headwaters ESL. This newsletter is intended to be a primary vehicle for providing information about activities within the ESL as well as other items of interest to landowners.
Area Municipal Consultation/Coordination

The Annual Report will be provided to the four affected Area Municipalities. Committee members and support staff are collaborating with Area Municipalities to identify appropriate locations for the installation of the distinctive new ESL signage.

CORPORATE STRATEGIC PLAN:

The work of the committee helps achieve the Strategic Objective of preserving sensitive environmental areas within the Laurel Creek Headwaters Environmentally Sensitive Landscape. It also seeks to achieve the Strategic Objective of ensuring that Regional programs are citizen-focused in order to meet the needs and expectations of the community.

FINANCIAL IMPLICATIONS:

The Committee does not have a specific budget allocation at this time. The Stewardship Workshop was funded from Regional Council’s approved budget for the implementation of the Regional Growth Management Strategy. The production of the first ESL signs was financed from the Environmental Stewardship Fund. Door prizes distributed at the Stewardship Workshop were solicited from area businesses and individuals by committee members. The Optimist Club of Kitchener-Waterloo graciously allowed the Committee to use Camp Heidelberg for the event at no financial cost.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services staff will give guidance on where and how the new ESL signage will be installed on Regional roadsides at entrances to the Laurel Creek Headwaters ESL.

ATTACHMENTS:

Attachment 1 - Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee Third Annual Report (Submitted to the Council of the Regional Municipality of Waterloo, February 10, 2011)

PREPARED BY: Albert Hovingh, Stewardship Planner

APPROVED BY: Rob Horne, Commissioner of Planning, Housing, and Community Services
THIRD ANNUAL REPORT

Submitted to the Council of
The Regional Municipality of Waterloo

Spring 2011
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1. Introduction

In March 2005 Regional Council initiated an amendment to the Regional Official Policies Plan (ROPP Amendment 22) to designate its first two Environmentally Sensitive Landscapes (ESLs), known such as Laurel Creek Headwaters and Blair-Bechtel-Cruickston. Following adoption of the amendment by Council on May 10, 2006, it was appealed by five parties, one of which was a group of local landowners within the Laurel Creek Headwaters ESL known as the Environmentally Sensitive Property Owners (ESPO). As the Ontario Municipal Board Hearing date approached, ESPO proposed a settlement to the Region which led to constructive negotiations between ESPO and Regional staff. On August 23, 2007, Council approved minutes of a settlement that resulted in ESPO withdrawing its appeal of ROPP Amendment 22 in return for the establishment of a Public Liaison Committee to participate in the detailed implementation of the amendment within the Laurel Creek Headwaters ESL.

The Committee’s Terms of Reference were approved by Council on December 12, 2007. The Committee was set up “to serve as a community-based forum to monitor, discuss and provide periodic advice to the Region on how best to implement the objectives of the Regional Planning Policies for the Laurel Creek Headwaters Environmentally Sensitive Landscape (ESL).” It is intended to foster constructive dialogue amongst the Region, local property owners, farmers, local businesses, and other stakeholders and interested parties within the ESL. The Committee also advises Regional staff on how best to implement the ESL policies and address related issues as they arise.

The Committee advises Regional staff on the development of an Implementation Guideline for the ESL. To accomplish this, the committee is working to:

- develop tools for enhancing natural features within the ESL, and connectivity among them;
- explore opportunities to promote informed private land stewardship to achieve environmental protection and conservation objectives;
- assess impacts resulting from recreational uses or major proposals to extract water within the ESL;
- explore and report on options to fund and purchase lands for conservation purposes; and
- address other relevant issues of concern to residents and property owners within the ESL.

The Terms of Reference require the Committee to submit an annual report of its activities. This is the third such annual report to be submitted to Regional Council.

The Committee was formally established by Council on February 27, 2008. The ESL Public Liaison Committee consists of twelve members. Nine are residents or landowners within the Laurel Creek Headwaters Environmentally Sensitive Landscape. The additional three members are representatives of the Waterloo Stewardship Network, an agricultural organisation, and the Ecological and Environmental Advisory Committee. In 2010 the committee was made up of the following members:

- Wilhard Barth  Wilmot Township (ESPO)
- Dianne Ensing  Wilmot Township, **Committee Vice-chair**
- Blair McKay  Wellesley Township
- Herbert Millard  Wellesley Township (ESPO)
- Ed Ries  Wilmot Township (ESPO)
- Jane Schneider  Wilmot Township
- Deb Swidrovich  City of Waterloo
- Kevin Thomason  Wilmot Township
There is one vacancy among the resident/landowner group, however, it is expected that that position will be filled in early 2011.

The three other members nominated by their organisations are:
Ron Weber National Farmers Union of Canada
Stephen May Waterloo Stewardship Network, Committee Chair
Greg Michalenko Region of Waterloo, Ecological and Environmental Advisory Committee

At the beginning of 2010, Steve May of the Waterloo Stewardship Network and Diane Ensing, a Wilmot Township landowner, were re-elected as Chair and Vice-chair of the committee, respectively.

The Public Liaison Committee met seven times in 2010 and held its third annual workshop for ESL landowners and residents. The Committee is appreciative of the KW Optimist Club for allowing us to use their facilities for our meetings.

Staff from Planning, Housing, and Community Services provide ongoing support functions to the Committee.

2. Laurel Creek Headwaters ESL

Straddling the northern end of the Waterloo Moraine in the Townships of Wellesley, Wilmot and Woolwich and the northwest corner of the City of Waterloo, Laurel Creek Headwaters is a 2,043 hectare rolling landscape punctuated by three small kettle lakes, Bamberg Bog Lake, Paradise Lake and Sunfish Lake. The latter is a rare meromictic lake. Most of the landscape is drained by Laurel Creek and its tributaries, Beaver Creek and Monastery Creek. The western part of the landscape drains to tributaries of Bamberg Creek, and the extreme northern part around Paradise Lake to Martin Creek. Significant reaches of Laurel Creek and its major tributaries support coldwater fisheries.

Rolling topography and extensive wetlands make much of the area unsuitable for agriculture, and so a significant proportion of the landscape has been left in its natural state. The natural areas within this landscape consist of a mix of upland and lowland forest. Upland forests are dominated primarily by Sugar Maple and Beech. Associated with this are some long-established Hemlock stands. Most of the wetlands are Provincially Significant, and typically consist of fine cedar swamps. Other swamp communities associated with the creek systems consist of high quality Tamarack swamp, Hemlock-Cedar-Balsam Fir-Yellow Birch wetland forest, and Silver Maple swamp. There are also small areas of marsh and open wet meadows. The area has been observed to sustain many significant species of plants and animals.
In addition to a number of farms, the area contains many rural residences on smaller properties. Whether their properties are large or small, however, local landowners demonstrate a commitment to the stewardship of their lands and the natural features upon them.

3. Activities Undertaken in 2010

3.1 Signage

In the first year of the committee’s existence, committee members initiated a process to develop distinctive signage that they hoped would replace the informal anti-ESL signs posted along roadways during the time that the ESL amendment was under consideration. At that time, a sub-committee was struck to develop a design for the signage. The committee specified that the design should comprise four basic elements of ESLs: hills, farms, woodlands, and wetlands. Regional staff had input into the design process with particular emphasis on how the Regional logo could be appropriately incorporated in the design. The sub-committee worked with a local artist over a period of two years to develop and refine a design. A full-size prototype of the sign was unveiled at the third annual ESL Landowner Stewardship Workshop hosted by the committee on November 25, 2010. The reaction of those present was very favourable.

Some signs are now being manufactured of cedar, using funds from the Environmental Stewardship Fund, as approved by Council on February 24, 2010.

During the process of designing the sign, committee members suggested that signs be installed on road sides entering the ESL similar to the signs delineating the Provincial Greenbelt. It is expected that over time the ESLs will help define the Regional landscape in a manner comparable to how the Greenbelt is defining the landscape of the Greater Toronto and Hamilton area. Conscious of this, the committee strove to develop a locally-produced and more visually appealing design than the Greenbelt sign.

The committee considered potential locations for the signs to be installed on both Regional Roads and Area Municipal roads by “photo-shopping” the signs onto images of the road sides. Some committee members have had informal conversations with Area Municipal staff to explore the possibility of installing signs on local roadsides.
Several Regional Roads (e.g., Erbsville Road, Kressler Road, Hergott Road, Weimar Line, Gerber Road, and Notre Dame Drive) enter the ESL. Committee members and staff are of the opinion that some of these locations would be suitable to install the signs. Staff advised the committee that installation of any signs within Regional road rights-of-way would have to be consistent with the Region’s new Sign By-law. Through consultation with Regional Transportation staff, it was decided that ESL signs may be considered “official signs” under the Sign By-law, and may be installed provided the design, supports, and locations are acceptable to the Commissioner of Transportation and Environmental Services, and suitable financial arrangements are made for the production, installation, and upkeep of the signs.

3.2 Landowner Stewardship Workshop

A workshop was held on November 25, 2010 at Camp Heidelberg on Kressler Road. The theme of the workshop was “Biodiversity and Invasive Species.” During the workshop, presentations were made on matters of interest including Invasive plants and insects including the Emerald Ash Borer which threatens to eliminate Ash trees (Fraxinus species) from the landscape.

Based on the comments and discussion, there is a great desire for practical applications and programs such as woodlot management, tree planting and wetland protection measures such as marginal farmland retirement.
All of the members of the committee participated actively in organising the event, and canvassed many local businesses within and near the ESL for quality items to be distributed to participants as door-prizes.

3.3. Newsletter

A newsletter was prepared and distributed to all residents within and abutting the Laurel Creek Headwaters ESL. The newsletter summarized the goals and objectives of the committee and presented an overview of the activities undertaken to date. It also provided an invitation to attend the November 25, 2010 landowner workshop.

3.4 Rural Landowner Workshop

The Stewardship Workshop held in February 2010 was a success with 18 landowners from the ESL area participating in a half day workshop that explored the Rural Landowner Stewardship Guide. This self assessment document is very valuable for rural non-farm landowners in evaluating their environmental practices. The document also provided resources and information on activities that can better help the environment around their properties.

3.5 Environmental Stewardship Fund Projects

On February 24, 2010, Regional Council approved the first round of applications to the new Environmental Stewardship Fund. Five of the 25 approved projects were wholly or partly within the Laurel Creek Headwaters Environmentally Sensitive Landscape. These included the first stage of the upper Monastery Creek rehabilitation plan, specifically a study by a fluvio-geomorphologist to investigate the causes of the severe stream erosion occurring in the headwaters area along with a recommended course of action to correct the problem. It is anticipated that additional funds will be required to implement the recommended actions.

The Environmental Stewardship Fund funded several projects carried out by the Waterloo Stewardship Network. These included planting native trees along roadsides in the ESL along with other projects carried out by a team of Ontario Stewardship Rangers in the summer of 2010.

The first round of tree planting was completed in November. Over 2 km of roadside in the ESL area was planted using various strategies that involved the use of indigenous trees, shrubs and wildflowers to create natural corridors along roadsides. Highly exposed sites, sites under hydro lines (where shrubs replaced trees) and along a community fencerow were all planted with the help of community volunteers with financial assistance from the Regions ESL Stewardship Fund and the Waterloo Stewardship Network.
The Fund also assisted with the production of the Waterloo Stewardship Network Rural Landowner Stewardship Guide to educate rural landowners about environmental issues affecting their properties.

Lastly, the Fund has defrayed the cost of producing the first ESL signs.

3.6 Waterloo North Water Supply Class Environmental Assessment

The committee’s Terms of Reference provide for involvement in Environmental Assessments for municipal water-taking projects within the ESL. Regional Water Services staff and consultants returned during 2010 to provide updates on the ongoing Waterloo North Water Supply Class EA. The committee was given information regarding the process of pumping tests and some of the preliminary field results for a potential new supply well in the northwest corner of Waterloo.

4. Activities Planned for 2011

4.1 Stewardship Education

The committee is planning to offer further environmental stewardship educational opportunities for the residents of the ESL including the continuation of rural landowner stewardship workshops. These workshops are to be jointly presented by the Grand River Conservation Authority and the Waterloo Stewardship Network.

4.2 Stewardship Projects

A number of the on-the-ground stewardship projects initiated within the ESL during 2010 will carry on into 2011 including the rehabilitation of a severely eroding woodland stream as well as further tree planting. Interest generated by projects in 2010 is anticipated to result in additional applications for funding and requests for information during 2011.

4.3 ESL Signage

It is anticipated that the new ESL signs will be installed at appropriate locations around the perimeter of the ESL in cooperation with Area Municipal and Regional authorities. It is also planned to make small-scale versions of the distinctive ESL logo for distribution to local landowners interested in indicating their support for and participation in the activities occurring within and throughout the ESL.
4.4 Newsletter

It is expected that further editions of the ESL newsletter will be prepared by the committee for distribution to all landowners within and abutting the Laurel Creek Headwaters ESL. This newsletter is intended to be a primary vehicle for providing information about activities within the ESL, as well as other items of interest to landowners.

5. Conclusion

The committee is looking forward to an increased awareness of the ESL when the roadside signs are installed in 2011. The committee remains active and is dedicated to promoting the features and functions of the ESL and working with the local residents to ensure that the ecological and economic values provided by the various landscape features are cared for and protected by all.

Respectfully submitted,

Steve May, Chair (2010)
Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee
February 10, 2011
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: D15-60(A)

SUBJECT: YEAR END 2010 POPULATION AND HOUSEHOLD ESTIMATES FOR THE REGION OF WATERLOO

RECOMMENDATION:


SUMMARY:

Each year, an estimate of the year-end population and households is produced for the Region and each Area Municipality by Regional staff (see Figure 1). The Regional population as of year-end 2010 is estimated at 543,700 including full-time university and college students residing in the Region. The annual growth rate was 1.69%, representing an increase of 9,000 people over 2009. The number of households increased by 3,870, or 2.03%. Households are defined as occupied dwellings; the number of residential building permits issued in 2010 was higher as there is a lag between when the permit is issued and the building is occupied.

The Region’s year-end estimates differ from the Census population counts in a number of ways. Adjustments for the Census under-coverage, and for students who are temporarily resident here, are made to better reflect the actual number of people using services in the community. The timeframe is also shifted from mid-May to year-end in order to better address the needs of various program delivery areas. Similarly, the Regional Persons Per Unit (PPU) estimates differ from the standard Census PPU’s. Therefore, the population reflected in this report is different from (but consistent with) the Regional Official Plan (ROP) population, which uses the census population figure at mid-year and the under-coverage adjustment, but does not include temporary students or year-end values.

After a lower rate of population growth in 2009, the 2010 growth rate returned to a more usual level, as shown in Figure 3. Growth rates are expected to remain healthy in 2011, based on recent building activity. The Region’s continuing growth reflects the diversity of the local economy, low interest rates, and the community’s desirability from a quality of life point of view. The population estimates are on track with forecasted growth contained in the Province of Ontario’s Places to Grow, Growth Plan for the Greater Golden Horseshoe.

The tables provided in this report are proposed to be included in a Planning Information Bulletin to be distributed to Area Municipalities and other agencies, as well as posted on the Region’s website. Population estimates are used by many Regional and Municipal departments, agencies, boards, and community groups to understand land use, plan infrastructure and service programs, calculate service costs per resident, assess housing needs and track health and social services trends.
REPORT:

Population and Household Estimates

Figure 1 provides the year-end 2010 population and household estimates for all Area Municipalities, with 2009 comparators. The population estimate for year-end 2010 is 543,700. This represents an increase of 9,000 people or 1.69% over the 2009 population estimate of 534,700. Of the Area Municipalities, Woolwich continues to experience the highest growth rate in 2009, at 3.5%, representing 760 additional people. In absolute growth, Kitchener grew the most, with 4,000 new residents, representing an annual growth rate of 1.8%.

The estimated number of households in the Region is 194,890. Households are equivalent to “occupied dwellings”. Growth in households from 2009 is 3,870 units (2.03%), more than double the growth in the previous year. In 2010, the largest increase in the number of households occurred in Kitchener, which grew by 1,850 occupied units, accounting for almost one half of the Regional growth of households. In percentage increase, Woolwich had the largest growth in households, with 300 new households representing a 4.1% annual growth rate.

The calculated Persons Per Unit (PPU) for year-end 2010 is 2.71, representing the estimated Regional population in regular dwellings in relation to the number of households in the Region. This PPU value includes the students who are resident in the Region, as well as the undercoverage rate applied to Regional population estimates. The average Census–equivalent PPU (usual residents in private occupied dwellings, not including students and undercoverage), was 2.62 across the Region.

Figure 1

Year-end 2010 Population and Household Estimates for the Region of Waterloo*

<table>
<thead>
<tr>
<th>Region</th>
<th>Total Population Year end 2010</th>
<th>Population in Regular Households</th>
<th>Population in Collective Dwellings</th>
<th>Population Change 2009-2010 (%)</th>
<th>Households Year-end 2010</th>
<th>Households Year-end 2009</th>
<th>Additional Households</th>
<th>Household Change 2009-2010 (%)</th>
<th>Persons per Unit</th>
<th>Full-time University/College Students Resident in the Region</th>
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<tbody>
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<td>Region of Waterloo**</td>
<td>543,700</td>
<td>526,000</td>
<td>16,220</td>
<td>1.09</td>
<td>194,890</td>
<td>181,020</td>
<td>3,870</td>
<td>2.71</td>
<td>39,030</td>
<td>1,770</td>
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<tr>
<td>Cambridge</td>
<td>129,400</td>
<td>127,800</td>
<td>1,220</td>
<td>0.65</td>
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<td>45,350</td>
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<td>Kitchener</td>
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<td>North Dumfries</td>
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<td>Waterloo</td>
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<td>40,530</td>
<td>360</td>
<td>2.75</td>
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<tr>
<td>Wilmot</td>
<td>19,360</td>
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<td>220</td>
<td>1.2</td>
<td>6,910</td>
<td>6,700</td>
<td>300</td>
<td>4.1</td>
<td>760</td>
<td></td>
</tr>
<tr>
<td>Woolwich</td>
<td>22,660</td>
<td>22,050</td>
<td>610</td>
<td>3.5</td>
<td>7,680</td>
<td>7,380</td>
<td>300</td>
<td>3.5</td>
<td>1,230</td>
<td></td>
</tr>
</tbody>
</table>

* Although based on the Census of 2006, this number includes adjustments for students (including foreign/temporary residents), Census undercoverage, and vacation rates. Due to various corrections and adjustments, direct comparisons to last year’s estimates are not valid.
** Municipal Totals may not add due to independent rounding.
*** Collective Dwellings include student residences, nursing homes, hospitals, jails, larger lodging houses, etc.
"Persons per Unit" (PPU) calculation is based on the "Population in Regular Households", not on "Total Population".
Population and Household Trends

Some key trends affecting the current population and household estimates are summarized below:

- **Building Activity**: Building Activity differs from the household growth estimated in this report. Building Activity measures the number of units for which a building permit was issued, while household growth measures the number of units which are estimated to be occupied (not vacant or still under construction). About 60% of the 2010 Building Activity occurred in the last six months of the year; many of these units are not expected to be occupied until at least 2012.

- **Vacancy Rates**: The vacancy rates in rental accommodations reported by Canada Mortgage and Housing Corporation (CMHC) fell from its unusually high level of 3.3% in 2009 to 2.6% in 2010, closer to the 15-year average of 2.5%. This decrease in the level of vacant apartments contributed to the population estimate increase in 2010.

- **Persons Per Unit**: The average number of persons per unit (PPU) has been declining for several decades according to Census data. This trend has been the result of smaller and fewer families, increased economic well-being and independence, and an aging population.

- **Housing cycles**: The 15-year period from 1995 to 2010 approximates one complete cycle in the housing market, during which the Region’s population grew by an average of 8,213 per annum, or 1.67%. Despite the lower increase in 2009, the most recent five-year period from 2006 to 2010, has been characterized by relatively high levels of growth in Waterloo Region, with average annual growth in this period of 7,580 people (1.55%) and 3,232 households per year (1.77%).

- **University and College Students**: Students at the University of Waterloo, Wilfrid Laurier University, and Conestoga College represent a substantial adjustment to the total population. The estimated portion of the student body that resides here, whether temporarily or otherwise, is included in the 2010 population estimates. This inclusion of temporary and foreign students is a key difference between Census and Regional population estimates. There are now an estimated 39,030 students residing in the Region as of year-end 2010, with approximately 7,930 in student residences. The definition of ‘student residences’ has been aligned more closely with the universities and the Census. In 2010, this report treats some private and co-op facilities, which continue to be entirely student occupied, as regular dwellings. More research in this area may result in some further refinement of definitions and/or adjustments to the estimates of the number of students housed.

- **Places to Grow Forecast**: The Province of Ontario published a 2031 forecast of 729,000 people in the Region of Waterloo in the Places to Grow (P2G) Growth Plan for the Greater Golden Horseshoe (2006). This is the population figure that the Region of Waterloo’s Regional Official Plan (ROP) must plan to achieve. P2G also contains an interim forecast of 526,000 people in 2011. As shown in Figure 2, the Region’s preliminary estimate for 2011 is 551,300 residents, including students (see “University and College Students” above). Using the P2G population definition (which excludes students), this would be 531,300, which nominally exceeds the P2G interim forecast.

Methodology

An estimate of the current population and households in the Region is prepared by Planning, Housing and Community Services staff each year. The estimate is primarily based on the most recent Census of Canada (May, 2006). However, the estimate of population contained in this report differs from the population reported by the Census. To best reflect the total number of people
consuming services within the Region, adjustments are made to include the census net undercoverage (those people who were missed or double counted by the Census) as well as students who are temporarily resident here. The timeframe is also shifted from mid-May to year-end. Using those adjustments, the census population of 478,121 estimated by Statistics Canada, (May 2006) equated to a Regional 2006 year-end population estimate of 515,500.

While population and households estimates are anchored to Census estimates every five years, in the subsequent post-censal years (2007-2011), the population and households are extrapolated using building permit activity. An estimated occupancy date is assigned to each building permit, and this date determines when new dwellings are added to the inventory of occupied units. The 2011 Census will provide the next anchor point when results are released in 2012/2013.

These sources are supplemented by data from the Municipal Property Assessment Corporation (MPAC), correlated with a visual inspection of recent aerial photography, and data such as vacancy rates published by Canada Mortgage and Housing Corporation (CMHC). Recent student estimates from student enrolment data from the University of Waterloo, Wilfrid Laurier University and Conestoga College are also incorporated into the estimates. This process involves careful integration of the various components of population and households from these sources, including retroactive adjustments to previous years’ population due to cancellation of building permits and other updates to historical data. Figure 2 provides revised estimates for the period from 1992 – 2009, and Figure 3 shows the growth rates for the same period.

Figure 2
Long-term Trends in Population and Households

<table>
<thead>
<tr>
<th>Year-end</th>
<th>Population</th>
<th>Change (%)</th>
<th>Households</th>
<th>Change (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>406,000</td>
<td>-</td>
<td>140,260</td>
<td>2.28</td>
</tr>
<tr>
<td>1993</td>
<td>411,300</td>
<td>1.30</td>
<td>143,090</td>
<td>2.02</td>
</tr>
<tr>
<td>1994</td>
<td>417,400</td>
<td>1.50</td>
<td>146,280</td>
<td>2.23</td>
</tr>
<tr>
<td>1995</td>
<td>420,500</td>
<td>0.73</td>
<td>148,080</td>
<td>1.23</td>
</tr>
<tr>
<td>1996</td>
<td>423,400</td>
<td>0.70</td>
<td>149,650</td>
<td>1.06</td>
</tr>
<tr>
<td>1997</td>
<td>429,400</td>
<td>1.42</td>
<td>152,010</td>
<td>1.58</td>
</tr>
<tr>
<td>1998</td>
<td>436,700</td>
<td>1.69</td>
<td>154,960</td>
<td>1.94</td>
</tr>
<tr>
<td>1999</td>
<td>445,100</td>
<td>1.92</td>
<td>158,270</td>
<td>2.14</td>
</tr>
<tr>
<td>2000</td>
<td>453,600</td>
<td>1.91</td>
<td>161,590</td>
<td>2.10</td>
</tr>
<tr>
<td>2001</td>
<td>462,200</td>
<td>1.90</td>
<td>164,610</td>
<td>1.67</td>
</tr>
<tr>
<td>2002</td>
<td>472,000</td>
<td>2.12</td>
<td>167,530</td>
<td>1.77</td>
</tr>
<tr>
<td>2003</td>
<td>482,200</td>
<td>2.17</td>
<td>170,790</td>
<td>1.95</td>
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<tr>
<td>2004</td>
<td>495,100</td>
<td>2.67</td>
<td>175,010</td>
<td>2.47</td>
</tr>
<tr>
<td>2005</td>
<td>505,800</td>
<td>2.16</td>
<td>178,730</td>
<td>2.13</td>
</tr>
<tr>
<td>2006</td>
<td>515,500</td>
<td>1.92</td>
<td>182,450</td>
<td>2.08</td>
</tr>
<tr>
<td>2007</td>
<td>522,700</td>
<td>1.39</td>
<td>185,760</td>
<td>1.81</td>
</tr>
<tr>
<td>2008</td>
<td>531,400</td>
<td>1.67</td>
<td>189,480</td>
<td>2.00</td>
</tr>
<tr>
<td>2009</td>
<td>534,700</td>
<td>0.62</td>
<td>191,020</td>
<td>0.81</td>
</tr>
<tr>
<td>2010</td>
<td>543,700</td>
<td>1.69</td>
<td>194,890</td>
<td>2.03</td>
</tr>
<tr>
<td>2011*</td>
<td>551,300</td>
<td>1.39</td>
<td>198,130</td>
<td>1.66</td>
</tr>
</tbody>
</table>

5-yr average: 7,580 1.55 3,232 1.77
15-yr average: 8,213 1.67 3,121 1.80

*Projected.
Area Municipal Consultation/Coordination

This report has been circulated to Area Municipalities.

CORPORATE STRATEGIC PLAN:

Many of the objectives and actions contained in the Corporate Strategic Plan rely on estimates of population and households, including the Regional Official Plan, the Rapid Transit Environmental Assessment and the Regional Development Charges.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

NIL

PREPARED BY:  Margaret Parkin, Manager, Planning Information and Research
Virgil Martin, Planning Information Specialist

APPROVED BY:  Rob Horne, Commissioner of Planning, Housing and Community Services
RECOMMENDATION:

For information.

SUMMARY:

This report provides a summary of building permit activity across the Region in 2010, with comparisons to previous years. It reflects building permit data related to new construction, excluding agricultural, and net of cancelled permits, as provided by Area Municipalities. Despite the slower pace of global economic recovery, new construction activity in the Region reached levels equivalent to early in the decade when the economy was generally stronger.

The total value of building permits issued in 2010 for new construction in the Region of Waterloo was $1.47 billion, an increase of 68% from 2009 values. This was highest value ever recorded in the Region. Total new construction value was comprised of approximately 51% in the residential sector, and 49% non-residential.

In residential activity, permits were issued for 4,037 units in 2010, up 46% from the 2,765 units in 2009. Relative to long term trends, the 4,037 units are 28% above the 30-year regional average of 3,160 units. The value of these permits increased 36% to $746.2 million from $547.1 million in 2009. There was higher than typical residential activity in the last month of the year. The Barrelyards Development in Waterloo had permits issued for total of 844 units in December; this was a little over 40% of the total 1,950 apartment units issued in 2010. It is anticipated that these units will be built in 2011/2012.

The ratio of new single detached residential units to new multi-residential units has shifted over the past five years from 60/40 to 35/65.

Canada Mortgage and Housing Corporation (CMHC) reported in its January 2010 Housing Market Outlook that housing starts in the Kitchener-Cambridge-Waterloo Census Metropolitan Area (CMA) in 2010 were up 23% from 2009; higher than the 12% increase CMHC predicted previously (as reported in P-10-023, “2009 Building Permit Activity”). CMHC is predicting an 11% decline in housing starts in the CMA in 2011.

Building permits for new non-residential floor space increased 62% to 4.07 million ft$^2$ relative to 2009, and the value of non-residential permits issued in 2010 increased 120% to $722.7 million from $328.3 million in the same period. The 2010 non-residential permit value was the highest ever recorded in the Region.

In a comparison of activity in the three cities and the four townships, 14% of the new residential units
constructed and 12% of the new non-residential floor space constructed occurred in the townships, a slightly lower proportion than in 2009. Of the three cities, Waterloo had both the highest dollar value ($381 million) and the greatest floor space (1.94 million ft²) for non-residential permits, as well as highest number of new residential units at 1,472.

While the reurbanization target does not come into effect until the year 2015, the levels for the Region of Waterloo from 2006 to year-end 2010 to provide an early indication of how the residential building activity currently measures against the target. Permits for new residential units for the year 2010 indicate that 56% of units have been created in the Built Up Area, exceeding both the Places to Grow requirement and the ROP target. Residential growth within the more conservative Reurbanization Monitoring Line (50%) similarly exceeded both targets. This is the first year that these targets have been exceeded.

**REPORT:**

Building permit activity is one indicator of the strength of the local economy, as well as a predictor of the population growth. This report summarizes building activity in both the residential and non-residential sectors for each Area Municipality in the Region for 2010. Building activity data for previous years is provided for comparison purposes. These figures are compiled annually by Regional staff, based on data supplied by the Area Municipalities.

**Total Value of New Construction**

The total value of new building permits issued in 2010 was $1.47 billion. Total residential permit value was $746.2 million and total non-residential permit value was $722.7 million. As shown in Figure 1, total new construction value increased 68% from 2009 levels. This represents the highest total value ever recorded in the Region.

![Figure 1: Total Value of New Construction, 2000-2010](image)

**Non-Residential Activity**

In 2010, the value of non-residential building permits climbed to new heights after an average year
last year. Institutional values increased 199% to $354 million from $118.3 million, the value of commercial building permits increased 129% to $313.3 million from $136.6 million, while industrial building permits decreased 25% to $55.4 million from $73.4 million.

The highest values for an individual 2009 non-residential building permit, by type, are:

- Commercial: $40 million for the office/retail buildings in the Barrelyards development;
- Institutional: $63 million for the construction of the new Conestoga College campus in Cambridge;
- Industrial: $20 million for a building addition by SNC-Lavalin Pharma on Wolsely Crt in Cambridge

Combined, non-residential building permits for Research in Motion (RIM) were valued at $100 million for new floor space in Waterloo Region in 2010.

Of the 43 permits valued over $2 million, Waterloo issued 21 permits, Kitchener issued 10, Cambridge issued 8, Woolwich issued two, and Wilmot and North Dumfries issued one each. Attachment 1 lists the top 25 permits by construction value.

As illustrated in Figures 2 to 4, non-residential building permit values fluctuate by sector and by municipality from year to year. In 2010, values increased substantially in the institutional and commercial sectors, and decreased in the industrial sector.
Total new non-residential floor space increased in 2010 in all non-residential sectors except the industrial sector. Institutional floor space increased 168% from 593,430 ft\(^2\) in 2009 to 1.59 million ft\(^2\) in 2010. New commercial floor space increased 75% from 1.13 million ft\(^2\) to 1.98 million ft\(^2\), and new industrial floor space decreased 37% from 792,037 ft\(^2\) to 499,861 ft\(^2\) in 2010.
Figure 5 shows the 10-year variation in non-residential floor space among the sectors.

For non-residential permits, Waterloo had both the highest dollar value ($381 million) and the greatest floor space (1.94 million ft\(^2\)) among the area municipalities, as shown in Figures 6 and 7.
Residential Activity

In 2010, building permits were issued for 4,037 units. This represents an increase of 1,272 units from 2009, or 46%. The value of these permits increased 36% to $746.2 million from $547.1 million.

As shown in Figure 8, the composition of the residential building activity, by type, was:
- 1,409 single detached units, accounting for 35% of the total residential units built,
- 144 semi-detached units (4%),
- 534 townhouse units (13%), and
- 1,950 apartment units (48%).
The number of single detached units constructed in the Region remained virtually unchanged, increasing 1% from 2009. At the same time, apartment units increased 177%, townhouse units increased 3%, and semi-detached units declined 8%. Over the longer term, the percentage of single detached units constructed per year has fallen from a peak of 78% in 1998 to 35% in 2010. Overall, the ratio of new single detached to new multi-residential units has shifted in the past five years, from about 60/40 to 35/65.

Map 1 (included as Attachment 2) shows the location of all residential building permits issued for new construction in 2010. Each circle is representative of the number of units constructed through each building permit.

Figure 9 illustrates the residential building permit activity in each Area Municipality in 2010 with 2009 as a comparison. Waterloo reported the highest number of new residential units in 2010 at 1,472; Kitchener reported 1,382 and Cambridge 614. In the townships, Woolwich reported 279 new residential units, Wilmot 181 units, Wellesley 67 units, and North Dumfries 42 units.

### Figure 9: Total New Residential Units by Type

<table>
<thead>
<tr>
<th></th>
<th>Single Detached</th>
<th>Semi Detached</th>
<th>Townhouse</th>
<th>Apartment</th>
<th>Total</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAM</td>
<td>366</td>
<td>300</td>
<td>3</td>
<td>0</td>
<td>136</td>
<td>80</td>
</tr>
<tr>
<td>KIT</td>
<td>468</td>
<td>581</td>
<td>77</td>
<td>110</td>
<td>314</td>
<td>322</td>
</tr>
<tr>
<td>WAT</td>
<td>129</td>
<td>94</td>
<td>9</td>
<td>2</td>
<td>35</td>
<td>30</td>
</tr>
<tr>
<td>NDU</td>
<td>39</td>
<td>42</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>WEL</td>
<td>51</td>
<td>55</td>
<td>22</td>
<td>12</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>WIL</td>
<td>120</td>
<td>130</td>
<td>22</td>
<td>18</td>
<td>6</td>
<td>32</td>
</tr>
<tr>
<td>WOO</td>
<td>216</td>
<td>207</td>
<td>23</td>
<td>2</td>
<td>25</td>
<td>70</td>
</tr>
<tr>
<td>RMW</td>
<td>1,389</td>
<td>1,409</td>
<td>156</td>
<td>144</td>
<td>516</td>
<td>534</td>
</tr>
</tbody>
</table>

Long Term Trends in Residential Building Activity

The total annual number of new residential permits (1980-2010) is displayed in Figure 10. The graph clearly shows the cyclical nature of residential building activity, which reflects many factors including demand, housing prices and mortgage rates. The long-term annual average over the 30-year period of new residential units is 3,160. The residential building permit activity in 2010, at 4,037 new units, was 28% above the long term average.
Comparisons with CMHC Housing Starts

Locally, Canada Mortgage and Housing Corporation (CMHC) reported in its Housing Now edition (released February, 2011) that the 2,815 housing starts in the Kitchener-Cambridge-Waterloo Census Metropolitan Area (CMA) in 2010 were up 23% from 2009. This is higher than the 12% increase they had predicted in 2009 (as reported in P-10-023, “2009 Building Permit Activity”). CMHC’s latest prediction for 2010 (Fall 2010 - Housing Market Outlook) is an 11% decline in starts in the CMA for 2011.

The increase in the new home construction market in the Region of Waterloo was less than some of the increases in other communities. However, it was still more than the provincial average. CMHC reported that housing starts in Ontario were up 20% in 2010. Figure 11 below displays the change in starts experienced by nearby municipalities last year.

<table>
<thead>
<tr>
<th>Market Area</th>
<th>Starts</th>
<th>% Change from 2009 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2009</td>
<td>2010</td>
</tr>
<tr>
<td>Guelph CMA</td>
<td>567</td>
<td>1,021</td>
</tr>
<tr>
<td>Hamilton CMA</td>
<td>1,860</td>
<td>3,562</td>
</tr>
<tr>
<td>Peel Region</td>
<td>3,745</td>
<td>4,259</td>
</tr>
<tr>
<td>Halton Region</td>
<td>3,084</td>
<td>3,864</td>
</tr>
<tr>
<td>Durham Region</td>
<td>2,017</td>
<td>2,679</td>
</tr>
<tr>
<td>York Region</td>
<td>6,343</td>
<td>7,138</td>
</tr>
<tr>
<td>Province of Ontario</td>
<td>50,370</td>
<td>60,433</td>
</tr>
<tr>
<td><strong>Kitchener-Cambridge-Waterloo CMA</strong></td>
<td><strong>2,298</strong></td>
<td><strong>2,815</strong></td>
</tr>
</tbody>
</table>

Source: CMHC (Housing Now-January 2011)

CMHC is predicting a drop in starts across the province in 2010 of 8%.

It is important to note that there are several differences between the statistics reported by CMHC and those found in this report. The first difference is that this report is for all seven Area Municipalities, whereas CMHC reports on the Kitchener CMA (Census Metropolitan Area) which includes only Kitchener, Waterloo, Cambridge, Woolwich and North Dumfries. Secondly, CMHC uses a ‘start’ as the measure of building activity. A ‘start’ is defined as the beginning of construction
work on a building, usually when concrete has been poured for the footing. Due to this, units for which building permits were issued at the end of 2010 (1273 apartment units were issued permits in the last two months of the year, including Barrelyards (832 units) in the last two weeks of the calendar year) would not be included in CMHC’s 2010 report. Further, any new housing units created through conversions from industrial uses are not included in the CMHC reports.

Monitoring Growth

On June 16, 2006, the Province of Ontario approved “Places to Grow: Growth Plan for the Greater Golden Horseshoe”, which included an objective to accommodate more growth through reurbanization. The Growth Plan set a minimum target of 40% of new residential units to be constructed within the Built Up Area (BUA) which was defined by the Province to delineate the lands already developed.

The defined BUA did include several areas with partially built subdivisions in 2006. As a result, the Reurbanization Monitoring Line was created by Regional staff in 2004 to measure historical rates of intensification back to 2000 and falls entirely within the Built Boundary.

While the reurbanization target does not come into effect until the year 2015, the levels for the Region of Waterloo from 2006 to year-end 2010 provide an early indication of how the residential building activity currently measures against the target. As shown in Figures 12 & 13, permits for new residential units for the year 2010 indicate that 56% of units have been created in the Built Up Area, exceeding the Places to Grow requirement. Residential growth within the more conservative Reurbanization Monitoring Line (50%) similarly exceeded the target. This is the first year that this target has been exceeded.

Figure 12: Units Constructed Inside the BUA and Reurbanization Monitoring Line

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Units Constructed in Waterloo Region</th>
<th>Units Constructed Inside the BUA</th>
<th>Units Constructed Inside the Reurbanization Monitoring Line</th>
<th>Percent of Units Constructed Inside the BUA</th>
<th>Percent of Units Constructed Inside the Reurbanization Monitoring Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>3,219</td>
<td>1,670</td>
<td>933</td>
<td>52%</td>
<td>29%</td>
</tr>
<tr>
<td>2007</td>
<td>3,105</td>
<td>1,433</td>
<td>988</td>
<td>46%</td>
<td>32%</td>
</tr>
<tr>
<td>2008</td>
<td>2,970</td>
<td>975</td>
<td>849</td>
<td>33%</td>
<td>29%</td>
</tr>
<tr>
<td>2009</td>
<td>2,765</td>
<td>1,029</td>
<td>853</td>
<td>37%</td>
<td>31%</td>
</tr>
<tr>
<td>2010</td>
<td>4,037</td>
<td>2,268</td>
<td>2,005</td>
<td>56%</td>
<td>50%</td>
</tr>
</tbody>
</table>
While there is no policy target for the amount of non-residential activity within the Built Up Area (BUA), the following figures (14 & 15) are reported for industrial, commercial and institutional building activity, measured both in size of new construction as well as building value, as provided on building permits issued.

**Figure 14: Non-Residential Floor Area Constructed Within the Built Up Area**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Floor Area Constructed in Region of Waterloo (ft²)</th>
<th>Total Floor Area Constructed Inside the Built Up Area (ft²)</th>
<th>Percent of Floor Area Constructed Inside the Built Up Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>2,984,606</td>
<td>2,213,283</td>
<td>74%</td>
</tr>
<tr>
<td>2007</td>
<td>2,762,978</td>
<td>1,807,132</td>
<td>65%</td>
</tr>
<tr>
<td>2008</td>
<td>3,294,484</td>
<td>2,258,416</td>
<td>69%</td>
</tr>
<tr>
<td>2009</td>
<td>2,515,090</td>
<td>1,512,688</td>
<td>60%</td>
</tr>
<tr>
<td>2010</td>
<td>4,067,758</td>
<td>2,470,196</td>
<td>61%</td>
</tr>
</tbody>
</table>
In 2010, 29% of the units (1,167) and 36% of the non-residential floor space (1.45 million ft²) were constructed within 800 meters of the 13 planned Rapid Transit Station Areas in Cambridge, Kitchener and Waterloo.

Area Municipal Consultation/Coordination

Building permit data are collected by Area Municipal staff and submitted to the Region. They are compiled for use in Regional development charge calculations, development tracking, forecasts, and reporting. Municipal staff is consulted for verification and insight into the data. Ongoing corrections and permit cancellations must be taken into consideration when comparing to previous building activity reports. This report has also been circulated to Area Municipalities.

CORPORATE STRATEGIC PLAN:

Tracking and reporting building permit activity contributes to Strategic Focus Area 1: Manage Regional Growth to Enhance Quality of Life.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL
ATTACHMENTS:

Attachment 1 – Top 25 Non Residential permits by Construction Value
Attachment 2 – 2010 Building Permit Activity Map

PREPARED BY:  Chris Rumig, Planning Technician

APPROVED BY:  Rob Horne, Commissioner of Planning, Housing and Community Services
## Attachment 1

### Top 25 Non-Residential Permits by Construction Value

<table>
<thead>
<tr>
<th></th>
<th>Address</th>
<th>Municipality</th>
<th>Structure Type</th>
<th>Floor Area</th>
<th>Construction Value</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>850 FOUNTAIN ST S</td>
<td>CAM</td>
<td>Inst</td>
<td>278,000</td>
<td>$55,000,000</td>
<td>Conestoga College - Construction of Stage 2 for Cambridge Campus</td>
</tr>
<tr>
<td>2</td>
<td>67 ERB ST W</td>
<td>WAT</td>
<td>Inst</td>
<td>111,814</td>
<td>$40,000,000</td>
<td>The Centre for International Governance Innovation Ltd</td>
</tr>
<tr>
<td>3</td>
<td>110 ERB ST W</td>
<td>WAT</td>
<td>Comm</td>
<td>247,755</td>
<td>$40,000,000</td>
<td>The Barrelyards - The Howel and Arbor Towers</td>
</tr>
<tr>
<td>4</td>
<td>263 PHILLIP ST</td>
<td>WAT</td>
<td>Inst</td>
<td>111,331</td>
<td>$37,169,000</td>
<td>University of Waterloo - New chemical Engineering Building</td>
</tr>
<tr>
<td>5</td>
<td>2220 UNIVERSITY AVE E</td>
<td>WAT</td>
<td>Comm</td>
<td>161,190</td>
<td>$35,000,000</td>
<td>Research in Motion - Bldg D</td>
</tr>
<tr>
<td>6</td>
<td>2240 UNIVERSITY AVE E</td>
<td>WAT</td>
<td>Comm</td>
<td>160,824</td>
<td>$35,000,000</td>
<td>Research in Motion - Bldg C</td>
</tr>
<tr>
<td>7</td>
<td>560 WESTMOUNT RD N</td>
<td>WAT</td>
<td>Comm</td>
<td>79,305</td>
<td>$30,000,000</td>
<td>Research in Motion - New office building</td>
</tr>
<tr>
<td>8</td>
<td>440 MANITOU DR</td>
<td>KIT</td>
<td>Inst</td>
<td>15,511</td>
<td>$26,000,000</td>
<td>Region of Waterloo - New wastewater sludge dewatering facility</td>
</tr>
<tr>
<td>9</td>
<td>526 COUNTRY SQUIRE RD</td>
<td>WOO</td>
<td>Comm</td>
<td>103,903</td>
<td>$21,500,000</td>
<td>Waterloo North Hydro - New administration office &amp; service centre</td>
</tr>
<tr>
<td>10</td>
<td>25 WOLSELEY CRT</td>
<td>CAM</td>
<td>Ind</td>
<td>36,170</td>
<td>$20,000,000</td>
<td>SNC-Lavalin Pharma - Building Addition</td>
</tr>
<tr>
<td>11</td>
<td>500 FISCHER-HALLMAN RD N</td>
<td>WAT</td>
<td>Inst</td>
<td>56,424</td>
<td>$18,000,000</td>
<td>City of Waterloo - West side Library &amp; YMCA</td>
</tr>
<tr>
<td>12</td>
<td>299 DOON VALLEY DR</td>
<td>KIT</td>
<td>Inst</td>
<td>77,800</td>
<td>$18,000,000</td>
<td>Conestoga College - Addition to Health &amp; Community Services building</td>
</tr>
<tr>
<td>13</td>
<td>110 ERB ST W</td>
<td>WAT</td>
<td>Comm</td>
<td>141,288</td>
<td>$18,000,000</td>
<td>The Barrelyards - Domain Hotel</td>
</tr>
<tr>
<td>14</td>
<td>200 UNIVERSITY AVE W</td>
<td>WAT</td>
<td>Comm</td>
<td>104,539</td>
<td>$17,900,000</td>
<td>University of Waterloo - New mathematics building</td>
</tr>
<tr>
<td>15</td>
<td>275 FRANK TOMPA DR</td>
<td>WAT</td>
<td>Comm</td>
<td>121,238</td>
<td>$16,400,000</td>
<td>Open Text - New office building</td>
</tr>
<tr>
<td>16</td>
<td>200 UNIVERSITY AVE W</td>
<td>WAT</td>
<td>Comm</td>
<td>124,150</td>
<td>$15,300,000</td>
<td>University of Waterloo - Addition to environment 2 building</td>
</tr>
<tr>
<td>17</td>
<td>530 COLUMBIA ST W</td>
<td>WAT</td>
<td>Inst</td>
<td>124,150</td>
<td>$15,000,000</td>
<td>Waterloo Facility Inc - New 4 storey residence</td>
</tr>
<tr>
<td>18</td>
<td>50 MIDDLETON ST</td>
<td>CAM</td>
<td>Inst</td>
<td>9,903</td>
<td>$15,000,000</td>
<td>Region of Waterloo - New municipal water treatment plant</td>
</tr>
<tr>
<td>19</td>
<td>2958 GREENFIELD RD</td>
<td>NDU</td>
<td>Inst</td>
<td>87,822</td>
<td>$14,188,000</td>
<td>Township of North Dumfries - New arena</td>
</tr>
<tr>
<td>20</td>
<td>70 DUKE ST E</td>
<td>KIT</td>
<td>Inst</td>
<td>319,545</td>
<td>$13,484,101</td>
<td>EllisDon Construction - New courthouse (structure only)</td>
</tr>
<tr>
<td>21</td>
<td>42 ELLIOTT ST</td>
<td>CAM</td>
<td>Inst</td>
<td>61,284</td>
<td>$12,500,000</td>
<td>Hilltop Manor - 4 storey addition</td>
</tr>
<tr>
<td>22</td>
<td>1291 NAFZIGER RD</td>
<td>WIL</td>
<td>Inst</td>
<td>60,525</td>
<td>$10,890,000</td>
<td>Township of Wilmot - WRC Complex - Indoor pool</td>
</tr>
<tr>
<td>23</td>
<td>70 DUKE ST E</td>
<td>KIT</td>
<td>Inst</td>
<td>0</td>
<td>$10,562,000</td>
<td>EllisDon Construction - Foundation for new courthouse</td>
</tr>
<tr>
<td>24</td>
<td>225 THE BOARDWALK</td>
<td>KIT</td>
<td>Comm</td>
<td>121,470</td>
<td>$10,000,000</td>
<td>INCC Corp - New commercial building</td>
</tr>
<tr>
<td>25</td>
<td>105 IRA NEEDLES BLVD</td>
<td>WAT</td>
<td>Comm</td>
<td>65,445</td>
<td>$10,000,000</td>
<td>The Athletic Club Group - 2 storey fitness centre</td>
</tr>
</tbody>
</table>
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2010

FILE CODE: D28-50

SUBJECT: GRAND RIVER TRANSIT SERVICE PLANNING PUBLIC CONSULTATION CENTRES

RECOMMENDATION:

For information.

SUMMARY:

As part of the implementation of the Regional Transportation Master Plan (RTMP) a series of transit service improvements are planned for 2011. Contingent on final budget approval by Regional Council, these would include service increases on the iXpress, Route 7 (on King Street and Columbia Street from downtown Kitchener to University of Waterloo) and Route 52 (from Ainslie Street Terminal to Fairview Park Mall). In addition, the first new express route would be implemented on the west side of Kitchener-Waterloo, replacing the current Route 12 which would be shifted over to service Westmount Road. In addition to these, a number of local routes would have modifications made to complement these changes.

The implementation of these planned service improvements would require the purchase of 19 new buses and provide 75,550 additional service hours annually (a 13.2% increase in service hours). The proposed iXpress service improvements would be implemented in June 2011, with the remaining service improvements to be implemented in September 2011.

In addition, the current budget proposal includes a fare increase of 5% to assist in funding the service improvements.

Public Consultation Centres are planned to discuss the proposed transit service improvements and fare change from March 29-31, 2011. In order to implement service starting in either June or September, it is necessary to have the Public Consultation Centres by the end of March. Only the service approved by Regional Council at its March 23, 2011 budget session would be presented to the public.

Area Municipalities are being consulted through representation on Steering Committees and have been circulated material related to service improvement proposals. Following the public consultation, detailed route and rate recommendations will be presented to Regional Council for consideration.

REPORT:

Regional Council’s approved Regional Transportation Master Plan (RTMP) recommends significant increases to transit services in the Region. Pending budget approval, the proposed 2011 Transit Service Improvement Plan includes a range of routing and service level improvements.
throughout the Region. Staff has scheduled a series of Public Consultation Centres (PCC) to provide the public with the opportunity to provided feedback on the proposed service improvements. Public input will be taken into consideration when developing the final 2011 Transit Service Improvement Plan.

**Proposed 2011 RTMP Service Improvements**

Transit ridership in 2010 was approximately 18.0 million, almost double the 9.4 million annual rides at the end of 1999 when Grand River Transit (GRT) was established, and an 8.7% increase from 16.6 million rides in 2009. Routes in the Central Transit Corridor are already experiencing overcrowding throughout the day. Additional service capacity is required to accommodate existing and new riders now. The implementation plan for the transit service component of the RTMP includes rapid transit and several new iXpress routes throughout the Region. The planned iXpress routes are planned to be integrated with the Rapid Transit system, providing a high frequency transit network.

Achieving additional service capacity today to meet the current and growing demand and implementation of an expanded iXpress network are fundamental to achieving the goals of a more financially, environmentally and socially sustainable transportation system.

The proposed 2011 service improvements are illustrated in Appendix A and described below:

- Increase frequency of service on iXpress between Cambridge and Waterloo from 15 minutes to 10 minutes during weekdays;
- Extend hours of operation on iXpress between Cambridge and Waterloo to include Saturday and Sunday evenings;
- Increase the weekday frequency of service on Route 52 in Cambridge between the Ainslie Street terminal and Fairview Park Mall via Coronation Boulevard and King Street from 30 minutes to 15 minutes;
- Add an extra bus in the midday and evening to the Columbia Street branch of Route 7;
- Implement a new Fischer-Hallman “iXpress” operating Monday to Sunday, providing 15 minute peak and 30 minute off-peak frequency service;
- Realign Route 12 so that it travels the length of Westmount Road between Block Line Road and University Avenue;
- Redesign Route 29 as a two-way route connecting University of Waterloo with the large commercial centre at Ira Needles Boulevard and University Avenue. The frequency of service would be increased from 30 to 15 minutes during peak periods and Saturday service would be provided; and,
- Extend transit service to the new Blackbridge subdivision in north Hespeler by redesigning Route 65 FISHER MILLS, Route 71 MELRAN and Route 66 WINSTON.

The implementation of these planned service improvements would require the purchase of 19 new buses and provide 75,550 additional service hours annually (a 13.2% increase in service hours). The proposed iXpress service improvements would be implemented in June 2011 with the remaining service improvements to be implemented in September 2011.
Fare Change

In order to offset some of the costs of the 2011 service improvements, it is proposed to increase fares by 5% overall on July 1, 2011. The proposed changes are shown in Appendix B. This proposal will be reviewed with the public during the public consultation process for the service improvements, with Regional Council considering a report on the recommended fare changes prior to July 1.

Public Consultation Centres

Public Consultation Centres are being planned for each study area. The locations and dates of the Public Consultation Centres are noted below. Public feedback will be considered in the development of the final 2011 Transit Service Improvement Plan, and in the development of transit service improvements for future years. Information packages will be distributed at the Public Consultation Centres, including proposed service improvements and comment forms.

<table>
<thead>
<tr>
<th>Area</th>
<th>Date</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Transit Corridor (iXpress / Route 7)</td>
<td>Tuesday, March 29, 2011</td>
<td>University of Waterloo ICR Corporate Lounge William G. Davis Computer Research Centre, Room 1301 (DC 1301)</td>
<td>4:00 - 8:00 P.M.</td>
</tr>
<tr>
<td>West Side Kitchener – Waterloo</td>
<td>Wednesday, March 30, 2011</td>
<td>Real Canadian SuperStore Community Room 875 Highland Ave E, Kitchener</td>
<td>4:00 - 8:00 P.M.</td>
</tr>
<tr>
<td>Cambridge - Preston</td>
<td>Thursday March 31, 2011</td>
<td>King Street Baptist Church Upper Auditorium 361 King Street East</td>
<td>4:00 - 8:00 P.M.</td>
</tr>
</tbody>
</table>

Public Notification and Advertising

In advance of the Public Consultation Centres, notification will be sent out via various means including:

- Roadside signs will be erected at major intersections in the study areas;
- Direct mail will be sent to all households on existing streets where transit service would be introduced. All households will receive a letter describing how service changes may affect their neighbourhood. The letter will include draft schedules and full colour maps of proposed routes;
- An unaddressed mailer will be sent to households in the significant study areas inviting them to the PCC’s;
- Signs will be posted at selected bus stops that show proposed service changes and provide dates and times of Public Consultation Centres;
- Notices will be posted in the local newspapers and neighbourhood publications;
- Posters informing transit riders of proposed changes and Public Consultation Centre dates will be posted at terminals, community centres, universities and colleges and on buses;
- Notices of proposed service improvements and changes will be posted on the GRT website: www.grt.ca;
- Comment forms will be available online and at the PCC’s;
- Mass emailing will be sent to those who subscribe to our rider e-alerts; and,
- Information will be sent out via social media including Twitter
At all times when internet based comments are invited, provision will also be made for comments to be submitted by telephone, fax or conventional mail.

**Next Steps**

Public Consultation Centres are planned to discuss the proposed transit service improvements and fare change from March 29-31, 2011. In order to implement service starting in either June or September, it is necessary to have the Public Consultation Centres by the end of March. Only the service approved by Regional Council at its March 23, 2011 budget session would be presented to the public.

Following the Public Consultation Centres, staff will review the responses gathered and develop a preferred course of action for each study area. Proposals and public input will then be discussed through Steering Committees for each study area and refined as necessary based on their feedback. Any residents who have indicated an interest during the planning process will be contacted and provided a summary of plans, including any changes. Staff is planning to bring the service expansion and fare change recommendations to Regional Planning and Works Committee in April for proposed June service implementations and May for proposed September service implementations. These timelines are required to schedule the work for bus operators and to adhere to contractually-specified dates when work can be assigned to bus operators.

**Area Municipal Consultation/Coordination**

Area Municipalities are being consulted through representation on Steering Committees and have been circulated material related to service improvement proposals.

**CORPORATE STRATEGIC PLAN:**

The 2011 Transit Service Improvement Plan supports the implementation of Council’s Strategic Focus, identified under Focus Area 2: Growth Management: Manage and Shape Growth to Ensure a Livable, Healthy, Thriving and Sustainable Waterloo Region. The plan will aid with Strategic Objective 2.3 to enhance, develop, promote and integrate sustainable and active forms of transportation (public transit, cycling and walking).

The Improvement Plan also supports Focus Area 6: Infrastructure: Provide High Quality Infrastructure and Asset Management to Meet Current Needs and Future Growth. It is part of the updated Regional Transportation Master Plan noted in Section 6.2.2

**FINANCIAL IMPLICATIONS:**

Costs of planning and operating public consultation for transit service planning are included in the 2011 GRT operating budget, and are subject to approval by Regional Council.

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:**

Staff from Planning, Housing and Community Services and Transportation and Environmental Services worked together to develop transit service improvement plans.
ATTACHMENTS:

Appendix A: General Proposal for 2011 Service improvements
Appendix B: Proposed Fare Changes for Public Input

PREPARED BY:  Blair Allen, Supervisor Transit Development

APPROVED BY:  Rob Horne, Commissioner of Planning, Housing and Community Services
Appendix A: Proposed 2011 Service Improvements (Subject to Budget Approval by Regional Council)

- Route 7 Evening Service increased and 7E branch shifted from Regina St to King St.
- xpress Frequency and Hours of Operation Increased.
- Additional Route 52 service via Fountain Dr. being considered.
- xpress Frequency and Hours of Operation Increased.
- Route 20 modified.
- Route 25 extended to The Boardwalk.
- Route 12 rerouted to Westmount Rd, Summer Frequency increased.
- Route 81 via Conestoga College South Campus and via Preston Parkway.
- Fischer-Hallman Rd Limited Stop Express Introduced.
- Route 52 Frequency Increased.
Appendix B: Proposed Fare Changes for Public Input

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Current Fare</th>
<th>Proposed Fare</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exact Cash Fare</td>
<td>$ 2.50</td>
<td>$ 2.50</td>
<td>0.0%</td>
</tr>
<tr>
<td>Adult Tickets</td>
<td>$ 1.80</td>
<td>$ 1.95</td>
<td>8.3%</td>
</tr>
<tr>
<td>Reduced Tickets</td>
<td>$ 1.50</td>
<td>$ 1.65</td>
<td>6.5%</td>
</tr>
<tr>
<td>Adult Monthly Pass</td>
<td>$ 60.00</td>
<td>$ 63.00</td>
<td>5.0%</td>
</tr>
<tr>
<td>Reduced Monthly Pass</td>
<td>$ 50.00</td>
<td>$ 52.00</td>
<td>4.0%</td>
</tr>
<tr>
<td>School Board 5-Month Pass</td>
<td>$ 44.00</td>
<td>$ 46.00</td>
<td>4.5%</td>
</tr>
<tr>
<td>Corporate Pass</td>
<td>$ 51.05</td>
<td>$ 54.05</td>
<td>5.9%</td>
</tr>
<tr>
<td>College pass</td>
<td>$ 48.00</td>
<td>$ 51.00</td>
<td>6.3%</td>
</tr>
<tr>
<td>SUN ONE Pass</td>
<td>$ 40.50</td>
<td>$ 43.50</td>
<td>7.4%</td>
</tr>
<tr>
<td>TRIP Pass</td>
<td>$ 60.00</td>
<td>$ 63.00</td>
<td>5.0%</td>
</tr>
<tr>
<td>Adult at Student Rate</td>
<td>$ 50.00</td>
<td>$ 53.00</td>
<td>6.0%</td>
</tr>
<tr>
<td>Day Pass</td>
<td>$ 5.00</td>
<td>$ 5.00</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Notes: Tickets must be purchased in strips of 5
All pass prices are based on the per month price
UPASS prices will be negotiated with student associations
Under this scenario, MobilityPLUS fares would stay the same at $2.50; if it was determined that cash fares should increase, MobilityPLUS fares would increase by the same amount.
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: D28-50

SUBJECT: GRAND RIVER TRANSIT SERVICE TO ELMIRA – PROPOSED EXTENSION OF PILOT SERVICE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo extend the Route 21 – Elmira Grand River Transit pilot service to December 31, 2011, as described in Report P-11-027, dated March 8, 2011 and that funding be provided from the Corporate Capital Levy Reserve Fund.

SUMMARY:

The Route 21 pilot service to Elmira began on April 6, 2009 as an introduction to providing transit service connecting the Regional Townships. In April 2010, Regional Council extended the pilot service for an additional year to further gauge public interest and use. The service connects the Town of Elmira to Conestoga Mall, with intermediate stops in St. Jacobs, at the St. Jacobs Farmer’s Market/Outlet Mall and the Wal-Mart Centre (please see Appendix 1).

To date, the route has demonstrated reasonably good ridership growth. The average daily ridership has increased from 245 in 2009 to 309 in 2010. Additionally, boardings per service hour have begun to reach or exceed the minimum performance target of 25 riders. The route has also been adjusted during the pilot in response to customer feedback, as described in this report.

The Route 21 – Elmira has been widely used by the community. Residents of the Township of Woolwich, including teenagers, seniors, the Mennonite community, and commuters, have communicated with Grand River Transit that they find the service to be a valuable travel choice.

Township of Woolwich staff and former Regional Councillor Strauss were on the project team that implemented the pilot service. The consideration of Route 21 – Elmira as a permanent route, and the associated financial implications, were most recently presented to Township of Woolwich Council on February 22, 2011. It was noted that operating and debt financing costs would be incurred by Woolwich Township taxpayers. Woolwich Council indicated concerns regarding how the costs would be charged within the Township. A formal position has not been received from the Township of Woolwich.

It is proposed that the pilot service be extended until the end of 2011. This would provide opportunities to further market the route and to have additional discussion with the Township of Woolwich regarding such issues as routing, community benefits and the ultimate merits of establishing permanent GRT service.

The extension would also correspond with the completion of the 2011-2014 GRT Business Plan, which would provide the opportunity to further consult with the Townships and the public on a broader rural service strategy.
REPORT:

The Route 21 pilot service to Elmira began operation on April 6, 2009. This service connects Elmira and St. Jacobs with the Conestoga Mall transit terminal. The route was introduced as the first rural initiative to provide public transit to the Townships of Waterloo Region, as recommended by the GRT Business Plan 2008-2010. This corridor was selected for the pilot service as it was found to have the greatest ridership potential given its larger population in comparison to other rural township centres, and also the attraction of the Farmer's Market.

Route Performance

Overall, the route continues to demonstrate reasonably good trends in ridership. The minimum ridership target for local routes is 25 boardings per service hour. The average hourly boardings per service hour in 2009 was 18, with a peak figure of 21 in December 2009. In 2010, the average boardings per service hour increased to 24, with October having the highest average boardings of 33 per hour. During the summer months, ridership typically declines across the system. This trend is not apparent for Route 21 – with May, June and August 2010 all achieving or surpassing the minimum target. This stabilization in ridership over the summer can be attributed to ridership generated by the St. Jacobs Farmer's Market.

Figure 1: Average Boardings Per Service Hour

Ridership Statistics

- Boardings per service hour have risen from an average of 18 in 2009 to 24 in 2010, with peak months being May (28), October (33) and November (27) 2010.
- The average daily ridership has risen from 245 riders in 2009 to 309 riders in 2010. Ridership peaked in October 2010 at an average of 383 riders per day.
- According to Fall 2010 Automatic Passenger Counter (APC) data, the busiest route stops by weekday average boardings are as follows:
  - Conestoga Mall Terminal (passengers transfer to and from other routes)
  - Church St. / Maple St. (downtown Elmira near Township Admin Office)
  - Farmers Market Road / King St. (outbound to Elmira at Wal-Mart)
  - Farmers Market Road / Benjamin (outbound to Elmira at market)
  - Arthur St. / Mill St. (downtown Elmira)
Farmers Market Road / Benjamin (inbound to Conestoga Mall at market)
Farmers Market Road / King St (inbound to Conestoga Mall at Wal-Mart)
Arthur St. / Oriole Pkwy. (outbound to Elmira at No Frills)

Passenger activity within the Township of Woolwich represents close to 60% of total passenger activity for all stops along the route on an average weekday, with over 30% of all passenger activity occurring at stops within the town of Elmira. The majority of the remaining activity occurs at Conestoga Mall, where transfers can be made to other GRT routes.

Service Changes and Requests

Since the introduction of Route 21 – Elmira in April 2009, several changes have been implemented in response to customer requests. These include:

- The provision of additional stop locations along the Hwy 85 corridor between St. Jacobs and Elmira to accommodate residents in this area.
- The adjustment of schedule times to coordinate with shifts at the Home Hardware in St. Jacobs. These adjustments also helped to improve connections to other routes at Conestoga Mall.
- Additional trips to the St. Jacobs Farmer’s Market on Thursdays during the summer to assist with customer overloads.
- If the service is extended for 2011, the last outbound trip from Conestoga Mall travelling to Elmira would be adjusted to improve connections from additional routes to the Route 21 – Elmira.

Further requests have been received regarding expanded service hours, route alterations, and stop improvements. Requests include:

- Extended evening hours during weekdays and on Saturdays, as well as the provision of Sunday service.
  - STAFF RESPONSE: The addition of service hours would require increased funding. If ridership continues to grow and the route is added as a permanent service, staff would examine the possibility of extending service hours in relation to other service priorities.

- Extend the route within the Town of Elmira to increase service coverage and facilitate local travel.
  - STAFF RESPONSE: The current routing within Elmira allows for a 60 minute round trip, which facilitates timed transfers to additional routes at Conestoga Mall and makes it possible to provide 30 minute frequency with two buses. If the route becomes permanent, staff would explore options to increase local area coverage in Elmira.

- Stop enhancements within the Town of Elmira to improve access to local business, as well as requests to improve stops at the Farmer’s Market.
  - STAFF RESPONSE: If the Route 21 – Elmira becomes a permanent service, staff would examine options to improve bus stop environments, such as the provision of landing pads or shelters.

- A request to improve access to the Health Centre at Sawmill Rd. in St. Jacobs.
  - STAFF RESPONSE: If the Route 21 – Elmira is implemented as a permanent service, it is recommended that the stop adjacent to the Health Centre at Sawmill Rd. and Parkside Dr. be shifted back slightly and a pedestrian path be installed to provide direct access to the facility.
Community Feedback

- Elmira District Secondary School (EDSS) – The EDSS Parent Council has contacted GRT to report that students are finding the service useful to travel back and forth to the tri-cities for their work experience/co-op programs.
- Elmira District Community Living – which provides support and services to persons with developmental disabilities – also contacted GRT to relate that the route provides an independent means of transportation to their clients which would otherwise be unavailable (see Appendix 2).
- Several comments from the Mennonite community have been received, supporting the transit service.

Community Outreach

- In February 2010, GRT staff held a session to familiarize Elmira residents with riding a bus, paying fares, reading transit schedules, and using the EasyGO trip planning system. The workshop was held to help potential transit riders overcome the perceived barriers to using transit.
- If the pilot service is extended, additional marketing events would be held to promote the route and to provide residents, with further opportunities to become familiar with GRT’s services and how to ride a bus.

Longer-Term Performance Expectations

- Given the very unique nature of the Route 21 – Elmira, as compared to other existing GRT services, this new route is performing generally well, and has begun to meet ridership targets.
- When compared to the experiences of other similar type services in other municipalities, the general industry experience indicated that transit ridership is expected to build over time, as people gradually learn to use the service. If the route becomes permanent, it is anticipated that ridership would increase.
- Before the route was introduced, it was estimated that short-term ridership (2 years) would reach 295 passengers per day, and up to 510 per day in the longer term (5 years). Current ridership has already surpassed this initial short term figure, with an average of 309 daily boardings in 2010.

Upcoming 2011-2014 GRT Business Plan

The Route 21 – Elmira pilot will be used to evaluate the potential for implementation of additional rural service under the 2011-2014 GRT Business Plan, currently under development. An extension of the pilot service would correspond with the finalization of the Business Plan which is expected to include a broader rural transit strategy for Townships.

Area Municipal Consultation/Coordination

Township of Woolwich staff and former Councillor Strauss were on the project team that implemented the pilot service. Township of Woolwich staff was also consulted on the implementation of Route 21 – Elmira as a permanent service. The addition of Route 21 as a permanent route, and the associated financial implications, were presented to Township of Woolwich Council on February 22, 2011. It was noted that operating and debt financing costs would be incurred by Woolwich Township taxpayers. Woolwich Councillors indicated concerns regarding how the costs would be charged within the Township and that not all residents would benefit from the transit service (e.g. Breslau). A formal position has not been received from the Township of Woolwich.
CORPORATE STRATEGIC PLAN:

Public transit service to Elmira supports the implementation of Council’s Strategic Focus, identified under Focus Area 2: Growth Management: Manage and Shape Growth to Ensure a Livable, Healthy, Thriving and Sustainable Waterloo Region. This service would aid with Strategic Objective 2.3 to enhance, develop, promote and integrate sustainable and active forms of transportation (public transit, cycling and walking).

This service also supports Focus Area 5: Infrastructure: Provide High Quality Infrastructure and Asset Management to Meet Current Needs and Future Growth.

It also supports the Moving Forward 2031 - Regional Transportation Master Plan, which highlights the importance of providing additional service to the Regional townships within the next five years and beyond.

FINANCIAL IMPLICATIONS:

The Route 21 - Elmira pilot project was funded from the GRT Capital Reserve Fund. Implementation of the pilot required an additional 3 Full-Time Equivalent employees and utilized the existing transit fleet. Two buses scheduled to be retired were extended for the length of the pilot. The continuation of the pilot would require the assignment of two buses which would be retained beyond their scheduled retirement date.

The costs for the continuation of the pilot can be funded from the Corporate Capital Levy Reserve Fund, which should have sufficient funding available after the allocation of 2010 surplus.

At the end of the pilot, if Route 21 is made permanent as part of the regular GRT service schedule, the net costs associated with the service would be area rated to Woolwich Township as part of the Regional levy.

The annual net operating costs to operate the Route 21 – Elmira under the current pilot are estimated to be $357,000. Annual debt servicing costs for the provision of the two additional buses are estimated at an additional $100,000, resulting in a total estimated cost of $457,000. Based on 2010 assessment, it is estimated that the net cost per Township of Woolwich household would increase by approximately $35. These costs could be phased in over a two year period, with additional costs of approximately $28 in Year 1 and $7 additionally in Year 2. The cost apportionment may be adjusted as a result of the development of the Business Plan.

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OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services (Transit Services) and Finance have assisted in the preparation of this report.
ATTACHMENTS:

Appendix 1 - Alignment of Route 21 – Elmira
Appendix 2 - Letter from Elmira District Community Living

PREPARED BY:  Erica Springate, Principal Planner (Transit)

APPROVED BY:  Rob Horne, Commissioner of Planning, Housing and Community Services
Appendix 1: Alignment of Route 21 – Elmira
February 2nd, 2011

Grand River Transit
250 Strasburg Road,
Kitchener, Ontario N3E 3M6

Attention: Mr. John Ciuttini
Manager Transit Development

Dear Mr. Ciuttini:

Re: Grand River Transit Route 21

Route 21, transit run Conestoga Mall, St. Jacobs, Elmira and return, may not see capacity riderhip and therefore from a budgeting view this venture could be discontinued. For the 300 weekday paying riders this bus is the most important bus on the Grand River Transit lines.

Route 21 provides independence, a feeling of achievement and so very much enjoyment for people previously dependent upon families, friends and carriers for transportation. Route 21 is the means of transportation for people to arrive at their place of employment in North Waterloo. Future opportunities are attainable with transportation available.

Yes, the region’s busiest lines far outnumber Route 21 on a passenger level. Route 21 is a country run offering an independent freedom previously not experienced.

We ask for compassionate consideration from Grand River Transit when recommendations are presented to the Waterloo Region Planning and Works Committee on February 15th, 2011.

Route 21 is important. Please continue this run.

Sincerely,

Donna Haig
Board President
Elmira District Community Living Board of Directors

Willard Brubacher
Sandy Martin
Ruth Remers
Wayne Turpel

Amos Weber
Abner Metzger
Donna Martin
Stephen Merich

Marg Martini
Earl Campbell
Dale Snider

cc. Woolwich Township Mayor Todd Cowan
Waterloo Regional Chair Ken Seiling
Kitchener Conestoga MPP Harold Albrecht
Kitchener Conestoga MPP Leeanna Pendencea

Registered Charity BN 107577258RR0001
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 8, 2011

FILE CODE: T04-40

SUBJECT: HIGHWAY 7 & 8 (STRATFORD – NEW HAMBURG) TRANSPORTATION CORRIDOR PLANNING AND CLASS EA STUDY: PRELIMINARY PLANNING AND ACCESS MANAGEMENT

RECOMMENDATION:

For information.

SUMMARY:

The Ontario Ministry of Transportation (MTO) is continuing work on the Highway 7 & 8 (Stratford – New Hamburg) Transportation Corridor Planning and Class Environmental Assessment Study. MTO hosted Public Information Centre (PIC) #4 in Shakespeare on January 17 and 18, 2011 and will soon complete the Preliminary Planning phase of the study. In the Preliminary Design phase, MTO will consider design alternatives for the highway corridor, including access locations.

Regional Council has previously expressed support for improving the existing highway corridor through New Hamburg. MTO has presented a “gateway” interchange concept that would provide interchanges at Nafziger Road and Wilmot-Easthope Road, with service road connections. While an interchange at Nafziger Road may be appropriate, construction of the entire “gateway” interchange concept would likely make it very difficult to achieve several community objectives, such as maintaining access and reducing highway traffic noise. Regional staff has discussed this study with Township of Wilmot staff and will participate in a value engineering workshop in early March, and will propose to MTO consideration of alternative access arrangements, including roundabouts.

REPORT:

Highway 7 & 8 is a 2-lane and 4-lane rural highway that connects directly to the Conestoga Parkway, crosses the Township of Wilmot and continues to the west of the Region of Waterloo. It provides an important transportation link with communities such as Stratford as well as agricultural land uses in Wilmot, Oxford County and Perth County. The highway accommodates commuters, short- and medium-haul freight, agricultural operations and tourist traffic.

In December 2005, the Ministry of Transportation (MTO) completed a Study Design Report as the first phase of a review of transportation conditions on Highway 7 & 8. MTO initiated the second phase of this work as a Class Environmental Assessment (EA) in May 2007 to develop a plan that addresses:

- Capacity, operation and safety needs along the 2-lane and 4-lane sections of Highway 7 & 8 between Stratford and New Hamburg, and through the urban centres of Stratford, Shakespeare and New Hamburg, for the movement of people and goods; and
• Linkage needs within the Analysis Area for broader transportation connections to other regions in the province.

Attachment 1 shows the Analysis Area for the study. The study is currently in the Preliminary Planning phase (Attachment 2), during which MTO has examined issues such as alternatives to highway improvements (e.g. Transportation Demand Management, improved public transit, etc), potential improvements to the existing highway, and new highway route alternatives. MTO hosted Public Information Centre (PIC) #4, the last meeting of the Preliminary Planning phase, in Shakespeare on January 17 and 18, 2011, and has asked for PIC #4 comments by March 25, 2011. If the study proceeds to the Preliminary Design phase, MTO will examine:

• Horizontal and vertical alignments of the preferred route and crossing roads;
• Roadway cross section;
• Right-of-way width and property requirements;
• Crossing road treatments (e.g. interchanges, at-grade intersections, grade separations);
• Drainage requirements;
• Roadway lighting requirements;
• Mitigation measures (e.g. environmental protection).

MTO will host the first PIC of the Preliminary Design phase, PIC #5, later this year. MTO has also proposed a value engineering workshop to review and develop a range of community access alternatives during the week of March 7-11, 2011. Value engineering workshops engage groups of technical professionals and stakeholders to develop and recommend a range of alternatives. Regional staff is reporting to Council at this time to provide PIC #4 comments at the conclusion of the Preliminary Planning phase.

The focus of PIC #4 was to present the highway route around Shakespeare and east Stratford, and MTO has not changed their previous recommendation that Highway 7 & 8 follow the existing alignment through New Hamburg. Regional Council previously expressed support for this alignment in Report P-09-067 (September 15, 2009).

Community character, access, property impacts, pedestrian and cyclist access across the highway, traffic safety and traffic noise levels on Highway 7 & 8 through New Hamburg are important considerations to the Region. Table 1 summarizes the existing access locations to Highway 7 & 8 in the New Hamburg area.

Table 1: Existing Accesses to Highway 7 & 8 in New Hamburg Area (East to West)

<table>
<thead>
<tr>
<th>Cross Street</th>
<th>Access Control</th>
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<tr>
<td>Foundry Street/Wilmot Centre Road (Baden)</td>
<td>Full interchange</td>
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<tr>
<td>Nafziger Road</td>
<td>Signalized intersection</td>
</tr>
<tr>
<td>Hamilton Road/Bleams Road East</td>
<td>Signalized intersection</td>
</tr>
<tr>
<td>Victoria Street South</td>
<td>Unsignalized intersection</td>
</tr>
<tr>
<td>Peel Street/Haysville Road</td>
<td>Signalized intersection</td>
</tr>
<tr>
<td>Walker Road</td>
<td>Unsignalized intersection</td>
</tr>
<tr>
<td>Wilmot-Easthope Road</td>
<td>Signalized intersection</td>
</tr>
</tbody>
</table>

MTO has previously noted that the corridor through New Hamburg will include a new median barrier on Highway 7 & 8, modification and/or closure of intersections, plus possible local sections of service road. These access management measures aim to provide a balance between safety, convenience and efficient traffic operations on the main highway corridor. Installation of a median barrier on the highway would likely result in the conversion of the Victoria Street South and Walker Road intersections to right-in/right-out operation, or for them to be closed. In the case of Victoria Street South, traffic could divert to Hamilton Road. In the case of Walker Road, traffic to/from the
north could divert to Peel Street, whereas traffic to/from the south could divert to Haysville Road or Wilmot-Easthope Road, most likely via Huron Road (Attachment 3).

MTO previously noted that the existing 4-lane highway through New Hamburg will accommodate projected future traffic, but that traffic operations will decline unacceptably at the current at-grade intersections. At Public Information Centre #2B, MTO presented an access management concept involving “gateway” interchanges (i.e. interchanges only at the east and west limits of New Hamburg) and service roadways intended to provide community access while maintaining safe and efficient traffic operations on the highway (Attachment 4). MTO has not yet identified potential locations for the service roadways.

Since the Township of Wilmot Official Plan directs much of New Hamburg’s future development to the east and plans for future roadway connections between Nafziger Road, Hamilton Road and Waterloo Street (Attachment 5), a “gateway” interchange may be appropriate at Nafziger Road. However, an interchange at Wilmot-Easthope Road may be inappropriate for the following reasons:

1. Traffic count data suggests that the majority of traffic accessing the highway in New Hamburg is directed to/from the east (i.e. towards the Region);
2. This distribution is likely to become more pronounced since the Region is projected to grow faster than Perth or Oxford Counties;
3. The Regional Official Plan locates the Township Urban Area Boundary, the Township Designated Greenfield Areas, and the Township Urban Growth Centre well to the east of Wilmot-Easthope Road (Attachment 5), making an interchange unlikely to be well used;
4. MTO is unlikely to accept controlled intersections on a provincial highway between two interchanges, which means that access at Hamilton Road/Bleams Road East and Peel Street/Haysville Road would likely be lost;
5. The traffic signals that were recently installed at Wilmot-Easthope Road are effectively controlling traffic.

Improvements to the existing traffic signals or roundabouts may be viable alternatives to improve traffic operations and maintain access at Peel Street/Haysville Road and Hamilton Road/Bleams Road East. Roundabouts would achieve a significant reduction in injury collisions and would help to improve traffic safety. In particular, Report E-10-076 (September 7, 2010) recently noted how the roundabout at the Arthur Street & Sawmill Road intersection significantly reduces injury collisions, and this roundabout accommodates more traffic than the Peel Street/Haysville Road and Hamilton Road/Bleams Road East intersections with Highway 7 & 8. MTO has also recently constructed a roundabout on a provincial highway, and is continuing to work with the Region on proposed roundabout designs to control highway ramps in the Homer Watson Boulevard and Ottawa Street area.

Next Steps

Regional staff will attend the value engineering workshop during the week of March 7-11, 2011 to present the observations contained in this report. Staff will also attend PIC #5, the first meeting of the Preliminary Design phase, scheduled for later this year, and will report back to Council.

Area Municipal Consultation/Coordination

Regional staff has been consulting with the Township of Wilmot.
CORPORATE STRATEGIC PLAN:

Under the terms of the 2007-2010 Strategic Plan, improvements to Highway 7 & 8 will help to satisfy Focus Area 5 (Infrastructure) by providing the infrastructure needed to accommodate planned growth.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services will be consulted as the study proceeds.

ATTACHMENTS:

Attachment 1 - Analysis Area
Attachment 2 - Study Schedule
Attachment 3 - Potential Traffic Diversions at Victoria Street South and Walker Road
Attachment 4 - “Gateway” Interchange Concept
Attachment 5 - Township of Wilmot Official Plan, Map No. 7 (Transportation)
Attachment 6 - Regional Official Plan (Map 3c)

PREPARED BY: Geoffrey Keyworth, Senior Transportation Planning Engineer

APPROVED BY: Rob Horne, Commissioner of Planning, Housing and Community Services
ATTACHMENT 3 – POTENTIAL TRAFFIC DIVER SIONS AT VICTORIA STREET SOUTH AND WALKER ROAD

Limiting access at Victoria Street South would divert traffic to Hamilton Road.

Limiting access at Walker Road north of Highway 7 & 8 would divert traffic to Peel Street.

Limiting access at Walker Road south of Highway 7 & 8 would divert traffic to Haysville Road or Wilmot-Easthope Road via Huron Rd.
Gateway interchange concept from MTO at PIC #2B showing two interchange property "footprints" at Nafziger Road and Wilmot-Easthope Road. Service roads were not identified.
ATTACHMENT 5 – TOWNSHIP OF WILMOT OFFICIAL PLAN, MAP NO. 7 (TRANSPORTATION)

Proposed Primary Township Road Corridors connecting Waterloo Street, Hamilton Road and Nagziger Road
ATTACHMENT 6 – REGIONAL OFFICIAL PLAN (MAP 3C)
Regional Councillors  
Planning and Works Committee  
Region of Waterloo  

Date: March 3rd, 2011  

Subject: Impact of Bridge Street Improvement Project on 22 Bridge Street East, Kitchener Ontario

Dear Councillors,

The purpose of this note is to bring to your attention highly probable impact of the proposed Bridge Street Improvement Project (File No. 5183.F) on 22 Bridge Street East. As a resident of Bridge Street I am certainly for improvement of Bridge Street that can potentially uplift the entire neighbourhood. However, there are certain aspects of the project that adversely impact the privacy, usage, safety and house value of the said property. Before I list these aspects let me give a background and history of the property.

According to a document received from MPAC, this property was built in 1841 making it 170 years old in 2011. This predates this historic property to a few important chronological facts. It was built much before invention of automobile as well electricity. The property also predates by six years the first wooden bridge built at Bridgeport in 1947. Further, the property also predates formation of Waterloo County by about 10 years. Being such an old property in a farmland, this property was clearly not built even remotely to modern specification of city planning. As such, the current proposed project raises unique challenges to modifications to be effected right in front of the property.

Proposed modification affecting the property:

1. Construction of a side walk (1.5 meters + maintenance area 0.3 to 0.4meters)

Currently, the green area in front of the property is approximately 2.1-2.2 meters. With the construction of the sidewalk this will shrink to a few centimetres. This will great affect the curb appeal and bring down the house value. In addition, this will increase pedestrian traffic in front of the house raising privacy issues and potential depreciation (to be determined) of the value of the property.

Another aspect here is the usage of the space in front of the garage. With the proposed sidewalk and maintenance area any car parked in front the garage would go over government land and sidewalk and as such unusable. This also can lead to potential depreciation (to be determined) of the value of the property.

Another aspect here to note is with the proposed sidewalk in front of the property, there is no space to dump the snow in winter. With the onus of snow clearance of side walk on the property owner, there is no space to dump the snow on the side of the side walk. In the winter of 2008-2009 the snow bank was 2-3 feet tall in the entire front of the property without the sidewalk. With the side walk in place, in heavy snow fall years it would be a challenge to
manage a rising snow pile without the snow going into the front patio of the property. This also raises safety concerns for entrance to the front of the house and clearance of snow from the front patio (with pedestrian on the sidewalk) of the house which could be a foot thick in heavy snow fall. This perceived drawback would be apparent to a potential buyer of the property and will potentially bring the property value down.

Another important aspect is to note that currently snow in the area adjacent to the front patio and front of the garage goes on the green area where the proposed sidewalk is to be built. Once the sidewalk is in place, there is almost no place to dump this snow other than carrying to more than 10 meters to the boundary of 18 Bridge Street East. I would like the council to come up with a solution to this problem.

Given, these problems I would recommend not building the sidewalk in front of the said property so that the property value is not adversely affected and problems of snow removal are not created.

If the sidewalk has to be built it should be no more than 1 meter with no maintenance area and help should be provided by the city to remove snow from the proposed sidewalk in front of the house. In addition, compensation should be provided for amount that reasonably matches perceived depreciation of the property value. A 1 meter sidewalk would provide some green area for the front of the property.

2. Adjustment of electric poles

Currently the electrical wires going from one pole to the other in front of the house pass almost within a foot of the property at a certain height. With the proposed changes, the wires would practically hang over the front patio of the house. This will create a safety situation and perceived defect for the property that can potentially bring the property value down for any potential buyer. I would recommend re-evaluation of the electric pole adjustment in order to avoid these issues or not proceed with the adjustment in front of the house. If the council still votes to go ahead with the adjustment an option should be available for compensation for the depreciation of the property value.

3. Bicycle paths and proposed speed of 50 km/hr for vehicles

One important point to note here is that when vehicles exit the bridge towards Bloomingdale the speed increases substantially more than 50 km/hr for a good portion of vehicles. The same is true for vehicles approaching the bridge from Bloomingdale. With the proposed widening of Bridge Street after Bloomingdale, this would an invitation to speed even further. With no fatality data available with the bicycle paths part of Bridge Street, it would appropriate to reduce the speed limit ideally to 30 km/hr or no more than 40 km/hr. Presently, I cannot mow the edges of the lawn if a vehicle is approaching. With the bicycle path being dedicated, the speed is a major issue. Currently it is a challenge to go to sleep after 6 am on week day with fast moving traffic. The speed only goes down between 8-9am and 4:30-6:00pm on
weekdays. Also, this being a semi-rural area, the presence of small and large trucks would post a safety hazard to bicyclist. I would recommend the speed limit to be lowered.

I hope that this note will help the Council to come to a better awareness of the situation affecting 22 Bridge Street because of the proposed improvements on Bridge Street and not create hard feelings by seeing this as an opposition to the project. I would urge the council members to send any one of the members to the site and evaluate the impact.

Respectfully,

Naim Khan
Resident & Owner
22 Bridge Street East
Kitchener, ON
N2K 1J5
MEMORANDUM

To: Chair Jim Wideman and Members of the Planning and Works Committee

From: Samer Inchasi, P.Eng.
       Senior Project Manager

Date: March 3, 2011

Subject: Staff Response to Mr. Naim Khan’s Letter to Regional Council Dated March 3, 2011 Regarding Proposed Improvements to Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich Boundary, Report E-11-023 Scheduled for the March 8, 2011 Planning and Works Committee Agenda

On March 3, 2011, staff received a copy of Mr. Naim Khan’s letter addressed to Regional Council regarding Mr. Khan’s concerns with potential adverse impacts to his property located at No. 22 Bridge Street in Kitchener related to the Region’s proposed improvements to Bridge Street as described in Report No. E-11-023 dated March 8, 2011 to Regional Planning and Works Committee.

Staff provides the following response to the main issues raised in Mr. Khan’s letter for Committee’s information before considering approval of the Bridge Street Improvements as described in Report E-11-023. Drawings illustrating the proposed improvements to Bridge Street in the vicinity of House No. 22 Bridge Street are appended to this memorandum.

Issue Raised:

No. 22 Bridge Street is a structure built in 1841 and, as such, the Bridge Street project raises unique challenges to modifications in front of the property.

Staff Response:

Staff is aware that the single family dwelling located at No. 22 Bridge Street is a unique dwelling which, according to the Built Heritage Assessment Study completed as part of the Bridgeport Bridge Rehabilitation, was originally constructed in 1856. Heritage Kitchener has conducted a number of heritage assessments of historic properties within the Bridgeport Community on behalf of the City of Kitchener and has assessed that this property, along with others in the area, has heritage significance and value. Structures and/or buildings identified as having heritage significance and value require that consideration be given to preserve these structures. Staff notes that the proposed Bridge Street Improvements have no impact on the structure at No. 22 Bridge Street.

Issue Raised

Construction of the proposed sidewalk on the south side of Bridge Street abutting No. 22 Bridge Street will reduce green space, decrease curb appeal and lower the property value of No. 22 Bridge Street.
Staff Response:

As noted in Report E-11-023, the Project Team is recommending construction of new sidewalk on the south side of Bridge Street from the Bridgeport Bridge to the Kitchener/Woolwich boundary as part of the Recommended Design Alternative. The existing Bridge Street right-of-way is only 14.80 metres from the Bridgeport Bridge to Bloomingdale Road. Sidewalk currently exists on the north side of Bridge Street from the Bridgeport Bridge to Bloomingdale Road. This sidewalk is 1.80 metres in width and is constructed immediately behind the curb with no boulevard area between the curb and sidewalk. The proposed sidewalk on the south side of Bridge Street from the Bridgeport Bridge to Bloomingdale Road is similarly 1.80 metres in width and located immediately behind the proposed curb with no boulevard due to property constraints.

The narrow right-of-way on the section of Bridge Street from the Bridgeport Bridge to Bloomingdale Road does not provide sufficient space for a boulevard area between the curb and sidewalk in this location. Accordingly, the proposed sidewalk adjacent to No. 22 Bridge Street is 1.80 metres in width (compared to the typical minimum standard of 1.50 metres in width) in order to provide some room for snow storage, which is consistent with past Region practice for similarly constrained locations. The Recommended Design Alternative provides for a boulevard area between the curb and sidewalk in most locations on Bridge Street east of Bloomingdale Road; however, the proximity of the dwelling at No. 22 Bridge Street to the road allowance will not permit provision of a boulevard. Construction of this proposed sidewalk will require that the Region purchase a 0.4 metre wide strip of property across the frontage of No. 22 Bridge Street. Acquiring a wider strip of property would allow for a narrow boulevard but would likely have potential adverse impacts to No. 22 Bridge Street.

Staff advises that the proposed sidewalk could be reduced from 1.80 metres in width to 1.50 metres in width on the south side of Bridge Street from the Bridgeport Bridge to Bloomingdale Road, which will avoid the need to acquire property at No. 22 Bridge Street. However, staff notes that this approach will further reduce the available space for snow storage.

Issue Raised

Reduced Driveway Length due to the proposed sidewalk limits available space for parking and reduces the property value of No. 22 Bridge Street.

Staff Response:

The length of the existing driveway to No. 22 Bridge Street is approximately 6.50 metres from the existing curb to the front of the garage. The length of this driveway is unaffected by the proposed road improvements; however, the available parking area is reduced to approximately 4.8 metres in length due to the proposed sidewalk across the frontage (as parked vehicles cannot block the sidewalk).

Staff has also confirmed that the distance from the proposed sidewalk to the back of the garage at No. 22 Bridge Street is 11.89 metres which exceeds the City of Kitchener’s minimum requirement of 11.50 metres. Additionally, the property at No. 22 Bridge has an 8.0 metre wide depressed curb and an adjoining gravel driveway area immediately to the west of the main driveway extending past the back of the existing garage which provides space for parking vehicles. This 8.0 metre wide depressed curb complies with the City of Kitchener’s Bylaw and will be reinstated as part of the Bridge Street construction.

Issue Raised

Relocation of Kitchener-Wilmot Hydro Poles closer to the dwelling creates a safety concern.
Staff Response:

The preliminary Kitchener-Wilmot Hydro (KW Hydro) design requires that the existing wooden hydro poles be relocated approximately 1.80 metres closer to the properties on the south side of Bridge Street from the Bridgeport Bridge to Bloomingdale Road. However, KW Hydro has indicated that the primary electrical wires can be installed approximately 1.0 metre north of the pole face. The net result is that the existing primary electrical wires will be located approximately 0.45 metres closer to the property at No. 22 Bridge Street than currently exists. This design meets KW Hydro’s design criteria for overhead power supply and will require that KW Hydro obtain a 1.0 metre square easement for a hydro pole at No. 22 Bridge Street.

Issue Raised

Concern with vehicle speed on Bridge Street and request for a reduction in the posted speed limit from 50 km/hr to a maximum of 40 km/hr

Staff Response:

Staff has reviewed the posted limit of 50 km/hr on Bridge Street from the Bridgeport Bridge to Stanley Avenue and, based on speed survey data, does not recommend a change to this posted speed limit.

General Staff Comments:

Staff also notes the following relevant information regarding the proposed Bridge Street Improvements:

- The Project Team is planning these improvements to address both the deteriorated roadway and underground infrastructure as well as to include enhancements to the roadway corridor consistent with Regional Bylaws, policies plans and practices.
- The Regional Official Plan gives the direction to balance new and retrofitted roads for all modes of transportation including walking, cycling, autos and transit. This project supports the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development.
- This project will improve the walking environment by including new sidewalk, increasing the separation between pedestrians and vehicles, improving intersection configurations and providing raised concrete medians at various locations to facilitate pedestrian crossing on Bridge Street. Improving the walking environment will support the Transit Modal Share targets in the RTMP.
- In addition, Regional Council also approved the Regional Transportation Corridor Design Guidelines in 2010 that supports the integration of active and sustainable transportation on all Regional Roads.
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