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

2. DELEGATIONS

a) Gordon Paul re: P-11-053, 2011 Grand River Transit Service Improvements

3. REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

TRANSPORTATION PLANNING

a) P-11-053, 2011 Grand River Transit Service Improvements

b) P-11-054, GTA West Corridor and Niagara to GTA Corridor - February 2011 Draft Transportation Development Strategies

COMMUNITY PLANNING

c) P-11-052, Monthly Report of Development Activity for April 2011

d) East Side Stage 1 Lands Master Environmental Servicing Plan and Community Plan – Public Open House Information Handout

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

e) George Street Reconstruction, St. Andrews Street to Park Hill Road, City of Cambridge - Information Package in Advance of PCC

f) Highland Road Improvements, Patricia Avenue to Westmount Road, City of Kitchener – Information Package in Advance of PCC

TRANSPORTATION

g) CR-RS-11-029/E-11-060, Southern Ontario Locomotive Restoration Society – Extension of Agreements for Operation of Tourist Train

h) E-10-035.1, Proposed Truck Route By-Law Changes, City of Kitchener

i) E-11-039, 2010 Traffic Signal Corridor Review

j) E-11-048, Centre Lane for Two-way Left-turns, Westmount Road (Regional Road 50) from 40 Metres South of Father David Bauer Drive/Westcourt Place to 220 Metres South of Father David Bauer Drive/Westcourt Place, City of Waterloo
WASTE MANAGEMENT

k) E-11-054, Waste Diversion Programs Update 93

WATER

l) E-11-061, Fees and Charges By-law for Water Works Upgrades in Lloyd Brown (Township of North Dumfries) 96

4. INFORMATION/CORRESPONDENCE

a) City of Cambridge Resolution re: Councillor Ermeta Roundabouts on Franklin Boulevard 105

5. OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List 106

6. NEXT MEETING – June 7, 2011

7. MOTION TO GO INTO CLOSED SESSION

THAT a closed meeting of the Planning & Works Committee be held on Tuesday, May 24, 2011 immediately following the Planning and Works Committee meeting 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 legal advice and opinion that is subject to solicitor-client privilege related to interpretation of legislation
b) potential litigation related to a matter before an administrative tribunal
c) proposed or pending acquisition of land in the City of Kitchener
d) receiving of legal advice and opinion that is subject to solicitor-client privilege related to a procurement issue

8. ADJOURN
## NEXT MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Works Committee</td>
<td></td>
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</tr>
<tr>
<td>June 7, 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>June 21, 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>
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<tr>
<td>Planning, Housing and Community Services</td>
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<td>June 9, 2011</td>
<td>6:30 P.M. – 8:00 P.M.</td>
<td>Waterloo Spur Line Multi-Use Trail Feasibility and Design Study – Public Workshop</td>
<td>Main Lobby, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>June 14, 2011</td>
<td>5:30 P.M. – 8:00 P.M.</td>
<td>East Side Lands Master Environmental Servicing Plan and Community Plan Public Information Centre</td>
<td>Ecole Secondaire Pere-Rene-de-Galinee 450 Maple Grove Road Cambridge, Ontario</td>
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<tr>
<td>Transportation and Environmental Services</td>
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<tr>
<td>May 25, 2011</td>
<td>5:00 P.M. – 8:00 P.M.</td>
<td>George Street Reconstruction, St. Andrews Street to Park Hill Road, City of Cambridge - Information Package in Advance of PCC</td>
<td>Knox’s Galt Presbyterian Church, 2 Grand Avenue South, Cambridge</td>
</tr>
<tr>
<td>May 31, 2011</td>
<td>6:00 P.M.</td>
<td>Rapid Transit Public Input Meeting</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>June 1, 2011</td>
<td>6:00 P.M.</td>
<td>Rapid Transit Public Input Meeting</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>June 2, 2011</td>
<td>5:30 P.M. – 8:00 P.M.</td>
<td>Highland Road Improvements, Patricia Avenue to Westmount Road – Information Package in Advance of PCC</td>
<td>J.F. Carmichael Public School Gymnasium, 80 Patricia Ave., Kitchener</td>
</tr>
</tbody>
</table>
REPORT:

TO: Chair Jim Wideman and Members of the Planning and Works Committee
DATE: May 24, 2011
FILE CODE: D28-50
SUBJECT: 2011 GRAND RIVER TRANSIT SERVICE IMPROVEMENTS

RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the following transit service improvements, effective Monday September 5, 2011, as described in Report No. P-11-053, dated May 24, 2011, and shown in Figures 1 and 3:

- Increase the weekday frequency of service on Route 52 AINSLIE ST. in Cambridge between the Ainslie Street terminal and Fairview Park Mall via Coronation Boulevard and King Street from 30 minutes to 15 minutes;
- Increase Route 61 CONESTOGA COLLEGE hours of service, including service to the new Cambridge campus;
- Add an extra bus in the midday to improve schedule reliability and provide two-way evening service on the Columbia Street branch of Route 7;
- Implement a new Fischer-Hallman limited stop express route operating Monday to Sunday, providing 15 minute peak and 30 minute off-peak frequency service;
- Realign Route 12 CONESTOGA MALL so that it travels the length of Westmount Road between Block Line Road and University Avenue;
- Redesign Route 29 KEATS WAY as a two-way route connecting University of Waterloo with the large commercial centre at Ira Needles Boulevard and University Avenue, with the frequency of service increased from 30 to 10 minutes in the peak direction during peak periods and the provision of Saturday service; and,

THAT ROUTE 20 VICTORIA HILLS be modified effective Monday September 5, 2011, as shown in Figure 4 of this report;

AND THAT ROUTE 7E COLUMBIA be modified effective Monday September 5, 2011, as shown in Figure 5 of this report to establish route travel along King Street between Hickory Street and Columbia Street in the northbound direction and along Regina Street between Columbia Street and Hickory Street in the southbound direction.

SUMMARY:

Regional Council’s approved Regional Transportation Master Plan (RTMP) recommends significant increases to transit services in the Region in order to provide greater transportation choice. The proposed 2011 service improvement plan as described in this report will increase the competitiveness of Grand River Transit’s (GRT) service and encourage transit use, supporting the Region’s goal of being a thriving and sustainable community.
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 experiencing overcrowding throughout the day. Additional service capacity is required to accommodate existing and new riders.

In order to deal with passenger crowding and poor schedule reliability, and as part of the steps to realign the transit network in preparation for rapid transit, Council has approved a budget with approximately 72,358 hours of annualized new service beginning in 2011. This service would begin to implement the cross-corridor routes as part of the Rapid Transit integration. This would result in the following proposed major service improvements:

- Increase the weekday frequency of service on Route 52 AINSLIE ST. in Cambridge between the Ainslie Street terminal and Fairview Park Mall via Coronation Boulevard and King Street from 30 minutes to 15 minutes;
- Increase Route 61 CONESTOGA COLLEGE hours of service, including service to the new Cambridge campus;
- Add an extra bus in the midday to improve schedule reliability and provide two-way evening service on the Columbia Street branch of Route 7;
- Implement a new Fischer-Hallman limited stop express operating Monday to Sunday, providing 15 minute peak and 30 minute off-peak frequency service;
- Realign Route 12 CONESTOGA MALL so that it travels the length of Westmount Road between Block Line Road and University Avenue;
- Redesign Route 29 KEATS WAY 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 10 minutes in the peak direction during peak periods and Saturday service would be provided;
- Modify Route 20 VICTORIA HILLS to remove the Hazelglen Drive and Ingleside Drive loop in the peak periods to improve schedule adherence;
- Modify of Route 7E COLUMBIA to remove service on Regina Street in the north direction in order to avoid the left turn from Regina Street to Columbia Street that causes significant schedule delays;
- Remove approximately 21 bus stops on the Route 7 MAINLINE in order to improve schedule adherence and improve travel times for customers; service will be within an acceptable walk distance.

These improvements have been developed following a series of public consultation centres. In most cases, the proposed service improvements were supported by the public. One exception is the proposed change to Route 20 where more comments were received primarily from seniors expressing concern with the longer walk they would experience with the removal of service from Hazelglen Drive and Ingleside Drive. The feedback from the public was considered by the Steering Committee and used to modify the final recommendations presented in this report to better align with public input. Complete feedback is included in Appendix A.

REPORT:

Regional Council's approved Regional Transportation Master Plan (RTMP) recommends significant increases to transit services in the Region in order to provide greater transportation choice. The proposed 2011 service improvement plan as described in this report will increase the competitiveness of GRT’s service thereby encouraging transit use and supporting the Region’s goal of being a thriving and sustainable community.

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 experiencing overcrowding throughout the day. Additional service capacity is required to accommodate existing and new riders. The implementation plan for the transit service component of the RTMP includes rapid transit and a network of limited stop “iXpress” routes throughout the Region.

A comprehensive transit network redesign has been developed to realign routes to integrate with the Rapid Transit system resulting in more of a grid-like network with cross-corridor routes connecting to the RT system. Seven limited-stop “iXpress” type routes would provide a faster, more direct, high frequency service to residents of the Region. While these route changes will affect the travel patterns of some existing riders, the overall service for existing and future riders would be improved.

Providing additional service capacity today to meet current and growing ridership 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 will assist in achieving the transit modal share targets established by the RTMP for specific geographic areas throughout the Region.

The new GRT Business Plan 2011-2014 is currently being undertaken with a completion date of fall 2011. A key component of this new plan is development of a 4 year service improvement plan including staging of “iXpress” routes and associated local route improvements.

**Public Consultation Process**

Three Public Consultation Centres (PCC) were held from March 29 to March 31, 2011. Public feedback from these meetings as well as other comments received via the GRT website and call centre was considered in the development of the proposed 2011 service improvements and will assist in the development of transit service improvements for future years.

In advance of each Public Consultation Centre, an extensive notification campaign was undertaken. Methods used to help ensure residents were aware of potential service changes are shown in the table below:

<table>
<thead>
<tr>
<th>Marketing Item</th>
<th>#</th>
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</thead>
<tbody>
<tr>
<td>Letters, postcards mailed and posters in apartment buildings</td>
<td>4,412</td>
</tr>
<tr>
<td>Information posted at bus stops</td>
<td>48</td>
</tr>
<tr>
<td>Newspaper Ads</td>
<td>3</td>
</tr>
<tr>
<td>Posters on buses</td>
<td>230</td>
</tr>
<tr>
<td>Road signs – at major intersections in the study areas</td>
<td>12</td>
</tr>
<tr>
<td>Displays at terminals</td>
<td>2</td>
</tr>
<tr>
<td>Other electronic media: GRT website; i-Survey; Rider E-Alert (2 alerts sent to over 2100 subscribers); Twitter (3 sent to over 200 followers); Media Advisories (3 sent to 3 newspapers, 6 radio stations &amp; 2 TV stations)</td>
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The PCC’s were well attended with a total of 164 people registering their attendance and 121 comments received at the meetings (by mail or submitted on-line). The comments are summarized in Appendix B.
Recommended 2011 GRT Service Improvements

In order to start realigning the transit network to achieve the targets of the RTMP, integrate with Rapid Transit, including the implementation of cross-corridor routing, and address existing service deficiencies regarding capacity and schedule adherence, a series of service improvements have been developed for 2011, and are described below.

Cambridge Service Area

Route 52 FAIRVIEW PARK/ AINSLIE ST.

Route 52 serves the Coronation Boulevard corridor in Cambridge connecting the Ainslie Street Terminal with the Fairview Park Terminal via Preston. Buses on this route operate every 30 minutes from 6 a.m. to midnight on weekdays and Saturdays. Hourly service is also provided from 10 a.m. to 6 p.m. on Sundays.

Staff propose to increase the frequency of Route 52 service to every 15 minutes between 7 a.m. and 6 p.m. on weekdays. In addition, service is recommended to be extended into the Cambridge Industrial Park via Fountain Street, every half hour, as shown in Figure 1.

By extending Route 52 service into Cambridge Industrial Park, the schedules of Route 72 CHERRY BLOSSOM and industrial special service can be modified to provide higher frequency service throughout the area during peak periods that is better aligned with shift start and end times.

Higher frequency service on Route 52 would reduce wait times for transfers at the Ainslie Street Terminal, Cambridge Centre Terminal and Preston and would provide more convenient access to key destinations along the Coronation Boulevard corridor, including Cambridge Memorial Hospital.

Route 61 CONESTOGA COLLEGE

This route connects Conestoga College to the Cambridge Centre Terminal via Preston, operating every half hour between 7 a.m. and 6 p.m. on weekdays. With the Conestoga College Cambridge Campus on Fountain Street South opening in September 2011, staff propose to extend this route into the new campus to provide a connection between it and the Doon Campus, student residences, and the Cambridge Centre. In addition, staff propose to extend hours of operation to add early morning service beginning at 6 a.m. and evening service until 7 p.m. and a trip for classes ending at 10 P.M.

Service to Conestoga College will continue to be reviewed with future extensions of the Route 61 being considered for south-west Kitchener. Other changes to the route could include travel along Preston Parkway while streamlining the Route 52 and/or the future Coronation limited stop “iXpress” route.

Community Feedback:

- 35 comments were received regarding proposed changes to Route 52 and Route 61. Of these, 25 comments were supportive of a proposal to modify the above routes so that Route 61 would operate on Preston Parkway and Route 52 would operate on Shantz Hill Road. Another 10 comments were opposed to this proposed design.
- Reasons stated for supporting the initial proposal included faster Route 52 service between Cambridge and Kitchener, and the ability to travel directly to the Cambridge Centre and to Conestoga College from Preston Parkway.
- Concerns received from those who were not in favour of the service include the increased travel time required as a result of the extra walk time to Shantz Hill Road and that some residents would now be outside a 5 minute walk to transit service.
STAFF RESPONSE: The proposed modifications were deferred until the Coronation limited stop “iXpress” route can be implemented on Shantz Hill Road. Higher frequency service would improve transfers at the corner of Shantz Hill Road and Preston Parkway, keeping travel times close to those currently experienced.

Kitchener- Waterloo West Side

Fischer-Hallman Limited Stop “iXpress”

The Fischer-Hallman iXpress line is the first of seven planned limited-stop iXpress routes that would provide connections to proposed Rapid Transit stations and major destinations within the Region. The route, as shown in Figure 3, would operate Monday to Sunday, providing 15 minute peak and 30 minute off-peak frequency service.

The Fischer-Hallman limited-stop express route is designed to provide higher speed, direct service along the Fischer-Hallman corridor in Kitchener-Waterloo – offering a competitive alternative to auto travel. The route would travel between Forest Glen Plaza and residential neighbourhoods in the west to the University of Waterloo, Wilfrid Laurier University and major employment along the Columbia Street corridor. Enhanced passenger amenities including shelters and improved customer information through real-time next bus departure displays would be provided at each station. The network of seven iXpress routes would be differentiated through the use of colour. Appendix B illustrates the concept of colour branding that was displayed at the PCC’s and received favourable comments from the public.

Community Feedback:

- Some 81 comments have been received regarding the implementation of the Fischer-Hallman limited-stop express route. Of these, 77 respondents supported the change while four were opposed.
- Reasons stated for supporting the route included faster and more direct service.
- A number of responses indicated that connections to the current iXpress service should be facilitated.

STAFF RESPONSE: The proposed routing of the Fischer-Hallman express includes a stop at the Laurier iXpress station at Hazel Street and University Avenue.

The introduction of the Fisher-Hallman limited-stop express provides the opportunity to redesign service on the west side of Kitchener-Waterloo, to streamline service, extend routes to new development, and provide additional service coverage. Current service on the west side of Kitchener-Waterloo is shown in Figure 2.

Route 12

Route 12 CONESTOGA MALL/FAIRVIEW PARK would be realigned to travel the length of Westmount Road from Block Line Road to University Avenue, as shown in Figure 3. The remainder of the Route 12 would remain unchanged. The proposed change to Route 12 would result in significant travel time savings while providing continuous service along the Westmount corridor.

Community Feedback:

- There have been 62 comments received regarding the Route 12 change. From these comments, 46 were in support of the proposed change, ten were opposed, and six respondents had mixed opinions of the service.
- Those who were in favour of the change cited faster and more direct service, as well as additional service along Westmount Road, as improvements.
- Reasons for opposition to the change included lack of Sunday service to Highland Hills Mall along Highland Road between Westmount Road and Fischer-Hallman Road, and the loss of service from Fischer-Hallman to Conestoga Mall or Fairview Mall.
  - STAFF RESPONSE: On Sundays, transit service to Highland Hills Mall is available on Queen’s Boulevard, approximately 400m south of Highland Road. The proposed GRT Network Redesign also includes the provision of an iXpress service along Highland Road which would operate 7 days a week.
  - The Fischer-Hallman limited-stop express would eventually be extended to Conestoga Mall and RIM campus. In the interim, transfer opportunities would exist at Forest Glen Plaza to travel to Fairview Park Mall and along University Avenue near King Street to travel to Conestoga Mall.

Route 29 KEATS WAY

Route 29 KEATS WAY connects the Keats Way corridor to the University of Waterloo. With the introduction of the Fischer-Hallman iXpress and the realignment of Route 12 off Keats Way, Route 29 would be redesigned as a two-way route providing additional service to new development on the west side of Waterloo, as shown in Figure 3. The route would also be extended east to connect the intersection of King Street and University Avenue, Wilfrid Laurier University and University of Waterloo with the large commercial centre at Ira Needles Boulevard and University Avenue (“The Boardwalk”). The frequency of service would be 30 minutes along the length of the route with additional directional 10 minute frequency during peak periods along University Avenue between Fischer-Hallman Road and King Street to accommodate significant demand to and from the universities. Saturday and Sunday service would also be introduced.

Route 29 KEATSWAY would be connected with Route 4 GLASGOW to maximize schedule efficiency. As a result, Route 4 would travel directly along University Avenue and no longer deviate onto Westvale Gate, Westvale Drive or Portsmouth Gate. Route 4 riders would have more direct travel and be able to access to the new large commercial centre on Ira Needles Blvd. This routing change is consistent with suggested changes outlined in a previous report (P-10-078, dated November 16, 2010) regarding Route 4.

Community Feedback:
- Some 50 comments were received regarding the proposed Route 29 change. Of these, 43 supported the change, six were opposed and one was undecided.
- The main reason received for supporting the change was the provision of service to the Boardwalk and additional service to the west side of Waterloo.
- Concerns received from those who were not in favour of the change included loss of two-way service along Erb Street between Ira Needles Boulevard and Gateview Drive.
  - STAFF RESPONSE: One-way service would still be provided along Erb Street by Route 5. In the future, two-way service would be provided along Erb Street from University Avenue to Erbsville Road when the proposed University Avenue limited-stop “iXpress” is implemented.

Minor Route Modifications

Route 20 – Victoria Hills

The removal of the Hazelglen Drive and Ingleside Drive loop from Route 20 has been proposed to address schedule adherence issues. Due to increasing traffic congestion along the Victoria St. corridor, the Route 20 is chronically running late, resulting in missed connections to other GRT routes at the Highland Hills Mall Transit Terminal and Charles Street Transit Terminal. On average buses are 2.5 minutes behind schedule in the afternoon peak period and a minute behind in the early evening.
Discontinuing the stops along Ingleside and Hazelglen would provide enough additional time to ensure that the connections are met, and improve the reliability of the route for customers who must transfer. The removal of the loop would also provide more direct service for passengers along the Victoria Street corridor, offering travel times that are more competitive with the auto.

Community Feedback:

- A total of 59 comments have been received regarding the proposed Route 20. Of the 59 responses, 19 were in support of the removal of the Hazelglen loop, 34 were opposed, and six respondents stated that they could see both sides of the argument without offering a final opinion.
- Staff received a petition circulated through the Victoria Hills neighbourhood against the proposed change with some 61 signatures, (see Appendix C).
- The key response from those who were in favour of the change was support for more direct service.
- The main reasons for opposition to the change were increased walk distance/inconvenience and concern for seniors in the area. Respondents also stated that snow clearance was an issue.
  - STAFF RESPONSE: While some residents of the Victoria Hills neighbourhood would face a longer walk, the majority would still be within the maximum 450 metre walk distance service standard. With the proposed 2011 Transit Service Improvement Plan, residents of Victoria Hills would be able to access transit service Monday to Sunday, with 15 minute frequency during weekday peak periods and 30 minute off-peak service, at either the intersection of Chopin Drive and Hazelglen, Drive Chopin Drive and Westmount Road, or Fischer-Hallman Road and Stoke Drive at the Walkway to Hazelglen Drive.
- Lack of accessibility was also stated as a concern regarding the walkway between Fischer-Hallman Road and Hazelglen Drive which would provide access to transit service at Fischer-Hallman Road and Stoke Drive. Currently, to utilize the walkway pedestrians must traverse a set of stairs on either side of the path.
  - STAFF RESPONSE: The City of Kitchener has a mandate to upgrade all walkways within the City so that they are barrier-free. GRT staff is currently working with staff at the City of Kitchener to expedite the upgrade of this walkway.

As a result of the public input, staff proposes to maintain the loop along Hazelglen and Ingleside in the inbound direction from Highland Hills Mall to downtown in off-peak periods, as shown in Figure 4. This will maintain the shorter walk for customers when returning from grocery shopping. Staff propose that this loop be removed once the walkway to Fischer-Hallman Road is made fully accessible and the route on Fischer-Hallman Road becomes a more viable option for customers who have difficulty walking longer distances.

Route 7E – Regina Street

The Route 7E COLUMBIA branch chronically runs late during all periods of the day. Travel times have increased due to additional time at stops caused by ridership growth, and increased delays due to traffic growth. In particular, in the northbound direction of travel, the left turn from Regina Street to Columbia Street frequently causes extended delays. The growth of traffic on Columbia Street lengthens the time between gaps in traffic available for safe left turns. Data from the on-board automatic vehicle location system (AVL) show that buses at this intersection are frequently delayed between 1-3 minutes and in some circumstances greater than 3 minutes.

In order to improve the directness of travel and schedule reliability, staff proposed to remove Route 7E COLUMBIA from Regina Street and Hickory Street (see Figure 5). By travelling on King Street and Columbia Street, Route 7E COLUMBIA would be more direct, shorter and avoid left-turn delays at Columbia Street and Regina Street.
Public feedback was generally in favour of the proposed route change but concerns about walk distances for seniors were expressed. To date, 59 persons have offered feedback on the route change proposal at the GRT Public Consultation Centres in March, by telephone, or by email. A total of 37 persons expressed support for the route change. The main reasons mentioned in support of the change were time savings, improving schedule reliability, and simplifying the route. A total of 11 persons expressed opposition to the route change. Another 11 persons offered that they had no opinion of the proposal.

The main reason mentioned to oppose the change was the increased walk required by seniors to access bus stops on King Street. In particular, the main concern was for residents of the Waterloo Region Housing seniors residence located at 335 Regina Street. These customers are presently served by a Route 7E stop located approximately 30 metres from the front door of their building. Following the proposed change these customers would have to walk approximately 280 metres to access Route 7E COLUMBIA at the intersection of Columbia Street and King Street. This distance is within the GRT desired 300 metre walk distance and the maximum walk distance standard of 450 metres.

In light of concerns expressed by seniors regarding the walk distance to King Street and Columbia Street, staff is recommending that Route 7E COLUMBIA remain on Regina Street and Hickory Street in the southbound direction only. In the southbound direction, this maintains a stop within 30 metres in one direction for the residents of that building. In the northbound direction, Route 7E COLUMBIA would travel on King Street and Columbia Street, thereby avoiding left turn delays at the Regina Street and Columbia Street intersection.

Route 7E COLUMBIA would remain on Regina Street and Hickory Street as an interim solution until Route 7E is completely restructured for rapid transit or chronic schedule reliability issues continue after the proposed route change is implemented, thereby requiring the southbound Route 7E to operate on Columbia Street and King Street.

Route 7 MAINLINE Service & Stop Adjustments

During the midday time period, it is proposed that additional buses be deployed to improve schedule reliability.

During the weekday evenings, the addition of two buses on the 7D UNIVERSITY and 7E COLUMBIA branches will improve a service deficiency in two major transit corridors. Currently the Route 7 operates as a one-way loop along University Avenue, Columbia Street and through the UW campus during weekday and Saturday evenings and on Sundays. In order to provide better two-way service, staff is recommending additional buses be used during weekday evenings until approximately 10 p.m. Service would remain the same on Saturday evenings and Sundays until future improvement phases.

Route 7 MAINLINE has many locations where bus stops are closely spaced, in some cases a block apart. As a result, Route 7 buses stop frequently resulting in unnecessarily long travel times. It is proposed to remove redundant stops thereby increasing the speed of travel for Route 7.

Staff have undertaken a comprehensive analysis of the route and identified approximately 21 bus stops which can be removed with minimal customer impact and without making walk distances unreasonable. A list of Route 7 bus stops proposed to be removed is included as Appendix D. The removal of stops would occur during summer months.
Next Steps

- June 7, 2011 – A report will be brought forward to Planning and Works Committee with recommendations to restructure the routes in the Hespeler service area including extension of service to Baldwin Drive and improved evening and weekend service. This would be done without increases in service costs.
- June 27, 2011 – As approved in the 2011 Operating Budget, the frequency of service on the iXpress would increase from every 15 minutes to every 10 minutes on weekdays and from every 30 minutes to every 15 minutes on Saturdays between the Fairview Park Mall and Ainslie Street Terminals (the rest of the route is already at a 15 minute frequency on Saturdays).
- Summer 2011 – Removal of Route 7 bus stops for overall route efficiency.
- Summer 2011 - Meet with Tri-Tag community members to review Route 7 redesign options.
- Fall 2011 - Develop 4 year service improvement plan as part of the new GRT Business Plan including staging of “iXpress” routes and associated local route improvements.

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 Liveable, 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:

The 2011 RTMP budget issue paper proposed the creation of an RTMP Reserve Fund to finance ongoing future transit service improvements. For 2011, an initial contribution of $4.05 million, representing a 1.25% increase to the Regional property tax base, was proposed. During 2011 budget deliberations Regional Council approved a 1.20% property tax increase, which represents an initial contribution of $3.89 million to the RTMP Reserve Fund, for the implementation of 2011 conventional and Mobility Plus transit improvements. As a result of the reduction in initial funding the following planned improvements to iXpress will be deferred:

- Extension of iXpress Sunday service from 5 p.m. to 8 p.m.
- Extension of iXpress Saturday service from 7 p.m. to 11 p.m.

The net operating costs in 2011 of the proposed service improvements described in this report amount to $1,988,606 (approximately $5M annually) and are included in the GRT 2011 Operating Budget to be funded from the RTMP Reserve Fund.
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:

Figure 1 - Route 52 & 61 Service Improvements
Figure 2 - Existing Service – West Side of Kitchener-Waterloo
Figure 3 - West Side Kitchener-Waterloo Service Improvements
Figure 4 - Route 20 Service Change
Figure 5 - Route 7E Mainline Recommended Northbound Routing Change from Regina to King Street
Appendix A - Public Feedback on Service Improvement Proposal
Appendix B - Branding Concept for Limited Stop Express
Appendix C - Petition Regarding Route 20 Service Change
Appendix D - Route 7 Stops Recommended for Removals

PREPARED BY: Blair Allen, Supervisor Transit Development

APPROVED BY: Rob Horne, Commissioner Planning, Housing and Community Services
Figure 1 – Route 52 & 61 Service Improvements
Figure 2: Existing Service – West Side of Kitchener-Waterloo
Figure 3 – West Side Kitchener-Waterloo Service Improvements

Route 29: MODIFIED ROUTE
Modified route connects WLU and University of Waterloo to the west side commercial area.

Route 12: MODIFIED ROUTE
Provides continuous service along Westmount Rd. from Block Line to University Ave.

Fisher-Hallman “express”: NEW ROUTE
New limited-stop service from west end neighbourhoods to UW and employment along Columbia Rd.
Figure 4 – Route 20 Service Change

Route 20 Proposed PeakHour Routing Change

Route 20 Proposed Off-Peak Routing Change
Figure 5: Route 7E Mainline Recommended Northbound Routing Change from Regina Street to King Street
Appendix A: Public Feedback on Service Improvement Proposals

Cambridge – Routes 52 & 61

### COMMENTS IN FAVOUR OF PROPOSED ROUTE 52 FAIRVIEW/AINSIE

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved service to Cambridge Industrial Park</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Approve of frequency increase</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Like streamlined route on Shantz Hill Road</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>20</strong></td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS OPPOSED TO PROPOSED ROUTE 52 FAIRVIEW/AINSIE

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service should extend to Saltsman Drive</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Route 52 should remain on Preston Parkway</td>
<td>3</td>
<td>Route 52 is recommended to remain on Preston Parkway until implementation of the Coronation Express.</td>
</tr>
<tr>
<td>Proposed service to Cambridge Industrial Park needs evening and weekend service</td>
<td>1</td>
<td>Industrial specials will be reviewed for modification to provide limited evening service. Further service expansion will be recommended as ridership develops.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4</strong></td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS IN FAVOUR OF PROPOSED ROUTE 61 CONESTOGA COLLEGE

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Like Preston Parkway service for Route 61</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Like extended hours for Route 61</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Approve of service to new Conestoga College Cambridge Campus</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5</strong></td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS OPPOSED TO PROPOSED ROUTE 61 CONESTOGA COLLEGE

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Removal from Fountain Street between Preston Parkway and Shantz Hill leaves residents too far from transit service</td>
<td>1</td>
<td>Route 61 is recommended to remain on Fountain Street until implementation of the Coronation Express allows further improvement to Route 61.</td>
</tr>
<tr>
<td>Route 61 needs to include evening, Saturday and Sunday service on Preston Parkway</td>
<td>4</td>
<td>Staff are in contact with</td>
</tr>
<tr>
<td>Service to Conestoga College Cambridge Campus</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
should begin August 22 to match beginning of fall classes

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No reason given</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Faster/ more direct service</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>New service on Westmount</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Relieve overcrowding</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td></td>
</tr>
</tbody>
</table>

Kitchener- Waterloo West Side

**Route 12 Customer Feedback – Proposed Adjustment to Westmount Rd**

**Comments in Favour of Proposed Route 12 Change**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No reason given</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Faster/ more direct service</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>New service on Westmount</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Relieve overcrowding</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>46</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Comments Opposed to Proposed Route 12 Change**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Reason Given</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>No Sunday access to Highland Hills Mall via Highland Rd</td>
<td>2</td>
<td>On Sundays transit service to Highland Hills Mall is available via Queen’s Blvd, some 400m south of Highland Rd. The proposed GRT Network Redesign also includes the provision of service along Highland Rd which would operate 7 days a week.</td>
</tr>
<tr>
<td>Less area coverage</td>
<td>1</td>
<td>Loss in area coverage along Route 12 would be offset by the proposed Fischer-Hallman express and more direct service.</td>
</tr>
<tr>
<td>Loss of direct service to Conestoga Mall and Fairview Mall from Fischer-Hallman and Keats Way</td>
<td>3</td>
<td>Staff intend to extend the Fischer-Hallman express to Conestoga Mall once funding becomes available, providing direct service from this corridor to the mall.</td>
</tr>
<tr>
<td>Believes route should continue along Westmount into Laurelwood</td>
<td>1</td>
<td>The proposed GRT Network Redesign includes service improvements to Laurelwood with service extended to south Waterloo and commercial development along Ira Needles Blvd.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Undecided Comments of Route 12 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concern about access to Keats Way</td>
<td>3</td>
<td>The 2011 proposed service changes would provide additional access to Keats Way via the Fischer-Hallman express and the modified Route 29.</td>
</tr>
<tr>
<td>Supports direct service along Westmount, but concern about Loss of Service to Highland Hills Mall</td>
<td>1</td>
<td>Connections to Highland Hills will still be available via routes 24, 25, 19, 20, 2, 22, and the proposed Fischer-Hallman express.</td>
</tr>
<tr>
<td>Believes Route 25 should connect to Route 12</td>
<td>1</td>
<td>On street connections between Route 12 and Route 25 would still be available, while the Fischer-Hallman express would serve as an additional North/South connector from Route 25.</td>
</tr>
<tr>
<td>Route should serve a broader area</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td></td>
</tr>
</tbody>
</table>
## Limited Stop Fischer-Hallman Express Customer Feedback – New Route

### Comments in Favour of the Proposed Fischer-Hallman Express

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supportive but concerned about lack of access to Wilfrid Laurier University</td>
<td>5</td>
<td>Route has extended to include service to Wilfrid Laurier at Hazel St and University Ave</td>
</tr>
<tr>
<td>Improved service and connections</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>More direct/faster service</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>No reason given</td>
<td>44</td>
<td></td>
</tr>
<tr>
<td>Likes the integration of more express type routes in the Region</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>77</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Comments Opposed to Proposed New Fischer-Hallman Express

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feels that GRT favours students at the University of Waterloo over Wilfrid Laurier University and Conestoga College students</td>
<td>1</td>
<td>Route has extended to include service to Wilfrid Laurier at Hazel St and University Ave. From here connections can be made to Routes 8 or 12 for service to Conestoga College</td>
</tr>
<tr>
<td>Inconvenience</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Support for North End Routing Options

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia to King, University and Hazel</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Columbia to Philip</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Columbia to Hazel, University Ave., Philip</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td></td>
</tr>
<tr>
<td>Columbia to Regina, King</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Respondents who wanted specific access to Wilfrid Laurier University with no route preference</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
### Route 29 Customer Feedback – Proposed Extension to The Boardwalk and King/University

#### Comments in Favour of Proposed Route 29 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No reason given</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Reduce crowding on Route 12</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Connection to King St / Wilfrid Laurier University</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Connection to The Boardwalk and West Side of Kitchener/Waterloo</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>More direct service</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>43</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Comments Opposed to Proposed Route 29 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of service along Erb St.</td>
<td>4</td>
<td>One-way service would still be provided along Erb St by the Route 5. In the future, additional service would be provided along Erb St from University Ave. to Erbsville Rd when the proposed University limited-stop express is implemented</td>
</tr>
<tr>
<td>Loss of service to Zehrs</td>
<td>1</td>
<td>Service to the Zehrs at Erb St and Fischer-Hallman would still be provided by the Route 5. Additional connections to grocery stores would be provided by the Fischer-Hallman express at the intersections of Fischer-Hallman and: Columbia, Erb and University. The modified Route 29 would provide service to the grocery store in Wal-Mart at The Boardwalk.</td>
</tr>
<tr>
<td>Believes Route 5 should extend to The Boardwalk</td>
<td>1</td>
<td>The proposed GRT Network Redesign includes an extension of Route 5 to The Boardwalk once funding becomes available.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Undecided Comments of Proposed Route 29 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connection to Wilfrid Laurier University / Loss of service to Zehrs</td>
<td>1</td>
<td>See above response.</td>
</tr>
</tbody>
</table>

**Total** 1
### Route 20 VICTORIA HILLS

#### Comments in Favour of Proposed Route 20 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No reason given</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>More direct service</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Improve reliability</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Reduce travel times</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>19</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Comments Opposed to Proposed Route 20 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No reason given</td>
<td>4</td>
<td>Staff propose to maintain the loop along Hazelglen and Ingleside in the inbound direction from Highland Hills Terminal to downtown during off-peak periods until the walkway to Fischer-Hallman is upgraded to remove barriers. This would shorten the walk distance to transit for customers unable to walk long distances.</td>
</tr>
<tr>
<td>Further walk for Seniors</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Inconvenient / would make walk too far</td>
<td>14</td>
<td>The majority of residents would be within the maximum 450 m walk distance service standard. The proposed service changes would provide transit service at either the intersection of Chopin/Hazelglen, Chopin/Westmount, or Fischer-Hallman/Stoke at the Walkway to Hazelglen.</td>
</tr>
<tr>
<td>Visual impairment / other disability</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>34</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Undecided Comments of Route 20 Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved reliability / directness versus increased walk distance</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

### Route 7 MAINLINE

#### Comments in Favour of Proposed Route 7E COLUMBIA Change

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Save time</td>
<td>18</td>
<td>Staff expect buses to save 2-3 minutes per trip</td>
</tr>
</tbody>
</table>
**Simplify**

8  

Shifting 7E to King St will overlap service with 7C, increase available frequency on a key corridor, improve schedule reliability and route image

**No specified reason**

11  

The change is supported without an indication of why

**Total**

37

---

**COMMENTS OPPOSED TO PROPOSED ROUTE 7E COLUMBIA CHANGE**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased walk distance for seniors</td>
<td>8</td>
<td>Walk to closest stop for residents of 335 Regina St. would have increased but remained within the GRT desired walk distance standard under original proposal. Recommended change will continue to directly serve 335 Regina St.</td>
</tr>
<tr>
<td>Increased walk distance for students</td>
<td>2</td>
<td>Walk for users of Hickory St. stops would increase by 150 metres in northbound direction. All residences on Hickory St. would be within the 450 metre walk distance standard of the closest stop.</td>
</tr>
<tr>
<td>Other solutions possible</td>
<td>1</td>
<td>Customer recommended installation of traffic signal at Regina St. and Columbia St. to reduce delays.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

---

**COMMENTS NEUTRAL TO PROPOSED ROUTE 7E COLUMBIA CHANGE**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No opinion</td>
<td>11</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>
Appendix B: Branding Concept for Limited Stop Express
Appendix C: Petition regarding Route 20 service change

April 6th 2011

To Erica Springate,
Principal, Grand River Transit
Region of Waterloo

RE: Bus Service in area route bus numbers 19/20

The residents of this community have much concern regarding the future transportation issues with respect to the changes to the bus route 19-Victoria South and 20-Victoria Hills. Some of the streets with major concern include Hazelglen Dr, Dalegrove Dr and Ingleside Dr. We are making a strong and positive complaint about this situation and do hope our voices be heard because we as taxpayers only want what is best for our community in regards to the topic of discussion.

The majority of us do not drive as we are senior citizens and we need the public transit for doctors’ appointments and grocery shopping. There are some of us who depend on public transit as means of getting to work and school.

We do appreciate you taking the time to read our request.

Attached is a strong petition of names of the residents in our community for the bus service to remain the same as before in the area.
Appendix D: Route 7 stops recommended for removal

<table>
<thead>
<tr>
<th>Direction</th>
<th>Branch</th>
<th>easyGO</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>F - WILSON</td>
<td>2598</td>
<td>Wilson / Ninth</td>
</tr>
<tr>
<td>Northbound</td>
<td>A - CONNAUGHT</td>
<td>2588</td>
<td>Connaught / Eighth</td>
</tr>
<tr>
<td>Northbound</td>
<td>A - CONNAUGHT</td>
<td>2604</td>
<td>Kingsway / Second</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>2607</td>
<td>Dixon / Rockway</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>1879</td>
<td>King / Jackson</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>3577</td>
<td>King / Madison</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>1911</td>
<td>King / James</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>1903</td>
<td>King / John</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>1901</td>
<td>King / Mt Hope</td>
</tr>
<tr>
<td>Northbound</td>
<td>COMMON</td>
<td>1899</td>
<td>King / Green</td>
</tr>
<tr>
<td>Northbound</td>
<td>D - UNIVERSITY</td>
<td>2674</td>
<td>University / Sunview</td>
</tr>
<tr>
<td>Northbound</td>
<td>C - CONESTOGA</td>
<td>2045</td>
<td>King / Midblock between Blue Springs and Expressway</td>
</tr>
<tr>
<td>Southbound</td>
<td>C - CONESTOGA</td>
<td>2506</td>
<td>King / Midblock between Blue Springs and Expressway</td>
</tr>
<tr>
<td>Southbound</td>
<td>COMMON</td>
<td>2541</td>
<td>King / Green</td>
</tr>
<tr>
<td>Southbound</td>
<td>COMMON</td>
<td>2539</td>
<td>King / Mt Hope</td>
</tr>
<tr>
<td>Southbound</td>
<td>COMMON</td>
<td>2537</td>
<td>King / John</td>
</tr>
<tr>
<td>Southbound</td>
<td>COMMON</td>
<td>2534</td>
<td>King / Bricker</td>
</tr>
<tr>
<td>Southbound</td>
<td>COMMON</td>
<td>2608</td>
<td>Dixon / Rockway</td>
</tr>
<tr>
<td>Southbound</td>
<td>A - CONNAUGHT</td>
<td>2574</td>
<td>Kingsway / Second</td>
</tr>
<tr>
<td>Southbound</td>
<td>A - CONNAUGHT</td>
<td>2579</td>
<td>Connaught / Eighth</td>
</tr>
<tr>
<td>Southbound</td>
<td>B - WEBER</td>
<td>1043</td>
<td>Fairway / Weber</td>
</tr>
</tbody>
</table>
TO: Chair Jim Wideman and Members of the Planning and Works Committee  
DATE: May 24, 2011  
FILE CODE: D09-30  
SUBJECT: GTA WEST CORRIDOR AND NIAGARA TO GTA CORRIDOR - FEBRUARY 2011 DRAFT TRANSPORTATION DEVELOPMENT STRATEGIES

RECOMMENDATION:

THAT the Regional Municipality of Waterloo endorse the Greater Toronto Area (GTA) West Corridor and Niagara to GTA Corridor February 2011 Draft Transportation Development Strategies, as described in Report No. P-11-054, dated May 24, 2011;

AND THAT Regional Council formally request the Ontario Ministry of Transportation to confirm the Region of Waterloo’s participation in the forthcoming Provincial Active Traffic Management Study.

SUMMARY:

The Provincial Ministry of Transportation (MTO) has been undertaking Environmental Assessments for the Greater Toronto Area (GTA) West Corridor and the Niagara to GTA Corridor to accommodate increased transportation demand because of projected population and employment growth in Southern Ontario. MTO is seeking public comment on the February 2011 Draft Transportation Development Strategies, which include elements of transportation system management, non-road infrastructure improvements such as public transit, strategic widening of existing highways, and new transportation corridors.

In the short term, MTO is proposing an Active Traffic Management Study to examine ways of managing the existing transportation system, to improve efficiency, safety and capacity. These measures will maximize the investment in the current highway system and encourage alternative modes. The improvement elements of MTO’s Active Traffic Management Study align with policy directions in the approved Regional Transportation Master Plan.

MTO has proposed to add high-occupancy vehicle (HOV) lanes to Highway 401 east of Halton Regional Road 25. The proposed GO Train Georgetown Line extension to Kitchener is scheduled to start in 2011 with two trains during each peak period, and the proposal to extend GO Train service from Milton to Cambridge has only been identified as a possible component of Metrolinx’s 15-year Regional Transportation Plan. Therefore, highway buses, such as GO Bus or Greyhound, will continue to be an important component of inter-regional transit service for the foreseeable future. Since HOV lanes can help highway buses maintain reliable schedules, Regional staff recommend that MTO also construct HOV lanes on Highway 401 from Waterloo Regional Road 24 (Hespeler Road) to Halton Regional Road 25.

The Draft Transportation Development Strategies also identify highway widenings and new corridor alignments to accommodate transportation system demand to 2031. Highway 401 provides the only highway connection from the Region to the GTA, making transportation to / from the GTA vulnerable to incidents that can shut down the highway for long periods. While initiatives such as the proposed GO Rail service will help to address this in the short term, for the GTA West Corridor Regional staff
also recommend that MTO examine corridor protection opportunities along the previously studied Alternative 4-4 and 4-5 alignments, which cross the Niagara Escarpment. This would be consistent with MTO initiatives east of the GTA, where MTO is planning a parallel corridor north of Highway 401 to Peterborough, and would provide:

- for long term planning beyond the 2031 timeframe;
- an additional 400-series highway to the GTA via the new Highway 7 (Kitchener – Guelph);
- improved employment opportunities due to improved highway access;
- improved transportation system resiliency to highway incidents.

REPORT:

Since 2007, the Ministry of Transportation (MTO) has undertaken two Environmental Assessments to study the GTA West Corridor and the Niagara-GTA Corridor, as shown conceptually in the Province’s Growth Plan for the Greater Golden Horseshoe. Attachment 1 shows both projects in context with other MTO initiatives. Both studies were to create Transportation Development Strategies, which would identify not only highway improvements but also non-highway components. The February 2011 Draft Transportation Development Strategies for both studies are complete, and MTO has made them available for public comment.

MTO has divided the strategies for these two corridors into short term (0-5 years), medium term (5-15 years) and long term (15-25 years) elements. The proposed strategies for the two corridors are similar, particularly in the non-roadway components. This report will describe both projects together, indicating differences where appropriate.

Short Term (0-5 Years)

Feasible activities within the short term largely involve studies and continued research. MTO has identified an Active Traffic Management Study as a key component of its short term work. This study will examine opportunities to improve transportation system capacity, safety and reliability through active management of the system. MTO will examine the following elements in the study:

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp metering</td>
<td>Use of traffic controls, such as signals, at highway entrance ramps to actively manage traffic accessing the highway, improving capacity during congested times</td>
</tr>
<tr>
<td>HOV / transit bypass at key locations</td>
<td>In conjunction with ramp metering, or at special locations such as carpool lots and stations, use of special ramps to allow HOVs and transit vehicles to bypass queues</td>
</tr>
<tr>
<td>Transit supportive highway corridors</td>
<td>Reserved bus lanes, HOV lanes and bus bypass shoulders along provincial highways to improve speed and schedule adherence</td>
</tr>
<tr>
<td>Enhanced incident / congestion management</td>
<td>Expansion of the existing COMPASS system, which provides traffic incident information to emergency responders and congestion information to drivers, to new areas</td>
</tr>
<tr>
<td>Expanded use of speed harmonization</td>
<td>Sensors monitor traffic flow and automatically adjust posted speed limits to maintain a constant traffic flow and maximize capacity</td>
</tr>
<tr>
<td>Contra-flow lanes</td>
<td>In areas where one direction has much more traffic than the other during peak periods, typically implemented by moveable barriers such that the peak direction has more travel lanes (Niagara-GTA Corridor only)</td>
</tr>
</tbody>
</table>

In addition to the Active Traffic Management Study, MTO has identified several other initiatives for study in the short term.
<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provincial / employer-led Transportation Demand Management programs</td>
<td>Potential to expand the Metrolinx Smart Commute program into Waterloo Region, with management of the program at the regional level</td>
</tr>
<tr>
<td>Long combination vehicles</td>
<td>Tractor-trailer combinations where a single tractor pulls two full-size trailers, reducing the number of trucks on the road; review experience with current pilot program and recommend next steps</td>
</tr>
<tr>
<td>Inter-regional transit and mobility hubs</td>
<td>MTO to initiate &quot;Inter-Regional Transit Feasibility Study&quot; to explore needs and opportunities for inter-regional transit service between Cambridge, Kitchener, Waterloo, Brantford, Guelph and Hamilton. improvements west of the GTA</td>
</tr>
<tr>
<td>Goods movement and freight</td>
<td>Feasibility review of potential future initiatives aimed at removing freight rail / passenger rail conflicts, providing grade separations at road / rail crossings, and further review of future freight forecasts</td>
</tr>
<tr>
<td>Preliminary / route planning for provincial roadway components</td>
<td>This includes examining improvements to the QEW / Highway 403 interchange, assessment of the transportation options in the Hamilton-Halton area (Niagara-GTA Corridor), and route options for the GTA-West Corridor</td>
</tr>
</tbody>
</table>

**Medium Term (5-15 Years)**

The focus of the medium term for both Transportation Development Strategies is to study the road widening and new corridor construction components. This includes the completion of any necessary Class Environmental Assessments required for the strategic highway widening components (Attachment 2).

**Long Term (15-25 Years)**

Long term activities include road widening and new corridor construction for roadways studied during the medium term that are found to be necessary. This mainly includes the new corridors and any highway extensions or interchanges required to connect with the new corridors.

**Analysis**

The February 2011 Draft Transportation Development Strategies include many important non-roadway elements that will help manage the existing highway network and promote alternative transportation for long distance travel. These elements align with initiatives in the approved Regional Transportation Master Plan regarding Sections 7.2.2 (TravelWise Initiatives / Transportation Demand Management), 7.2.3 (Intelligent Transportation System Improvements) and 7.2.4 (Inter-Regional Transit Service Integration). Regional staff are currently participating in a broader regional transportation planning initiative with the City of Brantford, the City of Guelph, Brant County, Wellington County and MTO that will contribute to the Transportation Development Strategies for GTA West Corridor and the Niagara to GTA Corridor.

The proposed HOV lanes along Highway 401 east of Halton Regional Road 25 will be an important component of the transportation system, as they will help high-occupancy vehicles, such as buses, avoid congestion and achieve more reliable travel times. However, these lanes are not currently proposed west of Halton Regional Road 25. According to the 2006 Transportation Tomorrow Survey, Regional residents travelling to Toronto have already achieved a 5% public transit mode share during peak periods, and this is without any significant dedicated public transit infrastructure. The proposed GO Train Georgetown Line extension to Kitchener, scheduled to start at the end of 2011, will provide additional public transit capacity, but will initially provide only two trains during each peak period. Additionally, while the Region has completed a study indicating the feasibility of extending GO Rail service from Milton to Cambridge, this initiative has only been identified as a possible component of Metrolinx’s 15-year Regional Transportation Plan. GO Bus and Greyhound
service may consequently continue to be important components of inter-regional transit service for the foreseeable future, and HOV lanes would help highway buses to maintain more reliable schedules.

For the new highway component of the GTA West Corridor, MTO has identified a preliminary Route Planning Study Area between Highway 400 near Vaughan and Highway 401 near Milton (Attachment 3). The concept is that the new highway would be constructed within this area. This area is generally consistent with the study Terms of Reference that established 2031 as the planning horizon year, and aims to provide the best combination of low community and environmental impacts with high transportation and economic benefits. However, the long-term nature of highway construction projects suggests that it would be prudent to examine the implications of growth beyond 2031. Since the proposed new highway would connect to Highway 401 around the Town of Milton, the Region would still have only one 400-series highway connecting it to the GTA highway system. A crossing of the Niagara Escarpment, such as Alternatives 4-4 and 4-5 (Attachment 4) which were analyzed during the study, would create an additional 400-series highway connection to the Region via Guelph and could provide the following benefits to the Region:

- Improved connection to / from the GTA via the new Highway 7 (Kitchener – Guelph);
- Improved access to highways that would support the creation of industrial employment;
- Transportation system redundancy that would improve emergency management;
- Adherence to highway planning principles that create highway “cells” to direct growth; and,
- Consistency with existing corridor protection parallel to Highway 401 east of the GTA.

Finally, Regional staff has discussed the GTA West Corridor and the Niagara to GTA Corridor with their counterparts at the Region of Halton, Region of Peel, Region of York and the City of Guelph. There is broad agreement with the planning process that MTO has followed, and staff from these different Municipalities agree on the need to pursue the Active Traffic Management Study as quickly as possible.

**Conclusions and Next Steps**

Regional staff recommend that Council endorse the Draft Transportation Development Strategies and participate in MTO’s proposed Active Traffic Management Study.

The MTO should particularly construct HOV lanes between Waterloo Regional Road 24 (Hespeler Road) and Halton Regional Road 25 (timing to be determined by MTO’s Active Traffic Management Study) to connect with other proposed lanes and support the growth of inter-regional transit.

The MTO should also examine corridor protection opportunities across the Niagara Escarpment, potentially along the Alternative 4-4 or 4-5 alignments, to facilitate long term planning beyond 2031.

MTO intends to issue a recommendation regarding these studies to the Minister of Transportation in June, and hopes to have the consultant continue the next phases of these studies by Spring 2012.

**Area Municipal Consultation/Coordination**

All Area Municipalities in the Region of Waterloo have received a copy of this report. Additionally, all adjacent municipalities participating in the broader regional transportation planning initiative (i.e. City of Brantford, City of Guelph, Brant County and Wellington County) have received a copy of this report.
CORPORATE STRATEGIC PLAN:

The GTA-West and Niagara-GTA Corridors are consistent with Focus Area 5 (Infrastructure) of the previous Strategic Plan, in terms of improving transportation to / from the Region.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS / CONCURRENCE:

NIL

ATTACHMENTS:

Attachment 1 - GTA West and Niagara-GTA Corridors in Growth Plan for the Greater Golden Horseshoe
Attachment 2 - Highway Components of Proposed Transportation Development Strategies
Attachment 3 - GTA West Corridor Preliminary Route Planning Study Area
Attachment 4 - GTA West Corridor New Corridor Alternatives 4-4 and 4-5

PREPARED BY: Geoffrey Keyworth, Senior Transportation Planning Engineer

APPROVED BY: Rob Horne, Commissioner Planning, Housing and Community Services
ATTACHMENT 1 – GTA WEST AND NIAGARA-GTA CORRIDORS IN GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE
<table>
<thead>
<tr>
<th>Highway / Section</th>
<th>Current Cross Section (2-way)</th>
<th>Proposed Cross Section (2-way)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 401</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Highway 6 North (Hanlon Expressway) to Regional Road 25</td>
<td>6 lanes</td>
<td>10 lanes</td>
</tr>
<tr>
<td>• Regional Road 25 to James Snow Parkway</td>
<td>6 lanes</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>• James Snow Parkway to 407 ETR</td>
<td>6 lanes</td>
<td>12 lanes*</td>
</tr>
<tr>
<td>• 407 ETR to Winston Churchill Boulevard</td>
<td>6 lanes</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>• Winston Churchill Boulevard to Highway 410</td>
<td>6 lanes</td>
<td>12 lanes*</td>
</tr>
<tr>
<td>Highway 403</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• 407 ETR / Highway 403 / QEW Interchange to East Junction of Highway 6</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• West of Highway 6</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>407 ETR</td>
<td>6 lanes</td>
<td>8 lanes</td>
</tr>
<tr>
<td>• 407 ETR / Highway 403 / QEW Interchange to Highway 403</td>
<td>6 lanes</td>
<td>8 lanes</td>
</tr>
<tr>
<td>• Highway 403 to Highway 401</td>
<td>4 lanes</td>
<td>6 lanes</td>
</tr>
<tr>
<td>• Highway 401 to Highway 410</td>
<td>8 lanes</td>
<td>10 lanes</td>
</tr>
<tr>
<td>• Highway 410 to Highway 427</td>
<td>8 lanes</td>
<td>10 lanes</td>
</tr>
<tr>
<td>• Highway 427 to Highway 400</td>
<td>10 lanes</td>
<td>10 lanes</td>
</tr>
<tr>
<td>Highway 410</td>
<td>7 lanes</td>
<td>9 lanes*</td>
</tr>
<tr>
<td>• Highway 401 to 407 ETR</td>
<td>7 lanes</td>
<td>9 lanes*</td>
</tr>
<tr>
<td>• 407 ETR to Steeles Avenue</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• Steeles Avenue to Queen Street</td>
<td>8 lanes</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>• Queen Street to Mayfield Road</td>
<td>6 lanes</td>
<td>8 lanes</td>
</tr>
<tr>
<td>Highway 427</td>
<td>6 lanes</td>
<td>8 lanes</td>
</tr>
<tr>
<td>• 407 ETR to Highway 7</td>
<td>6 lanes</td>
<td>8 lanes</td>
</tr>
<tr>
<td>• Highway 7 to Major Mackenzie Drive (EA approved)</td>
<td>N/A</td>
<td>8 lanes</td>
</tr>
<tr>
<td>Highway 400</td>
<td>8 lanes</td>
<td>12 lanes</td>
</tr>
<tr>
<td>• 407 ETR to Major Mackenzie Drive</td>
<td>8 lanes</td>
<td>12 lanes</td>
</tr>
<tr>
<td>• Major Mackenzie Drive to King Road</td>
<td>6 lanes*</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>• King Road to Highway 9</td>
<td>6 lanes*</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>Highway 6</td>
<td>2 lanes</td>
<td>4 lanes</td>
</tr>
<tr>
<td>• Highway 403 to Hamilton International Airport</td>
<td>2 lanes</td>
<td>4 lanes</td>
</tr>
<tr>
<td>QEW</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• 407 ETR / Highway 403 / QEW Interchange to Burlington Skyway</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• Burlington Skyway to Red Hill Valley Parkway</td>
<td>8 lanes</td>
<td>10 lanes*</td>
</tr>
<tr>
<td>• Red Hill Valley Parkway to Highway 406</td>
<td>6 lanes</td>
<td>8 lanes*</td>
</tr>
<tr>
<td>• Highway 405 to Highway 420</td>
<td>4 lanes</td>
<td>6 lanes</td>
</tr>
<tr>
<td>GTA West Corridor (New)</td>
<td>4 lanes</td>
<td>4 lanes</td>
</tr>
<tr>
<td>• Highway 401 to Highway 10</td>
<td>N/A</td>
<td>4 lanes</td>
</tr>
<tr>
<td>• Highway 10 to Highway 427</td>
<td>4 lanes</td>
<td>4 lanes</td>
</tr>
<tr>
<td>• Highway 427 to Highway 400</td>
<td>6 lanes</td>
<td>6 lanes</td>
</tr>
<tr>
<td>• North/South Link to Highway 401 / 407 ETR</td>
<td>6 lanes</td>
<td>6 lanes</td>
</tr>
<tr>
<td>Niagara – GTA Corridor (New)</td>
<td>4 lanes</td>
<td>4 lanes</td>
</tr>
<tr>
<td>• Connect Highway 406 (Welland area) to QEW between Highway 420 and Fort Erie</td>
<td>4 lanes</td>
<td>4 lanes</td>
</tr>
</tbody>
</table>

* Note: High-Occupancy Vehicle lanes are part of total cross section (e.g. 10 lanes* = 8 lanes + 2 HOV lanes)
ATTACHMENT 4 – GTA WEST CORRIDOR NEW CORRIDOR ALTERNATIVES 4-4 AND 4-5

- GTA West Corridor (4 lane highway) ends in north Guelph or Township of Guelph/Eramosa
- Hwy 401 is 8 lanes west of Milton and 10 lanes through Milton

- GTA West Corridor (4 lane highway) ends in south Guelph or Township of Puslinch at Hanlon Expressway
- Hwy 401 is 10 lanes west of Milton and 12 lanes through Milton
REPORT:

City of Cambridge

1. Draft Approval of Plan of Condominium 30CDM-11101
Applicant: Haastown Holdings (Cambridge) Inc.
Location: 130-170 Water Street
Proposal: To permit the development of 113 residential condominium units.
Processing Fee: Paid April 12, 2011
Commissioner’s Approval: April 21, 2011
Came Into Effect: May 11, 2011

2. Official Plan Amendment No. 34
Applicant: Ontario Realty Corporation
Location: 25 Isherwood Avenue
Proposal: To amend the designation from ‘Class 1 (Major) Institutional District’ to ‘Class 1 (Urban) Residential District’ with site specific policies to provide direction on design and tree preservation and Class 1 (Significant Natural Features) Open Space to recognize the natural heritage feature on the site. OPA No. 34 also includes adding Figure 47 to Chapter 17 of the City Official Plan to identify the Special use for the site, which includes a site specific exemption which identifies that the site can only be used for purposes of linear row houses, cluster townhouses, apartment units, a retirement home or long term care facility.
Processing Fee: Paid April 26, 2011
Commissioner’s Approval: April 28, 2011
Came Into Effect: May 19, 2011
3. **Official Plan Amendment No. 29**  
**Applicant:** 2134946 Ontario Inc.  
**Location:** 2283 Eagle Street North  
**Proposal:** To amend the land use designation within the City of Cambridge Official Plan from the existing Class 2 (General) Industrial to Class 4 (Hespeler Road) Commercial. OPA No. 29 also includes adding Figure 45 to Chapter 17 of the City Official Plan to identify the special use for the site, which includes a site specific exemption to limit the uses to automobile sales and service of motor vehicles.  
**Processing Fee:** Paid April 19, 2011  
**Commissioner’s Approval:** April 29, 2011  
**Came Into Effect:** May 20, 2011

**City of Waterloo**

1. **Draft Approval of Plan of Condominium 30CDM-10406**  
**Applicant:** BPR Lofts GP Inc.  
**Location:** 36-40 Regina Street North  
**Proposal:** To permit the development of 2 commercial and 18 residential condominium units.  
**Processing Fee:** April 26, 2011  
**Commissioner’s Approval:** April 29, 2011  
**Came Into Effect:** May 20, 2011

### Residential Subdivision Activity January 1, 2011 to April 30, 2011

<table>
<thead>
<tr>
<th>Area Municipality</th>
<th>Units in Residential Registered Plans</th>
<th>Residential Units Draft Approved</th>
<th>Pending Plans (Units Submitted)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austrian</td>
<td>30</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Waterloo</td>
<td>16</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Cambridge</td>
<td>75</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Woolwich</td>
<td>64</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wilmot</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wellesley</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>Region of Waterloo</td>
<td>185</td>
<td>0</td>
<td>10</td>
</tr>
</tbody>
</table>

*The acceptance and/or draft approval of plans of subdivision and condominium processed by the City of Kitchener under delegated approval authority are not included in this table.

For Comparison, the following table has also been included:

### Residential Subdivision Activity January 1, 2010 to April 30, 2010

<table>
<thead>
<tr>
<th>Area Municipality</th>
<th>Units in Residential Registered Plans</th>
<th>Residential Units Draft Approved</th>
<th>Pending Plans (Units Submitted)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austrian</td>
<td>1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Waterloo</td>
<td>0</td>
<td>616</td>
<td>0</td>
</tr>
<tr>
<td>Cambridge</td>
<td>99</td>
<td>18</td>
<td>21</td>
</tr>
<tr>
<td>Woolwich</td>
<td>38</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wilmot</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wellesley</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Region of Waterloo</td>
<td>138</td>
<td>634</td>
<td>21</td>
</tr>
</tbody>
</table>

*The acceptance and/or draft approval of plans of subdivision and condominium processed by the City of Kitchener under delegated approval authority are not included in this table.*
Area Municipal Consultation/Coordination

These planning approvals, including associated consultation with Area Municipalities, have been completed in accordance with the Planning Act. All approvals contained in this report were supported by the Area Municipal councils and/or staff.

CORPORATE STRATEGIC PLAN:

This report reflects actions taken by the Commissioner in accordance with the delegation By-law adopted by Council consistent with the streamlining objectives reflected in Focus Area A: Manage Regional Growth to Enhance Quality of Life in the Corporate Strategic Plan.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

PREPARED BY: Andrea Banks, Program Assistant

APPROVED BY: Rob Horne, Commissioner, Planning, Housing and Community Services
Regional Municipality of Waterloo

EAST SIDE STAGE 1 LANDS

Master Environmental Servicing Plan and Community Plan

PUBLIC OPEN HOUSE
INFORMATION HANDOUT

June 14, 2011

Open House Format
5:30 p.m. – 8:00 p.m.
Presentation at 7:00 p.m.

École Secondaire Père-René-de-Galinée
450 Maple Grove Rd.
Cambridge
1. Purpose of this Study and Public Open House

The Region of Waterloo, in cooperation with the Grand River Conservation Authority, City of Cambridge, City of Kitchener and the Township of Woolwich, is preparing a Master Environmental Servicing Plan (MESP) and Community Plan to advance the development of the East Side Stage 1 Lands. This integrated process will address water and wastewater servicing, transportation, subwatershed and natural heritage work, utilities assessment, fiscal impact, staging and implementation and community planning.

Dillon Consulting Limited has been retained to lead a consulting team to prepare the East Side Lands Stage 1 MESP and Community Plan.

Figure 2: East Side Lands Stage 1 MESP and Community Plan Integrated Process

Today’s Public Open House will:
- Provide background information about the East Side Lands
- Explain the process to be undertaken as part of the Master Environmental Servicing Plan (MESP) and Community Plan
- Provide the opportunity to discuss questions with staff and identify any potential issues to be considered as part of the MESP and Community Plan process
2. Background

In June 2003, the Regional Growth Management Strategy (RGMS) was approved by Regional Council and endorsed by the Local Municipal Councils. The RGMS is a long-term strategic framework which identifies where, when and how future residential and employment growth will be accommodated. One of the goals of the RGMS is to “foster a strong economy”. The RGMS identified the lands around the Regional airport (known as the East Side Lands) as the main future Greenfield development area intended primarily for employment purposes. Over the following years a variety of processes were undertaken to support this direction:

- **East Side Scoping Study** 2004
  Identifies the studies and approvals that are required for the development of the East Side Lands. The Scoping Study recommended a high-level Structure Plan be prepared to coordinate the work of the Region of Waterloo, the City of Cambridge, the City of Kitchener and the Township of Woolwich.

- **East Side Community Structure Plan** 2006
  Assists in staging the East Side Lands development and identifies the recommended first stage to accommodate short term land needs. This plan recommends a staging of development from the City of Cambridge north towards the Township of Woolwich. The recommended scenario identifies the East Side Stage 1 Lands as the preferred first stage of development, which is located within the City of Cambridge (see Figure 1).

- **Regional Official Policies Plan Amendment No. 28 (ROPPA 28)** 2007-2009
  In 2007 the Region of Waterloo approved ROPPA 28 which included approximately 100 net hectares of employment land in the north end of the City of Cambridge within the Regional City Urban Area boundary. In 2009, the Ontario Municipal Board added approximately 50 additional hectares for employment uses.

- **Regional Official Plan (ROP)** 2010
  Adds additional employment land into the Urban Area and designates the land as Prime Industrial/Strategic Reserve to accommodate 300 net hectares of large lot employment lands (see Figure 1).

- **East Side Stage 1 Master Environmental Servicing Plan and Community Plan** Ongoing
  To provide an integrated land use, transportation, infrastructure and environmental plan to guide future local Official Plan amendments and development plans for the East Side Stage 1 Lands.

![Figure 1: Study Area- East Side Lands, Stage 1 Area and Prime Industrial Strategic Reserve Area](image)
3. The MESP and Community Plan Process

The MESP and Community Plan will be completed to meet the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (October 2000 as amended in 2007).

The study findings may result in amendments to the Grand River Conservation Authority’s regulated area mapping of Ontario Regulation 150/06 made under the Conservation Authorities Act.

The MESP and Community Plan will be completed in three phases. The three phases are:

- **Phase 1**: Includes a background assessment of existing conditions, relevant plans, studies and policies and identifies any gaps or issues for the project.
- **Phase 2**: Identifies issues and options related to the development of the East Side Lands Stage 1, develop land use options, and recommends a preferred option with associated infrastructure projects.
- **Phase 3**: Finalizes the required planning and master planning documents.

**Figure 3: MESP and Community Plan Process**

This Public Open House is being held at the end of Phase 1 to outline the findings and confirm the process for the following phases.

**WHAT ARE THE NEXT STEPS?**
1. Review and consider public input issues identified and MESP process
2. Identify key issues and options
3. Draft development concepts
4. Present development concepts to the public at PIC #2 (expected in September 2011)
Regional Municipality of Waterloo

GEORGE STREET RECONSTRUCTION
ST. ANDREWS STREET TO PARK HILL ROAD
City of Cambridge

INFORMATION PACKAGE

Public Consultation Centre
Wednesday, May 25, 2011
5:00 p.m. – 8:00 pm
Knox’s Galt Presbyterian Church
2 Grand Avenue South, Cambridge

There is a Comment Sheet at the back of this package. If you wish, please fill it out and deposit it in the designated box provided at this Consultation Centre.
1. **What is the Purpose of this Public Consultation Centre?**

The Region of Waterloo is currently considering improvements to George Street from St. Andrews Street to Park Hill Road in the City of Cambridge. (Please refer to Appendix ‘A’ for a Key Plan.) This project has been initiated to address deteriorated roadway and underground infrastructure on George Street between St. Andrews Street and Park Hill Road.

Improvements currently under consideration include:

- Full reconstruction of the deteriorated pavement structure on George Street from St. Andrews Street to Park Hill Road;
- Replacement of the watermain, sanitary sewers and storm sewers within the project limits; and
- Construction of on-road cycling lanes and enhanced pedestrian facilities on George Street from Blair Road to Park Hill Road.

We encourage you to provide comments on the improvements under consideration and request that you fill out the Comment Sheet attached to the back of this Information Package and place it in the box at this Public Consultation Centre or send it to the address indicated on the Comment Sheet. Your comments will be considered by the Project Team, in conjunction with all of the other relevant information, in establishing a preferred design for improvements to George Street.

2. **Who is Directing the Planning of These Improvements?**

The planning for these infrastructure improvements is being undertaken by a “Project Team” consisting of staff from the Region of Waterloo, the City of Cambridge, Regional Councillor Claudette Millar and City of Cambridge Ward 5 Councillor Pam Wolfe.

3. **What Improvements are being Considered?**

Based on technical studies and investigations completed, the Project Team has identified the need for the following improvements to George Street from St. Andrews Street to Park Hill Road to address deteriorated infrastructure:

- Complete replacement of the pavement structure, concrete curb and gutter;
- Replacement of the City of Cambridge watermain and sanitary sewer, including services to abutting properties within the road allowance; and
- Replacement of the existing storm sewer.

Based on the approved Regional Transportation Corridor Design Guidelines, the Regional Cycling Master Plan and other relevant policies/practices, the Project Team has also identified the following proposed enhancements to the roadway corridor:

- Construction of 1.25m reserved on-road cycling lanes on each side of George Street from Park Hill Road to Blair Road;
- Replacement of the existing 1.20 metre wide sidewalk with 1.60 metre wide sidewalk on the east side of George Street from St. Andrews Street to Park Hill Road, including increasing the separation between pedestrians and vehicles where feasible; and
• Wider boulevards and enhanced boulevard landscaping on George Street from Blair Road to Park Hill Road.

Please refer to Appendix “B” for drawings of the Project Team’s Preferred Design for George Street.

4. How are Cycling Needs being Accommodated for this Project?

The Regional Cycling Master Plan identifies George Street from St. Andrews Street to Park Hill Road as a core on-road cycling route which typically involves provision of reserved on-road cycling lanes. Where reserved on-road cycling lanes are constructed, on-road parking is prohibited. As on-road parking is currently permitted on George Street from St. Andrews Street to Park Hill Road, the Project Team considered options to provide a suitable on-road cycling route through this area of west Cambridge that minimized the number of existing on-road parking spaces required to be removed to accommodate the reserved on-road cycling lanes. Upon review of viable alternative on-road cycling routes, the Project Team developed a proposed cycling route comprised of:

• Grand Avenue from St. Andrews Street to Blair Road (Reserved Cycling lanes);
• Blair Road from Grand Avenue to George Street (Non-Reserved Cycling lanes); and
• George Street from Blair Road to Park Hill Road (Reserved Cycling lanes)

Please refer to Appendix “C” for a map indicating the existing core on-road cycling route and the Project Team’s proposed on-road cycling route through the study area between St. Andrews Street and Park Hill Road.

This route is being proposed by the Project Team as it provides a suitable route for cyclists while minimizing the number of overall existing on-road parking spaces that need to be removed on George Street and Grand Avenue. All 69 existing on-road parking spaces on George Street from St. Andrews Street to Blair Road will remain, based on the Project Team’s proposed on-road cycling route. The Project Team does not support the use of Grand Avenue from Blair Road to Park Hill Road as a suitable on-road cycling route due to inadequate sightlines for northbound left-turn movements at the intersection of Grand Avenue and Park Hill Road.

The Region hand delivered letters to the abutting property owners / tenants on George Street from Blair Road to Park Hill Road in February 2011 in order to advise the property owners / tenants of the proposed on-road cycling route and corresponding requirement to remove existing on-road parking along this section of George Street in order to provide reserved on-road cycling lanes. Comments received as a result of these letters will be considered by the Project Team prior to finalizing the Preferred Design for George Street. Grand Avenue from Blair Road to St. Andrews Street and Blair Road from George Street to Grand Avenue are under the jurisdiction of the City of Cambridge rather than the Region. The City of Cambridge Council approved the use of Blair Road from George Street to Grand Avenue and Grand Avenue from Blair Road to St. Andrews Street as an on-road cycling facility on 18 April 2011. There is no requirement to remove the existing on-road parking on Blair Road in order to accommodate on-road cycling lanes as Blair Road is a low volume, low speed road.
5. **Will On-Road Parking be Affected on George Street?**

As noted in Section 5 of this Information Package, on-road parking would be prohibited on both sides of George Street from Blair Road to Park Hill Road in order to accommodate the proposed on-road cycling lanes (there are approximately 22 existing parking spaces located in this section of George Street). On-road parking will not be affected on George Street from St. Andrews Street to Blair Road. The Project Team notes that the removal of existing on-road parking on George Street from Blair Road to Park Hill Road will allow for wider boulevards in this area and provide an opportunity for new boulevard landscaping to be provided as part of this project.

6. **How will the Proposed Improvements Enhance the Pedestrian Environment on this Project?**

Removal of on-road parking on George Street from Park Hill Road to Blair Road will provide for wider grassed boulevards, with opportunities for landscaping with salt resistant trees and shrubs as recommended by a landscape architect.

The Project Team’s Preferred Design has incorporated a 1.0m wide grassed boulevard between the concrete curb and gutter and new concrete sidewalk on the east side of George Street from St. Andrews Street to Blair Road. Currently there is no boulevard in this section of George Street.

Additionally, a new 1.6m wide concrete sidewalk is proposed to replace the existing 1.2m wide sidewalk on the east side of George Street, increasing the width available for pedestrians to walk.

7. **Will there be any Other Improvements?**

The Region is currently reviewing the existing traffic control measures at the intersection of George Street and North Square and at the intersection of George Street and South Square. Currently, a Stop Sign is in place on northbound George Street immediately south of South Square. The Region is undertaking a review to consider the possibility of relocating this Stop Sign from its current location to George Street immediately south of North Square, thereby creating a ‘three-way’ Stop condition at the intersection of George Street and North Square. Should this review find that this proposed change to the existing traffic control measures would improve traffic control at these intersections, this proposed change will form part of the Recommended Design Alternative for the George Street Improvements that will be presented to Regional Council for approval in September 2011.

8. **How Does this Project Relate to the Objectives of the Regional Official Plan, the Regional Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?**

The Project Team’s proposed improvements are being made 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 direction to balance new and retrofitted roads for all modes of transportation including walking, cycling, autos and transit. In addition, Regional Council also approved the Regional Transportation Master Plan and the Regional Transportation Corridor Design Guidelines in 2010 that supports the integration of active and sustainable transportation on all Regional Roads. 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 a wider sidewalk on the east side of George Street and increasing the separation between pedestrians and vehicles where feasible. The project also includes construction of reserved on-road cycling lanes on George Street from Park Hill Road to Blair Road to infill a gap in on-road cycling infrastructure within a major inter-regional cycling route connecting the Cambridge to Paris Rail Trail to the Grand Trunk Trail, which is also part of the Trans Canada Trail.

9. Will the Improvements Impact Heritage Features in the Area?

The proposed improvements will be completed within the existing George Street road allowance with no impact on built heritage features.

The City of Cambridge’s Heritage Planner has been advised of the proposed improvements and was forwarded a copy of the Notice of Public Consultation Centre scheduled for 25 May 2011. Drawings will be forwarded to the City’s Heritage Planner for information during the detailed design stage.

10. When will Construction Occur and will there be Detours?

Construction on George Street is tentatively scheduled to occur in 2012. The Region’s Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors.

The Project Team has tentatively proposed that construction be completed in three (3) separate stages in order to minimize disruption to traffic and pedestrians. These three (3) stages of construction are described as follows:

Stage 1 – George Street from Park Hill Road to Blair Road

Stage 2 – George Street from Blair Road to South Square

Stage 3 – George Street from South Square to St. Andrews Street

Due to the extent of underground service replacement, George Street will be fully closed to through traffic during construction in each stage. Detour routes will be developed for through traffic and signs will be erected to detour through traffic around the construction. Local traffic will continue to use local streets to access local properties and businesses. 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 George Street at all times for the duration of the construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.
As is customary when Regional Road detours are required, motorists will be advised of the construction timing and traffic restrictions through advance signage, the Region’s web site, and radio and newspaper notices.

11. How will Access be Maintained to Properties during Construction?

Access to residential driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily restrict access to and from driveways on George Street and the side streets for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

For commercial properties, pedestrian access for customers will be maintained at all times. Vehicular access to commercial parking lots will be maintained to the greatest extent possible during construction. Deliveries and pick-ups will be coordinated with the Contractor during construction to minimize disruption in service. If only one driveway access exists, the Contractor will complete the work across your driveway in two stages where feasible in order to maintain customer access. The Cambridge Library and Gallery, Knox Galt Presbyterian Church and some commercial businesses have access to their parking lots from adjoining streets which will help to minimize parking access inconveniences. For commercial properties within the work zone, additional signage will be provided during construction to direct customers to the business.

Special attention will also be given to ensure access is maintained for emergency vehicles during and after construction hours.

Property and business owners are asked to contact the Region’s site representative immediately if they have any concerns in relation to access, signage or other issues during construction so that changes or modifications can be reviewed and implemented as feasible.

12. Will Property Acquisition be Required for this Project?

The Region will not require additional property for this project.

13. How will Trees, Driveways and Lawns be Affected?

No trees are anticipated to require removal for construction. Existing shrubs located at or near the limits of the road allowance may require temporary relocation or replacement due to conflicts with new services installed to the property line.

Driveways will be regraded, extending onto private property if necessary, in order to blend smoothly with the newly constructed roadway.

Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. The year following construction, the Region, in consultation with the City of Cambridge, will retain a landscape architect to design a boulevard planting scheme (including salt resistant trees and shrubs) on George Street from Blair Road to Park Hill Road. There is insufficient boulevard space on George Street from St. Andrews Street to Blair Road to provide landscaping.
14. Will there be Water Service Shutdowns during Construction?

To ensure that a water supply is available to all abutting properties during construction, a temporary water distribution system will be installed prior to the replacement of underground water utilities. The temporary water supply system will be installed as per the Region’s standards and tested at frequent intervals to ensure a safe water supply is provided.

The City of Cambridge has advised that there will be no consumption charges for water usage for abutting properties supplied from a temporary water supply distribution system during construction.

Temporary water service interruptions to your property will be required during construction. Water service interruptions will likely be less than ½ a day in duration and will likely occur between 9:00 am and 2:30 pm Monday to Friday unless other arrangements have been made. "Notices of Water Service Interruption" will be delivered to your front door a minimum of 24 hours before any required water service shutdown.

15. Can my Existing Water Service be Upgraded?

As part of the watermain replacement work, all residential water services will be replaced to the property line with a new 25 mm diameter service and all non-residential services will be replaced to the property line with services of the same size that currently exist. If property owners wish to increase the size of the water service from the watermain to the property line beyond the replacement size (i.e. to achieve increased flow) they are encouraged to have this work included under this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Cambridge and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner’s expense.

If you wish to discuss an increase in the size of your water service beyond the replacement size, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and to provide a cost estimate for your desired improvements.

Additionally, property owners may wish to consider replacing their water service between the property line and their building as part of this construction. If property owners wish to pursue this additional work, they may make arrangements directly with a qualified contractor.

16. Can my Existing Sanitary Service be Upgraded?

As part of the sanitary sewer replacement work, all residential sanitary services will be replaced from the sanitary sewer to the property line with a new 100mm diameter size service and all non-residential services will be replaced to the property line with a new service of the same size that currently exists. If property owners wish to increase the size of the sanitary service to their property line beyond the replacement size (i.e. to achieve increased capacity) they are encouraged to have this work included under this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work.
independently at another time in the future. Subject to a mutual agreement between the City of Cambridge and the property owner, existing sanitary services may be upgraded in size from the sanitary sewers under the road to the property line at the property owner's expense.

If you wish to discuss an increase in the size of your sanitary service to a size greater than the replacement size, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and to provide a cost estimate for your desired improvements.

Additionally, property owners may wish to consider replacing their sanitary service between the property line and their building as part of this construction. If property owners wish to pursue this additional work, they should make arrangements directly with a qualified contractor.

17. How will Garbage / Recyclables be Collected During Construction?

During construction we ask that you continue to place your garbage and blue boxes at the end of your driveway for pick-up as usual. When work is occurring in front of your home and garbage collection vehicles do not have access to your driveway on garbage collection day, our Contractor will deliver your garbage and recyclables to an adjacent side street and return the empty containers afterwards. We ask that all residents mark their containers with their address for easy identification.

Commercial properties with private pick-up, should indicate so on the comment sheet. Pickups will be coordinated with the Contractor to ensure service is maintained.

18. What about Dust During Construction?

The Region will be monitoring the amount of dust generated by construction activities on a daily basis. When necessary, the Region will ensure that the Contractor uses proper dust suppression measures (i.e. the application of water and/or calcium chloride) in accordance with the Region’s standard practice.

19. What are the expected Working Hours during Construction?

In general, construction working hours are from 7:00 a.m. to 7:00 p.m. Monday through Friday, although the Contractor may also work on Saturdays from time to time. There may also be occasions where the Contractor is required to complete a critical work item outside of these normal working hours. Work outside normal working hours must be approved by the Region and the City of Cambridge.

20. What is the Estimated Cost of this Project and how will it be Funded?

The total estimated cost of this project is $3,400,000. The Region of Waterloo will be funding the road improvements (i.e. asphalt roadway, cycling lanes, driveway and boulevard restoration and landscaping) and the major portion of the sidewalk and storm sewer replacement costs through its approved 2011 Ten Year Transportation Capital Program. The Region’s share of the estimated cost is $1,800,000.
The City of Cambridge will be funding the replacement costs for the sanitary sewers, watermain and a portion of the sidewalk and storm sewer replacement costs. The City’s share of the estimated cost is $1,600,000.

21. What are the Next Steps?

Prior to developing a Recommended Design Concept for George Street for Regional Council’s approval, the Project Team is asking for the public’s input on the Preferred Design. This Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. Once your input is received, it will be used by the Project Team, in conjunction with all other relevant information, to finalize the Recommended Design for the George Street reconstruction project.

22. When Will Final Decisions be Made for this Project?

The Project Team will review the comments received from the Public Consultation Centre and use them as input for recommending a final Design Concept for the George Street Reconstruction project. This Final Recommendation will be presented to the Regional Planning and Works Committee and Council in September 2011 for approval. In advance of these meetings, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

23. How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively, you can mail, fax or e-mail your comments to the Region of Waterloo not later than 9 June 2011.

We thank you for your involvement and should you have any questions or concerns, please contact:

Mr. Don Pletch, P.Eng.,
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3

Phone: (519) 575-4757 Ext. 3182
Fax: (519) 575-4430
Email: DPletch@regionofwaterloo.ca
Appendix A

Key Plan
APPENDIX A

GEORGE STREET RECONSTRUCTION
(REGIONAL ROAD No. 42)
ST. ANDREWS STREET TO PARK HILL ROAD
CITY OF CAMBRIDGE
Appendix B

Typical Cross-Sections
APPENDIX B-3

GEORGE STREET PROPOSED CROSS SECTION
BLAIR ROAD TO PARK HILL ROAD

18.3m ROW

3.25m TRAVEL LANE

1.25m BIKE LANE

1.25m S/W (VARIIES)

CURB

GRASS BLVD.

9.0m PAVED SURFACE

0.5m Curb

0.5m

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Appendix C

Existing and Proposed Core On-road Cycling Route
APPENDIX C

GEORGE STREET RECONSTRUCTION
(REGIONAL ROAD No. 42)
EXISTING AND PROPOSED CORE ON ROAD CYCLING ROUTE
CITY OF CAMBRIDGE
COMMENT SHEET

REGIONAL MUNICIPALITY OF WATERLOO

GEORGE STREET RECONSTRUCTION
City of Cambridge

PUBLIC CONSULTATION CENTRE

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by 9 June 2011 to:

Mr. Don Pletch, P.Eng. 6th Floor, 150 Frederick Street
Senior Project Manager Kitchener, ON N2J 4G3
Design and Construction Division email: DPletch@regionofwaterloo.ca
Regional Municipality of Waterloo
Facsimile: 519-575-4430

Are you interested in upgrading your water service as part of this contract? Yes __ No __
Are you interested in upgrading your sanitary service as part of this contract? Yes __ No __

Comments or concerns regarding this project:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Name: __________________________
Address: _________________________
Postal Code: _____________________

COLLECTION NOTICE

Personal information requested on this form is collected under the authority of the Municipal Act and will be used to assist Regional staff and the Regional Planning and Works Committee in making decisions on this project. All names and comments will be included in material made available to the general public. Questions regarding this collection should be forwarded to the staff member indicated above.
Regional Municipality of Waterloo

HIGHLAND ROAD IMPROVEMENTS
PATRICIA AVENUE TO WESTMOUNT ROAD
City of Kitchener

INFORMATION PACKAGE

Public Consultation Centre
Thursday June 2, 2011
5:30 p.m. – 8:00 p.m.

LOCATION:
J. F. Carmichael Public School Gymnasium
80 Patricia Avenue, City of Kitchener

There is a Comment Sheet at the back of this package. If you wish, please fill it out and deposit it in the designated box provided at this Consultation Centre.
1. **What is the Purpose of this Public Consultation Centre?**

The Region of Waterloo is currently considering improvements to Regional Road 6 (Highland Road) from Patricia Avenue to Westmount Road as a Schedule ‘B’ project under the Class Environmental Assessment. (Please refer to Appendix ‘A’ for a Key Plan.) Highland Road is an arterial roadway under the jurisdiction of the Region of Waterloo. The sanitary sewers and watermains beneath these roads are owned and operated by the City of Kitchener.

This project has been initiated to address safety concerns at various locations along the corridor, along with deteriorated roadway conditions and underground infrastructure on Highland Road.

We encourage you to provide comments on the improvements under consideration and request that you fill out the Comment Sheet attached to the back of this Information Package and place it in the box at this Public Consultation Centre or send it to the address indicated on the Comment Sheet. Your comments will be considered by the Project Team, in conjunction with all of the other relevant information, to assist the Region of Waterloo in establishing a recommended design for roadway improvements for Highland Road.

2. **Who is Directing the Planning of These Improvements?**

The planning for these infrastructure improvements is being undertaken by a “Project Team” consisting of staff from the Region of Waterloo, the City of Kitchener, City of Kitchener Councillor Frank Etherington (Ward 9) and City of Kitchener Councillor Zyg Janecki (Ward 8). The consulting engineering firm, The Walter Fedy Partnership, has been retained by the Region of Waterloo to assist in carrying out the work of the project.

3. **What are the Project Needs?**

Highland Road is designated as a Regional Road under the Regional Official Plan (ROP). The section of Highland Road from Patricia Avenue to west of Lawrence Avenue is a 4 lane urban arterial roadway and from west of Lawrence Avenue to Westmount Road it is a 5 lane urban arterial roadway. The posted speed limit in the entire section is 50 km/h. Current 20 year traffic forecasts do not identify a need for additional lanes to be added from an operational standpoint. The intersection of Highland Road at Belmont Avenue is experiencing a higher than usual number of pedestrian crossing collisions. The intersection of Highland Road at Lawrence Avenue is experiencing a higher than usual number of eastbound rear-end collisions. This section of Highland Road is not designated as a cycling route and no dedicated cycling facilities exist between Patricia Avenue and Westmount Road. The following needs along this corridor have been identified and are to be addressed in this project:

- Poor pavement condition throughout project limits;
- Repairs/replacement to deteriorated underground Regional and City infrastructure;
- Safety and operational concerns at Highland Road and Belmont Avenue intersection including a high number of pedestrian collisions;
- Safety and operational concerns at Highland Road and Lawrence Avenue intersection including a high number of eastbound rear-end collisions;
- Safety and operational concerns along Highland Road between Butler Lane and Westmount Road including collisions with vehicles entering and exiting existing commercial driveways; and
4. **What Road Improvements are Being Considered on Highland Road?**

Prior to this Public Consultation centre, the Project Team developed the following three (3) Design Alternatives for Highland Road. Each design alternative includes reconstruction of the road structure including curb and gutter replacement, isolated sidewalk repairs and/or replacement, rehabilitation of the City of Kitchener’s sanitary sewer and Region of Waterloo storm sewer, an eastbound left turn lane on Highland Road at Lawrence Avenue, a channelized right turn lane for southbound traffic on Belmont Avenue at the Highland Road intersection and the construction of a northbound left turn lane on Belmont Avenue at Highland Road. Please refer to Appendix “B” for cross-section drawings of each of the design alternatives.

**Alternative 1:**  Reconstruct Highland Road in its current configuration ('Do-Nothing Option)

**Alternative 2:**  Reconstruct Highland Road with standard lane widths
- provide four, 3.35 metre wide through lanes throughout the project limits;
- provide a 3.25 metre wide dedicated eastbound left turn lane at Lawrence Avenue and a 3.25 metre wide two-way left turn lane (currently 5.0m wide) between Butler Lane and Westmount Road; and
- provide a paved 3.0 metre wide multi-use trail between the curb and retaining wall on the south side of Highland Road between Butler Lane and Lawrence Avenue to provide a cycling facility connection to the existing City of Kitchener cycling/trail system.

**Alternative 3:**  Reconstruct Highland Road with wider curb lanes
- provide two, 4.0 metre wide curb lanes throughout the project limits (which also provides an on-road shared bike lane connection to the existing City of Kitchener cycling/trail system);
- provide two, 3.35 metre wide inside through lanes throughout the project limits; and
- provide a 3.25 metre wide dedicated eastbound left turn lane at Lawrence Avenue and a 3.25 metre wide two-way left turn lane between Butler Lane and Westmount Road.

5. **How Can we Improve the Intersection of Highland Road at Belmont Avenue?**

Based on the five-year collision history at the Highland Road and Belmont Avenue intersection (2005-2009) there were 55 reported collisions where only 23 were expected. Of the 55 collisions 38% were injury type collisions and 7% involved pedestrians. Along with the collisions, traffic queuing is being experienced in the northbound direction on Belmont Avenue during peak hours (due to no dedicated northbound left turn lane for the left turning volume).

It is therefore proposed that Design Alternatives 2 and 3 also include construction of a dedicated northbound left turn lane on Belmont Avenue and maintain 1 through lane in each direction. It is also proposed to add a channelized right turn island for southbound right
turns on Belmont Avenue (to westbound on Highland Road) on the northwest corner of Highland Road at Belmont Avenue (Sobey’s plaza corner). Also proposed is the addition of “ladder” style pedestrian crosswalk lines on all four existing crosswalks at the Highland Road at Belmont Avenue intersection which makes the pedestrian crossing more visible to motorists.

The addition of the southbound channelized right turn island on Belmont Avenue in Design Alternatives 2 and 3 will reduce the length of the heavily utilized pedestrian crosswalk on the north side of Highland Road which will help reduce pedestrian collisions in this crosswalk. Design Alternatives 2 and 3 also provide a northbound dedicated left turn lane on Belmont Avenue at Highland Road while maintaining one through lane in each direction. The addition of the northbound left turn lane on Belmont Avenue at Highland Road will improve the current safety and operational concerns at this intersection as it should reduce delays caused by queuing vehicles.

6. How Can we Improve the Intersection of Highland Road at Lawrence Avenue?

Based on the five-year collision history at the Highland Road and Lawrence Avenue intersection (2005-2009) there were 25 reported collisions where only 19 were expected. Of the 25 collisions 44% were rear-end type in the eastbound direction.

To reduce the eastbound rear-end collisions being experienced at this intersection, it is proposed that Design Alternative 2 also include construction of a dedicated eastbound left turn lane on Highland Road at Lawrence Avenue in addition to maintaining the existing two through lanes in each direction. The “Do Nothing” option would not address any of the current safety/operational concerns existing at this location.

7. What Other Improvements are Being Planned for this Project?

Municipal Services
In addition to the proposed road improvements, rehabilitation of the existing storm sewers, sanitary sewers and watermain will be undertaken on Highland Road.

Sidewalk
Some sections of deteriorated sidewalk will be replaced where deemed necessary as part of the construction. The Project Team also proposes to relocate the sidewalk on the north side of Highland Road between Patricia Avenue and Belmont Avenue from the current location adjacent to the existing curb to provide a 2.0 metre wide boulevard.

Landscaping
Additional boulevard plantings (trees) will be considered on Highland Road where adequate space is available. All other boulevard areas disturbed by construction will be restored with topsoil and sod or stamped concrete where sod is not practical.

Street Lighting
Kitchener-Wilmot Hydro will be relocating/replacing some existing hydro poles. The existing street lighting on Highland Road will be replaced in conjunction with these hydro works and will not be modified.
Right Turn Lane Removal
In addition to the proposed road improvements, the removal of the existing westbound right turn lane into the commercial plaza at 370 Highland Road West (Evergreen Mall) will be reviewed as part of the Environmental Assessment process.

8. Were Roundabouts Considered for this Project?
The implementation of modern roundabouts was considered by the Project Team to replace the existing traffic control signals on Highland Road at its intersections with Belmont Avenue and Lawrence Avenue. The completed evaluations found that taking into account the estimated capital and operating costs of traffic control signals and roundabouts, collision histories at these intersections and property constraints, roundabouts are not recommended over traffic control signals at these intersections.

9. How Does this Project Relate to the Objectives of the Regional Official Plan, the Regional Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?
The Project Team is planning these improvements to address both the deteriorated roadway and underground infrastructure as well as to include safety 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 repairing areas of the existing sidewalks, improved crosswalks, increasing grassed boulevards (with new tree plantings) and improving intersection configurations. 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.

10. Will Bike Lanes be Constructed as Part of this Project?
This corridor of Highland Road between Patricia Avenue and Westmount Road is not identified as a designated cycling route under the current Regional Cycling Master Plan. However, the Project Team is recommending the provision of a multi-use trail on the south side of Highland Road between Lawrence Avenue and Butler Lane to create a connection to the City of Kitchener’s existing cycling and trail system.

11. When Will Construction Occur and Will There Be Detours?
Construction on Highland Road is currently scheduled to occur in 2014. Highland Road will remain open to through traffic, with temporary lane restrictions during construction. It may be necessary to detour traffic on local intersecting side streets for short periods of time during construction.

The City of Kitchener Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions 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 (as a minimum) on one side of Highland Road for the duration of the construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

As is customary with Regional Roads under construction, motorists will be advised of the construction timing and traffic restrictions through advance signage, the Region’s web site, and radio and newspaper notices.

12. How will Access be Maintained to Properties during Construction?

Access to residential driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily block access to and from driveways on Highland Road and side streets for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

For commercial properties and apartment/condominium complexes, access will be maintained at all times and additional signage will be provided during construction to provide direction. If only one driveway access exists, the Contractor will endeavour to complete the work across your driveway in two stages where feasible in order to maintain access.

Property and business owners are asked to contact the site supervisor if they have any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be made.

Special attention will also be given to ensure access is maintained for emergency vehicles during and after construction hours.

13. Will Property Acquisition be Required for this Project?

Implementation of the Project Team’s Preferred Design will require the purchase of a small parcel on the northwest corner of Highland Road at Belmont Avenue to construct the southbound channelized right turn island. The property owner will be reimbursed by the Region of Waterloo at fair market value. An independent appraisal would be completed for the land based upon recent local sales to determine fair market value. For further information please see the Property Process Information Sheet in Appendix C.

14. How will Trees, Driveways and Lawns be Affected?

It is expected that a small number of trees will have to be removed during construction to accommodate the proposed improvements. The plans presented at this Consultation Centre show trees that likely will require removal. It is the Region’s practice to plant two replacement trees for each tree removed as a result of any road projects. Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Driveways will be regraded as necessary in order to blend smoothly with the
newly constructed roadway.
Some properties along Highland Road may have hard landscaping features such as rock gardens, ornamental lights, underground sprinkler systems or similar landscape features which are currently situated on the road right-of-way rather than on private property. If your property is identified as having these types of features on the roadway right-of-way, you will be contacted well in advance of construction and be requested to relocate these items from the right-of-way prior to construction.

15. Can my Existing Water Service be Upgraded?
If property owners wish to replace their water service from the watermain to the property line with a larger diameter service they are encouraged to have this work included in this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner’s expense.

Additionally, property owners may wish to consider replacing their water service between the property line and their building at the same time as this construction. If property owners wish to pursue this additional work, please indicate so on the comment sheet and staff will contact you later to discuss how you can make arrangements to have this work completed. The property owner will be responsible for all the costs to replace the water service on private property.

16. Can my Existing Sanitary Service be Upgraded?
If property owners wish to replace their sanitary service from the sewer main to the property line with a larger service they are encouraged to have this work included in this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing sanitary services may be upgraded in size from the sanitary sewers under the road to the property line at the property owner’s expense.

Additionally, property owners may wish to consider replacing their sanitary service between the property line and their building at the same time as this construction. If property owners wish to pursue this additional work, please indicate so on the comment sheet and staff will contact you later to discuss how you can make arrangements to have this work completed. The property owner will be responsible for all the costs to replace the sanitary service on private property.

17. How will Garbage / Recycling be Collected During Construction?
During construction we ask that you continue to place your garbage and blue boxes at the end of your driveway for pick-up as usual. When work is occurring in front of your home and garbage collection vehicles do not have access to your driveway, our Contractor will deliver your garbage and recyclables to an adjacent side street and return the empty containers afterwards. We ask that all residents mark their containers with their address for easy identification.
18. What about Dust During Construction?

The Region will be monitoring the amount of dust generated by construction activities on a daily basis. When necessary, the Region will ensure that the Contractor uses proper dust suppression measures (i.e. the application of water and/or calcium chloride) in accordance with the Region’s standard practice.

19. How is the Natural Environment being Considered?

As noted previously, the Preferred Design will include new boulevard landscaping where feasible in order to enhance the natural environment and to provide a more appealing setting for pedestrians.

Sediment and erosion control features will be designed, implemented and maintained throughout construction. Key measures of this sediment and erosion control plan will include silt fencing, temporary tree protection fencing, temporary sediment basins and other Best Practice measures.

20. What are the Expected Working Hours during Construction?

In general, construction working hours are from 7:00 a.m. to 7:00 p.m. Monday through Friday, although the Contractor may also work on Saturdays from time to time. There may also be occasions where the Contractor is required to complete a critical work item outside of these normal working hours. Work outside normal working hours must be approved by the Region and the City of Kitchener.

21. Will There be any Change in Traffic Noise following this Construction?

The Project Team expects no increase in traffic volumes on Highland Road as a result of the proposed improvements and therefore no increase in traffic noise levels. In fact, improvements to the asphalt pavement compared to the existing irregular and cracked surface will tend to decrease vehicular noise levels after reconstruction.

22. Will the Posted Speed Limit on Highland Road be Changed?

Following construction, the Region will retain the posted speed limit of 50 km/hr on Highland Road from Patricia Avenue to Westmount Road.

23. What is the Estimated Cost of this Project and How Will it be Funded?

The Region of Waterloo is funding the road improvements on this project. The estimated project cost for the proposed Highland Road improvements, including roadway reconstruction, new curbs and sidewalk repairs, storm sewer works, driveway ramps and boulevard restoration and landscaping, is approximately $2,190,000. The City of Kitchener will be funding the costs for the sanitary sewer rehabilitation, watermain replacement and their share of storm sewer works at an estimated cost of $700,000.

24. What are the Next Steps?

Prior to identifying a Recommended Design Concept for Highland Road for Regional Council’s approval, the Project Team is asking for the public’s input on the proposed improvements. This Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. Once your input is received, it will be used by the Project Team, in conjunction with all other relevant information, to develop a Recommended
Design for the Highland Road improvements.

25. When Will Final Decisions be Made for this Project?

The Project Team will review the public comments received from this evening’s Public’s Consultation Centre and use them as input for recommending a final Design Concept for the Highland Road project. This Final Recommendation will be presented to Regional Planning and Works Committee and Council in October 2011 for approval. In advance of these meetings, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

26. How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively, you can mail, fax or e-mail your comments to the Region of Waterloo not later than June 15th, 2011.

We thank you for your involvement and should you have any questions or concerns, please contact:

Mr. Michael Halloran, C.E.T.,
Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Phone: (519) 575-4529
Fax: (519) 575-4430
Email: mhalloran@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.,
Director, Civil Engineering
WalterFedy
675 Queen Street South, Suite 111
Kitchener, ON N2M 1A1
Phone: (519) 576-2150 ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com
Appendix A

Key Plan

HIGHLAND ROAD IMPROVEMENTS
REGIONAL ROAD No. 6
WEST OF PATRICIA AVENUE TO WESTMOUNT ROAD
City of Kitchener
Alternative 1: Existing Typical Cross-Section

STA. 1+380

Alternative 2: four-3.35 metre travel lanes

Alternative 3: two-3.35 metre travel lanes and two-4.00 metre wide curb lanes

Appendix B1

Highland Road
Patricia Avenue to Belmont Avenue
Alternative 1: Existing Typical Cross-Section

STA. 1+700

Alternative 2: four-3.35 metre travel lanes

Alternative 3: two-3.35 metre travel lanes and two-4.00 metre wide curb lanes

Appendix B2

Highland Road

Belmont Avenue to Lawrence Avenue
Alternative 1: Existing Typical Cross-Sections

Alternative 2: four 3.35 metre travel lanes and a 3.25 metre two-way left turn lane with a 3.0 metre asphalt multi-use trail

Alternative 3: two 3.35 metre travel lanes, two 4.00 metre wide curb lanes and a 3.25 metre two-way left turn lane

Appendix B3
Highland Road
Lawrence Avenue to Butler Lane
Alternative 1: Existing Typical Cross-Sections

STA: 2+060

Alternative 2: four-3.35 metre travel lanes and a 3.25 metre two-way left turn lane

Alternative 3: two-3.35 metre travel lanes, two-4.00 metre wide curb lanes and a 3.25 metre two-way left turn lane

Appendix B4
Highland Road
Butler Lane to Westmount Road
Appendix C

Property Acquisition Process Information Sheet

(Projects requiring Class Environmental Assessment Approval) The following information is provided as a general overview of the property acquisition process and is not legal advice. Further, the steps, timing and processes can vary depending on the individual circumstances of each case.

Once the Class Environmental Assessment is complete and the Environmental Study Report outlining the Recommended Design Concept has been approved, the property acquisition process and the efforts of Regional Real Estate staff will focus on acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

After the project has been approved and as it approaches final design, the project planners will generate drawings and sketches indicating what lands and interests need to be acquired from each affected property to undertake the project. These drawings are referred to as Property Impact Plans (PIP).

Initial Owner Contact by Regional Real Estate Staff

Once the PIPs are available, Regional Real Estate staff will contact the affected property owners by telephone and mail to introduce themselves and set-up initial meetings to discuss the project and proposed acquisitions.

Initial Meetings

The initial meeting is attended by the project engineer and the assigned real estate staff person to brief the owner on the project, what part of their lands are to be acquired or will be affected, what work will be undertaken, when, with what equipment, etc and to answer any questions. The primary purpose of the meeting is to listen to the owner and identify issues, concerns, effects of the proposed acquisition on remaining lands and businesses that can be feasibly mitigated and/or compensated, and how the remaining property may be restored. These discussions may require additional meetings. The goal of staff is to work with the owner to reach mutually agreeable solutions.

Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

The initial meetings will form the basis on an offer of settlement or agreement of purchase and sale for the required lands or interest.

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows:

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;
2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region.

3) reasonable costs of the owner will be included in any compensation settlement;

4) an offer with a purchase price and any other compensation or works in lieu of compensation will be submitted to the property owner for consideration; and

5) an Agreement will be finalized with any additional discussion, valuations, etc as may be required.

Depending on the amount of compensation, most agreements will require the approval of Council. The approval is undertaken in Closed Session which is not open to the public to ensure a level of confidentiality.

**Expropriation**

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Even after lands and interest have been acquired through expropriation an agreement on compensation can be reached through negotiation, this is usually referred to as a “settlement agreement”.

Put simply, an expropriation is the transfer of lands or an easement of a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under the *Act* are protected.
COMMENT SHEET

REGIONAL MUNICIPALITY OF WATERLOO

HIGHLAND ROAD IMPROVEMENTS - PATRICIA AVENUE TO WESTMOUNT ROAD

PUBLIC CONSULTATION CENTRE – Thursday June 2, 2011

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by June 15th, 2011 to:

Mr. Michael Halloran, C.E.T.,
Project Manager,
Regional Municipality of Waterloo
6th Floor, 150 Frederick Street
Kitchener, ON N2J 4G3
Phone: 519-575-4529
Fax: 519-575-4430
email: mhalloran@regionofwaterloo.ca

Are you interested in upgrading your water service as part of this project? YES ☐ NO ☐

Are you interested in upgrading your sanitary sewer service as part of this project? YES ☐ NO ☐

Please indicate your preferred design alternative for this project?

Alternative 3 – “Reconstruct with wider curb lanes” ☐

Comments or concerns regarding this project (attach additional sheets if needed):

______________________________________________________________________________________________________________________________________________________________

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______________________________________________________________________________________________________________________________________________________________

______________________________________________________________________________________________________________________________________________________________

Name: ____________________________________________
Address: ____________________________________________
Postal Code: ____________________________________________

COLLECTION NOTICE

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the Municipal Act, personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: May 24, 2011

FILE CODE: T16-50/WS

SUBJECT: SOUTHERN ONTARIO LOCOMOTIVE RESTORATION SOCIETY – EXTENSION OF AGREEMENTS FOR OPERATION OF TOURIST TRAIN

RECOMMENDATION:

THAT the Regional Municipality of Waterloo extend, for an additional one year term, the existing agreements to permit the Southern Ontario Locomotive Restoration Society to operate a tourist train and locomotive restoration operation on the Waterloo Spur Railway owned by the Regional Municipality of Waterloo as described in Report CR-RS-11-029 /E-11-060 dated May 24, 2011 with such agreements to be to the satisfaction of the Regional Solicitor.

SUMMARY:

NIL

REPORT:

The Region of Waterloo has entered into two agreements with Southern Ontario Locomotive Restoration Society (SOLRS), a non-profit corporation that operates the Waterloo Central Railway between Waterloo and St. Jacobs. The recreational train service has been in operation since the summer of 2007.

The first agreement (the Operating Agreement) is an agreement that authorizes SOLRS to use the Waterloo Spur railway line owned by the Region to operate a tourist train service from the City-owned train station in Waterloo to St. Jacobs. This agreement expires on May 31, 2011. SOLRS has expressed an interest in renewing this agreement and City of Waterloo staff has advised that they intend to recommend the extension of the existing agreement between the City of Waterloo and SOLRS for use of the railway station for an additional one year period.

The second agreement (the Building License Agreement) is a license agreement permitting SOLRS to construct and operate a building on Region-owned lands in the Village of St. Jacobs adjacent to the Waterloo Spur railway. A building has been constructed on these lands by SOLRS which facilitates the operation of its recreational train service. This agreement, between the Region of Waterloo and SOLRS, expires in June of 2011. Several concerns have been raised by an adjacent property owner with respect to the storage of materials on the west side of the railway property between the tracks and the west property line. This issue has been discussed with SOLRS and they are aware of the concerns and are working with Regional staff on this issue. The current agreement does not permit the storage of materials unless specifically approved by the Region of Waterloo.
Regional staff recommends extending the term of both agreements for a one year period until June of 2012.

There are a number of factors that could affect the Region’s decision to extend both agreements for a longer term beyond June of 2012. These factors include the need to utilize some of the rail corridor for a light rail system. Currently, SOLRS co-ordinates its tourist train operation with the use of the railway line by CN for heavy rail shipments. CN’s use of the Waterloo Spur is pursuant to an agreement with the Region of Waterloo that expires in 2016.

CORPORATE STRATEGIC PLAN:

These agreements support the strategic objective “optimize the use of existing infrastructure and ensure it is adequately maintained”.

FINANCIAL IMPLICATIONS:

The Region of Waterloo is reimbursed by SOLRS for any direct costs incurred in supporting the operations of the recreational train service and receives an annual fee of $1,500 for use of the Regional lands in St. Jacobs.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

NIL

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

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

DATE: May 24, 2011

FILE CODE: C13-30/T&P, T10-06

SUBJECT: PROPOSED TRUCK ROUTE BY-LAW CHANGES, CITY OF KITCHENER

RECOMMENDATION:

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

a) Remove from Schedule 21, No Heavy Trucks, Anytime Except 7:00 a.m. to 7:00 p.m. Monday to Saturday on Fairway Road (Regional Road 53) from King Street East (Regional Road 8) to River Road (Regional Road 56); and

b) Remove from Schedule 21, No Heavy Trucks, Anytime Except 7:00 a.m. to 7:00 p.m. Monday to Friday on Victoria Street (Regional Road 55) from Hazelglen Drive to Fischer-Hallman Road (Regional Road 58);

in the City of Kitchener, as outlined in Report E-10-035.1, dated May 24, 2011.

SUMMARY:

NIL

REPORT:

In response to concerns from the City of Kitchener regarding truck routes on Fairway Road (Regional Road 53) and Victoria Street (Regional Road 55), Regional staff reviewed the truck route by-laws on these two Regional Roads, namely the time restrictions associated with these routes. Staff at the City of Kitchener have requested the removal of these by-laws due to the following concerns:

- Removing the restrictions would eliminate driver confusion and inconvenience;
- Current restrictions do not adhere to the Region’s current policy;
- The remainder of the above Regional roads have an existing 24-hour truck route designation; and
- Revisions will better serve the commercial properties in the areas.
Transportation Division staff in 2010 placed information boards on the above two Regional Roads requesting comments from residents through the Region’s website or via telephone; an Internet questionnaire was setup to receive comments and a phone number was provided. A summary of the questionnaires are noted below.

**Fairway Road**

The questionnaire asked whether the residents were in support of or in opposition to removing the heavy truck restriction along Fairway Road from King Street East to River Road. The following figure shows the proposed truck route by-law change along Fairway Road.

**Figure 3: Proposed Truck Route By-Law Change on Fairway Road (Regional Road 53)**

A total of 3 responses were received where 1 was in favor and 2 were opposed to the proposed change. The 2 opposed to the change did not want to see an increase in truck traffic and noise pollution.

Transportation Division staff have been unable to determine the reason and time for the implementation of the heavy truck restriction for this location.

The section of Fairway Road from King Street to River Road is primarily front-lotted with numerous accesses to Fairway Road. However, from River Road to Lackner Boulevard is primarily back-lotted with no residential access to Fairway Road.

Region staff are recommending that the current truck restriction be removed on Fairway Road from King Street to River Road for the following reasons:
Fairway Road is planned to be extended to connect with Fountain Street which would provide a more direct route for heavy trucks between south Kitchener and the City of Guelph; Analysis of count data shows that this section of Fairway Road could see up to approximately 15 additional trucks after 7:00 p.m. if the current restriction is removed; Staff does not anticipate any significant increase in truck traffic between 7:00 p.m. and 7:00 a.m. following the opening of the Fairway Road extension because truck traffic from Guelph will likely continue to use Victoria Street and truck traffic from Cambridge will continue to use Maple Grove Road; and River Road currently prohibits trucks and therefore there is no alternate route or turn around area. Therefore, removing the restriction would eliminate driver confusion and inconvenience as a result of lost time.

Victoria Street

The questionnaire asked whether the residents were in support of or in opposition to removing the heavy truck restriction along Victoria Street from Hazelglen Drive to Fischer-Hallman Road. The following figure shows the proposed truck route by-law change along Victoria Street.

**Figure 4: Proposed Truck Route By-Law Change on Victoria Street (Regional Road 55)**

A total of 17 responses were received where 2 were in favor and 15 were opposed to the proposed change. The 15 responses opposed to the change did not want to see an increase truck traffic and noise pollution associated with the increased truck traffic.

Region staff are recommending that the current truck restriction be removed on Victoria Street from Hazelglen Drive to Fischer-Hallman Road since it does not adhere to the Region’s current policy regarding heavy truck restrictions as outlined in the Kitchener-Waterloo Traffic Operations Study.
dated April 1991. The section of Victoria Street from Hazelglen Drive to Fischer-Hallman Road is primarily back-lotted with no residential access to Victoria Street. Analysis of count data shows that this section of Victoria Street could see up to approximately 12 additional trucks after 7:00 p.m. if the current restriction is removed.

The existing heavy truck restriction along Victoria Street between Hazelglen Drive and Fischer-Hallman Road was implemented in 1988. As such, truck drivers unknowingly proceed westbound along Victoria Street to Hazelglen Drive where the truck prohibition exists. Removing the restriction would eliminate driver confusion.

RECOMMENDATIONS:

Region of Waterloo staff is in agreement with the City of Kitchener to change the overnight heavy truck restrictions on the two Regional Roads for the following reasons:

- Provides a continuous 24-hour truck route;
- Addresses the gap in the existing Regional truck route network;
- Better serves the commercial properties in the area;
- Eliminates any confusion to commercial vehicle operators who use these Regional roads; and
- Adheres to the Region’s policy.

CORPORATE STRATEGIC PLAN:

This report addresses the Region’s goal to optimize the use of existing infrastructure (Strategic Objective 5.1).

FINANCIAL IMPLICATIONS:

The cost to remove signing is approximately $1000 and is provided for in the sign maintenance budget.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

The Council and Administrative Services Division will be required to prepare the amending Traffic and Parking By-Law.

ATTACHMENTS:

NIL

PREPARED BY: Satinderjit Bahia, Engineering Technologist (Traffic)

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

DATE: May 24, 2011

FILE CODE: T08-50/GEN

SUBJECT: 2010 TRAFFIC SIGNAL CORRIDOR REVIEW

RECOMMENDATION:

For information.

SUMMARY:

NIL

REPORT:

Regional Traffic Systems staff continued to undertake traffic signal corridor reviews in 2010. This report summarizes the review completed in 2010.

In 2010 Traffic Systems staff began reviewing areas rather than segments of roadway. By reviewing a controlled area staff has more flexibility in changing signal timings, as major intersections can have both streets reviewed at the same time and the minor intersections located in close proximity to an arterial will not be excluded. A map illustrating control areas is provided as Appendix A.

One of the more noticeable features of a signal system is to improve the flow of traffic along a major street or through a network of streets. Traffic signal progression or coordination of traffic signals within a network is one of the most effective methods of improving the traffic flow. Improvements to traffic flow can provide:

- Improved traffic capacity on sections of road with closely spaced traffic signals;
- Reduction in overall network travel time and delay;
- Reduction in the overall network number of stops;
- Reduction in collisions; and
- Reduction in noise levels, air pollution and fuel consumption.

The Region currently operates 481 traffic control signals, of which 442 are on a traffic control system and 39 operate independently. The signals that operate independently are generally in the rural areas.

Staff review the operation of approximately 80 traffic control signals each year. Priorities are set for areas that have not had a recent review, have operational problems and or have experienced changes in traffic patterns. Changes can occur due to new developments or the construction of new roads.
In 2010 Traffic Systems staff as part of its annual signals review, reviewed traffic signal coordination and traffic flows for 85 signals in 4 control areas. Figure 1 identifies the 4 signal control areas and Table 1 summarizes the arterials within each signal control area.

Figure 1: 2010 Signal Control Areas

Table 1 – 2010 Signal Control Areas and Arterials

<table>
<thead>
<tr>
<th>Control Area Name</th>
<th>Number of Intersections</th>
<th>Corridor Name</th>
<th>Section of Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 HOMER WATSON BOULEVARD</td>
<td>31</td>
<td>Ottawa Street</td>
<td>Strasburg Road to Kehl Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Homer Watson Boulevard</td>
<td>Fountain Street to Stirling Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bleams Road</td>
<td>Trillium Drive to Century Hill Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Huron Road</td>
<td>Strasburg Road to Trillium Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Block Line Road</td>
<td>Strasburg Road to Homer Watson Boulevard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Manitou Drive</td>
<td>Homer Watson Boulevard to Bleams Road</td>
</tr>
<tr>
<td>2 UPTOWN WATERLOO</td>
<td>33</td>
<td>Erb Street</td>
<td>Roslin Avenue to Margaret Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bridgeport Road</td>
<td>Albert Street to Bluevale Street</td>
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<tr>
<td></td>
<td></td>
<td>Weber Street</td>
<td>Union Street to Lincoln Road</td>
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<tr>
<td></td>
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<td>King Street</td>
<td>Union Street to Central Street</td>
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<td></td>
<td></td>
<td>Union Street</td>
<td>Belmont Avenue to Weber Street</td>
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<td></td>
<td></td>
<td>Belmont Avenue</td>
<td>Glasgow Street to Union Street</td>
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<tr>
<td></td>
<td></td>
<td>Park Street</td>
<td>John Street to Union Street</td>
</tr>
</tbody>
</table>
Field studies use a Global Positioning System Unit to track repeated vehicle movements along arterial roadways and to determine the location, types and extent of traffic delays. Collected data included:

- Progression between the intersections and along arterial roadways;
- Travel time;
- Delays;
- Number of stops; and
- Speed.

Staff analyzed the data and implemented actions to reduce delay and improve operational efficiency. Perfect synchronization for one direction of traffic on a street results in frequent stops and delays to the other direction. Staff tries to establish balanced traffic flow in each direction for the corridors as well as balancing major crossing arterials. If balance cannot be achieved, then staff favours the arterial and the direction with heavier traffic flow. Optimizing timings that favour the heavier direction of traffic flow is usually best. Table 2 summarizes the results of the review.

### Table 2: Average Results of 2010 Signal Control Area Review for Traffic Flows

<table>
<thead>
<tr>
<th>Roadway Name</th>
<th>Installation date of New Timing</th>
<th>Number of Intersections</th>
<th>Direction</th>
<th>Average Travel Time (minutes:seconds)</th>
<th>Change</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Before:After:Change:Change %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ottawa Street</td>
<td>March 2010</td>
<td>5</td>
<td>Eastbound</td>
<td>2:54:1:31:1:23:47.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Westbound</td>
<td>2:43:2:07:0:36:22.1%</td>
<td></td>
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</tr>
<tr>
<td>Homer Watson Boulevard</td>
<td>April 2010</td>
<td>14</td>
<td>Northbound</td>
<td>14:08:11:49:-2:19:-16.4%</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Southbound</td>
<td>12:48:11:24:-1:24:-10.9%</td>
<td></td>
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</tr>
<tr>
<td>Bleams Road</td>
<td>April 2010</td>
<td>3</td>
<td>Eastbound</td>
<td>2:17:1:59:-0:18:-13.1%</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Westbound</td>
<td>2:09:2:02:-0:07:-5.4%</td>
<td></td>
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</tr>
<tr>
<td>Huron Road</td>
<td>April 2010</td>
<td>3</td>
<td>Eastbound</td>
<td>1:11:1:08:-0:03:-4.2%</td>
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<td></td>
<td></td>
<td></td>
<td>Westbound</td>
<td>1:20:1:16:-0:04:-5.5%</td>
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</tr>
<tr>
<td>Strasburg Road</td>
<td>April 2010</td>
<td>2</td>
<td>Northbound</td>
<td>1:45:1:42:-0:03:-2.90%</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Southbound</td>
<td>1:58:2:02:0:03:3.20%</td>
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<tr>
<td>Manitou Drive</td>
<td>April 2010</td>
<td>2</td>
<td>Northbound</td>
<td>2:06:2:09:0:03:2.55%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Southbound</td>
<td>2:15:1:43:-0:27:-22.8%</td>
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<tr>
<td>Bridge Street</td>
<td>June 2010</td>
<td>5</td>
<td>Northbound</td>
<td>5:01:4:37:-0:24:-8.2%</td>
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<td></td>
<td></td>
<td></td>
<td>Southbound</td>
<td>4:44:4:34:-0:10:-2.8%</td>
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<tr>
<td>Erb Street</td>
<td>Nov 2010</td>
<td>8</td>
<td>Eastbound</td>
<td>4:44:3:55:-0:49:-17.2%</td>
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<tr>
<td>Bridgeport Road</td>
<td>Nov 2010</td>
<td>8</td>
<td>Westbound</td>
<td>4:02:3:38:-0:24:-10.7%</td>
<td></td>
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</tr>
<tr>
<td>Weber Street</td>
<td>Nov 2010</td>
<td>4</td>
<td>Northbound</td>
<td>2:59:1:34:-1:25:-47.5%</td>
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<td></td>
<td></td>
<td></td>
<td>Southbound</td>
<td>4:13:2:09:-2:04:-49.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Travel time and delay studies were only conducted for arterial roadways containing 2 or more coordinated signals. On average, travel times were reduced by 12% as a result of staff reviews and actions. Signal timings were also reviewed and optimized for the following intersections:

- Doon Village Road at Pioneer Drive;
- Blockline Road at Kingswood Drive;
- William Street at Caroline Street;
- John Street at Moore Avenue;
- Wellington Street at Moore Avenue; and
- Lexington Road at Davenport Road.

Table 3 identifies the traffic signal control areas that will be reviewed in 2011.

Table 3: 2011 Signal Control Areas and Arterials to be Reviewed

<table>
<thead>
<tr>
<th>Control Area Name</th>
<th>Number of Intersections</th>
<th>Corridor Name</th>
<th>Section of Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 NORTHELFIELD / KING</td>
<td>26</td>
<td>Northfield Drive</td>
<td>Westmount Road to University Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>King Street</td>
<td>Hwy 85 to Weber Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weber Street</td>
<td>Parkside Drive to Randall Drive</td>
</tr>
<tr>
<td>2 NORTH GALT</td>
<td>35</td>
<td>Franklin Boulevard</td>
<td>Avenue Road to Pinebush Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hespeler Road</td>
<td>Avenue Road to Pinebush Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Conestoga Boulevard</td>
<td>Dunbar Road to Pinebush Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pinebush Road</td>
<td>Industrial to Franklin Blvd</td>
</tr>
<tr>
<td>3 VILLAGE OF HESPELER</td>
<td>13</td>
<td>Townline Road</td>
<td>Pinebush Road to Jamieson Parkway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Franklin Boulevard</td>
<td>Jamieson Parkway to Winston Boulevard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Queen Street</td>
<td>Hespeler Road to Guelph Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hespeler Road</td>
<td>Hwy 401 to Queen Street</td>
</tr>
</tbody>
</table>

CORPORATE STRATEGIC PLAN:

This report addresses the Region’s objective to optimize the use of existing infrastructure (Strategic Objective 5.1).
FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

Appendix A – Traffic Signal Control Area Map

PREPARED BY: Jennifer Bertelsen, Analyst (Traffic Systems Management)

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

DATE: May 24, 2011

FILE CODE: C13-30/T&P, T01-20/50

SUBJECT: CENTRE LANE FOR TWO-WAY LEFT-TURNS, WESTMOUNT ROAD (REGIONAL ROAD 50) FROM 40 METRES SOUTH OF FATHER DAVID BAUER DRIVE / WESTCOURT PLACE TO 220 METRES SOUTH OF FATHER DAVID BAUER DRIVE / WESTCOURT PLACE, CITY OF WATERLOO

RECOMMENDATION:

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 20, Centre Lane for Two-Way Left-Turns on Westmount Road (Regional Road 50) from 40 metres South of Father David Bauer Drive / Westcourt Place to 220 metres South of Father David Bauer Drive / Westcourt Place in the City of Waterloo, upon completion of the construction on Westmount Road as outlined in Report E-11-048 dated May 24, 2011.

SUMMARY:

NIL

REPORT:

Westmount Road (Regional Road 50) between University Avenue (Regional Road 57) and Erb Street (Regional Road 9) is scheduled for resurfacing in 2011.

There are numerous mid-block accesses to commercial developments within a 230 metre segment along Westmount Road south of Father David Bauer Drive/Westcourt Place. As a result, the northbound left-turn lane on Westmount Road at Father David Bauer Drive / Westcourt Place and the access south of Father David Bauer Drive / Westcourt Place have insufficient space to store queued vehicles. The existing design may cause left turning vehicles to spill into the through lanes on Westmount Road increasing the chance for rear-end collisions.

As such, Transportation Division staff is recommending a centre lane for two-way left-turn movements from 40 metres south of Father David Bauer Drive / Westcourt Place to 220 metres south of Father David Bauer Drive / Westcourt Place. Transportation staff anticipate that a centre lane for two-way left-turns will improve traffic operation and would optimize road performance along this section of Westmount Road. The existing pavement width can accommodate a centre lane for two-way left-turns and two lanes in each direction.

Notification of the proposed pavement marking changes has been provided to local businesses and residences that front this section of Westmount Road. City of Waterloo staff were consulted and support the proposal by Region staff.
Figures 1 and 2 illustrate the existing and proposed pavement marking schemes respectively.

Figure 1: Existing Pavement Markings

Figure 2: Proposed Pavement Markings
CORPORATE STRATEGIC PLAN:

This report addresses the Region’s goal to optimize the use of existing infrastructure (Strategic Objective 5.1)

FINANCIAL IMPLICATIONS:

The cost of the pavement markings are included in the project budget.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

The Council and Administrative Services Division will be required to prepare the amending to Traffic and Parking By-Law.

ATTACHMENTS:

NIL

PREPARED BY:  Ashtaq Rauf, Engineering Technologist (Traffic)

APPROVED BY:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the following waste diversion program initiatives as outlined in Report E-11-054, dated May 24, 2011, which provide for the following:

a) Removal of the recycling charge for residential e-waste as of July 1, 2011;
b) Addition of televisions to the curbside collection and landfill electronic waste (e-waste) ban as of August 1, 2011;
c) Addition of a permanent drywall/gypsum wallboard diversion and recycling program; and
d) Direct staff to investigate the possibility of a shingle diversion and recycling program.

SUMMARY:

Changes to the Ontario Electronic Stewardship program have resulted in reduced costs to the Region to divert electronic waste (e-waste) from landfill. Improved recycling technology allows for the sustainable recycling of televisions. Waste Management staff propose to remove the residential fee for e-waste recycling at Regional transfer stations as of July 1, 2011 and to add televisions to the curbside and landfill e-waste as of August 1, 2011, following a one month collection amnesty period for the month of July.

Trials on a drywall/gypsum wallboard project successfully diverted 337 tonnes of drywall from the landfill in 2010. Staff propose to make this a permanent program in 2011, using the savings from the e-waste program to offset drywall recycling costs.

The success of the drywall project indicates that equal success may be realized with a shingle diversion project as more markets for shingle recycling have been developed. Staff propose issuing a Request for Quotes (RFQ) to investigate potential markets and costs for sustainable shingle recycling.

REPORT:

E-Waste Recycling Fee

The Region of Waterloo banned electronic waste (e-waste) from the landfill in June 2005 (E-04-092), to keep potentially hazardous materials out of the landfill, and encourage resource recovery. With the exception of televisions, all major electronics are banned from curbside collection and landfill. The exception for televisions was made because of the difficulty recyclers had in handling these items for recycling at the time.
A residential e-waste fee was introduced to help cover the cost of handling, transporting and recycling the material. A higher commercial e-waste fee was also introduced, to reflect the increased costs of receiving large amounts of e-waste, and to encourage commercial customers to seek out e-waste recyclers directly.

In June 2007, the Ontario Minister of the Environment requested an industry-funded diversion program for e-waste under the Waste Diversion Act, and the Ontario Electronic Stewardship (OES) was formed to address the issue of e-waste recycling. Consumers now pay a fee for e-waste recycling when purchasing electronics. Waste Management staff provided an update to committee (E-08-044) in June 2008 regarding the proposed OES program, including concerns that only certain types of e-waste were being funded.

With the OES program now fully established, and providing funding for all types of e-waste accepted by the Region, the Waste Management Division has registered with the program as an Affiliate member. As an OES Affiliate, the Region of Waterloo no longer pays for the transportation or recycling of e-waste collected at transfer stations. The only cost to the Region for e-waste recycling is for the handling of these materials at our transfer stations.

With the reduction in cost for the Region of Waterloo to recycle e-waste, and the ability for residents to bring their e-waste to many alternate locations free of charge, it is proposed that the residential e-waste fee be removed from the Waste Management User Fee Schedule. E-waste would be subject to the regular tipping fee charge of $70 per tonne, with no charge for the first 50kg. The commercial e-waste rate would remain unchanged, as the costs incurred for transfer station handling of large loads remains high. In addition, there are multiple commercial alternatives for e-waste recycling within the region.

**E-waste Ban**

It is proposed that televisions, the only major e-waste item currently not banned from landfill, be formally added to the ban. Curbside pickup of televisions for garbage disposal would continue through July of 2011, while residents would also have the option of bringing televisions to either the Cambridge or Waterloo transfer stations for recycling. Additionally, multiple private OES Collection locations exist across the region that also accept televisions and all other e-waste for recycling. It is proposed that the curbside and landfill ban come into effect August 1, 2011, following a one month amnesty period.

**Drywall/Gypsum Wallboard**

With diversion programs in place for wood, metal, bricks and rubble, the Region currently offers several options for keeping construction and demolition waste out of the landfill. Observations of the landfill tipping face showed that dedicated loads of drywall/gypsum wallboard (drywall) were received, which could easily be segregated and diverted. As drywall is a bulky, heavy material that reacts with leachate in the landfill to create gases that contribute to odour issues, a decision was made to trial a drywall diversion and recycling project in August of 2010.

Dedicated loads of drywall were identified at the scale, and directed to a designated diversion area of the transfer station. The material was loaded into bins, and transported to New West Gypsum in Oakville, for recycling back into the drywall manufacturing process. New West Gypsum is the only local drywall recycler with a sustainable process, recycling gypsum back into the wallboard manufacturing process. Costs for this trial project were absorbed through the existing landfill operating budget.
Until the program was trialed, the amount of segregated drywall/gypsum board that could be reasonably diverted was unknown and therefore, an estimate of full program costs could not be determined. From August through December of 2010, 337 tonnes of drywall were diverted and recycled. The success of this trial project indicates that a large amount of material on the order of approximately 1,200 tonnes per year can be diverted from landfill. Staff propose to make drywall diversion a permanent program. Drywall loads will continue to be charged the regular tipping fee of $70 per tonne. Any additional cost for a permanent drywall diversion program will be offset through savings from the e-waste program.

**Shingles**

Given the success of the drywall diversion project, and the willingness of haulers to divert dedicated loads from the landfill tipping face, Waste Management staff would like to explore the potential for adding a shingle diversion program in the summer of 2011. After drywall, shingles are the largest remaining portion of construction and demolition waste. Staff propose to introduce this program in a similar manner to that of the drywall/gypsum board diversion program; namely, by identifying dedicated loads of shingles at the scale for diversion to a designated bunker to be set aside for recycling.

Staff estimate that tonnages and cost for a shingle diversion program would be very similar to those of the drywall program. An average of 100 tonnes of shingles per month is expected to be collected, for an additional potential 1,200 tonnes of diversion per year.

Staff propose to issue an RFQ to identify recycling processes available for sustainable shingle diversion, and the associated program costs. Upon completion of the RFQ process, staff would report back to Committee with an action plan.

**CORPORATE STRATEGIC PLAN:**

This report has been prepared consistent with the Corporate Strategic Objective of Reducing the Amount of Waste Requiring Landfill.

**FINANCIAL IMPLICATIONS:**

The 2011 budget for the Waste Management Division includes $20,000 for electronic waste transportation and recycling. As an OES Affiliate, the Region no longer pays for this service. Additional costs for a permanent drywall/gypsum wallboard diversion program will be accommodated by the savings realized on e-waste.

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:**

NIL

**ATTACHMENTS**

NIL

**PREPARED BY:** Cari Rastas Howard, Project Manager (Waste Management)

**APPROVED BY:** Thomas Schmidt, Commissioner, Transportation and Environmental Services
RECOMMENDATION:

THAT The Regional Municipality of Waterloo give notice to affected residents in the Lloyd Brown settlement area in the Township of North Dumfries of the intention to pass the Fees and Charges By-Law, attached as Appendix A, pursuant to Report E-11-061, dated May 24, 2011.

SUMMARY:

In 2010, the Region extended the municipal water distribution system to 49 unserviced properties in the Lloyd Brown settlement area, in the Township of North Dumfries. The cost of this work is fully recoverable from the 49 Benefitted Properties at the time they connect to the municipal system. The connection charges for this by-law will be as follows:

1) Single Family Dwelling (SFD) with water service lateral (41 units) $9,600.00
2) SFD without water service lateral (7 units) $8,400.00 + actual cost of lateral at the time of request
3) 1001 Orr’s Lake Road (7 equivalent SFD units) $65,500.00

REPORT:

Background

Based on previous discussions with the Township of North Dumfries, and residents of the Lloyd Brown settlement, the Region initiated a project to extend the water distribution system to all properties within this settlement. On May 25, 2010, Regional Council awarded a construction contract for the above work (Report F-10-067). This project included extending water services to unserviced properties within the settlement boundary benefiting 49 properties (from now on “Benefited Properties”). The total cost for the water works was $516,893.01 funded by the Region water distribution capital program. A summary of these costs is presented in Appendix B.

There were three groups of Benefited Properties from the watermain extension in the Lloyd Brown settlement area:

1) 41 SFD properties with water laterals extended to their property line.
2) Seven SFD properties without water laterals installed.
3) One multi-residential property (1001 Orr’s Lake Road) with 10 units serviced by one water lateral and one metering chamber.

The Benefited Properties have been identified on a map in Schedule A of the proposed by-law in Appendix A. The multi-residential property on 1001 Orr’s Lake Road is equivalent to seven SFD units. There are 10 units on the property, each treated as a townhouse, and each equivalent to .699 of a SFD as per Regional Development Charges. Therefore, 1001 Orr’s Lake Road is equivalent to seven SFD Benefited Properties.

It is not compulsory for Benefited Properties to connect to the municipal water distribution system. However, each property will have to pay the Connection Charge in a lump sum before they can connect to this system. For the Benefited Properties with laterals installed up to the property line (41 SFD units) the Connection Charge includes all water works within the municipal right-of-way up to the property line, and the cost to install the service lateral. The Connection Charge for the Benefited Properties without laterals installed (7 SFD units) includes only the water works within the municipal right-of-way. The actual cost for the installation of the laterals from the watermain to the property line will be charged at the time the service connection for the property is requested. Properties without a water lateral are those along the existing transmission main on Roseville Road. which property owners expressed no interest to be connected to municipal water services in the short term. The Connection Charge for the multi-residential property on 1001 Orr’s Lake Road includes the water works within the municipal right-of-way for seven (7) equivalent Benefited Properties, the cost to install the service lateral and a water metering chamber specially required by this property.

Appendix B shows a summary of all capital costs for the implementation of this project and details on the calculation of connection charges. The Connection Charge part of this by-law for each group of Benefited Properties is as follows:

1) SFD with water service lateral (41 units) $9,600.00
2) SFD without water service lateral (7 units) $8,400.00 + actual cost of lateral at the time of request
3) 1001 Orr’s Lake Road (7 equivalent SFD units) $65,500.00

It is the recommendation of staff, subject to any needed readjustments pursuant to the proposed by-law, that 100% of any recouped fees from the Benefited Properties contribute to the Water Distribution Reserve Fund of the Water Services Division.

Public Consultation

On June 22, 2010, a Public Information Centre was held for the Benefited Properties identifying the opportunity for extending water services to the whole Lloyd Brown settlement area. The estimated construction cost per property at the time was $11,000. At the same time, a survey was conducted to quantify the intent of the Benefitted Properties in connecting to the municipal system. Of the 49 benefitting properties, the Region received 39 responses: 10 expressed interest in connecting, and 29 expressed no interest in connecting at this time. The owner of 1001 Orr’s Lake Road has already been in negotiation with Region staff to expedite the water service connection to his property.

Costs to Be Recovered and Proposed By-law

The final cost incurred by the Region for the extension of water services to the Benefited Properties in the Lloyd Brown settlement area was $516,893.01. These costs included all construction works, Regional staff costs, legal and survey fees, application fees and consulting engineering fees.
In order to recover these costs, Region’s staff is proposing a fees and charges by-law where each benefiting property owner pays a proportionate share of the water extension described above (Connection Charge). This charge must be paid in full once a property owner opts to connect to municipal water system. The proposed by-law would amount to a total connection charge as follows:

1) 41 Benefiting Properties With Laterals  $393,600.00
2) Seven Benefiting Properties Without Laterals $58,800.00*
3) 1001 Orr’s Lake Road $65,500.00

Costs to Be Recovered through Connection Charge  $517,900.00

*Note: All associated costs for installing the water service lateral will be born by the property owner at the time a water service connection is requested.

The proposed by-law is attached as Appendix A to this Report.

The original cost estimate, provided to residents at the June 2010 Public Information Centre, was $11,000 per benefited property. The final cost per property is less than initially estimated due to very competitive bids for this project.

The authority for the proposed by-law is Part XII of the Municipal Act, 2001 which specifically allows municipalities to pass fees and charges by-laws to recover costs including those for the installation of capital works. Additional authority is also found in Part II of the Municipal Act, 2001 which grants “natural person” powers to municipal corporations that are general in nature.

Additional Future Connections and Proposed By-law

The extension of water on Roseville Road, Hillside Avenue, Oakwood Drive, and Brown Avenue in the Lloyd Brown settlement area currently benefits 49 properties. However, there is potential for severance of some of the existing properties, and, therefore, potential for a few more connections to the municipal system. If that were to happen, and these property owners chose to connect to the municipal system, they would be subject to the proposed by-law under a provision where they would be subject to a fee of $8,400.00 for the installation of the watermain plus the actual cost of the installation of each water lateral from the watermain to the property boundary on the municipal roadway and within their property. Therefore new properties that are created from severances will be treated as the SFD units without water laterals installed.

Public Notice of By-Law

Pending Council approval of Report E-11-061 and in accordance with the Region’s Notice Policy (Class 2), letters will be delivered in June 2011 to all Benefited Properties advising them that the Region will be considering the proposed by-law at the June 21, 2011, meeting of the Planning and Works Committee and the June 29, 2011, meeting of Regional Council. A notice will also be posted on the Region’s Web Site and published in the Ayr News.

CORPORATE STRATEGIC PLAN:

This project meets the Corporate Strategic Plan Objective under Strategic Focus Area 5 to “provide high quality infrastructure and asset management to meet current needs and future growth.”
FINANCIAL IMPLICATIONS:

The total cost for the construction of the water works to service the Benefited Properties was $516,893.01. It is proposed that this amount be recovered from the benefiting property owners in the Lloyd Brown settlement area, Township of North Dumfries, when they opt to connect to the municipal water system. The connection charge as per the by-law referenced in this report and attached in Appendix A must be paid in full to the Region before the connection is permitted.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Corporate Resources (Legal) and Finance staff assisted in the preparation of the proposed by-law of this Report. Finance staff will manage the fund recovery program.

ATTACHMENT(S)

Appendix A – “A By-Law to Impose a Fee and Charge Upon Owner of Land Who Derive or Will or May Derive a Benefit from Water Works Sufficient to Pay the Municipal Portion of the Capital Cost of the Works”

Appendix B – “Summary of Water Works and Connection Charges on Roseville Road, Hillside Avenue, Oakwood Drive, Brown Avenue”

PREPARED BY: Nathan Morris, Coordinator, Engineering and Planning

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
BY-LAW NUMBER ""Insert By-law Number\""

OF

THE REGIONAL MUNICIPALITY OF WATERLOO

A By-law to Impose a Charge Upon Owners of Land Who Derive or Will or May Derive a Benefit from Water Works Constructed Along Certain Parts of Roseville Road, Hillside Avenue, Oakwood Drive and Brown Avenue, Township of North Dumfries

WHEREAS The Regional Municipality of Waterloo has undertaken the installation of water works to provide water services to certain lands along Roseville Road, Hillside Avenue, Oakwood Drive, and Brown Avenue in the Township of North Dumfries pursuant to its authority under the Municipal Act, 2001, S.O. 2001, c. 25, as amended;

AND WHEREAS persons who connect or have connected to the municipal services will receive an ongoing benefit.

AND WHEREAS The Regional Municipality of Waterloo has determined that it is desirable to recover a part of the municipal portion of the capital cost of the construction of the water works within the said benefiting area by imposing a charge pursuant to Section 391 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, upon the owners of the lands who derive or will or may derive a benefit there from;

NOW THEREFORE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF WATERLOO ENACTS AS FOLLOWS:

1. In this By-Law:

   (1) "lateral charge" means the charge for the installation of each water lateral which shall be:

       (a) $1,200 for each water lateral that has been installed within the Lloyd Brown benefiting area as of the date this By-law comes into full force and effect; or
       (b) the actual cost of the Region, including but not limited to costs for construction works, staff time, legal and survey fees, application fees and consulting engineering fees, for the installation of each new water lateral within the Lloyd Brown benefiting area after the date this By-law comes into full force and effect;

   (2) "Lloyd Brown benefiting area" means:

       (a) the properties shown on Schedule “A” attached to this By-law that are designated as Benefiting Properties; and
       (b) any other properties that lie along the water main with the exception of those designated as Serviced Properties on Schedule “A” attached to this By-law;

   (3) "main charge" means the charge for the capital cost of the water main which shall be deemed to be $8,400 per property;
“owner” means the person or persons registered on title as the owner or owners of the property;

“Region” means The Regional Municipality of Waterloo;

“Treasurer” means the Treasurer of the Region, his or her designate, or any successor position;

“water lateral” means the pipe within the municipal road allowance that connects the water main to a property; and

“water main” means the municipal water main that runs along Roseville Road between 520 meters west of the Brown Avenue road centerline and 110 meters east of the Brown Avenue road centerline, Hillside Avenue, Oakwood Drive and Brown Avenue in the Township of North Dumfries.

PART I – MAIN CHARGE AND LATERAL CHARGE

2. (1) Every owner of a property within the Lloyd Brown benefiting area who is connected to the water main as of the date this By-law comes into full force and effect shall pay the Region a main charge and lateral charge within 30 days of the date of any invoice from the Treasurer.

(2) The Region may charge interest at the rate of 12% per annum against any owner who fails to pay the main charge and lateral charge within 30 days of the Treasurer’s invoice.

(3) Without limiting any other remedy, the Treasurer shall have all necessary authority to request that the treasurer of The Corporation of the Township of North Dumfries add any outstanding main charge, lateral charge and interest under this section to the tax roll to the property that was connected to the water and collect them in the same manner as municipal taxes.

3. (1) Where an owner of a property within the Lloyd Brown benefiting area requests in writing to the Region that its property be connected to the water main then the owner shall pay the Region a main charge and lateral charge.

(2) Every main charge and lateral charge imposed pursuant to subsection (1) of this section shall be paid in full to the Region before the connection is permitted.

4. For the purposes of this By-law, 1001 Orr’s Lake Road, Township of North Dumfries, and the 9 residences thereon, shall be deemed to be 7 properties with 5.8 laterals.

PART II – GENERAL

5. Schedule “A” shall form part of this By-law.

6. This By-law may be cited as the “Lloyd Brown Fees and Charges By-law”.

7. If any section or sections of this By-law or parts of it are found by any Court to be illegal or beyond the power of Council to enact, such section or sections or parts of it shall be deemed to be severable and all other sections or parts of this By-law shall be deemed to be separate and independent and shall continue to be in full force.
8. This By-law shall come into full force and effect upon final passing.

By-law read a first, second and third time and finally passed in the Council Chamber in The Regional Municipality of Waterloo this "\"Insert date\"" th day of "\"Insert Month\"", A.D., 2011.

______________________________  ________________________________
REGIONAL CLERK                    REGIONAL CHAIR
SCHEDULE “B”

Summary of Water Works and Connection Charges on Roseville Road, Hillside Avenue, Oakwood Drive, Brown Avenue

1. Capital Costs for the Project
   Capital Costs for the Watermain $461,987.87
   Capital Costs for the Water Laterals $ 49,414.71
   Capital Costs for the Water Meter Chamber @ 1001 Orr’s Lake Road $ 5,490.43

   Total Cost for the Project $516,893.01

2. Watermain Charge Calculation
   Capital Costs for the Watermain $461,987.87
   Benefited Properties 55
   • 41 SFD with water laterals
   • 7 SFD without water laterals
   • 7 equivalent SFD (1001 Orr’s Lake Road)

   Watermain Charge per Benefiting Property $ 8,400.00

3. Lateral Charge Calculation
   Capital Costs for the Water Laterals $ 49,414.71
   Benefited Properties 42
   • 41 SFD
   • 1 (1001 Orr’s Lake Road)

   Lateral Charge per Benefited Property $ 1,200.00

   Note: For Benefited Properties without an installed water lateral the actual cost for the installation of each lateral from the watermain to the property line will be charged at the time the water service connection is requested.

4. Connection Charges

   **SFD with Water Service Lateral (41 SFD units)**
   • Watermain Charge $ 8,400.00
   • Lateral Charge $ 1,200.00

   Total Charge per Benefited Property $ 9,600.00

   **SFD without Water Service Lateral (7 SFD units)**
   • Watermain Charge $ 8,400.00
   • Lateral Charge to be determined

   Total Charge per Benefited Property $ 8,400.00 + actual lateral cost

   **1001 Orr’s Lake Road (7 equivalent SFD units)**
   • Watermain Charge $ 8,400.00 x 7
   • Lateral Charge $ 1,200.00
   • Water Meter Chamber $ 5,550.00

   Total Charge per Benefited Property $ 65,500.00
May 10, 2011

Ms. Kris Fletcher, Regional Clerk
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, Ontario
N2G 4J3

File: Council – May 9, 2011
C09/ca

Dear Ms. Fletcher:

Re: Councillor Ermeta – Roundabouts on Franklin Boulevard

Please be advised that Cambridge City Council at its meeting held on May 9, 2011 approved the following:

THAT if the Council of the Region of Waterloo is going to go ahead with roundabouts on Franklin Boulevard, that Cambridge City Council requests that the Region have no more than three roundabouts in the first phase;

AND THAT the first phase would only affect the area from Pinebush Road to Bishop Street;

AND THAT the Council of the Region of Waterloo conduct a thorough public feedback review process over the course of one year after the completion of the first phase before determining to move ahead with future phases;

AND THAT the Council of the Region of Waterloo communicate on the use of roundabouts to the residents of our city and region on a regular basis.

Yours truly,

[Signature]

Alex Mitchell
City Clerk

AM/sw

cc Councillor Nicolas Ermeta
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<thead>
<tr>
<th>Meeting date</th>
<th>Requestor</th>
<th>Request</th>
<th>Assigned Department</th>
<th>Anticipated Response Date</th>
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<tr>
<td>01-Dec-09</td>
<td>P&amp;W</td>
<td>Staff report on obtaining changes to Highway Traffic Act to give right of way to pedestrians</td>
<td>Transportation and Environmental Services</td>
<td>May-2011</td>
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<tr>
<td>12-Apr-11</td>
<td>P&amp;W</td>
<td>Staff report on Policy for Smoking Around GRT Buses</td>
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