MEDIA RELEASE: Friday, August 9, 2013, 4:30 p.m.

REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE
AGENDA

Tuesday, August 13, 2013
1:00 p.m.
Regional Council Chambers
150 Frederick Street, Kitchener

1. MOTION TO RECONVENE INTO OPEN SESSION

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

3. DELEGATIONS
   a) Biosolids Management
      i) Rick Mosher and Dr. Owen Ward, Lystek International Inc.
      ii) Harold Drewitz
   b) Frank Monteiro, City of Cambridge Councillor Ward 7 re: All Roundabouts
   c) Andrew Tutty, GRAAC re: Snow Removal at Bus Stops
      see E-13-078, Snow Removal at Bus Stops
   d) Eleanor Grant, Oz Cole-Arnal and Nadine Quehl re: Bus Fare Increases, Transit Access for all.
   e) Paul Cabral, E13-096, Roseville Road (Regional Road 46) 80 Km/H Posted Speed Limit Review near Barrie’s Lake Turtle Crossing, Township of North Dumfries

CONSENT AGENDA ITEMS
Items on the Consent Agenda can be approved in one motion of Committee to save time. Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.

4. REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

5. MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION

REPORTS - PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

REPORTS - TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

b) **E-13-093**, Consultant Selection – Class Environmental Assessment, Detailed Design and Services During Construction, Fountain Street from Kossuth Road/Fairway Road to Cherry Blossom Road, City of Cambridge *(Approval)*

TRANSIT SERVICES
c) **E-13-077**, GRT Marketing and Communications Plan 2013-2016 *(Information)*

TRANSPORTATION
d) **E-13-090**, Reserved Cycling Lanes on Highland Road (Regional Road 6)/Snyder’s Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to 320 Metres East of Notre Dame Drive (Regional Road 12) in the City of Kitchener and the Township of Wilmot *(Approval)*
e) **E-13-076**, Pavement Degradation Fees *(Approval)*
f) **CR-RS-10-046.1**, Surplus Declaration and Transfer – Land on the South Side of Louisa Street, West of Weber Street, Kitchener *(Approval)*
g) **CR-RS-13-071/E-13-098**, Weber Street Improvements and Grade Separation – Open Temporary Detour Road and Temporary Closure of Weber Street between Victoria Street and Wilhelm Street for Construction, City of Kitchener *(Approval)*

6. INFORMATION/CORRESPONDENCE

a) Bike Month – June 2013 Results

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REGULAR AGENDA RESUMES

7. REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

a) **P-13-079**, Approval of Amendment 2 to the Provincial Growth Plan for the Greater Golden Horseshoe

INTER-DEPARTMENTAL REPORTS

b) **P-13-080/E-13-097**, Regional Approval of the Freeport Creek and Tributary to the Grand Sub-Watershed Study *(Presentation)*

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES
DESIGN AND CONSTRUCTION

c) CR-RS-13-065, Authorization to Expropriate Lands (1st Report) for Franklin Blvd Improvement Project – Year 1, North Phase (Pinebush Road to South of Bishop Street) and Year 1 South Phase (North of Clyde Road to south of Main Street), in the City of Cambridge

TRANSIT SERVICES

d) E-13-078, Snow Removal at GRT Bus Stops

TRANSPORTATION

e) E-13-096, Roseville Road (Regional Road 46) 80 Km/H Posted Speed Limit Review near Barrie’s Lake Turtle Crossing, Township of North Dumfries

8. INFORMATION/CORRESPONDENCE

a) Council Enquiries and Requests for Information Tracking List

9. OTHER BUSINESS

10. NEXT MEETING – September 10, 2013

11. ADJOURN
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 10, 2013</td>
<td>1:00 p.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>October 1, 2013</td>
<td>1:00 p.m.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
</tbody>
</table>
The Grand River Accessibility Advisory Committee (GRAAC) is an advisory committee to the Region of Waterloo Council as well as 5 other local municipal councils. It was established as a requirement of the Ontarians with Disabilities Act (2001).

Mandate

The Grand River Accessibility Advisory Committee shall assist the participating municipalities in fulfilling the purpose of the Ontarians with Disabilities Act and the Accessibility for Ontarians with Disabilities Act by providing vision and advice with regard to the removal of barriers.

The Issue: Snow Removal at Bus Stops

GRT contracts the snow clearing to a third party company and to the respective cities of Waterloo, Kitchener, and Cambridge. GRT contracts the City of Cambridge to clear bus stops and Cambridge then contracts the work to a third party company. GRT uses a third party company to clear stops in the city of Kitchener. In Waterloo, GRT contracts the City of Waterloo directly. In all cases the bus stop clearing begins after the roadways and sidewalks have been cleared so the resultant snow berms can be removed during bus stop clearance.

The contracts indicate that contractors must start to clear the bus stops within a maximum of 72 hours after the end of a continuous snow fall where the snow accumulates to more than 5 cm. This represents a “worst case” scenario. Snow is not removed from bus stops until after the road surfaces and sidewalks have been cleared. From the time the snow begins to be cleared from bus stops, all bus stops must be cleared within 48 hours.

Current road surface snow removal policy for the cities of Kitchener and Waterloo are 24 hours after the end of a continuous snowfall. Cambridge road surface clearance policy is 36 hours after the end of a continuous snowfall.

Current by-laws for snow removal for residents whose property abuts on public sidewalks in the Cities of Kitchener and Waterloo are 24 hours after the end of a continuous snowfall. The City of Cambridge snow removal by-laws for residents whose property abuts on public sidewalks is 36 hours.
GRT policy is that until bus stops have been cleared customers, including persons with a disability, can use a driveway or roadway intersection area adjacent to the bus stop as a temporary location to board and disembark the vehicle. GRT plans to promote this option this winter so more riders take advantage of this as a temporary alternative.

GRAAC Response

GRAAC feels that the current 5 cm, 72 hour plus 48 hour snow removal window is excessive. GRAAC does not feel that it is reasonable to expect persons with disabilities who rely on public transit to get to and from work, medical appointments, prescription fulfillment, food shopping, and other critical activities, to forgo the use of public transit for extended periods of time, potentially 108 consecutive hours (5 days).

GRAAC recognizes that there are alternatives to GRT. According to their website, Mobility Plus must be booked at least 2 weekdays in advance of a trip. During a snow event and due to the unpredictability of such an event, it is not possible to book Mobility Plus services within their stated 2 day timeframe. The increased demand under such circumstances may also cause limited availability, delays or cancellations. The taxi script service cabs can be costly to the individual and may also suffer from unavailability, delays or cancellations, as a result of increased demand. Wheelchair accessible taxi cabs are few and may not be able to keep pace with increased demand.

GRAAC feels the harmonization of the three urban areas residential sidewalk and road surface snow removal timeframes as well as enforcement of residential snow removal by-laws would provide more timely access to public places and transit.

GRAAC feels that the use of alternative temporary bus stops raises concerns for the safety of persons with a disability boarding or exiting GRT vehicles including persons using a mobility device or who are blind or partially sighted. There is no guarantee that such an adjacent temporary alternative is near the stop or clear of ice, snow or berms. Also, people who are blind, partially sighted or navigate using service animals, may not be able to locate such alternatives.

GRAAC Recommendations

1. GRAAC would like to see GRT harmonize contracting policy in the three urban areas and feels this would ensure bus stop snow removal timeframes are consistent across the three cities.

2. Optimally, GRAAC would like to see bus stop snow clearance within 24 hours after the end of a snowfall. Given our climatic conditions, this is improbable. However, GRAAC would like to see the current bus stop snow removal timeframe of 72 hours plus 48 hours reduced as much as is practicable. GRAAC is cognizant of the additional costs that could be incurred due to the reduction in snow removal timeframes but believes that a policy that requires a separate
contractor to be solely responsible for bus stop clearance across the three urban areas would help reduce timeframes for snow clearance of bus stops making access to public transit more timely and homogeneous across The Region.

3. GRAAC would like to see The Region work with the municipalities of Cambridge, Kitchener, and Waterloo, to harmonize current road surface snow removal policy.

4. GRAAC would like to see The Region work with the municipalities of Cambridge, Kitchener, and Waterloo, to harmonize residential snow removal by-laws.

5. GRAAC is receptive to a proposal from GRT to work together with GRAAC to create a process to identify bus stop locations being used by persons with a disability where GRT could dedicate resources to clear the stops within 24 hours and to then clear the berms as they occur. This would help to alleviate the need for persons with a disability to use temporary alternatives as bus stops and would help mitigate potential safety concerns.

Yours sincerely,

Anthony Cashin
Andrew Tutty

Co-Chairs,
Grand River Accessibility Advisory Committee
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: D18-01

SUBJECT: MONTHLY REPORT OF DEVELOPMENT ACTIVITY FOR JUNE 2013

RECOMMENDATION:


SUMMARY:

In accordance with the Regional By-law 01-028, as amended, the Commissioner of Planning, Housing and Community Services has:

- Accepted the following plans of condominiums;
- Draft approved the following plans of condominium;
- Released for registration the following plan of condominium; and
- Approved the following official plan amendment.

REPORT:

City of Kitchener

Registration of Draft Plan of Condominium 30CDM-10206

Draft Approval Date: June 8, 2011
Phase: Entire Plan
Applicant: 641902 Ontario Inc.
Location: 160 Cherry Street
Proposal: To permit the development of 47 apartment condominium units.
Regional Processing Fee: Not applicable.
Commissioner’s Release: June 6, 2013

Official Plan Amendment No. 96

Applicant: 2276451 Ontario Inc.
Location: 689 Doon Village Road
Proposal: To add Special Policy 50 to the existing Official Plan designation to permit a multiple dwelling with a maximum height of 4 stories at street elevation. The special policy would allow the 4th storey attic space of the existing building to be finished in order to increase the size of 6 existing units.
Regional Processing Fee: Paid May 24, 2013
Commissioner’s Approval: June 11, 2013
Came Into Effect Date: July 2, 2013
City of Waterloo

Plan of Condominium Application 30CDM-13404
Date Accepted: June 21, 2013
Applicant: Waterloo Living 3 Inc.
Location: 260, 262 and 264 Regina Street North
Proposal: To permit the development of 63 apartment condominium units.
Regional Processing Fee: Paid June 3, 2013

Draft Approval of Plan of Condominium 30CDM-13402
Applicant: TCP King Street Inc.
Location: 186-188 King Street South
Proposal: To permit the development of 63 apartment condominium units.
Regional Processing Fee: Paid April 9, 2013
Commissioner’s Approval: June 4, 2013
Came Into Effect: June 25, 2013

Draft Approval of Plan of Condominium 30CDM-12404
Applicant: Waterloo Living 3 Inc.
Location: 28 to 30 University Avenue East
Proposal: To permit the development of 13 apartment condominium units.
Regional Processing Fee: Paid January 28, 2013
Commissioner’s Approval: June 25, 2013
Came Into Effect: July 16, 2013

Township of Wellesley

Plan of Condominium Application 30CDM-13501
Date Accepted: June 25, 2013
Applicant: Blaze Properties Ltd.
Location: 2245 Gerber Road
Proposal: To permit the development of 16 semi-detached vacant land condominium units.
Regional Processing Fee: June 14, 2013

Residential Subdivision Activity January 1, 2013 to June 30, 2013

<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>*Kitchener</td>
<td>162</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Waterloo</td>
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<td>43</td>
<td>0</td>
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<tr>
<td>Cambridge</td>
<td>122</td>
<td>26</td>
<td>203</td>
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<tr>
<td>Woolwich</td>
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<td>0</td>
<td>531</td>
</tr>
<tr>
<td>Wilmot</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>North Dumfries</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wellesley</td>
<td>0</td>
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<tr>
<td>Region of Waterloo</td>
<td>284</td>
<td>69</td>
<td>734</td>
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</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:

<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>*Kitchener</td>
<td>267</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Waterloo</td>
<td>389</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cambridge</td>
<td>55</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>Woolwich</td>
<td>0</td>
<td>0</td>
<td>154</td>
</tr>
<tr>
<td>Wilmot</td>
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<td>0</td>
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</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>711</td>
<td>0</td>
<td>180</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 Consultations/Coordination:**

These planning approvals, including 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. The activities described in this report are operational activities consistent with objectives of Focus Area A: Growth Management and Prosperity.

**FINANCIAL IMPLICATIONS:**

NIL

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:**

NIL

**PREPARED BY:** Andrea Banks, Program Assistant

**APPROVED BY:** Rob Horne, Commissioner of Planning, Housing and Community Services
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: T04-20 / 7303 & 5927

SUBJECT: CONSULTANT SELECTION - CLASS ENVIRONMENTAL ASSESSMENT, DETAILED DESIGN AND SERVICES DURING CONSTRUCTION, FOUNTAIN STREET FROM KOSSUTH ROAD / FAIRWAY ROAD TO CHERRY BLOSSOM ROAD, CITY OF CAMBRIDGE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Associated Engineering Ltd. to provide consulting engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for Fountain Street from Kossuth Road / Fairway Road to Cherry Blossom Road in the City of Cambridge at an upset fee limit of $579,368.00 plus applicable taxes for the Class Environmental Assessment and detailed design phases, with construction administration and construction inspection to be paid on a time basis as described in this Report E-13-093 dated August 13, 2013.

SUMMARY:

The Region of Waterloo wishes to proceed with the widening and reconstruction of Fountain Street from Kossuth Road / Fairway Road to Maple Grove Road and the resurfacing of Fountain Street from Maple Grove Road to Cherry Blossom Road in the City of Cambridge, with construction currently planned to occur in 2018. Please refer to Appendix “A” for a Key Plan of the project area.

In order to meet the anticipated 2018 construction timeline, staff has determined that it is necessary to retain an engineering consultant now to commence the Class Environmental Assessment (Class EA) and detailed design and obtain all necessary property and approvals in advance of construction.

An invitation for Letters-of-Interest to provide engineering services was advertised in the Waterloo Region Record and on the Region’s website. Six (6) firms submitted proposals and four (4) firms were short-listed and invited to submit detailed work plans and fee estimates.

Based on the evaluation criteria, review of the detailed work plans, schedules and upset fees provided, the Evaluation Team recommends that Associated Engineering Ltd. ("Associated") be retained to undertake this consultant assignment at an upset fee limit of $579,368.00 plus applicable taxes for the Class EA and detailed design phase with contract administration and construction inspection to be paid on a time basis.

Associated’s fees of $579,368.00 plus applicable taxes for the Class EA and detailed design phase are within the consulting fee allowance provided for in the total project budget of $17,325,000.
REPORT:

1. Background

The Region’s Transportation Master Plan, approved in 2011, identifies the need to widen Fountain Street from Maple Grove Road to Fairway Road / Kossuth Road in the 5 to 10 year timeframe. The Region’s 10-Year Transportation Capital Program identifies the need to rehabilitate Fountain Street from Maple Grove Road to Cherry Blossom Road in 2018 to address deteriorating pavement conditions.

The section of Fountain Street from Fairway Road / Kossuth Road to Allendale Road has existing on-road cycling facilities (paved shoulders). The section of Fountain Street from Allendale Road to Cherry Blossom Road is currently identified as a candidate for on-road cycling facilities in the Region’s Cycling Master Plan. Additionally, the Region’s draft Active Transportation Master Plan recommends multi-use trails on Fountain Street from Fairway Road / Kossuth Road to Cherry Blossom Road.

In 2010, Council approved Report E-10-055 recommending the future construction of a multi-lane modern roundabout at the intersection of Fountain Street and Maple Grove Road, and will be included as part of this project. The preferred lane configuration of this roundabout will be reviewed and confirmed as part of the Class Environmental Assessment (Class EA).

In addition to these roadway improvements on Fountain Street, the Region is completing a Master Environmental Servicing Plan for the area known as the East Side Lands. The draft Master Environmental Servicing Plan identifies the need for new watermain and sanitary sewer services along Fountain Street from Maple Grove Road to Fairway Road / Kossuth Road, and these services will be included in the construction of the Fountain Street improvements. Should any of these services be required to support early East Side Lands development in advance of reconstruction of Fountain Street in 2018, the Fountain Street project does not preclude early installation of any approved services, as the widening of Fountain Street from two lanes to four lanes from Fairway Road / Kossuth Road to Maple Grove Road is not required to accommodate Phase 1 of the East Side Lands development.

Planning of these improvements will be completed in accordance with the Schedule “C” requirements of the Municipal Class EA.

The Region’s approved 2013 10-Year Transportation Capital Program includes funding in the amount of $17,325,000 in 2013-2019 inclusive for the Class EA, detailed design and construction of the Fountain Street improvements from Fairway Road / Kossuth Road to Cherry Blossom Road.

Regional staff is fully committed to other capital projects and therefore staff recommends that an external consultant be hired to complete this project. Staff has determined that it is necessary to commence the engineering for this project now in order to provide sufficient time to complete the Class EA, complete the detailed design, obtain any required property, undertake utility relocations and obtain required approvals in advance of construction in 2018.

2. Consultant Selection

An invitation for Letters-of-Interest to provide engineering services for this project was advertised in the Waterloo Region Record. Six (6) consultants submitted a Letter-of-Interest. From a review of the submissions, four (4) firms were short-listed based on their qualifications and these consultants were asked to submit a detailed work plan and upset fee for the Class EA.
and detailed design phase. The short-listed consultants were also requested to submit an estimate of fees for contract administration and construction inspection services.

The four short-listed consultants were:

- Associated Engineering Ltd.;
- IBI Group;
- MTE Consultants Inc.; and
- Walter Fedy.

The Evaluation Team involved with the consultant selection consisted of:

- David Weiler, Head, Transportation Capital Projects, Design and Construction;
- John Stephenson, Senior Project Manager, Design and Construction;
- Jyoti Nair, Engineering Technologist – Traffic, Transportation Engineering Division; and
- Garrett Donaher, Transportation Planning Engineer, Transportation Planning Division.

The evaluation criteria used for selecting the successful consultant were consistent with the Region’s Purchasing Bylaw which includes price as a factor in the selection process. These evaluation criteria and their respective weightings were as follows:

<table>
<thead>
<tr>
<th>Quality Factors</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Approach and Understanding</td>
<td>35%</td>
</tr>
<tr>
<td>Experience of the Project Manager</td>
<td>20%</td>
</tr>
<tr>
<td>Experience of the Project Support Staff</td>
<td>10%</td>
</tr>
<tr>
<td>Experience on Similar Projects</td>
<td>15%</td>
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</table>

<table>
<thead>
<tr>
<th>Equity Factors</th>
<th>Weighting</th>
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</thead>
<tbody>
<tr>
<td>Current Workload for Region</td>
<td>3%</td>
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<tr>
<td>Local Office</td>
<td>2%</td>
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</table>

<table>
<thead>
<tr>
<th>Price Factor</th>
<th>15%</th>
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</thead>
<tbody>
<tr>
<td>Upset Limit Fee</td>
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</tbody>
</table>

The Letters-of-Interest submitted by all four short-listed consultants demonstrated a good understanding of the project with capable project teams and experience on numerous similar projects. In consideration of the combination of quality, equity and price factors described above, Associated Engineering Ltd. (“Associated”) scored the highest of the four short-listed consultants. Associated’s upset fee of $579,368.00 plus applicable taxes for the Class EA and detailed design component was the lowest of the prices submitted.

Based on the above evaluation criteria, including review of the detailed work plans, schedules and upset fees provided, the Evaluation Team recommends that Associated be retained to undertake the Class EA, detailed design, contract administration and construction inspection of this project.

3. **Scope of Work**

For this engineering assignment, the consultant will complete the following tasks:

- Review all background information;
- Undertake topographic surveys and complete base plans;
- Complete specialized studies pertaining to archaeological investigations, built heritage, environmental, drainage, noise or other matters as appropriate;
- Develop and present alternative design options at Public Consultation Centres;
- Complete a Schedule “C” Class Environmental Assessment Study, including an Environmental Study Report identifying the preferred design option;
- Complete final detailed design of the road improvements;
- Prepare contract drawings, specifications and tender documents;
- Develop traffic staging plans;
- Obtain all necessary agency approvals;
- Assist during the tendering period;
- Provide contract administration and site inspection services during construction;
- Prepare record drawings; and
- Provide post-construction services during the warranty period.

A breakdown of the successful consultant’s upset fee is included in Appendix “B” attached to this report.

4. **Schedule**

Subject to Council’s approval of this consultant assignment, the proposed project schedule is outlined below.

<table>
<thead>
<tr>
<th>Class EA and Preliminary Design</th>
<th>September 2013 - May 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detailed Design</td>
<td>June 2015 - December 2016</td>
</tr>
<tr>
<td>Property Acquisition and Utility Relocations</td>
<td>January 2016 - December 2017</td>
</tr>
<tr>
<td>Construction</td>
<td>May 2018 - October 2019</td>
</tr>
</tbody>
</table>

This preliminary schedule is dependent upon the extent and timing of any property acquisitions necessary to implement the proposed improvements.

5. **Consultant’s Upset Fee**

The short-listed consultants were requested to submit an upset fee for services required to complete the Class EA and detailed design and were also requested to submit an estimate for contract administration and construction inspection services. For road and bridge projects such as Fountain Street, the time required for contract administration and construction inspection services can vary significantly depending on weather conditions, the actual contractor hired and other unknown variables. Since an upset fee limit does not lend itself well to these types of services, it has been the Region’s practice to pay for contract administration and construction inspection services on a time basis. It is recommended that this same practice be followed for this project. For budgetary purposes, staff has estimated the cost of contract administration and construction inspection services to be $328,170.00 plus applicable taxes, which is based on the preliminary estimate of fees submitted by Associated and a review of costs on similar projects.

The Region’s total budget for the Fountain Street reconstruction and improvements from Fairway Road / Kossuth Road to Cherry Blossom Road is $17,325,000. Based on this total value of $17,325,000, the consultant’s upset fee limit for the Class EA and detailed design services of $579,368.00 plus applicable taxes represents approximately 3.3% of the estimated total cost for this project and is very competitive for a project of this type and complexity.
CORPORATE STRATEGIC PLAN:

The Fountain Street Reconstruction and Improvements, from Fairway Road / Kossuth Road to Cherry Blossom Road, when complete, will support Focus Area 2 – Growth Management and Prosperity and meets Strategic Objective 2.2 to develop, optimize and maintain infrastructure to meet current and projected needs.

FINANCIAL IMPLICATIONS:

Based on the upset fee schedule received from Associated, the total costs for the Class EA and detailed design phase are as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upset Consulting Fee</td>
<td>$579,368.00</td>
</tr>
<tr>
<td>HST (13%)</td>
<td>$75,317.84</td>
</tr>
<tr>
<td>Municipal HST Rebate (86.46% of HST)</td>
<td>$(65,119.80)</td>
</tr>
<tr>
<td><strong>Net Cost of Consulting Assignment</strong> (not including services during construction)</td>
<td><strong>$589,566.04</strong></td>
</tr>
</tbody>
</table>

The Region’s approved 2013 10-Year Transportation Capital Program includes $17,325,000 in 2013-2019 inclusive for this project to be funded from the Roads Rehabilitation Reserve Fund and the Development Charge Reserve Fund. There are sufficient funds allocated to this project in 2013-2019 to cover the full cost of this consulting assignment.

Associated’s fees for the Class EA and detailed design phase of this consulting assignment in the amount of $579,368.00 plus applicable taxes are within the consulting fee allowance provided for in the total budget of $17,325,000 for this project.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

Appendix “A”: Project Key Plan
Appendix “B”: Breakdown of Consultant’s Upset Fee Estimate

PREPARED BY:  John Stephenson, Project Manager, Design and Construction

APPROVED BY:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
APPENDIX “A”

FOUNTAIN STREET NORTH
(REGIONAL ROAD 17)
FAIRWAY ROAD / KOSSUTH ROAD
TO CHERRY BLOSSOM ROAD
CITY OF CAMBRIDGE

Region of Waterloo
APPENDIX “B”

BREAKDOWN OF ASSOCIATED ENGINEERING’S UPSET FEE LIMIT

CLASS ENVIRONMENTAL ASSESSMENT, PRELIMINARY DESIGN, DETAILED DESIGN

FOUNTAIN STREET
FROM FAIRWAY ROAD / KOSSUTH ROAD
TO CHERRY BLOSSOM ROAD
CITY OF CAMBRIDGE

<table>
<thead>
<tr>
<th>UPSET FEE FOR CLASS EA, DETAILED DESIGN AND RELATED SERVICES BASED ON DETAILED TERMS OF REFERENCE</th>
<th>TOTAL</th>
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TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: M13-01

SUBJECT: GRT MARKETING AND COMMUNICATIONS PLAN 2013-2016

RECOMMENDATION:

For information.

SUMMARY:

Grand River Transit (GRT) has developed a Marketing and Communications Plan (Executive Summary attached) and also updated the Region’s workplace based Transportation Demand Management (TDM) program, known as Travelwise, to achieve the goals of the 2011-2014 Grand River Transit Business Plan as described in Report P-12-013.

Developed under the guidance of Acart Communications and Noxon Associates, the Marketing and Communications Plan focuses on keeping GRT on a positive course over the next four years to build support for the GRT brand, to facilitate the introduction of aBRT in 2014 and the ION in 2017 and to assist in meeting the ridership and modal share objectives that have been identified for the business planning period 2013 - 2017. The increased costs associated with new marketing and TDM initiatives will be subject to Regional Council approval through the annual budget process.

For the next four years leading up to the introduction of the ION, the recommended overarching marketing theme is “getting us there”. This message supports each year’s individual theme as the Region transforms their GRT routing design and introduces an iXpress network and rapid transit services. The annual theme for 2013 is: Connecting to what matters – GRT is getting us there and then subsequently in 2014: Better Services – GRT is getting us there, 2015: Stronger Community – GRT is getting us there, 2016 – Our Future Together – GRT is getting us there and then in 2017: Welcome Onboard – GRT is getting us there.

In addition, a review of the TravelWise program, which is considered a leading example in the field of building TDM partnerships with local employers to attract transit customers, was included in the Marketing and Communications Plan. With additional investment, this program has the potential to play a much larger role in helping GRT to achieve their ridership growth goals.

REPORT:

Grand River Transit’s ridership has grown more by than 10 million customer trips over the past 10 years reaching 21.3 million annual rides in 2012. Overall, the significant service improvements to the GRT transit network, coupled with the current marketing and communications program have contributed to improving both the ridership and the perception of public transit in Waterloo Region. GRT needs to stay on this positive course, and continue to build on this success, to increase ridership as we move towards the introduction of a broader iXpress network, aBRT in 2014 and the ION light rail service in 2017.

A multi year Marketing and Communications Plan is needed to attract, retain, inform and educate...
customers about the evolving transit system in Waterloo Region. This strategy based document will guide the transit Marketing and Communications initiatives, with individual plans for each year from 2013 to 2016, while adhering to the Business Plan goals and objectives.

The GRT Business Plan outlined the following six key marketing strategies to be used as a framework in the development of the Marketing and Communications Plan:

- Focus on commuters and students as the primary target markets for ridership growth.
- Focus on the 43% of the Region’s commuters who live within five kilometres of their workplaces, as transit service is highly competitive in this area.
- Improve the image of public transit as a viable alternative for the choice rider.
- Develop marketing initiatives for seniors, new Canadians and interregional travelers.
- Continue to survey target markets on a regularly scheduled basis to measure effectiveness and to help plan for further transit growth and service improvements (every three years).
- Work with GO Transit to develop joint information and marketing programs.

Research

Input was received from multiple key stakeholders in the development, review and refinement this Marketing and Communications Plan to ensure the selection of approaches and tactics were relevant to our various target groups. Time was also spent by Acart Communications and Noxon Associates staff travelling on buses to familiarize themselves with the GRT transit network. Research and background documents from GRT were analyzed and a PEST (political, economic, social, technological) and SWOT (strengths, weaknesses, opportunities, threat) analysis session, was completed to confirm target audiences and ultimately to develop the four annual marketing plans for each of the years from 2013 to 2016.

Marketing and Communications Plan

The scope of the Marketing and Communications Plan covers new, innovative and successful marketing and communications ideas in each of the four annual plans. It includes key target markets, key messages (themes), suggested campaign ideas, schedules, communications needs, outreach activities, social media/website initiatives, media/advertising, marketing concepts, evaluation elements, resources requirements and accountabilities. An evaluation element will be built into the plan and into each campaign. By continuously monitoring the results of the marketing efforts we can improve the effectiveness of the marketing dollars spent.

2013 Pilots of Online, Facebook and LinkedIn Targeting Students and Commuters

For the year-ended December 31st, 2013 we are conducting pilot programs using online display advertising on Facebook and LinkedIn. Our 2013 campaign will carry a wide-range of messages aimed at students and commuters. We hold the view that ridership will grow 12.5% over the two-year period from 2011 to 2013 as reported in the GRT Business Plan and supported by current ridership trends.

2014 Student Campaign

For 2014 we have a much larger campaign planned for students. Our student campaign is designed to grow student ridership now but also to create riders for life. This campaign is directed at students 18-30 which includes students attending graduate schools and those who have headed back to college or university after time spent in the workforce. For students we will be providing positive lifestyle messaging that includes information on how to use the U-Pass, Bus’n’Bike, and take
advantage of the Late Night Loop. Media selected to reach students includes Facebook PPC; online banner ads through eyeDemand on selected sites; student publications, Imprint and The Cord; GRT owned media including transit shelters, kings, 70’s, interior cards; large banners at Waterloo and Wilfrid Laurier; and Restobar campus and select locations. Total cost for student related campaigns in 2014 is estimated at $89,000. We anticipate increased student ridership of between 7-12 % equating to between 756,798 and 1,297,368 rides per annum.

2014 Commuter Campaign

For 2014 we aim to grow ridership amongst commuters age 25-44. We plan on targeting commuters working in specific industries including: government services; high-technology, defence and aerospace, automotive, financial services, life sciences; and food processing. Our overarching campaign theme in 2014 is Better Services – GRT is getting us there. Messaging to commuters will be about connecting to work, to shopping and to what matters most in life. At this time we are planning to utilize the following media tools: Facebook; LinkedIn; online banner ads through eyeDemand on selected sites; radio traffic reports on top-ranked stations; worksite hoarding; GRT owned media; community newspapers; and mall posters. Total cost for commuter related campaigns in 2014 is estimated at $141,000. We anticipate increased commuter ridership of between 4-7 % equating to between and 384,504 and 672,882 rides.

TravelWise Plan (Transportation Demand Management – TDM)

TDM has helped grow GRT’s ridership through individualized marketing programs, transit incentives, and the program’s Transportation Management Association (TMA). With a suite of travel solutions for commuters, including a corporate transit pass, the TMA membership has grown to 20 organizations serving over 23,000 employees throughout the Region. As one of the fastest growing TMAs in Canada, the TDM program has the ability to continue to support GRT’s ridership growth objectives and encourage more sustainable travel by the Region’s residents in the future.

The key direction for TDM includes a reshaping of TMA services in 2013 while expanding membership, followed by the introduction of a new dynamic TravelWise portal, and the development of new outreach activities and involvement in more community events. To achieve these goals, the following strategies should be used to enhance TDM program services and grow the TMA:

- Focus on continued growth of TMA memberships and services while reducing the administration and costs of those services.
- Brand TravelWise as a local source of useful transit information and solutions for all modes (cars, buses, trains, cycling and walking) through an enhanced, integrated and easy to navigate online tool for the residents of Waterloo Region and employees of TMA organizations.
- Position TravelWise and GRT to help provide strategic walking, cycling, transit and carpooling solutions for residents of Waterloo Region to address congestion challenges during the Rapid Transit construction period and help establish long-term sustainable travel.
- Continue to survey organizations and residential target markets through individualized marketing to measure TDM program effectiveness and help further transit growth.
- Work with community transportation services such as Community CarShare and BikeSharing programs to develop coordinated information and marketing programs.

Budget Resources to Achieve Transit Marketing and TravelWise Goals

Since January 2000, the annual Marketing and Communications’ budget of $209,000 has sustained several initiatives including production and media buys to inform the community of annual service changes and improvements, fare changes, new route and product launches, awareness and use of
the EasyGO system, building awareness by organizing marketing and social media campaigns, participating in community events and initiating educational and travel training programs.

The 2013 initiatives identified in the Marketing and Communications plan can be accommodated in the current years operating budget. For 2014 and beyond, the plan recommends that an additional $300,000 be added to bring the annual budget to $509,000 to introduce the additional recommended marketing initiatives to assist in achieving the established business plan goals for modal share and ridership, and to continue to create increased brand awareness for GRT.

However, given the budget challenges anticipated in 2014 the funding for new marketing programs will be generated through cost savings in other areas of the transit services budget and will be subject to Regional Council approval through the annual budget process.

Several important opportunities for the TravelWise program have been identified in the plan to help it play a larger role in supporting GRT’s ridership growth. The proposed addition of $143,000 in 2014 and incremental increases of $25,000 in 2015 and 2016 would provide for the reshaping of the current TravelWise program. This additional funding would assist in the preparation of new outreach activities in future years to build on the success of pilot demonstrations and customer-facing services of TravelWise that are delivered through a partnership with Sustainable Waterloo Region.

CORPORATE STRATEGIC PLAN:

The proposed 2013-2016 GRT Marketing and Communications Plan supports Council’s Strategic Action 3.1.2 “Expand the bus network (Conventional Transit) and begin to integrate it with the future Rapid Transit System” by directing and prioritizing projects that will expand the conventional transit network and prepare it for integration with Rapid Transit.

FINANCIAL IMPLICATIONS:

The operating costs required to implement the 2013 initiatives would be achieved through the existing marketing budget. For 2014 and beyond, it is recommended that an additional $300,000 per year be allocated for a total marketing budget of $509,000. Staff would also recommend increasing the TravelWise base budget from $307,000 in 2013 to $450,000 in 2014 and adding $25,000 per year for a total budget of $500,000 by 2016.

Given the budget challenges anticipated in 2014 any funding for new marketing programs or to enhance TravelWise will be generated through cost savings in other areas of the transit services budget and will be subject to Regional Council approval through the annual budget process.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

The proposed GRT 2013-2016 Marketing and Communications Plan was developed in collaboration with Transportation Planning and Rapid Transit staff.

ATTACHMENTS

Appendix A:
GRT 2013-2016 Marketing and Communications Plan – Executive Summary, Doc# 1409484

PREPARED BY:  Sandy Roberts, Manager Marketing and Communications
              Eric Gillespie, Director Transit Services

APPROVED BY:  Thomas Schmidt, Commissioner of Transportation and Environmental Services
SECTION 1: GRAND RIVER TRANSIT MARKETING AND COMMUNICATIONS PLAN

EXECUTIVE SUMMARY

GRAND RIVER TRANSIT IS PERFORMING WELL

Grand River Transit (GRT) is on a positive trajectory and performing well. The most recent Customer Satisfaction Survey completed in early 2011 indicates that of almost 3,500 GRT riders surveyed, 79.6% expressed being “very satisfied” or “satisfied” with their last trip on GRT.

Ridership has grown by 10 million rides over the past 10 years. From 2010 to 2011, GRT ridership increased 9.4%; reaching 19.7 million annual rides — more than double the Canadian average of 4.6%, according to the Canadian Urban Transit Association (CUTA). For 2012, GRT ridership totaled 21.3 million rides, an increase of 8.0% over 2011. This increase has been achieved despite a 9% fare increase implemented in July 2012.

Grand River Transit needs to stay on a positive trajectory for the next four years (2013–2016) and continue to build ridership to facilitate the positive introduction of the aBRT in 2014 and the LRT in 2017. Marketing and Communications investments over the next four years will support the capital program that will move residents, shape the community, protect the countryside, better the environment and help manage urban growth.

GRAND RIVER TRANSIT MARKETING OBJECTIVES

The Grand River Transit Business Plan to 2014 developed by Dillon Consulting indicated six actions to be followed-up upon in this Marketing and Communications Plan:

- Focus on commuters and students as the primary target markets for ridership growth
- Focus on the 43% of the Region’s commuters who live within five kilometres of their workplaces, as transit service is highly competitive in this area
- Improve the image of public transit as a viable alternative for the choice rider
- Develop marketing initiatives for seniors, new Canadians and interregional travelers
- Continue to survey target markets on a regularly scheduled basis to measure effectiveness and to help plan for further transit growth and service improvements (every three years)
- Work with GO Transit to develop joint information and marketing programs

SCOPE OF THE MARKETING AND COMMUNICATIONS PLAN

The scope of this four-year Marketing and Communications Plan covers the following:

- Marketing plan and campaign ideas for 2013-2016
- Key target markets, key messages (themes), suggested campaign ideas, schedule, communications needs, outreach activities, social media/website initiatives, media/advertising, marketing concepts, evaluation elements resource requirements and accountabilities
• Innovative, new and successful marketing and communications ideas for each of four annual plans
• An outline of an annual marketing and outreach plan to guide the brand and marketing activities of the TravelWise program, including market research to identify who the target commuter is and what the commuter is looking for through the programs and services offered by TravelWise and ensure coordination of efforts with related GRT marketing programs
• A review and recommendations for branding, and suggested campaign ideas for the new Adapted Bus Rapid Transit (aBRT) service in 2014 and integration with LRT in 2017

GRT PERFORMANCE OBJECTIVES

GRT has established operating performance objectives for the planning period (2013-2017) in the following areas: ridership, ridership per capita, modal share and R/C ratio. Summarized performance objectives include — grow ridership from 21.2 million rides in 2012 to 23.6 million rides in 2016, an 11.3 % increase. Grow ridership per capita from 41.88 rides per capita in 2012 to 43.40 rides per capita in 2016 a 3.6 % increase. Grow modal share from 4.3 % in 2011 to 6.0 % in 2016 a 39.5 % increase. Increase GRT’s R/C ratio from 40 % in 2012 to 45 % in 2016 a 12.5 % increase. Given GRT’s current positive business trajectory, and with the recommended resources allocated to GRT, the consulting team considers these targets achievable. In the following paragraphs, we have summarized our approach to addressing GRT’s Transit Business Plan Objectives.

FOCUS ON COMMUTERS AND STUDENTS AS THE PRIMARY TARGET MARKETS FOR RIDERSHIP GROWTH

Commuters

Commuters age 25–44 are a primary target audience for GRT. Based on the 2011 Census of Canada, 142,335 persons fall within this age category in the Region of Waterloo. Efficiently targeting these commuters will be achieved by focusing efforts on the seven major employment sectors within the region that match online media buying categories:

• **Government services** — municipal, regional, provincial and federal government offices
• **High technology** — 550 technology companies including BlackBerry, McAfee Canada, Sandevine, and Google Canada
• **Defence and aerospace** — COM DEV and Raytheon Canada
• **Automotive** — Toyota/Lexus and related auto parts manufacturers
• **Financial services** — Sun Life, Manulife, Economical Life and Equitable Life
• **Life sciences** — Unitron, Medicalis, Heine, and the University of Waterloo School of Pharmacy
• **Food processing** — Dare Foods Canada, Weston Bakeries, and Piller’s Fine Foods

Younger commuters are important, as they may not yet have established lifetime transportation habits. They can be reached online through display ads such as banner and video ads which can be targeted by location, age, gender, interests or behaviours based on previous browsing history, as well as contextual targeting. Furthermore they can also be targeted through social media via paid advertising with the same targeting as online display on sites such as Facebook, LinkedIn, Twitter and YouTube.

Students

According to 2011 CUTA UTS Farebox data, student ridership totalled 9,602,474 or 48.7% of total GRT rides. The Region Waterloo provides a safe, affordable, student-friendly environment and
boasts one of the highest postsecondary student populations in the province, encouraging a vibrant arts and entertainment scene. University students who are U-Pass holders are a particularly important source of riders for GRT. These students took 5,101,119 rides in 2011 (CUTA UTS). Middle school, high school, college and part-time students who pay cash fares, use tickets or purchase passes are equally important. These students accounted for 4,501,355 rides in 2011 or 46.9% of all student riders (2011 CUTA UTS).

Students are significant volume customers and have the potential of being lifetime transit riders if GRT adopts “lifetime customer grooming policies” that provide riders what they need at all life stages. While they are in the student stage of life segment, GRT should focus attention on meeting both their transportation needs and their demanding information needs by delivering quality information including an online trip planner, EasyGO next bus call and EasyGO text messaging to get real time arrival times at any stop, any time of day. In this way, GRT can capture and keep an increasing share of this market and turn many students into lifetime riders. The Region of Waterloo offers tremendous employment opportunities for students once they graduate including careers in high technology, automotive, finance and other sectors.

FOCUS ON THE 43% OF THE REGION’S COMMUTERS WHO LIVE WITHIN FIVE KILOMETRES OF THEIR WORKPLACES, AS TRANSIT SERVICE IS HIGHLY COMPETITIVE IN THIS AREA

It is not possible to purchase household media information that links place of residence to specific workplace. GRT should however, focus attention on marketing specific transit routes that have the greatest potential for growth and support the introduction of the aBRT and the LRT. These routes include the 200 iXpress, 201 iXpress, and the new 202 iXpress. The focus of marketing efforts here should be out-of-home advertising along corridors, and Canada Post Unaddressed Ad-mail to homes in close proximity to the corridor. The TravelWise HomeBase neighbourhood campaign outlined in Section II of this report indicates that 15,000 homes surrounding each iXpress route should be targeted.

IMPROVE THE IMAGE OF PUBLIC TRANSIT AS A Viable ALTERNATIVE FOR THE CHOICE RIDER

In the view of the consulting team, the Grand River Transit brand works well. The name, logo, fonts, colour palette, photographs, graphics all work together to support the customer experience. In addition to the main GRT brand, there are sub-brands including: iXpress, EasyGo and soon the aBRT and the LRT will have brands expressed externally. As the GRT brand is extended to more transit services, unnecessary complexity should be avoided.

Brand messaging

GRT’s voice to customers should focus on lifestyle messaging that is aspirational and all communications should be positive. For the four-year period (2013–2016) leading up to the introduction of the LRT in 2017 our overarching theme recommendation is:

Getting us there

This message supports each year’s individual theme as GRT moves towards the LRT launch and beyond. Our selection of this proposed theme is based on the following strategic considerations:

- Speaks to the four-year transformative plan
- Keeps focus on the results of the plan throughout process
- “Us” introduces community focus

The annual theme for the 2013 year is:
Connecting to what matters — GRT is getting us there

This message highlights integration between taking GRT and connecting with the full range of life activities easily and sustainably — to work, school, shopping, bars and restaurants, cinemas, friends, and other nearby towns and cities.

Annual themes for subsequent years are:
2014: Better Services— GRT is getting us there
2015: Stronger Community — GRT is getting us there
2016: Our Future Together — GRT is getting us there
2017: Welcome Onboard — GRT is getting us there

Strengthen grt.ca
GRT recently redeveloped its website and customers appreciate the results. Nevertheless, there continue to be ways to improve customers’ experiences on the site. Strengthening the site requires: optimizing for mobile devices, developing an SEO (Search Engine Optimization) strategy, integrating analytics to monitor website traffic and usage behaviour, making the website accessible in compliance with the Accessibility for Ontarians with Disabilities Act (AODA) mandate (http://ontario.ca/accesson) and integrating GRT’s Twitter feed into website, so GRT tweets are displayed on the website homepage.

DEVELOP MARKETING INITIATIVES FOR SENIORS, NEW CANADIANS AND INTERREGIONAL TRAVELLERS

Seniors
Seniors currently account for 4% of GRT’s total ridership. For 2011, this amounted to 783,036 rides compared to total GRT ridership of 19,721,947 (CUTA UTS). It is important to communicate and market to this audience as some seniors rely on GRT as their primary source of transportation. Demographic data points to a rising senior’s category due to the aging of the baby-boomer population. Informational campaigns to reach seniors are recommended by this plan and form part of an annual marketing plans for both 2015 and 2016.

New Canadians
The Region of Waterloo is home to many new Canadians. The top mother tongues of new Canadians in the Region are German (12,870), Portuguese (10,590), Spanish (8,370), Romanian (5,580), Polish (5,565), Serbian (5,155), Chinese (4,950), Arabic (4,820), Punjabi (4,170) and Vietnamese (3,400). (Statistics Canada) The most appropriate way for GRT to reach new Canadians is through immigrant serving agencies. GRT’s focus with this target audience is education. Teaching new Canadians the basics about how to ride the bus and navigate the system (routes, schedules, and fares) is the primary focus for this audience.

Interregional travellers
Interregional travellers who are already using public transportation (GO Transit, VIA Rail, Greyhound) represent a potential target audience for GRT. There are Region of Waterloo residents who commute weekdays to Toronto. In addition, there are residents who commute to nearby towns and cities such as Guelph, Georgetown, Milton and Mississauga. In addition, many people commute into the Region of Waterloo each day for work or school. The potential exists for GRT to develop joint marketing programs with GO Transit and Greyhound using media that is already owned by these companies — websites, collateral pieces and poster media.
CONTINUE TO SURVEY TARGET MARKETS ON A REGULARLY SCHEDULED BASIS TO MEASURE EFFECTIVENESS AND TO HELP PLAN FOR FURTHER TRANSIT GROWTH AND SERVICE IMPROVEMENTS (EVERY THREE YEARS)

The Marketing and Communications organization at GRT is committed to conducting a Customer Satisfaction Survey (last completed in January 2011) every three years. In addition, the majority of marketing and communications programs and projects have built-in evaluation mechanisms.

WORK WITH GO TRANSIT TO DEVELOP JOINT INFORMATION AND MARKETING PROGRAMS

Connections with GO Transit were identified by the Business Plan as a potential source of ridership volume for GRT. GO Transit provides both train and bus services to the Region. GO Train service is a weekday rush hour service catering primarily to local residents who work in Toronto. Paradigm consultancy estimated the GO Train commuter service operating twice daily from Kitchener to Toronto would achieve the following daily ridership levels:
- 3,680 in 2011
- 11,530 by 2031

The future King/Victoria Transit Hub will make GO Train connections more compatible. GRT riders can take the LRT to King/Victoria and connect directly with the GO Train.

GO Bus provides a variety of services in Kitchener/Waterloo to nearby towns and cities. Pick-up points include:
- University of Waterloo — Davis Centre
- Wilfrid Laurier — University and Hazel
- Charles Street Transit Terminal
- Sports World Plaza
- Cambridge Smart Centres — Hespeler Road and Highway 401

GO Transit riders can board a GRT bus for 50 cents with valid proof of GO Transit fare. The balance of the fare is paid by GO Transit. The consulting team consulted with GO Transit regarding joint information and marketing programs. The concept of using each organization’s owned transit media to support both brands was explored.
UNION OF WATERLOO
TRANSPORTATION AND ENVIRONMENTAL SERVICES
Transportation

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

DATE: August 13, 2013

FILE CODE: T01-20/6

SUBJECT: RESERVED CYCLING LANES ON HIGHLAND ROAD (REGIONAL ROAD 6) / SNYDER’S ROAD (REGIONAL ROAD 6) FROM IRA NEEDLES BOULEVARD (REGIONAL ROAD 70) TO 320 METRES EAST OF NOTRE DAME DRIVE (REGIONAL ROAD 12) IN THE CITY OF KITCHENER AND THE TOWNSHIP OF WILMOT

RECOMMENDATION:

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

a) Add to Schedule 1 No Parking Anytime on both sides of Highland Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to Trussler Road;

b) Add to Schedule 1 No Parking Anytime on both sides of Snyder’s Road (Regional Road 6) from Trussler Road to 320 metres east of Notre Dame Drive (Regional Road 12);

c) Add to Schedule 24 Reserved Cycling Lanes on both sides of Highland Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to Trussler Road; and

d) Add to Schedule 24 Reserved Cycling Lanes on both sides of Snyder’s Road (Regional Road 6) from Trussler Road to 320 metres east of Notre Dame Drive (Regional Road 12)

in the Township of Wilmot and the City of Kitchener, as outlined in Report E-13-090, dated August 13, 2013.

SUMMARY: NIL

REPORT:

Snyder’s Road (Regional Road 6) east of Notre Dame Drive (Regional Road 12) is scheduled for resurfacing in the Region’s Transportation Capital Program. The resurfacing works are scheduled to be complete during the summer months in 2013. The Region of Waterloo is proposing reserved cycling lanes on both sides of Highland Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to Trussler Road and on both sides of Snyder’s Road from Trussler Road to 320 metres east of Notre Dame Drive. This section of Snyder’s Road/Highland Road is identified as a designated cycling route in the Region’s draft Active Transportation Master Plan. Township of Wilmot staff had also requested that the Region consider the provision of cycling facilities on Snyder’s Road as part of an initiative to provide cycling connections between the various settlement areas in Wilmot Township.
From May 27 to June 3, 2013, Transportation staff placed information signs along Snyder’s Road / Highland Road requesting comments on the proposed changes from the public through the Region’s website or via telephone. An internet questionnaire was setup to receive comments and a phone number was provided. As a follow up to the web survey, 76 questionnaires were delivered to residents fronting Snyder’s Road / Highland Road within the project limits also requesting comments on the proposed changes.

A total of 22 responses were received, of which 68% (15 of 22) are in favour of installing reserved cycling lanes on both sides of the road. Those residents in opposition of the reserved cycling lanes are concerned about the loss of parking on Snyder’s Road which they use occasionally during family events or gatherings. Staff has observed very little to no parking activity on Snyders Road / Highland Road and the residences within the project limits generally have driveways in excess of 85 feet.

A few residents were also concerned with heavy truck traffic and cyclists’ safety on Snyder’s Road. A review of the collision history between 2007 and 2011 shows that there has been 1 collision involving a cyclist on Snyder’s Road / Highland Road within the proposed limits. A motorist travelling westbound on Snyder’s Road lost control of the vehicle attempting to avoid a cyclist travelling in the same direction within the centre of the westbound travel lane. Based on the 5-year collision history Transportation Division staff do not anticipate an increase in collisions with regard to cyclists. As proposed, cycling lanes would be provided allowing cyclists to avoid travelling in the vehicular lanes. Figure 1 illustrates the proposed reserved cycling lanes and proposed no parking limits.

Figure 1 – Proposed Reserved Cycling Lanes and No Parking Anytime Restrictions on Snyder’s Road / Highland Road

The Township of Wilmot and City of Kitchener staff support the installation of reserved cycling lanes on Snyder’s Road/Highland Road within the proposed project limits.
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 for installing the reserved cycling lanes along Snyder’s Road is approximately $12,000 and is included in the budget for the Rural Recycling project for Snyder’s Road.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:
The Council and Administrative Services Division will be required to prepare the amending by-law.

ATTACHMENTS: NIL

PREPARED BY: Jyoti Nair, Engineering Technologist (Traffic)

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

DATE: August 13, 2013

FILE CODE: T15-50

SUBJECT: PAVEMENT DEGRADATION FEES

RECOMMENDATION:

THAT the Regional Municipality of Waterloo direct staff to undertake a review on the associated impacts, benefits, costs etc., of implementing Pavement Degradation Fees for asphalt road cuts on Regional roadways as outlined in Report E-13-076 dated August 13, 2013.

SUMMARY:

NIL

REPORT:

The Regional Municipality of Waterloo has approximately 705 kilometres of Regional roads which are essential to providing a safe, efficient and effective road network in the Region of Waterloo. The impacts of asphalt cuts on pavement performance have been well documented in independent studies. Any cut to pavement no matter how well it’s been restored will affect the long term life of the pavement. This in turn decreases the overall service-life of the affected roadway with an increase in life-cycle costs. These studies determined that the impact of the asphalt cuts is directly dependent on the age of the pavement at the time of the cut, therefore, the newer the asphalt the greater reduction in the service life of the roadway. An example illustration of impacts from asphalt cuts is attached as Appendix A.

Aging infrastructure, increased competition and technology choices by utility companies and redevelopment can significantly increase the frequency of asphalt cuts. Each year the Region issues approximately 250 work permits which include cutting of asphalt roadways to utility companies, developers, municipalities and contractors constructing and/or maintaining underground infrastructure within the Region’s right-of-way. Currently the Region of Waterloo does not recover any costs associated with roadway cuts which include but is not limited to reduced service life, maintenance and administrative costs.

The implementation of pavement degradation fees will attempt to recover some of the costs related to asphalt cuts in the roadway. Pavement degradation fees will likely encourage better quality of construction repairs and techniques, coordination of planned work and the overall reduction in the number pavement cuts.

In response to the impacts of road cuts, other municipalities have chosen to implement pavement degradation fees. These municipalities include the Regional Municipality of Durham, City of Ottawa, City of Toronto, City of Oshawa, City of Hamilton, City of London and many other municipal jurisdictions across the country. The pavement degradation fee structures of the previously noted municipalities are based on age of pavement or road condition at the time of request. The degradation fee applied is based on a cost per metre squared which ranges from $5/m² to $40/m².
Regional staff’s review to date shows that all municipalities that have introduced pavement degradation fees have developed a fee structure based on their local conditions. This is due to the City of Vancouver being legally challenged by utility companies using a fee structure which was not based on local conditions. As such, if pavement degradation fees are developed for the Region the recommended approach to the implementation of pavement degradation fees is to assess the impacts of asphalt cuts on pavement performance using local conditions.

The recommended approach to developing a degradation fee structure will include researching various models, consultation with stakeholders and reporting Regional Council with a recommendation. The following details the proposed steps that will be undertaken to assess a pavement degradation fee structure for the Region.

a) **Research State of Practice**

b) **Assessment of the Impacts of Pavement Degradations Fees**

The review of the impacts of road cuts and the resulting fee structure is expected to be based on:

- Size of asphalt cuts;
- Existing age and condition of pavement when cutting the asphalt;
- Location, soil conditions, pavement type and traffic pattern;
- Transportation Capital Program; and
- Existing pavement costs.

An assessment will be completed using the above referenced impacts on the overall life of the pavement.

c) **Consultation with Stakeholders**

The introduction of pavement degradation fees will affect a number of stakeholders including communication, Gas, Hydro, local municipalities, local developers and Regional departments. It is expected that comments from some stakeholders may be negative, however input from stakeholders will be necessary and important for the successful introduction of pavement degradation fees. The introduction of pavement degradation fees may promote better quality of construction repairs and techniques and encourage better coordination of planned work. If the impact of repairs is reduced this will eventually result in a recalculated and lower degradation fee.

d) **Recommendation to Regional Council**

Transportation Division staff expect to present a report on the implementation of pavement degradation fees on Regional roads to Regional Planning and Works Committee for consideration and approval in late 2013 or early 2014. The report will include the findings of the technical assessment of pavement degradations fees and a timeline for its introduction. Included in this report will be the consolidated positions of the various stakeholders and staff recommendations concerning these positions.
CORPORATE STRATEGIC PLAN:

The proposed implementation of pavement degradation fees supports the Region’s goal to develop, optimize and maintain infrastructure to meet current and projected needs (Strategic Objective 2.2).

FINANCIAL IMPLICATIONS:

The implementation of pavement degradation fees would generate revenues in the amount of $50,000 to $100,000 per year depending on the fee structure and number of road cuts.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from Legal, Finance and Corporate Resources departments will be involved in the review.

ATTACHMENTS:

APPENDIX ‘A’ - Pavement Degradation on King Street between Hickory Street and Columbia Street

PREPARED BY: Kelly Eitel, Engineering Technologist (Corridor Management)

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Pavement Degradation on King Street
Between Hickory Street and Columbia Street

APPENDIX 'A'

Water service installation
Gas service disconnection
Utility service daylighting
Sewer service installation
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: L07-40

SUBJECT: SURPLUS DECLARATION AND TRANSFER – LAND ON THE SOUTH SIDE OF LOUISA STREET, WEST OF WEBER STREET, KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo:

(a) Declare surplus the lands shown and described as Part Lot 320, Plan 376, Parts 1 to 5 on Reference Plan 58R-17636, City of Kitchener, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region’s property disposition by-law; and

(b) Approve a transfer of the property to the abutting property owners at 183 Louisa Street, Kitchener, Ontario

SUMMARY: Nil.

REPORT:

The subject lands are part of a larger land acquisition by the Region for the Weber Street widening and grade separation. Parts 1 to 5 (Total Area: 133.16 square meters) are surplus to the requirements of the Weber Street project and are of such a shape and location that they are only of value to the abutting property owner. The Region proposes to transfer ownership of these lands to the abutting property owners at 183 Louisa Street in exchange for temporary access by the Region to the property owners’ lands designated as Part 6 for construction, a change to the land elevation on the frontage of their property made necessary as a result of the final road elevation being lower than their driveway entrance and for the disruption to their business and property during construction.

A surplus circulation has been undertaken for this subject property to Regional departments, utilities and the City of Kitchener. There were no expressions of interest or concern with the disposal as a result of the circulation.

CORPORATE STRATEGIC PLAN:

The recommendation does not directly fall under any of the objectives in the plan.
FINANCIAL IMPLICATIONS:

There are no financial costs, savings, or sale proceeds from the disposal of this property.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services and Finance have been contacted and they concur with the disposition of this property.

ATTACHMENTS

Appendix “A”: Reference Plan 58R-17636
Appendix “B”: Sketch of Proposed Works.

PREPARED BY:  Brian Timm, Property Agent

APPROVED BY:  Gary Sosnoski, Commissioner, Corporate Resources
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: L07-70

SUBJECT: WEBER STREET IMPROVEMENTS AND GRADE SEPARATION – OPEN TEMPORARY DETOUR ROAD AND TEMPORARY CLOSURE OF WEBER STREET BETWEEN VICTORIA STREET AND WILHELM STREET FOR CONSTRUCTION, CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo pass a by-law to close to public passage part of Regional Road 8 (Weber Street) between Victoria Street and Wilhelm Street, effective at 12:01 a.m. on August 26th, 2013 during construction of improvements to Weber Street and grade separation at the CN Rail crossing, and to authorize the Commissioner of Transportation and Environmental Services to designate reasonable temporary alternate routes for all property owners with access to Regional Road 8 (Weber Street) who cannot obtain access to their property by reason of such closing;

AND THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to:

Effective at 12:02 a.m. on August 26th, 2013 establish and open as part of Regional Road 8 (Weber Street) of the Regional Road System the lands as described below:

a. Part of Lots 8 and 9, Registered Plan 401, designated as Parts 1 and 2 on Plan WR720017 PIN 22317-0347;

b. Part of Lots 1, 3, and 4, Registered Plan 389, designated as Part 1 on Reference Plan 58R-17827 being Part of PIN 22315-0011 (LT);

c. Part of Lots 4 and 8, Registered Plan 389, designated as Part 2 on Reference Plan 58R-17827 being Part of PIN 22315-0020 (LT);

d. Parts of Lots 8 and 9, Registered Plan 389, designated as Part 3 on Reference Plan 58R-17827 being Part of PIN 22315-0303 (LT);

e. Part of Wellington Street, Registered Plan 376 being Part 15 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-10-071/E-13-098, PIN 22319-0188;


g. Part of Lot 267, Registered Plan 376; Part Lot 69 Streets and Lanes being Part 17 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PIN 22319-0104;

h. Part of Lot 320, Registered Plan 376 being Parts 18 and 19 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PINs 22319-0094 and 22319-0093;
i. Part of Louisa Street, Registered Plan 376 being Part 20 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098 PIN 22319-0187;


Notwithstanding By-law No. 13-____ the Subject Lands shall be open to public passage as of the effective date of this by-law;

AND THAT the Regional Municipality of Waterloo pass a by-law affective at 12:02 a.m. on August 26th, 2013, to establish and open as a temporary detour road during construction of improvements to Weber Street and a grade separation at the CN Rail crossing the lands described below:

a) Part Lot 16, Registered Plan 374, Part Lot 19 Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Part 1 on 58R-17826 PIN 22319-0177;

b) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Parts 2 and 3 on 58R-17826 PINs 22319-0165 and 22319-0194;

c) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract; Part Lot 221, Registered Plan 376 being Part 4 on 58R-17826 PIN 22319-0195;

d) Part Lot 221, Registered Plan 376 being Part 5 on 58R-17826 PIN 22319-0171;

e) Part Breithaupt Street, Registered Plan 376, being Part 6 on 58R-17826 PIN 22319-0190;

f) Part Lot 155, Registered Plan 376, being Part 7 on 58R-17826 PIN 22319-0158;

g) Part of Lots 155 and 156, Registered Plan 376, being Parts 8, 9 and 10 on 58R-17826 PINs 22319-0159, 22319-0160 and 22319-0161;

h) Part of Lane, Registered Plan 376 being Parts 11 and 12 on 58R-17826 PIN 22319-0189;

i) Part of Lot 81, Registered Plan 376, being Part 14 on 58R-17826 PIN 22319-0150;

j) Part of Lots 80 and 81, Registered Plan 376 being Part 15 on 58R-17826 PIN 22319-0149;

k) Part of Lot 80, Registered Plan 376 being Part 16 on 58R-17826 PIN 22319-0148;

AND FURTHER THAT the Regional Municipality of Waterloo pass a by-law effective 12:01 a.m. August 26th, 2013 to permanently close the existing accesses to Regional Road 8 (Weber Street) from the properties known as: 126, 136, 140 and 142 Weber Street and 111 Ahrens Street in the City of Kitchener.

SUMMARY:

NIL
REPORT:

The contractor for the Weber Street Reconstruction and Widening between College Street and Union Street was awarded the contract on June 5, 2013 and site preparation activities began on or about June 17, 2013. The work includes the construction of a temporary detour road between Victoria Street and Wilhelm Street to be used for public traffic during construction of the proposed grade separation at the CN Railway tracks and widening of Weber Street and associated improvements. The location of the detour road is illustrated on Schedule ‘A’ to this report. Construction of the temporary detour road is nearing completion and the opening of the detour road to public use is scheduled for August 26th, 2013. At that same time the existing Weber Street roadway between Victoria Street and Wellington Street will be temporarily closed to public traffic during construction.

That portion of the temporary detour road between Victoria Street and Wellington Street is located further west than the final alignment of the widened Weber Street will be upon completion of the project. The temporary detour road north of Wellington Street is being constructed on the lands that will be established and opened as part of the final alignment of Weber Street as widened.

Given the magnitude of the temporary detour road and the full closure of a substantial portion of Weber Street it is recommended that by-laws be passed to formally establish and open the temporary detour road and to close that part of Weber Street that is under construction. Once construction is complete Region staff will bring a further report to Council recommending by-laws for the closure of the temporary detour road and the opening of the final alignment of Weber Street as widened to public traffic. The by-laws also authorize the Commissioner of Transportation and Environmental Services to provide reasonable alternate access routes for those property owners with access to Weber Street that is temporarily closed so that those owners will continue to have access to their properties during construction.

As a result of the grade separation there are 5 properties with direct access onto Weber Street whose accesses will be rendered unusable because of the elevation change between their properties and the new roadway and will need to be permanently closed. Those properties are identified on Schedule B. Each of these property owners has been notified that their accesses to Weber Street will be permanently closed and that temporary access to their properties will be provided during construction and alternate permanent access will be provided where required by the construction of a new service road from Breithaupt Street.

CORPORATE STRATEGIC PLAN:

The proposed by-laws support the Region’s strategic focus on managing growth to foster thriving and productive urban and rural communities.

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Corporate Resources staff will be involved in the preparation of the by-laws and planning staff will undertake any amendments required to the Regional Official Policies Plan.

Staff from the Design and Construction Division were consulted in the preparation of this report and concur with its recommendations.
ATTACHMENTS

Schedule A: Sketch of Temporary Detour Road
Schedule B: Location of Accesses to be Closed
Schedule C: Unregistered Reference Plan

PREPARED BY:  Fiona M. McCrea, Solicitor Property  
                Andrea Buckley, Senior Project Manager, Transportation Infrastructure

APPROVED BY:  Gary Sosnoski, Commissioner, Corporate Resources  
                Thomas Schmidt, Commissioner Transportation and Environmental Services
Schedule “A”: Temporary Detour Road
Schedule “B”: Location of Access to be Closed
Schedule “C”- Unregistered Reference Plan
To: Chair Jim Wideman and Members of the Planning and Works Committee

From: Pat Fisher, Principal Planner

Subject: Bike Month – June 2013 Results

File No: D10-20

In 2013, the Region of Waterloo joined many municipalities across Canada by celebrating the traditional Commuter Challenge through the Bike Month campaign during the month of June. This month long approach allowed the Region to focus on sustainable transportation throughout the month rather than during one week. Bike Month events and services were provided region-wide and included promotion of existing local cycling events throughout the month of June.

To start the campaign, a Bike Month Pledge was launched and promoted through the Travelwise Newsletter at community events and on the Region’s website. Two hundred people took the pledge to use sustainable forms of transportation to get to work during the month of June.

Other campaign initiatives included:

- Two Taste of Canbike lunchtime sessions held at Wilfrid Laurier University and the City of Cambridge;
- Grand River Transit conducted a social media contest asking people to tweet where they Bus and Biked using GRT;
- Over one hundred and fifty people attended at least one of three Bike to Work Breakfasts that were held at the Research and Technology Park in Waterloo, the Tannery Building in Kitchener and the City Hall in Cambridge. Participants were able to get their bike tuned by staff from Brauns is Bicycles, enjoy a light breakfast and connect with other cyclists across the Region.
- On June 21, 2013, Commissioner Rob Horne was accompanied by CBC reporter Matthew Kang and TDM Planner Pat Fisher on a Seven by Two tour (all seven Area Municipalities by bicycle). Updates on the trip were reported on CBC radio and communicated throughout the community using the Region’s twitter account.

The Region also promoted several existing local cycling events, including Bikefest in Kitchener, Tour de Grande in Cambridge and Tour de Waterloo. In order to engage more citizens in taking up cycling during the month of June next year, staff plan to expand the Bike Month campaign to include partnership events and promotions with cycling associations and retailers.

For further information, please contact Pat Fisher at pafisher@regionofwaterloo.ca or 519-575-4017.
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: D06-50

SUBJECT: APPROVAL OF AMENDMENT 2 TO THE PROVINCIAL GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

RECOMMENDATION:
For information.

SUMMARY:
Amendment 2 to the Growth Plan for the Greater Golden Horseshoe was approved by the Province on June 17, 2013. The main purpose of this amendment was to refine some of the forecast figures currently contained in the Growth Plan, and to extend the forecast to the years 2036 and 2041. Since the Growth Plan will be comprehensively reviewed in 2016, this forecast is expected to be reviewed again at that time as well.

The new 2041 forecasts for Waterloo Region are 835,000 (population) and 404,000 (employment). These forecasts are considerably higher than the forecasts that were contained in “Proposed Amendment 2” that was issued in November 2012 and are very similar to Scenario 2 outlined in Report No. P-13-005 dated January 29, 2013. The higher forecasts reflect the fact that 2031-2041 growth rates for Waterloo Region have been increased to be consistent with the forecast 2021–2031 growth rates (i.e. 15% for population growth and 12% for employment growth) and to be more consistent with the 2031–2041 growth rates for other communities in the Greater Golden Horseshoe. The complete set of forecasts from Amendment 2 to the Growth Plan for the Greater Golden Horseshoe are shown in Attachment 1 of this report.

The Regional Official Plan and Area Municipal Official Plans will need to be amended to conform to the new Growth Plan forecasts by no later than June 17, 2018. The Province expects that this time frame will provide municipalities with the flexibility necessary to undertake this work at an appropriate time in their planning cycle and, if applicable, coordinate it with the next scheduled 5-year review of their official plan. The timing of the 5-year review of the Regional Official Plan will be determined once the Ontario Municipal Board has issued a decision on the appeals to the Province’s approval of the Regional Official Plan in December 2010.

Amendment 2 does not have any implications for the current Regional Official Plan Ontario Municipal Board Hearing because the Amendment contains transition policies which specify that all upper and single tier municipal official plans, including amendments or requests for an amendment, commenced on or after June 16, 2006 but before June 17, 2013, will continue to use the 2031 forecasts contained in the original 2006 version of the Growth Plan.

Regional Council has previously made a request that the Province of Ontario assess the merits of better coordinating and potentially merging related Provincial policy documents such as the Provincial Policy Statement and the Greenbelt Plan, with the Growth Plan.
REPORT:

In 2006, the Province of Ontario established the Growth Plan for the Greater Golden Horseshoe (the Growth Plan). In late November of 2012, the Province issued “Proposed Amendment 2” to the Growth Plan which sought to refine some of the 2031 forecast figures currently contained in the Growth Plan, and to extend the forecast to the years 2036 and 2041.

The proposed 2041 population and employment growth forecasts for Waterloo Region were 815,000 and 393,000 respectively. The proposed forecasts were based on growth rates that were lower than the forecast 2021 – 2031 Waterloo Region growth rates and the 2031 – 2041 growth rates for other communities such as Niagara Region, Hamilton, Brantford, Brant County and Barrie. Provincial staff indicated that Waterloo Region’s lower growth rates were in part based on an assumption that water and wastewater infrastructure would be operating at full capacity by 2031 and would thereby limit growth.

Regional Council’s formal comments on “Proposed Amendment 2” are contained in Report No. P-13-005 dated January 29, 2013. The staff report outlined four comparative growth scenarios for Waterloo Region. Regional Council passed the following resolutions:

1. THAT the Ontario Growth Secretariat be requested to use any revised figures on an interim basis only until the initiation in 2016 of the comprehensive review of the Provincial Growth Plan;
2. AND THAT the Province of Ontario assess the merits of better coordinating and potentially merging other related Provincial policy with the Growth Plan.

Regional staff subsequently had opportunities to meet with Provincial staff to discuss the comparative growth scenarios and the Region’s water and wastewater master plans. Staff felt that Scenario 1, as proposed for Waterloo Region, should be further reviewed based on the Region’s size, role as provincial and national economic growth centre, and that recently completed master plans demonstrated that the Region’s water and wastewater infrastructure would not limit potential growth beyond 2031.

Amendment 2 to the Growth Plan for the Greater Golden Horseshoe (which came into effect on June 17, 2013), increased the 2041 population and employment forecasts for Waterloo Region to 835,000 (population) and 404,000 (employment). These forecasts are very similar to Scenario 2 outlined in Report No. P-13-005.

The 2031-2041 growth rates for Waterloo Region are now more consistent with the forecast 2021–2031 growth rates (i.e. 15% for population growth and 12% for employment growth) and the 2031–2041 growth rates for other communities in the Greater Golden Horseshoe. The complete set of forecasts from Amendment 2 to the Growth Plan for the Greater Golden Horseshoe, are shown in Attachment 1 of this report.

Implementing Amendment 2

The Places to Grow Act, 2005 provides that official plans must be amended to conform with a growth plan within three years of the effective date. This provision would include amendments to a growth plan. The Act also provides that the Minister of Infrastructure can establish an alternative timeframe for conformity. In this instance, the Minister has set an alternative date of June 17, 2018 for official plans to be brought into conformity with Amendment 2 to the Growth Plan for the Greater Golden Horseshoe. This approach is intended to provide municipalities and municipal planning authorities with flexibility to undertake this work at an appropriate time in their planning cycle and, if applicable, coordinate it with the next scheduled 5-year review of
their official plan pursuant to section 26 of the Planning Act. The timing of the 5-year review of the Regional Official Plan will be determined once the Ontario Municipal Board has issued a decision on all of the appeals to the Province’s approval of the Regional Official Plan in December 2010.

In addition to providing new municipal population and employment forecasts for the years 2036 and 2041, Amendment 2 provides two sets of forecasts for 2031 - 2031A and 2031B and introduces new transition policies (Section 5.4.5) regarding the use of these forecasts.

The 2031A forecasts are the same forecasts that were contained in the original Growth Plan that was approved by the Province on June 16, 2006. The 2031A forecasts will apply to all upper and single tier municipal official plans such as the ROP, including amendments or requests for an amendment, commenced on or after June 16, 2006, but before June 17, 2013. The 2031A forecasts are being retained to avoid disrupting ongoing Growth Plan conformity initiatives, particularly matters before the Ontario Municipal Board, and to help ensure the continuity of the work that has been done by municipalities to update their official plans to implement the Growth Plan. Accordingly, the 2031A forecasts will continue to be the forecasts used in the Ontario Municipal Board Hearing with regard to the Province’s approval of the Regional Official Plan in December 2010.

The new 2031B forecasts reflect updated analysis which shows that the population of the Greater Golden Horseshoe has increased faster than was previously expected due to increases in fertility rates and declines in mortality rates. The 2031B forecasts will apply to all upper and single tier municipal official plans including amendments or requests for an amendment commenced on or after June 17, 2013. They will also apply to all official plans, including amendments or requests for an amendment, commenced before June 16, 2006 and required to be continued and disposed of in accordance with the Growth Plan.

The 2031B forecasts are expected to be proposed for inclusion in the Regional Official Plan at the time of the next 5 Year Review along with the new 2036 and/or 2041 forecasts as appropriate, unless the comprehensive review of the Growth Plan in 2016 changes. The 2031B forecasts will also be the forecasts used in all future Regional master plans and implementation guidelines. Area Municipal official plans will also have to be amended to reflect the new forecasts.

Additional Considerations

The Provincial Growth Plan is a key statement of Provincial policy and is expected to be comprehensively reviewed in 2016 in accordance with The Places to Grow Act, 2005 which requires a review of each growth plan at least every 10 years after the date the plan comes into force (the Growth Plan for the Greater Golden Horseshoe came into effect in June 2006). This review may include further refinements to the 2036 and 2041 forecasts brought into effect by Amendment 2.

However, other important and related Provincial policy documents, like the Provincial Policy Statement and the Greenbelt Plan, also undergo review from time-to-time. At a minimum, reviews of related Provincial policy should occur at the same time and be closely co-ordinated. Regional staff believes Regional Council should reiterate its request that the Province of Ontario assess the merits of better coordinating and potentially merging related Provincial policy (e.g. the Provincial Policy Statement and the Greenbelt Plan) documents with the Growth Plan, particularly as a means of resolving competing and conflicting priorities between these Provincial policy documents.
Area Municipal Consultation/Coordination

A draft copy of this report was circulated to all Area Municipalities.

CORPORATE STRATEGIC PLAN:

This report supports Focus Area 2 of the Corporate Strategic Plan (Growth Management and Prosperity) – Manage Growth to foster thriving and productive urban and rural communities.

FINANCIAL IMPLICATIONS:

There are no short- or medium-term financial implications relating to Amendment 2 to the Growth Plan for the Greater Golden Horseshoe growth forecasts. However, the revised forecasts will need to be incorporated into future infrastructure master plans and could ultimately have significant implications for long-term infrastructure planning and development.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

Attachment 1 - Growth Plan for the Greater Golden Horseshoe Schedule 3 - Distribution of Population and Employment for the Greater Golden Horseshoe to 2041

PREPARED BY: Kevin Curtis, Manager, Reurbanization Planning

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

### Schedule 3 - Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)

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<th>POPULATION 2031B</th>
<th>POPULATION 2036</th>
<th>POPULATION 2041</th>
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<td>2,940</td>
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<td>13,480</td>
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Note: Numbers rounded off to nearest 10,000 for GTA municipalities, GTA Total and Outer Ring Total, and to nearest 1,000 for outer ring municipalities.
RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the Final Draft, Freeport Creek and Tributary to the Grand Watershed Study (Aquafor Beech, July, 2013) pursuant to Regional Official Plan policy 7.F.6 to the extent that it addresses matters of Regional interest, and more specifically:

a) That Regional staff collaborate with City of Cambridge and Grand River Conservation Authority staff to incorporate policies in the City’s planning documents for the East Side Lands to implement a Groundwater Management Plan pursuant to the Source Water Protection policies in the Regional Official Plan and the proposed Sourcewater Protection Plan that would, among other matters:

   i) Maintain the quantity and distribution of groundwater recharge through the design of stormwater management facilities and buried infrastructure;
   ii) Require Salt Impact Assessments that include consideration of the design of storm water management facilities to reduce need for winter de-icing practices for plans of subdivision, new employment and multiple-unit residential land uses;
   iii) Require Salt Management Plans that mitigate the risks of winter de-icing for all new employment and multi-unit residential land uses with large parking lots;
   iv) Consider requiring the accreditation of private winter maintenance contractors through the Smart About Salt™ program; and
   v) Implement a Groundwater Monitoring Program to assess changes to the shallow water table as a result of development and verify that the pre-development water balance is being maintained as imperviousness increases and also document whether local private wells are adversely affected by ongoing development.

b) That the following revisions to the mapping of the Greenslands Network within the study area be incorporated in a future amendment to Map 4 of the Regional Official Plan:

   i) Identify woodland areas shown in Attachment A as proposed additions to Significant Woodlands and Core Environmental Features;
   ii) Identify the Lower Freeport Creek Wetland Complex as a proposed addition to the northern end of the Grandview Woods Environmentally Sensitive Policy Area (ESPA 73) as shown in Attachment B;
   iii) Identify the Freeport Marsh Core Environmental Feature, as shown on Attachment C, as a proposed new Environmentally Sensitive Policy Area, and
   iv) Identify the Middle Block Swamp Core Environmental Feature, as shown on Attachment D as a proposed new Environmentally Sensitive Policy Area.

c) That staff continue to work with City of Cambridge staff to reflect linkages and Supporting Environmental Features identified in the sub-watershed study in the City’s planning documents.
d) That staff continue to collaborate with staff of the City of Cambridge, City of Kitchener, and Grand River Conservation Authority to implement recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network.

**SUMMARY:**

Watershed Studies are comprehensive scientific studies of the environmental features and functions of a defined natural drainage area anticipated to undergo extensive new development. They give direction as to how development may occur with minimal impacts to natural features and functions. Beginning with the Laurel Creek Watershed Study (1993), a series of watershed studies has been guiding extensive new development in the Urban Area of the three cities as well as some Township Urban Areas. The Freeport Creek and Tributary to the Grand Sub-watershed Study (July, 2013) is the most recent watershed study to be completed. The area under study covers the southwestern portion of the East Side Lands in the north part of Cambridge and a small contiguous area of Kitchener. The study will guide development of the area roughly bounded by Highway 8, the Regional Operations Centre, Fountain Street, Middle Block Road and the Grand River. Freeport Creek flows from the rear of the Regional Operations Centre toward the Grand River. The “Tributary to the Grand” comprises two smaller tributaries: Allendale Creek which flows east-west between Middle Block Road and Allendale Road, and Riverbank Creek located in the floodplain between Riverbank Drive and the Grand River.

Since the mid-1990s, successive Regional Official Plans have required completion of watershed studies prior to the approval of substantial areas of new development. The Regional Official Policies Plan (ROP) and Regional Official Plan (ROP) set out four areas of Regional interest which must be addressed in watershed studies and approved by Regional Council prior to adoption of Area Municipal Official Plan Amendments or Community Plans for the study area. Those areas are:

- **sustainable** management of groundwater resources;
- surface water quality with reference to Regional water-taking requirements and the capability of receiving watercourses to cumulatively assimilate effluent from wastewater treatment plants to ensure the ecological integrity of the river system;
- identification, protection and management of the Greenlands Network; and
- implications of proposed development on the provision and upgrading of Regional infrastructure. [Italics in ROP policy]

Regional staff participated on the study team along with the staff of other agencies, and has reviewed the final draft of the report with particular attention to the defined areas of Regional interest. Staff is recommending that the watershed study be approved insofar as these matters are concerned.

1. **Hydrogeology and Source Water**

The Water Resources Protection Master Plan, approved by Council in 2008, guides source water protection activities over the period 2007-2016. It informs activities and programs leading to the development of the Grand River Source Protection Plan (SPP) under the Clean Water Act, 2006; and integrates those initiatives in the Master Plan and SPP. On January 8, 2013, Council approved recommendations to support the policies that apply to Waterloo Region as part of the submission of the final proposed SPP to the Province. The Master Plan has delineated Wellhead Protection Sensitivity Areas (WPSAs) around the Region’s municipal water supply wells and Intake Protection Zones (IPZs) upstream of the Hidden Valley Surface Water Intake. The ROP identifies the WPSAs and IPZs and provides for polices to minimise risks to water quality and quantity from future land uses and activities within the vulnerable areas.

Municipal supply wells on Fountain Street in Cambridge, and along the east side of the Grand River in Kitchener have protection areas that extend within the study area. The headwaters of Freeport Creek, two tributaries to the Grand (Allendale and Riverbank Creeks), and the Randall Drain lie within the intake protection areas for the surface water intake near Hidden Valley Driver in Kitchener. Accordingly, the
ROP source water protection policies will be applied in the review of future development applications in these areas on the subject lands.

In addition to the above vulnerable areas, the East Side Lands will also be within future WPSAs for a new production well at the Regional Operations Centre. While protection areas for this well will not be delineated until after completion of the Environmental Assessment for this well, it is recommended that ROP policies for the 100 m diameter area for this well (WPSA – 1) also be applied to protect this potential future drinking water supply.

The study identified a shallow surficial aquifer and a deep overburden aquifer, the latter of which is the main water supply aquifer in the study. The shallow aquifer has a high water table and measures to protect constructed infrastructure will need to be implemented in accordance with this sub-watershed study. As water levels tend to respond quickly to rainfall events and fluctuate seasonally, this aquifer plays an important role in maintaining the hydrology of local streams and wetlands, which will need to be preserved though the implementation of this study. The deep aquifer is separated from the shallow aquifer by approximately 20 metres of low permeability material indicating that recharge to this aquifer likely originates outside of the study area.

Future development of the East Side Lands has the potential to affect both the quantity and quality of groundwater and source water. The sub-watershed study recommends that the quantity and distribution of recharge under existing conditions be preserved or enhanced subsequent to development through implementation of stormwater management plans. It will also be necessary to protect groundwater from spills and chloride impacts due to the application of road salt on large parking lots. The sub-watershed study recommends a Groundwater Management Plan relying on source water protection policies in the ROP and those in the proposed SPP to address the impacts arising from stormwater development, spills and application and storage of salt. Stormwater management facilities will also have to address maintaining the local water balance and mitigating risks to groundwater quality. Finally, the sub-watershed study recommends a Groundwater Monitoring Program to monitor changes to the water table as a result of development, ensure pre-development water balance is being maintained, and document that surrounding properties on private wells are not being adversely affected by ongoing development.

2. Greenlands Network

The ROP has identified several natural features in the study area as Core Environmental Features. These have been confirmed in the study, and some additional natural features have been identified. ROP policy 7.F.6 requires that the ROP be amended to reflect the recommendations of the sub-watershed study. The study has identified areas of Significant Woodlands to be added to the current mapping (Attachment A). The lower Freeport Creek Wetland was observed to contain a number of Regionally-significant species. Although it does not fulfill sufficient criteria to warrant designation as a stand-alone ESPA, it is recommended that consideration be given to adding the area to the northern end of Grandview Woods ESPA 73. It is connected to Grandview Woods along the floodplain beneath the Highway 8 bridge (Attachment B). Detailed analysis of the wetland behind the Regional Operations Centre has resulted in the area being identified as a Provincialy Significant Wetland. This wetland and the upland woodlands associated with it have also been determined to fulfill sufficient criteria in ROP policy 7.C.5 to warrant consideration as a new Environmentally Sensitive Policy Area (ESPA (Attachment C). The study also investigated a wooded swamp in the southwestern quadrant of Fountain Street and Middle Block Road, and determined that it fulfills adequate criteria to warrant consideration as a new ESPA (Attachment D). The Greenlands Network articulated in the ROP contains Supporting Environmental Features and landscape linkages. While these are not “Regionally significant” per se, the ROP gives direction for such features identified in sub-watershed studies to be addressed in relevant Area Municipal planning documents. The sub-watershed study has also made a series of recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network.
3. Regional Infrastructure

As directed by the ROP, Regional staff will seek to implement the findings and recommendations of the watershed study through amendments to the ROP, following resolution of the pending appeals, as well as in amendments to the Cambridge Official Plan and in the community plan.

REPORT:

Watershed studies are defined in the Regional Official Plan (ROP) as “comprehensive scientific studies that describe how surface water and groundwater and terrestrial and aquatic ecosystems function within a defined drainage area. These investigations result in recommendations as to where and how development activity can safely occur so as to minimize flood risks, stream erosion, degradation of water quality, and negative impacts on natural systems. Recommendations may also identify opportunities for ecological enhancement and recreation”.

Since the completion of the Laurel Creek Watershed Study (1993), the first full-scale watershed study to be carried out in Waterloo Region, numerous other similar studies have been completed for areas of the three cities as well as some Township Urban Areas where significant new development was anticipated. Watershed studies have become a standard planning tool for newly developing areas. The 2005 Provincial Policy Statement identifies watersheds as “the ecologically meaningful scale for planning.” Since 1995, successive Regional Official Plans have required completion of watershed studies for major new areas of development (ROP 7.F.3).

The Freeport Creek and Tributary to the Grand Sub-watershed Study (July, 2013) was initiated in 2010 as a basic component of the East Side Lands Master Environmental Servicing Plan. It will guide the selection of infrastructure servicing alternatives and the delineation of development areas in the future employment lands in this area of north Cambridge. The area under study covers the southwestern portion of the East Side Lands in North Cambridge and a small contiguous area of Kitchener. The Detailed Study Area focuses on lands anticipated to undergo development, and...
excludes existing residential areas along Riverbank Drive, Banat Road, and the developed lands along Maple Grove Road. The study will guide development of the area roughly bounded by Highway 8, the Regional Operations Centre, Fountain Street, Middle Block Road and the Grand River (see Figure 1). Freeport Creek flows from the rear of the Regional Operations Centre toward the Grand River. The “Tributary to the Grand” comprises two smaller tributaries: Allendale Creek which flows east-west between Middle Block Road and Allendale Road, and Riverbank Creek located in the floodplain between Riverbank Drive and the Grand River.

ROP policy 7.F.6 directs that no area-specific Area Municipal Official Plan Amendments or Community Plans may be adopted until the Region has approved the aspects of watershed studies that affect defined matters of Regional interest. The same policy requires the Region to amend the ROP to implement recommendations of the sub-watershed study. Regional policy 7.F.5 identifies the four areas of Regional interest as:

(a) sustainable management of the quality and quantity of groundwater resources;
(b) surface water quality with reference to Regional water-taking requirements and the capability of receiving watercourses to cumulatively assimilate effluent from wastewater treatment plants to ensure the ecological integrity of the river system;
(c) identification, protection and management of Landscape Level Systems and Core Environmental Features; and
(d) implications of proposed development on the provision and upgrading of Regional infrastructure. [Italics in ROP policy]

Regional staff has participated on the study team and has also reviewed the final draft of the sub-watershed study with respect to the areas of Regional interest, and are recommending that the study be approved as it affects those matters.

1. Hydrogeology and Source Water

For the purposes of this report, the first two areas of Regional concern relating to groundwater and surface water-taking will be addressed under one heading which reflects the integrated approach being taken in this area.

In 2008 Regional Council adopted an update to the Water Resources Protection Master Plan (Master Plan) as an implementation guide for source water protection activities in the Region of Waterloo from 2007 through 2016. The Master Plan is being implemented in two stages:

1. activities and programs leading up to the development of the Grand River Source Protection Plan (SPP) under the Clean Water Act, 2006; and
2. integrating the activities and programs in the Master Plan with the SPP.

The Clean Water Act and related regulations established a multi-step process that was undertaken over a number of years to establish a Source Protection Plan (SPP) for the Grand River watershed and contains policies for reducing the risks to municipal drinking water sources. The completion of technical work for the Grand River Assessment Report and policy development in the SPP was a collaborative effort between municipalities and Grand River Conservation Authority (GRCA) staff. The multi-stakeholder Lake Erie Source Protection Committee (SPC) is responsible for completing the SPP. On January 8, 2013 Regional Council approved recommendations supporting the policies that apply to Waterloo Region for submission of the final proposed SPP to the Province.

As part of the Master Plan, Wellhead Protection Sensitivity Areas (WPSAs) were delineated around the Region’s municipal water supply wells, and Intake Protection Zones (IPZs) were delineated upstream of the Hidden Valley Surface Water Intake. The ROP identifies the WPSAs and IPZs and refers to applicable polices to minimize the risks to water quality and quantity from future land uses and activities within these vulnerable areas. Within the study area, the following municipal supply systems are present:
municipal supply well, P16 is located on Fountain Street south of Maple Grove Drive with protection areas extending to the north and west of the intersection municipal supply wells for the Woolner well fields which are located to the east of the Grand River in Kitchener have WPSAs that extend into the northern portion of the study area; and

the surface water intake for the Mannheim Water Treatment Plant occurs south of the study area but the intake protection zone extends into the study area up to the headwaters of Freeport Creek, two tributaries to the Grand (Allendale and Riverbank Creeks) and the Randall Drain.

Accordingly the ROP policies will be applied in the review of future development applications on the subject lands.

In addition to the above vulnerable areas, the East Side Lands will also be within future WPSAs for a new production well at the Regional Operations Centre. Details regarding the construction and testing of the new Maple Grove production well are documented in the draft Environmental Study Report for the Fountain Street and Maple Grove Area Water Supply Class Environmental Assessment (MTE, May 14, 2013) which will soon be filed with the Province. While the WPSA has not been delineated for this well, it would be prudent to apply the same level of source protection as an existing well within the 100 m diameter circle around this well which corresponds to the WPSA -1 area in the ROP.

There are two main water supply aquifers in the study area, a shallow surficial aquifer less than 6 metres thick, consisting of outwash sand and gravel, and a deep overburden aquifer overlying bedrock at depths greater than 20 metres, consisting of sand & gravel. The thickness of the deep overburden aquifer generally ranges from 6 to 18 metres.

A high water table exists in the surficial aquifer in many areas. The water table lies within 2 metres of ground surface throughout most of the year. Flow within the shallow aquifer is generally controlled by the local topography. Water levels tend to respond quickly to rainfall events and fluctuate seasonally by as much as two metres. The shallow aquifer helps maintain the hydrology of local streams and wetlands. The headwaters of Freeport Creek are “gaining” – characterized by shallow groundwater discharge – while downstream it appears Freeport Creek is “losing” – i.e. the creek is recharging shallow groundwater.

The deep overburden aquifer is the main water supply aquifer in the study area with the majority of private wells and the Region’s municipal water supply wells completed in this aquifer. This aquifer extends beyond the limits of the study area to the east as well and is the same aquifer used by some of the Region’s other large municipal wells to the east of the Grand River in Kitchener. At least 20 m of relatively impermeable silt till separates this aquifer from the overlying surficial aquifer. The regional groundwater flow direction in the deep aquifer is generally from the northeast to the southwest with local flow toward the Grand and Speed Rivers. The majority of the study area is classified as having a low intrinsic vulnerability due to the approximately 20 metres of shallow till soils overlying the deep aquifer. Water level monitoring during the 40-day aquifer test of the new Maple Grove production well indicates little to no hydraulic connection between the surficial aquifer and the deep aquifer. Accordingly, the majority of recharge to the deeper aquifer likely originates to the north east of the study area.

The evaluation of groundwater quality for the study relied on results of shallow groundwater samples collected as part of the Hespeler West Subwatershed Study (PEIL, 2004). Chloride concentrations at that time ranged from 15 mg/L to 1,330 mg/L. The elevated chloride levels were associated with local impacts due to winter road salting and possible impacts due to private septic systems. Nitrate concentrations ranged from <1 mg/L to 32 mg/L and were associated with current and historic agricultural use. Groundwater quality testing of the deep aquifer was undertaken as part of the extended aquifer test for the proposed Maple Grove production well indicates that the groundwater quality of the deep overburden aquifer meets all the Ontario Drinking Water Quality Standards except for iron and manganese. Elevated levels of iron and manganese are common in wells completed in the deep overburden/bedrock and can be removed from water in treatment plants.
Freeport Creek was sampled 12 times in 2006 (May to November) and 14 times in 2011 for water quality parameters. The results of the sampling at King Street indicated spikes in chloride concentration (\(>400 \text{ mg/L}\)) in May through September. Chloride concentrations fell to their lowest levels (\(<200 \text{ mg/L}\)) in late September. The elevated chloride levels exceeded the Canadian Council of Ministers of the Environment (CCME) Canadian Environmental Quality Guidelines and were associated with local impacts due to winter road salting. Nitrate concentrations for the same period were uniformly low, ranging from 0.1 to 0.8 mg/L.

Potential impacts to groundwater and source water associated with development of the East Side Lands include both quantity and quality. The headwater area of Freeport Creek collects and stores shallow groundwater and provides baseflow to Freeport Creek during much of the year. Water levels in the shallow surficial aquifer show significant fluctuations in response to wet and dry conditions. Therefore the sub-watershed study recommends that the quantity and distribution of recharge under existing conditions be preserved or enhanced subsequent to development through the implementation of stormwater management design. The high watertable in the shallow aquifer also has implications for the buried infrastructure which will service the future employment lands. For example, cut-off collars may be required in some areas to prevent sewers and watermains from deflecting natural groundwater flows. Further, it will be essential to monitor sanitary sewers for inflow and infiltration so as not to overburden wastewater treatment plants.

The quality of the shallow groundwater and surface water within the East Side Lands is susceptible to impacts from future land uses and activities – particularly spills and chloride impacts from the application of winter road salt on medium and large parking lots. The sub-watershed study recommends a Groundwater Management Plan that relies on the water protection policies in the ROP and the proposed SPP which includes the following

- Salt Impact Assessments that include consideration of design of storm water management facilities to reduce need for winter de-icing practices for plans of subdivision and zoning by-law amendments proposing new employment land uses and multiple-unit residential development;
- Salt Management Plans for future development;
- stormwater management facilities would normally be subject to the completion of a detailed Stormwater Management Plan, including a local water balance and controls to mitigate risks to water quality
- once the source protection plan is approved, utilizing winter maintenance contractors to be Smart About Salt™ accredited and application of proposed SPP policies dealing with stormwater management (RW-CW-15 through RW-CW-20) and the application, storage or handling of road salt (RW-CW-34 through RW-CW-40).

The sub-watershed study recommends a Groundwater Monitoring Program that ascertains whether the shallow water table decreases or increases beyond the ranges observed historically as a result of development. As well, water level monitoring will verify that the pre-development water balance is being maintained as the overall area of imperviousness increases. Additionally, water level and water quality monitoring will document that surrounding properties on private wells are not being impacted by on-going development.

2. Greenlands Network

The ROP identifies the Significant Habitat of Endangered and Threatened Species as Core Environmental Features. At this time, the habitat of Butternut, Eastern Meadowlark, and Western Chorus Frog are contained within existing or proposed new Core Environmental Features, and therefore do not require specific new official plan designations. Once the habitats of other species are defined by the Province pursuant to the Endangered Species Act, they will be considered Core Environmental Features. Barn Swallows, a Threatened Species, have been confirmed to be breeding in barns within the study area. The definition of their foraging habitat will be carried out in consultation with the Ministry of Natural
Resources through the development of the community plan and the review of individual development approvals.

Map 4 of the ROP identifies several natural features in the study area as Core Environmental Features within the Regional Greenslands Network. These features have been confirmed in the study. Following detailed fieldwork and mapping, some additional areas have been identified as warranting inclusion in the Regional Greenslands Network as additional areas of Significant Woodlands. (Attachment A) In addition, a wetland complex in the lower reach of Freeport Creek has been identified as containing Regionally-significant features. While it does not warrant designation as a new stand-alone ESPA, it is recommended that it be added to the northern end of the Grandview Woods ESPA (ESPA 73). It is connected to Grandview Woods along the floodplain beneath the Highway 8 bridge (Attachment B). Grandview Woods ESPA was designated in 1991, and in 1998, City of Kitchener legal staff agreed to the addition of the Kirkpatrick Lands which had recently been obtained through a development approval.

Detailed evaluation of the wetland behind the Regional Operations Centre has resulted in the Ministry of Natural Resources identifying it as a new Provincially Significant Wetland. As such, the ROP would define it as a Core Environmental Feature. The evaluation of this wetland as Provincially Significant is rather unusual in that the feature has been used as a stormwater management facility for about twenty years. This evaluation reflects the presence of a number of Provincially and Regionally-significant species, despite impacts to natural features and water quality brought about by the operation of the facility. Given the area’s size and biodiversity values, Regional staff requested the consultants to assess the feature against the ESPA criteria in the ROP. This analysis has determined that the Freeport Marsh clearly warrants consideration as a new ESPA. A Technical Data Sheet has been prepared and is located in Attachment C. Some of the area is now designated a Core Environmental Feature, but the sub-watershed study has recommended that the designated area be expanded to encompass the high quality wetlands as well as the areas of Significant Woodland identified on ROP Map 4.

A relatively large swamp woodland in the southwestern quadrant of Fountain Street North and Middle Block Road was identified in the Hespeler West Sub-watershed Study (2004) as a Provincially Significant Wetland. The current study has determined that the Middle Block Swamp also fulfills sufficient criteria to warrant consideration as a new ESPA. A Technical Data Sheet has been prepared and is located in Attachment D. The area will continue to be identified as a Core Environmental Feature on ROP Map 4.

The sub-watershed study has evaluated natural features within the Grand River valley using the criteria in ROP policy 7.C.7, and concluded that four meet sufficient criteria to be considered Environmentally Significant Valley Features. One of the features is the recommended addition to ESPA 73. At this time, no Environmentally Significant Valley Features have been designated in the ROP. The recommendation will be addressed when Environmentally Significant Valley Features will be identified in a future amendment to the ROP.

Policy 7.F.6 requires the Region to amend the ROP to implement recommendations of a sub-watershed study pertaining to defined Regional interests. An amendment of ROP Map 4 would therefore be required to designate the additional areas of Significant Woodland, the lower Freeport Wetland, and a significant portion of the Freeport Marsh as additional Core Environmental Features. At this time, staff recommend that these mapping amendments be initiated after the various appeals of the 2009 ROP have been adjudicated by the Ontario Municipal Board or otherwise resolved.

The sub-watershed study has identified several smaller natural features within the study area that do not meet the criteria for Regional significance, but that may qualify as Supporting Environmental Features or Locally Significant Natural Areas. Staff will work with Cambridge staff in the preparation of the future Community Plan to see that these features are appropriately protected.

The sub-watershed study contains numerous recommendations for the protection, stewardship, enhancement, and monitoring of the Greenslands Network. These will be implemented through the forthcoming community plan as well as through the approval of individual development applications.
3. Regional Infrastructure

The Sub-watershed Study is part of a larger Master Environmental Servicing Plan which addresses Regional and Area Municipal infrastructure, and so it is not part of this study. This is being addressed in a forthcoming report.

Regional approval of the elements of the Freeport Creek and Tributaries to the Grand Sub-Watershed Study and East Side Lands Master Environmental Servicing Plan will clear the way for City of Cambridge Official Plan Amendments and other development applications for lands within the study area. In addition, ROP policy 7.F.7 requires the City to amend its official plan to implement appropriate recommendations from this sub-watershed study. In processing individual development applications, the City and Region will also implement the recommendations as appropriate.

Area Municipal Consultation/Coordination

Staff from the cities of Cambridge and Kitchener has worked closely with Regional and Grand River Conservation Authority (GRCA) staff on the project team for the sub-watershed study and MESP. This collaboration will continue through the ensuing Official Plan Amendments and Community Plan.

A draft of this report was provided to Cambridge, Kitchener and GRCA staff for review on Thursday, August 1, 2013.

CORPORATE STRATEGIC PLAN:

The completion and implementation of the sub-watershed study and MESP will help achieve the strategic objective to integrate environmental considerations into Regional decision-making processes. It is also a significant milestone in advancing the East Side Employment Lands to development readiness.

FINANCIAL IMPLICATIONS:

The Freeport Creek and Tributaries to the Grand Sub-watershed Study was in part paid for through previous Regional Budget allocations for the East Side Lands MESP.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Community Planning and Hydrogeology and Source Water Protection staff have collaborated in the review of the watershed study and the preparation of this report.

ATTACHMENTS:

Attachment A - Proposed amendments to Core Environmental Features on ROP Map 4 (Greenlands Network)
Attachment B - Amended Technical Data Sheet for Grandview Woods Environmentally Sensitive Policy Area (ESPA 73)
Attachment C - Draft Technical Data Sheet for recommended Freeport Grove Marsh Environmentally Sensitive Policy Area
Attachment D - Draft Technical Data Sheet for recommended Middle Block Swamp Environmentally Sensitive Policy Area

PREPARED BY: Chris Gosselin, Manager of Environmental Planning
Don Corbett, Senior Hydrogeologist

APPROVED BY: Rob Horne, Commissioner of Planning, Housing and Community Services
Thomas Schmidt, Commissioner of Transportation and Environmental Services
ATTACHMENT B

GRANDVIEW WOODS

Environmentally Sensitive Policy Area 73

Municipality: City of Kitchener
General Location: South of where Highway 8 meets the Grand River
Ownership: Public/Some Private
Size: 57.7 hectares (117.8 acres)
Physiographic Region: Spillways
Eco-region: Central Grand River
Soils: Well drained, fine sandy loam with shallow organic soils; marl

General Description

The dominant community at the site is a Maple-Beech-White Ash floodplain forest. A fine quality Sugar Maple-Beech-Hemlock stand with a very rich herbaceous layer slopes down to the floodplain community along the southern edge of the sensitive area. Significant spring seepage emanates from this slope. Several of the springs are rich with calcium carbonate and the waters "petrify" organic debris with which they come in contact. The outstanding feature at this site is a late successional Tamarack-dominated wetland located next to an excavated pond. The area is known as a local winter deeryard.

North of the Highway 8 bridge, the Lower Freeport Creek Wetland Complex contains swamp, marsh, and open water habitat and discharges into the adjacent Grand River. During spring flooding, it provides suitable spawning habitat for pike. This wetland supports several Regionally significant plant species and provides habitat for local wildlife.

E.S.P.A. Criteria Fulfilled (based on R.O.P.P. Policy 4.3.2)

B.1 comprise ecological communities deemed unusual, of outstanding quality, or particularly representative regionally, provincially or nationally

This high quality bog system is Regionally unique because of its "perched" situation. The presence of many significant bog species not commonly associated in the Region: Labrador Tea (Ledum groenlandicum), Leatherleaf (Chamaedaphne calyculata), Pitcher Plant (Sarracenia purpurea), and species of Sundew (e.g. Drosera intermedia) is notable. Also
present in this association is a good concentration of orhids, notably an abundance of Showy Lady’s Slipper (Cypripedium reginae) and Loesel’s Twayblade (Liparis loeselii).

B.3 provide a large area of natural habitat of a least 20 hectares which affords habitat to species intolerant of human intrusion
Access to the area is limited to the Walter Bean Trail. The steep terrace slopes, wetlands, and extensive floodplain meadow do not invite casual human intrusion.

B.4 provide habitat for organisms indigenous to the Region recognized as nationally, provincially, or regionally significant

Plants
Collinsonia Canadensis Horsebalm
Cypripedium reginae Showy Lady’s Slipper
Drosera intermedia Spatulate-leaved Sundew
Gaultheria hispidula Creeping Snowberry
Halenia deflexa Spurred Gentian
Nuphar odorata Fragrant Water-Lily
Polymnia Canadensis Leafcup
Pyrola asarifolia Pink Pyrola
Scrophularia marilandica Carpenter’s Square
Sicyos angulatus One-Seeded Bur Cucumber
Spartina pectinata Freshwater Cord Grass
Viola renifolia Kidney-leaved Violet

Breeding Birds
Accipiter cooperii Cooper’s Hawk
Sturnella magna Eastern Meadowlark

Mammals
Mustela vison Mink

C.2 perform a vital ecological function such as maintaining the hydrological balance over a widespread area by acting as a natural water storage, discharge or recharge area
Wetlands on the river terrace slopes receive discharge from the tablelands adjacent to the river valley.

C.4 serve as major migratory stop-overs
The area is located along the Grand River fly-way, and has long been noted for its diverse birdlife throughout the year.

C.5 contain landforms deemed unusual or particularly representative at the regional scale
The area contains a good representation of the successive river terraces sculpted by the post-glacial Grand River.

Revised on: 24 July 2013
Printed on: 09 August 2013
ATTACHMENT C

FREEPORT MARSH

Proposed Environmentally Sensitive Policy Area

Municipality: City of Cambridge
Location: Con. Beasley’s Broken Front Pt Lots 13, 19, 20
General Location: North of Regional Operations Centre
Ownership: Public and Private
Size: 28.59 hectares (70.64 acres)
Physiographic Region: Till plain
Eco-region: Central Grand River
Soils: Loams and organic soils

General Description

Located near the headwaters of Freeport Creek, this area is a former wooded swamp. Construction of a stormwater management facility in the early 1990s resulted in hundreds of trees being killed as the swamp was drowned. These now stand as snags providing valuable wildlife habitat. Over time the wetland expanded and transformed into an extensive marsh ecosystem with areas of open water and submerged aquatic communities and marshes. The central marsh is ringed with a fringe of wooded swamp, upland forest, and meadows. Although parts of the marsh are used for stormwater management, the wetland now supports a rich array of significant plant and animal species.

E.S.P.A. Criteria Fulfilled (based on R.O.P. Policy 7.C.5)

B.1 comprise ecological communities deemed unusual, of outstanding quality, or particularly representative regionally, provincially or nationally

Freeport Marsh is an extensive marsh of relatively recent origin. The many snags (dead standing trees) provide valuable wildlife habitat. The marsh is home to several species of marsh birds as well as significant species of herpetofauna.

B.3 provide a large area of natural habitat of a least 20 hectares which affords habitat to species intolerant of human intrusion

The central portion of the area is difficult to access and provides a secluded habitat for marsh birds and herpetofauna.
B.4 provide habitat for organisms indigenous to the Region recognized as nationally, provincially, or regionally significant

**Plants**
- *Aster ciliolatus* Lindley’s Aster
- *Cardamine bulbosa* White Spring Cress
- *Carex flava* Yellow Sedge
- *Carex woodii* Pretty or Wood’s Sedge
- *Celtis occidentalis* Hackberry
- *Cypripedium parviflorum* Small Yellow Lady’s Slipper
- *Glyceria canadensis* Rattlesnake Manna Grass
- *Lobelia cardinalis* Cardinal Flower
- *Populus deltoides* Eastern Cottonwood
- *Ranunculus flabellaris* Yellow Water Buttercup
- *Wolffia columbiana* Columbia Water Meal
- *Xanthoxylum Americana* Prickly Ash

**Breeding Birds**
- Pied-billed Grebe *Podilymbus podiceps*
- Sora *Porzana carolina*
- Common Moorhen *Gallinula chloropus*
- Pileated Woodpecker *Drycopus pileatus*
- American Redstart *Setophaga ruticilla*
- Ovenbird *Seiurus aurocapilla*
- Wood Pewee (national) *Contopus virens*

**Herpetofauna**
- Snapping Turtle *Chelydra serpentina*
- Western Chorus Frog *Pseudacris triseriata*

C.1 contain an unusual diversity of native life forms due to varied topography, microclimates, soils, and/or drainage regimes

Although the area is relatively flat, it contains a variety of wetland and upland ecological communities due to variations in drainage characteristics. These communities comprise marsh and swamp wetland communities in association with upland woodlands and some areas of meadow, and sustain a wide diversity of native flora and fauna.

C.2 perform a vital ecological function such as maintaining the hydrological balance over a widespread area by acting as a natural water storage, discharge or recharge area

The area serves a water storage function for an area of over 200 hectares in the upper part of the Freeport Creek watershed.

*Revised on: 23 July 2013*
*Printed on: 09 August 2013*
**ATTACHMENT D**

**MIDDLE BLOCK SWAMP**

Proposed Environmentally Sensitive Policy Area

<table>
<thead>
<tr>
<th>Municipality:</th>
<th>City of Cambridge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location:</strong></td>
<td>Con. Beasley’s Broken Front Part Lots 16 &amp; 17</td>
</tr>
<tr>
<td><strong>General Location:</strong></td>
<td>North of Regional Operations Centre</td>
</tr>
<tr>
<td><strong>Ownership:</strong></td>
<td>Private</td>
</tr>
<tr>
<td><strong>Size:</strong></td>
<td>22.04 hectares (54.45 acres)</td>
</tr>
<tr>
<td><strong>Physiographic Region:</strong></td>
<td>Till plain</td>
</tr>
<tr>
<td><strong>Eco-region:</strong></td>
<td>Central Grand River</td>
</tr>
<tr>
<td><strong>Soils:</strong></td>
<td>Loams and organic soils</td>
</tr>
</tbody>
</table>

**General Description**

Most of this area is a wooded swamp which has extensive vernal ponding and is largely flooded in spring. The woodland contains an assemblage of swamp vegetation on small hummocks and other areas around the ponds. The woodland has been observed to sustain populations of Regionally significant and nationally significant breeding birds. The area is known to serve as a Turkey Vulture summer roosting area. Due to the compact shape of the main part of the area, the woodland contains some forest interior habitat. Ecological restoration recommended in the Freeport Creek and Tributaries to the Grand River Sub-watershed Study will increase the contiguous area of this feature.

**E.S.P.A. Criteria Fulfilled (based on R.O.P. Policy 7.C.5)**

B.2 contain critical habitats which are uncommon or remnants of once extensive habitats such as old growth forest, forest interior habitat, Carolinian forest, prairie-savanna, bogs, fens, marl meadows, and cold water stream

The woodland contains approximately 3.19 hectares of forest interior habitat.

B.4 provide habitat for organisms indigenous to the Region recognized as nationally, provincially, or regionally significant
Plants
Cardamine bulbosa    Spring Cress
Cypripedium calceolus    Small Yellow Lady’s Slipper
Glyceria canadensis    Rattlesnake Manna Grass

Breeding Birds
Turkey Vulture    Cathartes aura
Pileated Woodpecker    Dryocopus pileatus
Brown Creeper,    Certhia americana
Eastern Wood Pewee (national)    Cantopus virens
Wood Thrush (national)    Hylocichla mustinela

Revised on: 24 July 2013
Printed on: 09 August 2013
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: August 13, 2013

FILE CODE: L07-90

SUBJECT: AUTHORIZATION TO EXPROPRIATE LANDS (1st REPORT) FOR FRANKLIN BLVD IMPROVEMENTS PROJECT – YEAR 1, NORTH PHASE (PINEBUSHP ROAD TO SOUTH OF BISHOP STREET) AND YEAR 1, SOUTH PHASE (NORTH OF CLYDE ROAD TO SOUTH OF MAIN STREET), IN THE CITY OF CAMBRIDGE

RECOMMENDATION:

THAT The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Franklin Boulevard from Pinebush Road to south of Bishop Street, and north of Clyde Road to south of Main Street, in the City of Cambridge, in the Region of Waterloo as detailed in report CR-RS-13-065 dated August 13, 2013:

1. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction of Franklin Boulevard and described as follows:

Fee Simple Partial Taking:

1. PT LT 6-7 PL 837 being Part 1 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being PT 25 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Part 46 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 10 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being PTs 23 and 29 on 58R-17760 being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being PT 3 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being PT 35 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 17 and 23 on 58R-17761, being Part of 03796-0115 (1700 Bishop Stret, Cambridge);
9. PT LT 30 RCP 1379 being Part 36 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Part 31 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56-57, PL 1126 being Part 1 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
12. PT LT 56 PLAN 1126 being Part 4 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
13. PT LT 20 PL 1126 being Part 33 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
14. PT LT 46 RCP 1135 being Part 5 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
15. PT LT 19 PL 1126 being Part 35 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
16. LT 47 RCP 1135 being Part 6 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
17. PT LT 46 RCP 1135 being Part 3 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
18. PT LT 5 CON 11 being Parts 2 and 3 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
19. PT LT 41 and 42 RCP 1135 being Parts 13, 14, 16, 17 and 20 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
20. PT LT 5 CON 10 being Part 15 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
21. PT LT 22 & 24 PL 1126 being Part 24 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
22. PT LT 9 RCP 1384 being Part 7 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
23. PT of LT 33, RCP 1135 being Part 9 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
24. PT LT 29 & 34 RCP 1135 being Parts 1 and 3 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
25. PT LT 21 RCP 1383 being Parts 12, 15, 16 and 20 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
26. PT LT 5 CON 11 being Part 1 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
27. PT LT 9 RCP 1384 being Part 8 on 58R-17760, being Part of 03796-0032 (1225 Franklin Blvd, Cambridge);
28. PT LT 24, PL 1126 being Parts 25 and 26 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being PT 6 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 44 RCP 1135 being Parts 24, 26 and 28 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
31. PT LT 39 & 40 RCP 1135 being Part 10 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
32. PT LT 5 CON 10 being Parts 25 and 28 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
33. PT LT 29 RCP 1135 being Parts 9, 11 and 12 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd, Cambridge);
34. PT LT 5 CON 11 being Parts 40 and 41 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
35. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 33 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
36. PT LT 38 RCP 1135 being Parts 69, 75 and 78 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
37. PT LT 18 PL 1126 being Part 37 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
38. PT LT2 PL837 being Part 8 on 58R-17759, being Part of 03766-0357 (194 Pinebush Road, Cambridge);
39. PT LT 37 RCP 1135 being Part 67 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
40. PT LT 36 RCP 1135 being Parts 64 and 70 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
41. PT LT 35 RCP 1135 being Parts 47 and 51 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
42. PT LT 28 RCP 1135 being Parts 36, 38 and 40 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
43. PT LT 29 RCP 1135 being Parts 7 and 8 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);
44. PT LT 28 RCP 1135 being Parts 17, 18 and 19 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
45. PT LT 28 RCP 1382 being Part 39 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
46. PT LT 28 RCP 1382 being Part 38 on 58R-17760, being Part of 22642-0133 (1220 Pinebush Road, Cambridge);
47. PT LT 2, RCP 1384 being Part 9 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
48. PT LT 2 RCP 1149 being Part 51 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
49. PT LT 1 RCP 1149 being Part 54 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
50. PT LT 3 RCP 1149 being Part 49 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);

Temporary Easement:

1. PT LT 6-7 PL 837 being Part 2 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 22, 24, 26, 27, 30, 33 and 58 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 45 and 47 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 9 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 24 RCP 1383 being Part 2 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
6. LT 29 RCP 1379 being Part 33 on 58R-17760 and Part 1 on 58R-17768, being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
7. PT LT 1 RCP 1380 being Parts 16, 21, 22, and 25 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
8. PT LT 30 RCP 1379 being Parts 33 and 37 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
9. PT LT 56-57, PL 1126 being Part 2 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
10. PT LT 56 PL 1126 being Part 7 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
11. PT LT 20 PL 1126 being Part 32 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
12. PT LT 46 RCP 1135 being Part 4 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
13. PT LT 19 PL 1126 being Part 34 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
14. LT 47 RCP 1135 being Part 7 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
15. PT LT 46 RCP 1135 being Parts 1 and 2 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
16. PT LT 5 CON 11 being Parts 4, 5 and 6 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
17. PT LTS 41 and 42 RCP 1135 being Parts 12, 15, 18,19 and 21 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
18. PT LT 22 & 24 PL 1126 being Part 23 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
19. PT LT 9 RCP 1384 being Parts 1 and 6 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
20. PT of LT 33, RCP 1135 being Part 8 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
21. PT LT 29 & 34 RCP 1135 being Parts 2 and 4 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
22. PT LT 21 RCP 1383 being Parts 18 and 22 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
23. PT LT 5 CON 11 being Part 42 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
24. PT LT 23 PL 1126 being Part 19 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
25. PT LT 24 RCP 1383 being Part 1 on 58R-17761, being Part of 03796-0100 (1165 Franklin Blvd, Cambridge);
26. PT LT 28, RCP 1135 being Parts 26 and 29 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
27. PT LT 24, PL 1126 being Parts 27, 28 and 29 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
28. PT LT 28, RCP 1135 being Parts 21, 24 and 25 on 58R-17766 and PT LT5 CON 11 being Part 8 on 58R-17767, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being Parts 1, 2, 3, 4, 5 and 7 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 23 PL 1126 being Part 17 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
31. PT LT 44 RCP 1135 being Parts 25 and 27 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
32. PT LT 39-40 RCP 1135 being Part 11 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
33. PT LT 23 PL 1126 being Part 14 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
34. PT LT 23 PL 1126 being Part 13 on 58R-17762, being Part of 03826-0014 (305 Clyde Road, Cambridge);
35. PT LT 23 PL 1126 being Part 12 on 58R-17762, being Part of 03826-0015 (307 Clyde Road, Cambridge);
36. PT LT 23 PL 1126 being Parts 10 and 11 on 58R-17762, being Part of 03826-0016 (309 Clyde Road, Cambridge);
37. PT LT 5 CON 10 being Part 23 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
38. PT LT 5 CON 11 being Parts 36 and 38 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
39. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 34 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
40. PT LT 5 CON 10 being Part 11 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
41. PT LT 38 RCP 1135 being Parts 68, 76 and 77 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
42. PT LT 18 PL 1126 being Part 36 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
43. PT LT 5 CON 10 being Part 9 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
44. PT BLK 40 PL 58M241 being Parts 18, 19, 20, 21 and 22 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
45. PT LT 5 CON 10 being Part 33 on 58R-17767, being Part of 03824-0024 (495 Main Street, Cambridge);
46. PT LT 5 CON 10 being Part 32 on 58R-17767, being Part of 03824-0026 (503 Main Street, Cambridge);
47. PT LT 37 RCP 1135 being Part 65 on 58R-17766, being Part of 03822-0089 (374 Franklin Blvd, Cambridge);
48. PT LT 36 RCP 1135 being Part 62 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
49. PT LT 35 RCP 1135 being Part 48 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
50. PT LT 5 CON 11 being Parts 34 and 35 on 58R-17767, being Part of 03824-0016 (490 Main Street, Cambridge);
51. PT LT 44 RCP 1135 being Part 22 on 58R-17763, being Part of 03821-0379 (460-462 Franklin Blvd, Cambridge);
52. PT LT 44 RCP 1135 being Parts 23, 29 and 30 on 58R-17763, being Part of 03821-0380 (466 Franklin Blvd, Cambridge);
53. PT LT 28 RCP 1135 being Part 35 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
54. PT LT 2 RCP 1149 being Part 53 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
55. PT LT 1 RCP 1149 being Part 55 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
56. PT LT 3 RCP 1149 being Part 50 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);
57. LT 30 RCP 1379 being Part 36 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
58. PT LT 29 RCP 1135 being Parts 5 and 6 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);
59. PT LT 28 RCP 1135 being Parts 15, 16, and 20 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
60. PT LT 5 CON 11 being Part 7 on 58R-17767, being Part of 03826-0199 (620 Main Street, Cambridge);
61. PT LT 23-24 RCP 1383 being Parts 3, 4 and 5 on 58R-17768, being Part of 03796-0095 (1177 Franklin Blvd, Cambridge);
62. PT LT 1 RCP 1380 being Part 9 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge);
63. PT LT 37 RCP 1135 being Part 66 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
64. PT LT 22 RCP 1383 being Part 2 on 58R-17768, being Part of 03796-0094 (1185 Franklin Blvd, Cambridge);
65. PT LT 22 RCP 1383 being Part 31 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
66. PT LT 25 PL 1126 being Parts 8 and 9 on 58R-17762, being Part of 03826-0018 (311 Clyde Road, Cambridge);
67. PT LT 28 RCP 1382 being Parts 40 and 43 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
68. PT LT 28 RCP 1382 being Parts 36 and 37 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);
69. PT LT 2, RCP 1384 being Parts 10, 13, 18 and 21 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
70. PT LT 21 RCP 1383 being Part 25 on 58R-17760, being Part of 03796-0069 (1201 Franklin Blvd., Cambridge);
71. PT LT 29 RCP 1135 being Parts 10, 13 and 14 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd., Cambridge).

Permanent Easement:
1. PT LT 6-7 PL 837 being Parts 3, 4, 5 and 6 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 23, 28, 29, 31, 32, 56, 57, 60 and 61 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 38, 39, 40, 41, 42, 43, 44, 48 and 59 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 42 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being Parts 24, 26, 27, and 28 on 58R-17760 and Parts 5 and 6 on 58R-17769, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being Parts 4, 5, 6, 7, 8, 38 and 39 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being Parts 32 and 34 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 11, 12, 13, 14, 15, 18, 19, 20, and 24 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
9. PT LT 30 RCP 1379 being Parts 34 and 35 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Parts 29, 30 and 32 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56-57, PL 1126 being Part 3 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
12. PT LT 56 PLAN 1126 being Parts 5 and 6 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
13. PT LT 20 PL 1126 being Parts 30 and 31 and 38 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
14. PT LT 5 CON 10 being Parts 13, 14 and 16 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
15. PT LT 9 RCP 1384 being Parts 2, 3, 4 and 5 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
16. PT LT 21 RCP 1383 being Parts 11, 13, 14, 17, 19, and 21 on 58R-17760 and Parts 1, 2, 3 and 4 on 58R-17769 being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
17. PT LT 5 CON 11 being Part 32 on 58R-17766 being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
18. PT LT 23 PL 1126 being Parts 18, 20, 21 and 22 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
19. PT LT 28, RCP 1135 being Parts 27, 28, 30 and 31 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
20. PT LT 28, RCP 1135 being Parts 22 and 23 on 58R-17766, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
21. PT LT 23 PL 1126 being Part 16 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
22. PT LT 23 PL 1126 being Part 15 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
23. PT LT 5 CON 10 being Parts 24, 26, 27, 29, 30 and 31 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
24. PT LT 5 CON 11 being Parts 37 and 39 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
25. PT LT 5 CON 10 being Part 12 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
26. PT LT 5 CON 10 being Part 10 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
27. PT BLK 40 PL 58M241 being Part 17 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
28. PT LT 36 RCP 1135 being Parts 55, 56, 57, 58, 59, 60, 61, 63, 71, 72, 73 and 74 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
29. PT LT 35 RCP 1135 being Parts 49, 50, 52, 53 and 54 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
30. PT LT 28 RCP 1135 being Parts 37, 39, 41, 42, 43, 44, 45 and 46 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
31. PT LT 2 RCP 1149 being Part 52 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
32. PT LT 15 RCP 1378 being Parts 26, 27 and 28 on 58R-17761, being Part of 03794-0026 (1100 Franklin Blvd, Cambridge);
33. LT 30 RCP 1379 being Parts 34, 35 and 37 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
34. PT LT 22 RCP 1383 being Part 30 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
35. PT LT 28 RCP 1382 being Part 41 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
36. PT LT 2, RCP 1384 being Parts 11, 12, 14, 15, 16, 17, 19, and 20 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
37. PT LT 1, RCP 1380 being Part 10 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge).

Full Taking:

1. PT LT 21-22 PL 1126 being Parts 2 and 3 on 67R-745 except PT 1 on 67R3788, being all of 03821-0151 (289 Clyde Road, Cambridge);
2. PT LT 22 PL 1126 as in WS654737, being all of 03826-0010 (297 Clyde Road, Cambridge);
3. PT LT 56 PL 1126 as in 383969 except 423005, being all of 03825-0139 (300 Clyde Road, Cambridge);

2. Serve notices of the above application(s) required by the Expropriations Act;
3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required
documentation to complete a transaction whereby the required interests in the lands are conveyed; and

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

SUMMARY: NIL

REPORT:

Regional Council approved the reconstruction of the Franklin Boulevard (Regional Road 36) corridor from Pinebush Road to Myers Road, in the City of Cambridge (the “Project”). The Environmental Assessment was approved by Council in March 2010 and by the Ministry of Environment in July 2011. This study investigated the need to increase traffic capacity on Franklin Boulevard and approved constructing roundabouts at the major intersections and reconstructing Franklin Boulevard with 4 lanes and raised centre median.

The detailed design of the project is presently underway. As a result of the potential for significant impacts of construction on traffic and the local community, Council approved a Construction Phasing plan that allows for construction to be undertaken in two phases. Phase 1 (Year1) from Pinebush Road to south of Bishop Street (North Section), and north of Clyde Road to south of Main Street (South section) will be constructed in 2015. Phase 2 (Year 2) from south of Bishop Street to north of Clyde Road and south of Main Street to north of Myers Road is currently planned for construction in 2016.

Regional Council has not yet completed its review of the design for the intersection of Saginaw Parkway at Franklin Boulevard. Staff is presenting a report dealing with this intersection at the Regional Council Meeting of August 22, 2013. It is noted that the Saginaw Parkway intersection is located in Phase 2 (Year 2) construction, and considerations for changes to implementation of the Saginaw Parkway intersection and its construction schedule are not impacted by the Year 1 expropriation recommendation of this report.

Funding for both phases of the project are shown in the Region’s 2013 Ten Year Transportation Capital Program. Regional staff have commenced the process of acquiring all required lands for the Year 1 Phase of the project which entails either full buyouts, partial takings or easements from 79 properties. Should a negotiated settlement be reached with any of the property owners and a conveyance of the required acquisition be completed before the expropriation process is complete, the expropriation process will be discontinued by the Regional Solicitor in respect of such property(ies).

All of the affected property owners, or their representatives, have been contacted by Legal Services Real Estate staff by one or more of the following means: in-person meeting, telephone, written correspondence and/or email, to discuss the required land acquisitions and all have been informed of the Region’s intention to proceed with the expropriation process, including this Report going forward, to ensure project time lines are met. All property owners have been provided with the Region’s Expropriation Information Sheet explaining the expropriation process. A copy of the Expropriation Information Sheet is attached as Appendix “B”. The owners have further been advised it is the Region’s intent to seek a negotiated settlement prior to completion of the Expropriation process and that the process has been commenced only to ensure possession of the required lands by the date set by Project staff in order to meet the project timeline.
The expropriation of the lands is on an “as is” basis and upon acquisition the Region assumes all responsibility for the lands.

The Project Areas and Phases are shown attached as Appendix “A”.

CORPORATE STRATEGIC PLAN:

One of the focus areas of the Corporate Strategic Plan is to develop greater, more sustainable and safe transportation choices.

FINANCIAL IMPLICATIONS:

Transportation and Environmental Services staff advises that the 2013 Ten Year Transportation Capital Program includes $51,680,000 over the years 2013 to 2017 for this project to be funded from the Regional Development Charges Reserve Fund.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services staff have been consulted in the preparation of this Report.

ATTACHMENTS

Appendix “A” - Project Area
Appendix “B” – Copy of Expropriation Information Sheet

PREPARED BY: Tom Penwarden, Manager, Real Estate Services
              Fiona McCrea, Solicitor

APPROVED BY: Gary Sosnoski, Commissioner, Corporate Resources
The following information is provided as a general overview of the expropriation process and is not legal advice. For complete information, reference should be made to the Ontario Expropriations Act as well as the more detailed information in the Notices provided under that Act.

**Expropriation Information Sheet**

**What is Expropriation?**

Governmental authorities such as municipalities, school boards, and the provincial and federal governments undertake many projects which require them to obtain land from private property owners. In the case of the Regional Municipality of Waterloo, projects such as the construction or improvement of Regional Roads sometimes require the purchase of land from private property owners. In many cases, the Region of Waterloo only needs a small portion of the private property owner’s lands or an easement for related purposes such as utilities, although in certain instances, entire properties are required.

Usually the governmental authority is able to buy the land required for a project through a negotiated process with the affected property owners. Sometimes, however, the expropriation process must be used in order to ensure that the land is obtained within a specific timeline. Put simply, an expropriation is the transfer of lands or an easement to 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 that Act are protected.

**IMPORTANT NOTE:** The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to ensure that the Region of Waterloo will have possession of all of the lands needed to start a construction project on schedule. However, it is important to note that Regional staff continues to make every effort to reach a negotiated purchase of the required lands on mutually agreeable terms while the expropriation process is ongoing. If agreement is reached, expropriation proceedings can be discontinued and the land transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.

**What is the process of the Region of Waterloo under the Expropriations Act?**

- Regional Council considers a request to begin an application under the Expropriations Act to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a “Notice of
Application for Approval to Expropriate” to affected property owners that the process has started to seek approval to expropriate the land.

• As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is “fair, sound and reasonably necessary in the achievement of the objectives” of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is not determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to $200.00 as compensation for the property owner’s costs in participating in this Hearing, regardless of the outcome of the Hearing.

• If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.

• If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.

• If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.

• Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the **Expropriations Act** for calculation of the compensation.

• In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.

• Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the **Expropriations Act**, the compensation and/or costs matter may be referred to a provincially-appointed Board of Negotiation in an effort to reach a mediated settlement and/or an appeal may be made to the Ontario Municipal Board (OMB) for a decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OMB making a decision.
REGION OF WATERLOO
TRANSPORTATION AND ENVIRONMENTAL SERVICE
Transit Service (GRT)

TO: Chair Jim Wideman and Members of the Planning and Works Committee
DATE: August 13, 2013
FILE CODE: F18-1
SUBJECT: SNOW REMOVAL AT GRT BUS STOPS

RECOMMENDATION:
For information.

SUMMARY:
Earlier this year GRT staff met with the Grand River Accessibility Advisory Committee (GRAAC) to provide an update on the implementation of transit related AODA initiatives. During the meeting members of the committee expressed concerns about the 72 hours service standard in place to begin the removal of snow from the bus stops and the impact it has on accessing public transit. Subsequently GRAAC passed a motion to request Regional Council amend this to a 24 hour service standard.

This report is intended to outline the current snow removal practice at GRT bus stops, the impacts of revising this to a 24 hour service standard and to propose alternative options to improve accessibility.

REPORT:
There are 2,800 bus stops, 1,250 landing pads and 500 bus shelters in the GRT service network. Currently snow removal begins at these locations within 72 hours after the end of a snow event. This delay provides time for the roads and sidewalks to be cleared first. While they are being cleared two snow berms are created between the bus stop and the sidewalk and between the bus stop and the roadway. Then when the snow is being cleared from the bus stops, these snow berms are opened up to provide access to the bus stop location from both the sidewalk and the road.

Once the bus stop snow removal process begins, they are all cleared within 48 hours. In the interim, until the snow has been cleared, transit customers can use an adjacent driveway as a temporary bus stop location.

Moving from a 72 hour standard to 24 hours will not ensure the bus stop remains snow free and accessible since snow clearing of the roads and sidewalks will not be complete within 24 hours. As a result any roads or sidewalks that are ploughed after the bus stop has been cleared will require follow up visits to remove the snow berms to ensure access to the roadway or sidewalk from the bus stop.

The current cost of snow removal at bus stops is approximately $550,000 annually. This cost could double or triple based on the number of subsequent visits required at the bus stops to remove the snow berms created during the road and sidewalk clearing. In addition the cost to have all bus stops cleared within 24 hours may lead to increased costs for the additional staffing and equipment required by the contractors.
As an alternative there is an opportunity to improve the coordination of snow removal at no additional cost, with the area Municipalities so that the bus stop snow removal can be initiated right after the roadways and sidewalks are cleared. This would require closer communication and some advance planning of snow clearing routes so the bus stop clearing could follow the pattern set by each Municipality. Staff will meet with each of the three Municipalities to determine how this can be implemented for the coming winter.

In addition, staff plans to generate a list of higher priority locations where the bus stops could be cleared within 24 hours recognizing these locations would require additional snow clearing as required to remove the berms. This list will be shared with GRAAC to get their feedback and input on any other potential locations.

Also, an awareness campaign will be introduced to inform customers that they can use an adjacent driveway as a temporary bus stop when their stop location is not accessible due to snow.

CORPORATE STRATEGIC PLAN:

5.1 - Improve the accessibility of Regional programs and services to support our diverse community.
5.3 Ensure Regional programs and services are efficient and effective and demonstrate accountability to the public.

FINANCIAL IMPLICATIONS:

The annual budget for snow removal at bus stop locations is currently $550,000. Should the practice be adjusted to clear the snow at all bus stops within 24 hours, then the operating budget will need to be increased by $550,000 to $1,100,000 to meet this revised service standard.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from Corporate Resources Citizen Services was consulted during the preparation of this report.

PREPARED BY: Eric Gillespie, Director, Transit Services

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
TO: Chair Jim Wideman and Members of the Planning and Works Committee  
DATE: August 13, 2013  
FILE CODE: T01-20/46  
SUBJECT: ROSEVILLE ROAD (REGIONAL ROAD 46) 80 KM/H POSTED SPEED LIMIT REVIEW NEAR BARRIE’S LAKE TURTLE CROSSING, TOWNSHIP OF NORTH DUMFRIES  

RECOMMENDATION:

THAT the Regional Municipality of Waterloo take no action regarding the existing 80 km/h posted speed limit on Roseville Road (Regional Road 46) from 150 metres east of Brown Avenue to the City of Cambridge boundary as outlined in report E-13-096, dated August 13, 2013.

SUMMARY:

NIL

REPORT:

As outlined in report E-13-068/ P-13-059, staff received concerns with regard to the significant numbers of turtles being struck by motorists along Roseville Road (Regional Road 46) in the vicinity of Barrie’s Lake, in the Township of North Dumfries just west of the City of Cambridge boundary. It was requested that staff review the need for warning signs to alert motorists to turtles crossing Roseville Road and to also consider reducing the posted speed limit.

As a result of the review oversized “Wildlife Crossing” warning signs were installed facing both eastbound and westbound motorists approaching the area where turtles are migrating. In addition to the wildlife crossing signs, turtle signs above the wildlife crossing signs were also installed. These measures were implemented at the requests of concerned citizens witnessing turtle deaths and to inform motorists of crossing turtles. The effects of these signs are unknown. Staff also recommended initiatives, such as eco-passages to address turtle deaths along Roseville Road.

At its scheduled meeting dated June 5, 2013, Regional Council passed a motion requesting that Regional Transportation Division staff prepare a report to consider a speed reduction to 60km/h along Roseville Road from 150 metres east of Brown Avenue to the City of Cambridge limits, in the Township of North Dumfries. A copy of the June 5th, 2013 report (E-13-068/ P-13-059) and the accompanying resolution is included in Appendix A.

On July 2, 2013 at a meeting of Township of North Dumfries Council, a resolution was passed to recommend that Regional staff reduce the existing 80 km/h speed limit to 60 km/h for the section of Roseville Road from approximately half way between Edworthy Side Road and Dickie Settlement Road east to the City of Cambridge boundary. A copy of the Township of North Dumfries Council resolution is also included in Appendix B.
Figure 1 shows the subject section of Roseville Road under review.

**Figure 1 – Roseville Road Speed Limit Review**

Speed surveys conducted on June 13, 2013 captured the average travel speeds of 2,630 vehicles during a 24-hour period. The survey shows that the average travel speed of motorists along this section of Roseville Road is 77 km/h with a posted speed limit of 80km/h. Staff anticipates that motorists will continue to travel at or near the current average speed of 77 km/h should the posted speed limit be reduced.

In addition to 24-hour speed surveys, a GPS speed survey was conducted between Edworthy Sideroad and the City of Cambridge boundary. The GPS surveys show that the average travel speed of motorists between Edworthy Sideroad and the City of Cambridge boundary is approximately 73km/h. The survey also illustrates that the average travel speed is approximately 74 km/h in the 60 km/h speed zone east of Edworthy Sideroad and that it increases close to 80 km/h within the 80 km/h speed zone section of Roseville Road where turtles are migrating. Figure 2 shows the average speed profiles of GPS speed surveys along Roseville Road between Edworthy Sideroad and the City of Cambridge boundary. Figure 3 shows the 85th percentile speed profiles of GPS surveys along the same section of Roseville Road. The 85th percentile speed can be described as the speed at which 85% of those surveyed are travelling at or below.

**Figure 2 – Average Speed Profiles of GPS Survey along Roseville Road**
Research has shown that most drivers travel at a speed they consider to be comfortable, regardless of posted speed limits. Studies, undertaken “before” and “after” revised speed limits have been posted in the Region of Waterloo have shown that there are no significant changes in average vehicle speeds following the posting of the signs. Research elsewhere indicates similar results, that changing the speed limit does not change the average speed. Included in Appendix C is a table that shows the results of our before/after surveys where the posted speed limit was changed though the use of signage only. Of the 10 locations surveyed, 6 locations show an increase in the average travel speed of approximately 4.6 km/h and the remaining 4 locations show an average decrease of approximately 2.5 km/h when lowering of the posted speed limit.

To allow for public comment, Transportation staff placed information signs from July 8, 2013 to July 19, 2013 along Roseville Road requesting comments from the public through the Region’s website or via telephone. An internet questionnaire was set up to receive comments and a telephone number was provided. As a follow up to the web survey, 89 questionnaires were mailed to residents on Roseville Road within the Brown settlement limits to the City of Cambridge limits as well as to residents within the subdivision of Brown.

A total of 73 responses were received showing that 61.6% of respondents are in support of reducing the speed limit to 60 km/h with the installation of infrastructure such as eco-passages for turtle safety. Table 1 below summarizes our questionnaire results.

### Table 1 – Questionnaire Results

<table>
<thead>
<tr>
<th>Speed Limit Remains at 80km/h with the Installation of Eco-Passages, Temporary Exclusion Fencing, Creation of a suitable Habitat on the South Side of Roseville Road</th>
<th>Total Support</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit Remains at 80km/h without the Installation of Eco-Passages, Temporary Exclusion Fencing, Creation of a suitable Habitat on the South Side of Roseville Road</td>
<td>7</td>
<td>9.6%</td>
</tr>
<tr>
<td>Speed Reduction to 60km/h with the Installation of Eco-Passages, Temporary Exclusion Fencing, Creation of a suitable Habitat on the South Side of Roseville Road</td>
<td>45</td>
<td>61.6%</td>
</tr>
<tr>
<td>Speed Reduction to 60km/h without the Installation of Eco-Passages, Temporary Exclusion Fencing, Creation of a suitable Habitat on the South Side of Roseville Road</td>
<td>10</td>
<td>13.7%</td>
</tr>
</tbody>
</table>
In general, those that support a speed reduction to 60 km/h have concerns with both wildlife crossing Roseville Road and pedestrian safety. Those that oppose reducing the speed limit indicate that changing the speed limit will not reduce the number of turtle deaths.

Waterloo Regional Police Services staff responded to the survey and has indicated that they support the posted speed limit remaining at 80 km/h along this section of Roseville Road.

As approved in Report E-13-068/P-13-059, dated May 28, 2013, other measures being considered, and if feasible, will be implemented to minimize the number of turtle crossings on Roseville Road. These measures include:

- Erecting temporary exclusion fencing;
- Creating a suitable turtle habitat on the south side of Roseville Road; and
- Constructing one or more eco-passages north of Barrie’s Lake across Roseville Road.

The implementation of one or all the above measures is anticipated to significantly reduce turtle deaths currently being experienced on Roseville Road in the vicinity of Barrie’s Lake.

Community Planning staff are meeting with local landowners and Township of North Dumfries staff to investigate the potential to create a turtle breeding habitat on the south side of Roseville Road near Barrie’s lake as a means of discouraging turtles from crossing to the ploughed farmland on the north side of the road. For a potential longer-term solution, the City of Cambridge-led Cambridge West Master Environmental Servicing Plan is reviewing possible new alignments for Blenheim Road and Roseville Road which could have implications for wildlife crossing Roseville Road near Barrie’s Lake. Regional staff will be involved in the review of the alternative alignments in terms of impacts on Roseville Road. A Public Information Center to present the results of the Cambridge West Master Environmental Servicing Plan is tentatively scheduled for October 2013.

Staff therefore recommends not reducing the 80 km/h speed limit near Barrie’s Lake because:

- It is not likely to change driver behavior;
- It is not anticipated to reduce the number of turtle deaths;
- It is likely to cause people assisting turtles and recreational users to feel safer as they assume motorists are travelling slower when in reality they will not thus creating a more hazardous environment;
- The Waterloo Regional Police Services staff support an 80 km/h speed zone; and
- Other available measures are more likely to address turtle safety.

CORPORATE STRATEGIC PLAN:

This report addresses the Region’s goal to implement proven roadway safety strategies and education to enhance the safety of our roadways (Strategic Objective 3.3.2).

FINANCIAL IMPLICATIONS:

NIL

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from Planning are coordinating the measures to reduce the number of turtle crossings.
ATTACHMENTS:

Appendix A - Report E-13-068/ P-13-059 and the accompanying resolution

Appendix B - Correspondence received from the Township of North Dumfries, dated July 4, 2013

Appendix C - Before/after speed surveys where the posted speed was reduced

PREPARED BY: Patricia Heft, Engineering Technologist, Traffic Engineering

APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
REGION OF WATERLOO
TRANSPORTATION AND ENVIRONMENTAL SERVICES
Transportation
PLANNING, HOUSING AND COMMUNITY SERVICES
Community Planning

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

DATE: May 28, 2013

SUBJECT: ROSEVILLE ROAD (REGIONAL ROAD 46) NEAR BARRIE’S LAKE TURTLE CROSSING, TOWNSHIP OF NORTH DUMFRIES

FILE CODE: C13-30/T&P, T01-20/46

RECOMMENDATION:

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

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

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

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

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

SUMMARY:

NIL

REPORT:

Regional staff received concerns with regard to the significant numbers of turtles being struck by motorists along Roseville Road (Regional Road 46) in the vicinity of Barrie’s Lake, in the Township of North Dumfries just west of the City of Cambridge boundary. It was requested that staff review the need for warning signs to alert motorists to turtles crossing Roseville Road and to also consider reducing the posted speed limit.

Existing Conditions

Roseville Road in the vicinity of Barrie’s Lake is a 2-lane rural cross section with a posted speed limit of 60 km/h. This section of Roseville Road attracts an Average Annual Daily Traffic Volume (AADT) of approximately 2,435 vehicles per day.
The Barrie’s Lake area is located within the Blair-Bechter-Kruickston Environmentally Sensitive Landscape (ESL), a landscape notable for its rich diversity of wildlife. Between April and June of each year turtles migrate from Barrie’s Lake on the south side of Roseville Road to nesting habitat in farm fields located on the north side of Roseville Road. The recent peak in turtle deaths and injuries along Roseville Road near Barrie’s Lake coincides with the reptiles’ emergence from hibernation in the lake and their search for suitable nesting sites. The gentle south-facing slopes on ploughed farmland north of the road present a good nesting habitat. Later, the turtles will return across Roseville Road back to the lake and still later, the hatchlings will also make their way to Barrie’s Lake. During this migration period turtles are being struck and killed by passing motorists. Figure 1 shows the section of Roseville Road in the vicinity of Barrie’s Lake where turtles are migrating across the road.

Figure 1 - Roseville Road in the Vicinity of Barrie’s Lake

To help reduce turtle road deaths and to inform motorists, on May 2, 2013, Transportation staff installed oversized “Wildlife Crossing” warning signs facing both eastbound and westbound motorists approaching the area where turtles are migrating. In addition to the wildlife crossing signs staff later installed turtle signs above the wildlife crossing signs. Figure 2 provides a photo of the warning signs including the location where the signs were installed.
To further assess concerns regarding the current 80 km/h posted speed, speed studies completed on Roseville Road between 2007 and 2010 indicate that the average travel speed on this section of Roseville Road is approximately 76 km/h. The table below provides a summary of the speed surveys along this section of Roseville Road between 2007 and 2010.

Table 1 – Summary of Speed Surveys along Roseville Road in the Vicinity of Barrie’s Lake

<table>
<thead>
<tr>
<th>Location</th>
<th>Survey Date</th>
<th>Posted Speed</th>
<th>Average Speed</th>
<th>85th/95th Speed</th>
<th>Vehicles Surveyed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roseville Road between Brown Ave and Blenheim Road (Cambridge Boundary)</td>
<td>Jul. 14, 2010</td>
<td>80 km/h</td>
<td>76 km/h</td>
<td>88 km/h</td>
<td>2,635</td>
</tr>
<tr>
<td></td>
<td>Nov. 13, 2007</td>
<td>80 km/h</td>
<td>75 km/h</td>
<td>87 km/h</td>
<td>2,306</td>
</tr>
<tr>
<td></td>
<td>May 2, 2007</td>
<td>80 km/h</td>
<td>78 km/h</td>
<td>90 km/h</td>
<td>2,315</td>
</tr>
</tbody>
</table>

Staff generally recommend that speed limits be set at or about the average speed because this is most likely to produce a uniformly moving traffic stream. Traffic flowing at a uniform speed results in increased safety and fewer collisions. With uniform speed, drivers are less impatient, pass less often, and are less likely to tailgate, which reduces both head-on and rear-end collisions. The posting of an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted, safe drivers are not penalized, and police officers are not asked to enforce and defend unrealistic and arbitrary speed limits. For these reasons Transportation Division staff do not recommend a lower posted speed limit along this section of Roseville Road.

In general it is very difficult to control speed. Speed limit signs do not slow down traffic. Research has shown that most drivers travel at a speed they consider to be comfortable, regardless of posted speed limits. Simply changing the signs in the absence of clear signals to motorists to reduce their speed will likely result in little to no change to the average travel speed along this section of Roseville Road. More importantly, a reduced speed limit can cause the people assisting turtles to feel safer as they assume motorists will slow down when in reality they will not thus creating a more hazardous environment. Citizens are requesting the speed be reduced so they can assist turtles. Figure 3 shows the existing speed zones along Roseville Road. As shown in Figure 3, two areas have limited visibility of pedestrians within the road segment due to the road curvature. These
curves are signed with curve advisory signs and advisory speed limits where warranted which are also shown in Figure 3.

Figure 3 - Existing Speed Zones Along Roseville Road

Eco-Passage

The most effective way of reducing wildlife mortality on roads is the construction of eco-passages. Eco-passages are under-passes, or more rarely over-passes, that allow animals to cross roads in relative safety. The effectiveness of the culverts or small tunnels is to a large extent dependent upon the construction of funnel walls or exclusionary fencing that prevents animals from crossing a road at any location and guides them to the opening of an eco-passage. The design of the structures will also determine whether animals feel safe entering them. The Region was a relatively early adopter of eco-passages, having installed the first one under Blair Road within the rare Charitable Research Reserve when that road was up-graded in 2010. This eco-passage was featured as a case study in the Ontario Road Ecology Group’s OREG’s Guide to Road Ecology in Ontario (2010). All new Regional Road projects are now reviewed to determine whether eco-passages are warranted and feasible.

Given the annual toll of turtles killed or injured and the risk to citizens trying to rescue them, the Barrie’s Lake location warrants special consideration. The recent erection of signage is a necessary first step. It is recommended that the signs remain in place until October, or at least until turtles cease to cross the road for the season. It is also recommended that the signage be re-erected in April, 2014 for next year’s season.

Preliminary review of the Guide to Road Ecology in Ontario indicates that exclusion fencing could also deter turtles from crossing, or at least concentrate them in locations where they could cross. In the short term, this can take the form of erosion and sedimentation control fabric fencing stapled to small stakes and heeled into the ground. There may be a potential to supplement this with dense native vegetation. As the turtles are migrating in search of suitable ground in which to lay their eggs, it is also recommended that staff investigate whether suitable nesting habitat could be created on the south side of the road. There may be some potential to create such habitat within the road right-of-way or perhaps in private property in collaboration with the landowners who are deeply concerned.
about the turtles. Staff has contacted the Toronto Zoo which has developed considerable expertise in conserving native turtle populations in the wild. Zoo staff has forwarded designs for exclusion fencing and guidelines for the creation of turtle nesting habitat. Staff will endeavour to apply this information to the Barrie’s Lake site.

As this location lies within the Blair-Bechtel-Cruickston ESL, it is recommended that the cost of installing temporary exclusion fencing and trying to improve breeding habitat on the south side of the road be defrayed from the stewardship granting stream of the Community Environmental Fund. Sufficient funds remain after Council’s approval of the 2013 stewardship projects earlier this year.

As noted, above, the optimum solution would be the installation of two or three eco-passages. The draft Natural Environment Report for the Cambridge West Master Environmental Servicing Plan (MESP) contains a map which identifies this stretch of Roseville Road as an area where three ecological linkages should be created or enhanced. Figure 4 shows the linkages recommended in the draft report. It is further recommended that staff carefully review the site at the earliest opportunity for opportunities where one or more eco-passages could be considered.

When the MESP is completed late in 2013 or early in 2014, elements of it that pertain to four defined areas of Regional interest will be submitted to Regional Council for approval. One of those deals with the protection and management of Landscape Level Features such as the Blair-Bechtel-Cruickston ESL. A second item deals with implications for Regional infrastructure. Upon review and consideration of the recommendations concerning Roseville Road in the final draft of the MESP, staff will be in a position to provide more detailed recommendations concerning potential eco-passages in this location. Staff is not in a position to install eco-passages at this time because the current road profile cannot readily facilitate them. In order to install eco-passages north of Barrie’s Lake, some reconstruction of this stretch of Roseville Road may be required.

**Figure 4 - Recommended Locations of Potential Ecological Linkages**
CORPORATE STRATEGIC PLAN:

This report addresses the Region’s goal to optimize existing road capacity to safely manage traffic throughout Waterloo Region (Strategic Objective 3.3). By seeking to protect wildlife populations in this part of the Barrie’ Lake ESL, it would also help achieve Strategic Objective 1.5.

FINANCIAL IMPLICATIONS:

The cost to investigate and install temporary exclusion fencing along Roseville Road north of Barrie’s Lake and to create breeding habitat on the south side of the road is estimated to be approximately $10,000. There is sufficient funding remaining in the Stewardship Granting Stream of the Community Environmental Fund within the 2013 approved Regional Budget to fund these initiatives.

The installation of eco-passages will be considered during the completion of the MESP and will require revisions to the 10 Year Transportation Capital Program.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS:

NIL

PREPARED BY:  Mike Jones, Supervisor, Traffic Engineering
               Chris Gosselin, Manager of Environmental Planning

APPROVED BY:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
               Rob Horne, Commissioner, Planning, Housing and Community Services
COUNCIL APPROVED RECOMMENDATIONS
PLANNING AND WORKS COMMITTEE

June 5, 2013
Approved by Confirming By-law No. 13-023

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

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

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

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

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

   e) Direct staff to bring back a report to the August Planning and Works meeting on possibly reducing the speed limit to 60 km/h on Roseville Road.

Report No. E-13-068/P-13-059
RE: Roseville Road (Regional Road 46) Near Barrie’s Lake Turtle Crossing, Township of North Dumfries
FC: C13-30/T&P, T01-20/46
Docs#: 1412111
Internal: TE5 (Transportation) and PHCS (Community Planning) for action.
Action by C&AS: Send letter to SueStubley via e-mail to [suestubley@yahoo.ca]
QR: Yes
cc: Mike Jones, Traffic Engineering
     Chris Gosselin, Manager, Environmental Planning
     Thomas Schmidt, Commissioner, Transportation and Environmental Services
     Rob Horne, Commissioner, Planning, Housing and Community Services

AP: Please accept this letter for information purposes only. If you have any questions please contact Mike Jones, Traffic Engineering at 519-575-4069 or Chris Gosselin, Manager, Environmental Planning at 519-575-4501.

Please forward any written responses to this letter to Kris Fletcher, Director, Council & Administrative Services/Regional Clerk.
July 4, 2013

Bob Henderson
Manager Transportation Engineering
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3

Re: Roseville Road

Please be advised that at the July 2, 2013 meeting of Council the following resolution was passed:

"THAT correspondence be forwarded to the Region of Waterloo recommending that the speed limit on Roseville Road be reduced to 60 km/h for the section from the existing speed limit change sign approximately half way between Edworthy Sr. and Dickie Settlement Rd. east to the City of Cambridge."

Also, enclosed is a copy of staff report CAO-13-40 which was considered by Council.

Sincerely,

Rodger Mordue
CAO/Clerk

Encl.
<table>
<thead>
<tr>
<th>Meeting date</th>
<th>Requestor</th>
<th>Request</th>
<th>Assigned Department</th>
<th>Anticipated Response Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>28-Mar-12</td>
<td>Council</td>
<td>Staff to review the operation of the Homer Watson Boulevard/Block Line Road roundabout and report back to Council in 2013.</td>
<td>Transportation and Environmental Services</td>
<td>Sept. 2013</td>
</tr>
<tr>
<td>08-May-12</td>
<td>P&amp;W</td>
<td>Report detailing the rationale for the Injury Crash Cost calculation used by staff in reports for roadway improvements. (E-12-045 page 48 authored by Frank Kosa)</td>
<td>Transportation and Environmental Services</td>
<td>Spring 2013</td>
</tr>
<tr>
<td>08-May-12</td>
<td>P&amp;W</td>
<td>Staff to review options for signalized vehicle lights and signalized pedestrian crosswalks in Roundabouts in the detailed design report prepared later in 2012 for Franklin Boulevard Improvements.</td>
<td>Transportation and Environmental Services</td>
<td>May 28, 2013</td>
</tr>
<tr>
<td>05-Jun-13</td>
<td>G. Lorentz</td>
<td>Staff to review signage on Trussler Road/Ira Needles Boulevard</td>
<td>Transportation and Environmental Services</td>
<td></td>
</tr>
<tr>
<td></td>
<td>J. Haalboom</td>
<td>Staff continue to lobby the Province for changes to the Highway Traffic Act providing right of way to pedestrians and on an as needed basis provide an update to Council</td>
<td>Transportation and Environmental Services</td>
<td>as required</td>
</tr>
</tbody>
</table>