Regional Municipality of Waterloo

Planning and Works Committee

Agenda

Tuesday, November 4, 2014

11:00 a.m. Approximate time (Immediately following Closed Session)

Regional Council Chamber

150 Frederick Street, Kitchener, ON

1. Motion to Reconvene Into Open Session

2. Declarations of Pecuniary Interest Under The Municipal Conflict Of Interest Act

3. Delegations

   a) Michelle Goodridge re: E-14-120, Fountain Street North Improvements, King Street West to Cherry Blossom Road, City of Cambridge – Approval of Project

   b) Carol Wiebe, MHBC Planning re: P-14-099, Further Approval to the City of Waterloo’s New Official Plan – Deferral No. 29 Relating to the Open Space and Core Natural Features Designations on 310 Erbsville Road
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
   a) P-14-097, Monthly Report of Development Activity for September 2014 (Approval)
   b) Ottawa Street Improvements, Highway 7 Eastbound Ramp to Lackner Boulevard, City of Kitchener – Information Package in Advance of Public Consultation Centre No. 2 (Information)
   c) Northumberland Street, Stanley Street and Swan Street Improvements, CPR Tracks to Hilltop Drive, Township of North Dumfries - Information Package in Advance of Public Consultation Centre (Information)
   d) Ottawa Street Improvements, Highway 7 Westbound Ramp to 250 Metres West of Charles Street, City of Kitchener – Information Package in Advance of Public Consultation Centre (Information)
   e) E-14-123, Clean Water Act Activity Confirmation Project (Information)
   f) Class Environmental Assessment for Conestogo Plains Water Supply System – Information Package in Advance of Public Consultation Centre No. 2 (Information)

5. Motion To Approve Items Or Receive for Information

   Regular Agenda Resumes

6. Reports – Planning, Housing and Community Services
   Community Planning
   a) P-14-098, Approval of the City of Kitchener’s New Official Plan and Official Plan Amendment No. 103 to the City of Kitchener’s Current Official Plan
Transportation Planning

b) P-14-100, 2015 Grand River Transit Service Improvement Plan – Public Consultation Centres

Reports – Transportation and Environmental Services

Rapid Transit

c) CR-RS-14-094, Authorization to Expropriate Land (1st Report) for Rapid Transit Project Stage 1 – 904 King Street West, Kitchener

Design and Construction

d) E-14-118, Consultant Selection - Detailed Design and Services During Construction for the Waterloo Landfill Pumping Station 1 Replacement, City of Waterloo

e) E-14-119, Consultant Selection - Detailed Design and Services During Construction for the Kitchener Zone 4 Trunk Watermain, Mannheim Zone 4 Pump Station to Strasburg Road, City of Kitchener

f) E-14-122, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot - Project Approval

g) CR-RS-14-095, Authorization to Expropriate Lands (1st Report) for the Reconstruction of Fountain Street (Regional Road 17) from Shantz Hill Road to King Street West and King Street (Regional Road 8) from Fountain Street to Eagle Street, in the City of Cambridge

Transportation

h) E-14,121, The Region of Waterloo 2013 Collision Report

7. Information/Correspondence

a) Council Enquiries and Requests for Information Tracking List

8. Other Business

9. Next Meeting – To be determined

10. Adjourn
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<tr>
<th>Date</th>
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<tbody>
<tr>
<td></td>
<td>9:00 A.M.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2&lt;sup&gt;nd&lt;/sup&gt; Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>Thu., November 6, 2014</td>
<td>2:00 P.M. - 7:00 P.M.</td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>Lobby, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
</tr>
<tr>
<td>Wed., November 12, 2014</td>
<td>2:00 P.M. - 7:00 P.M.</td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>University of Waterloo Room DC1301 William. G. Davis Computer Research Centre 200 University Ave. W. Waterloo, Ontario</td>
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<tr>
<td>Thu., November 13, 2014</td>
<td>2:00 P.M. - 7:00 P.M.</td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>Wilfrid Laurier University, Concourse Fred Nichols Campus Centre 75 University Ave. W. Waterloo, Ontario</td>
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<tr>
<td>Tue., November 18, 2014</td>
<td>4:00 P.M. - 8:00 P.M.</td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>Real Canadian Superstore Community Room 875 Highland Rd. W. Kitchener, Ontario</td>
</tr>
<tr>
<td>Thu., November 20, 2014</td>
<td>4:00 P.M. - 8:00 P.M.</td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>St. Anthony Daniel Parish Raphael &amp; Michael Rooms 29 Midland Drive Kitchener, Ontario</td>
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## Next Meetings

<table>
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<tr>
<th>Date</th>
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<tr>
<td><strong>Wed., November 26, 2014</strong></td>
<td><strong>4:00 P.M. - 8:00 P.M.</strong></td>
<td>Proposed 2015 Transit Service Improvement Plan PCC</td>
<td>Emmanuel Village Bistro Room 1250 Weber St. E. Kitchener, Ontario</td>
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<tr>
<td><strong>Transportation and Environmental Services</strong></td>
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<tr>
<td><strong>Thursday, November 6, 2014</strong></td>
<td><strong>5:30 P.M. - 8:00 P.M.</strong></td>
<td>Ottawa Street Improvements, Highway 7 Eastbound Ramp to Lackner Boulevard, City of Kitchener – Public Consultation Centre No. 2</td>
<td>Stanley Park United Brethren Church 9 Dreger Avenue Kitchener, Ontario</td>
</tr>
<tr>
<td><strong>Tuesday, November 18, 2014</strong></td>
<td><strong>4:30 P.M. - 7:30 P.M.</strong></td>
<td>Northumberland Street, Stanley Street and Swan Street Improvements, CPR Tracks to Hilltop Drive, Township of North Dumfries - Public Consultation Centre</td>
<td>Ayr Community Centre Hall 2nd Floor, 7 Church Street Ayr, Ontario</td>
</tr>
<tr>
<td><strong>Thursday, November 20, 2014</strong></td>
<td><strong>5:30 P.M. - 7:30 P.M.</strong></td>
<td>Class Environmental Assessment for Conestogo Plains Water Supply System Public Consultation Centre No. 2</td>
<td>Conestoga Golf &amp; Country Club Club Room 400 Golf Course Road Conestogo, Ontario</td>
</tr>
<tr>
<td><strong>Thursday, November 27, 2014</strong></td>
<td><strong>5:30 P.M. - 8:00 P.M.</strong></td>
<td>Ottawa Street Improvements, Highway 7 Westbound Ramp to 250 Metres West of Charles Street, City of Kitchener – Public Consultation Centre</td>
<td>Kitchener Church of God 533 Weber Street East Kitchener, Ontario</td>
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Region of Waterloo
Transportation and Environmental Services
Design and Construction

To: Chair Jim Wideman and Members of the Planning and Works Committee
Date: November 4, 2014

Subject: Fountain Street North Improvements, King Street West to Cherry Blossom Road, City of Cambridge – Approval of Project

Recommendation:

THAT the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Fountain Street North (Regional Road 17) between King Street West and Cherry Blossom Road in the City of Cambridge:

a) approve the Recommended Design for Fountain Street North (Regional Road 17) as outlined in Report E-14-120;

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

i. Add to Schedule 24, Reserved Bicycle Lanes Anytime, on both sides of Fountain Street North (Regional Road 17) between King Street (Regional Road 8) and Cherry Blossom Road;

ii. Remove from Schedule 1, No Parking Anytime, on both sides of Fountain Street (Regional Road 17) from the south side of Highway 401 to King Street (Regional Road 8); and
iii. Add to Schedule 1, No Parking Anytime, on both sides of Fountain Street (Regional Road 17) from King Street (Regional Road 8) to Cherry Blossom Road.

in the City of Cambridge, as outlined in Report E-14-120 dated November 4, 2014.

Summary:

The Region of Waterloo is planning roadway improvements on Fountain Street North (Regional Road 17) between King Street and Cherry Blossom Road in the City of Cambridge (refer to the Key Plan in Appendix “A”).

Due to the age and condition of the pavement on Fountain Street North, it is necessary to completely reconstruct the existing road structure. The timing of this Project presents an opportunity to address other deficiencies along this road. These deficiencies include a lack of cycling lanes and a lack of continuous sidewalks within the Project limits.

The Fountain Street North Improvements Project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process and is pre-approved to proceed to construction provided that appropriate public consultation is conducted.

While both the Regional Transportation Master Plan, 2011, and the East Side Stage 1 Transportation Assessment, 2013, maintain Fountain Street North between King Street and Cherry Blossom Road as a two-lane road, there are discontinuous pedestrian facilities and no cycling facilities on this section of Fountain Street and accordingly, the Project Team considered new sidewalk and an on-road cycling lane on both sides of Fountain Street to enhance the pedestrian and cyclists environments.

The Project Team hosted a Public Consultation Centre (PCC) on December 4, 2013 at which approximately 30 residents attended. The Project Team presented the public with the following improvements to address the road condition and the deficiencies in the cycling and pedestrian facilities: complete road reconstruction with new concrete curb and asphalt roadway surface; on-road cycling lanes; retention of the existing sidewalk on the east side including new sidewalk between Marmel Court and Cherry Blossom Road; retention of the existing sidewalk on the west side including new sidewalk between Jacob Street and Cherry Blossom Road; and upgrades to Grand River Transit bus stops. Appendix “B” shows the cross-section for the improvements for consideration presented at the PCC.

The PCC generated six emails and one comment sheet submitted from the public. Comments included: support for the project with new cycling lanes and sidewalks; concern for the impacts that a road widening may have on fronting properties/houses.
and heritage; a comment that bike lanes may not be appropriate for this area of Cambridge; a suggestion that costs could be saved by installing sidewalk on only one side.

The addition of an on-road cycling lane and sidewalk on both sides of Fountain Street North would result in some grading impacts to boulevards adjacent to residential properties, including the removal of twenty (20) mature trees. Temporary construction easements would be required for eight (8) properties to facilitate the construction. The Project Team reviewed these boulevard impacts and concluded that the proposed design, which includes only two lanes but also includes cycling lanes and sidewalks represents a good balance between providing much needed active transpiration facilities while minimizing the impacts on adjacent properties.

Therefore, based on all the public input received to date along with all the relevant technical data, the Project Team is recommending that Regional Council approve the reconstruction of the existing two lanes on Fountain Street North with the addition of an on-road cycling lane and sidewalk on both sides of the road as presented to the public at the December 4, 2013 Public Consultation Centre.

The total estimated Region of Waterloo cost of the Fountain Street North Improvements Project is $2,310,000 for which sufficient funds are currently allocated in the 2014 Ten-year Transportation Capital Program.

Report:

1.0 Background

The Region of Waterloo is planning roadway improvements on Fountain Street North (Regional Road 17) between King Street and Cherry Blossom Road in the City of Cambridge. (Please refer to the Key Plan in Appendix “A” for the project limits.)

The Fountain Street North Project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process, pursuant to the Environmental Assessment Act, and is pre-approved to proceed to construction provided that appropriate public consultation is conducted.

A Project Team was established to direct this Project and includes staff from the Region of Waterloo and the City of Cambridge as well as City of Cambridge Councillor Donna Reid.

The Project limit is King Street on the south and Cherry Blossom Road at the north. The existing roadway is a two-lane urban roadway; a short section of the corridor is a two-lane rural cross-section (paved shoulders) in the vicinity of the Highway 401 Bridge and near the Canadian Pacific Railway (CPR) level crossing.
The topography of the road and adjacent land is generally rolling with some steep grades.

The road right-of-way width is variable, ranging from approximately 16 metres to greater than 60 metres. The pavement condition is generally found to be in fair-to-poor condition.

The sidewalks are non-continuous: limited to the west side from King Street to Jacob Street, and on the east side from King Street to just north of Marmel Court. The corridor is bound by retaining walls fronting residential properties between Jacob Street and Marmel Court. Grand River Transit has transit stops located at Marmel Court and the ATS/Cowan Insurance intersection (at approximately mid-corridor).

This Project is adjacent to two other Region of Waterloo road improvement projects, to the south, the previously approved Fountain Street and King Street Improvements Project, and to the north is the Fountain Street Improvements Project (Cherry Blossom Road to Kossuth Road) currently undergoing a Schedule C Municipal Class Environmental Assessment.

In addition to the two adjacent road improvements projects, in 2014, a Master Environmental Servicing Plan (MESP) for the East Side Lands was approved by both Regional Council and City of Cambridge Council. The MESP focuses on the development of Stage 1 of the East Side Lands, approximately 300 hectares of land designated for employment uses. The Stage 1 East Side Lands are generally defined by Middle Block Road and Kossuth Road to the north, the Grand River to the west, Speedsville Road and Fountain Street to the east, and Highway #8 to the south.

The MESP identifies the need for services (e.g., sewer, water, transportation, utilities) to support development of the East Side Lands. Although the MESP identifies needs for new watermain and sanitary sewer services along Fountain Street North, these servicing needs are limited to the section of Fountain Street North between Maple Grove Road and Fairway Road/Kossuth Road. Therefore, no underground infrastructure required to service the East Side Lands is required on Fountain Street North between King Street and Cherry Blossom Road.

Based on traffic projections to the year 2031, the Regional Transportation Master Plan (RTMP) and recommendations in the East Side Stage 1 Transportation Assessment (Dillon Consulting, December 2013) identify a need to add additional lanes on Fountain Street North between Maple Grove Road and Highway 7; however, both the RTMP and the East Side Stage 1 Transportation Assessment maintain Fountain Street North between King Street and Cherry Blossom Road as a two-lane road.

Fountain Street within this project includes a railway level crossing (Canadian Pacific Railway) approximately 190 m south of Cherry Blossom Road and an overpass of
Highway 401 approximately 600 m north of King Street.

The Fountain Street Project limits are bound on the south by a signalized intersections at King Street and on the north by a signalized intersection at Cherry Blossom Road; a third signalized intersection exists at the entrance to ATS and Cowan Insurance at approximately mid-corridor.

The properties fronting or adjacent to Fountain Street are primarily residential south of Highway 401 and commercial/industrial with some institutional uses (cemeteries) north of Highway 401.

2.0 Project Issues

2.1 Road Condition

Due to the age and condition of the pavement on Fountain Street North, it is necessary to completely reconstruct the existing two-lane road structure to the current design standards. The timing of this reconstruction presents an opportunity to address other deficiencies along this road. These deficiencies include a lack of cycling lanes and a lack of continuous sidewalks. These deficiencies along with the constraints encountered within the corridor are addressed in the following sections.

2.2 Pedestrian Facilities: Active Transportation

There are discontinuous pedestrian facilities on this section of Fountain Street and accordingly, new sidewalk is recommended on both sides of Fountain Street to enhance the pedestrian environment.

There are no cycling facilities on this section of Fountain Street and accordingly, an on-road cycling lane is recommended on both sides of Fountain Street.

The new sidewalk and on-road cycling lanes recommended are consistent with the priorities identified in the “Regional Transportation Master Plan”, 2011, the Region of Waterloo’s “Active Transportation Master Plan”, 2014, and the adoption of the Pedestrian Charter in 2005 by the Region of Waterloo and City of Cambridge, which through their vision of sustainability, encourage increased transit use and the promotion of transit choice. They also support the enhancements to this Project that will improve the cycling and pedestrian networks and thereby improve the accessibility to transit service in the area.

The Region of Waterloo’s “Context Sensitive Regional Transportation Corridor Design Guidelines”, 2010, (CDG) identifies Fountain Street North as: a “Residential Connector” from north of King Street to Marmel Court, and a “Neighbourhood Connector – Avenue” from north of Marmel Court to Cherry Blossom Road. The CDG classification defines that sidewalks are a necessary component of the right-of-way as the continuous sidewalks on Fountain Street North would provide a critical link in the area’s pedestrian
network because it includes one of only a few bridge crossings of Highway 401 and it would link-up with multi-use trail on Fountain Street south of King Street as well as planned multi-use trail on King Street east of Fountain Street and new cycling facilities on Fountain Street north of Cherry Blossom Road.

2.3 Highway 401

The Government of Ontario Ministry of Transportation is scheduled to replace the Fountain Street Bridge over Highway 401 to accommodate the future widening of Highway 401. In order for the new replacement bridge to accommodate the future Highway 401 expansion to 10-lanes, the replacement bridge will be higher than the existing bridge to provide greater clearance over the Highway 401 below. The Region of Waterloo requested the Ministry include a wider bridge cross-section on Fountain Street North to accommodate on-road cycling lanes and sidewalks.

The Ministry of Transportation’s Fountain Street Bridge reconstruction, with a wider bridge cross-section to accommodate on-road cycling lanes and sidewalks, is currently scheduled for 2015, in advance of the Region’s Fountain Street North Improvements Project which is currently scheduled for construction in 2016 and 2018 in conjunction with adjacent road improvement contracts.

2.4 Railway Crossing

The Canadian Pacific Railway level crossing at Fountain Street North just south of Cherry Blossom Road is not planned for improvement as part of this project as it was recently reconstructed; however, it is expected that minor adjustments to the signage and safety devices at the crossing will be required to facilitate the recommended improvements (i.e., sidewalks, on-road cycling lanes).

2.5 Road Corridor Impacts:

2.5.1 Property

The intent of the design process is to minimize property impacts and the need to acquire property; however, the initially proposed improvements would require the Region to acquire small strips of property and it is expected that some existing mature trees/landscape will have to be removed during construction to accommodate the improvements. The recommended improvements have been refined by the Project Team to minimize property impacts. The impacts are limited to temporary easements at approximately eight (8) adjacent properties and the removal of approximately 20 trees from the right-of-way to accommodate boulevard grading for the new sidewalk.

2.5.2 Trees

The Project Team retained a tree expert (arborist) to assess the existing condition of the various trees and other vegetation within the road corridor. 72 trees were inventoried,
none of which were noted as endangered or rare trees. Although the removal of approximately 20 trees is required to accommodate grading for the proposed sidewalk, four additional trees were recorded in poor condition and are considered hazard trees that should be removed. The arborist’s work includes the development of any required tree preservation or protection strategies which the Project Team will consider where feasible, as part of the detailed design and construction of this project.

It is the Region’s practice to plant two replacement trees for each tree removed as a result of any road project. The Project Team recommends replacing any removed tree with large diameter replacement salt tolerant trees (i.e., 75 mm to 80 mm calliper). Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including additional salt-tolerant trees, will be included as part of the project where space permits.

2.5.3 Heritage

A number of designated and listed heritage resources as well as many pre-1900’s homes/buildings along Fountain Street were identified within the Project limits at the onset of this Project. The Project Team retained a consultant to undertake a Cultural Heritage Assessment to identify and determine the cultural heritage value or interest of all potential Built Heritage and/or Cultural Heritage Landscapes within the project. The assessment documented a total of 21 built heritage resources and four cultural heritage landscapes within and/or adjacent to the Project limits. Recommendations including: staging construction and modifying activities to avoid impacts to identified resources; resource-specific impacts and/or documentation reports in advance of the detailed design to identify/document landscape features that may be retained or measures undertaken to mitigate impacts or documented prior to their removal; and landscape and restoration should be undertaken in a manner that is sympathetic to the overall setting. These recommendations and preservation strategies resulting from the assessment will be considered by the Project Team during the detailed design such that identified impacts can be reduced or avoided.

2.5.4 Cemeteries

Three cemeteries are adjacent to the Fountain Street North right-of-way within the project limits. The Project Team retained a consultant to undertake an Archeological Assessment of the Project Area to develop an inventory of any relevant historical, cemetery and/or archaeological data. This assessment predicted zones of archaeological potential, and as such, both a Stage 2 Archeological Assessment and a Stage 3 Cemetery investigation were undertaken. This investigatory work confirmed that the areas of archaeological potential were either previously disturbed or are “cleared” of any potential for disturbance to archeological resources.
3.0 Public Consultation

3.1 Public Consultation Centre (PCC)

A Public Consultation Centre (PCC) was held on December 4, 2013 to provide the public an opportunity to review the improvements being considered for Fountain Street North as well as ask questions of staff of the Region of Waterloo and City of Cambridge and to provide comments and input regarding the planning and design of the Project.

The Project Team presented the public with the following improvements to address the road condition and the deficiencies in the cycling and pedestrian facilities within this Project:

- Complete road reconstruction of the existing two-lanes along with new concrete curb and asphalt roadway surface;
- On-road cycling lanes;
- Retention of the existing sidewalk on the east side including new sidewalk between Marmel Court and Cherry Blossom Road;
- Retention of the existing sidewalk on the west side including new sidewalk between Jacob Street and Cherry Blossom Road; and
- Upgrades to Grand River Transit bus stops.

Appendix “B” shows the cross-section for the improvements for consideration presented at the PCC.

Approximately 30 people attended the PCC from which six emails and one comment sheet were received. Comments included: support for the road improvement project with new cycling lanes and sidewalks; concern for the impacts that a road widening may have on fronting properties/houses and heritage; a comment that bike lanes may not be appropriate for this area of Cambridge; a suggestion that costs could be saved by installing sidewalk on only one side.

3.2 Concerns Identified Through Public Input

The primary concerns identified through the comment sheet/emails received along with the Project Team’s response are summarized:

a) public comment identified the impacts that a road widening may have on fronting properties/houses and heritage;

A Cultural Heritage Assessment was undertaken to identify and determine the cultural heritage value or interest of all potential Built Heritage and/or Cultural Heritage Landscapes within the project. Although the corridor contains both built heritage and cultural heritage landscapes, the Project Team concluded that mitigation measures to minimize the impacts to the landscapes could reasonably be
balanced along with the need to reconstruct to roadway to meet the current design standards.

b) bike lanes may not be appropriate for this area of Cambridge;

The Region’s Active Transportation Master Plan identifies Fountain Street North as a critical link in the area cycling and pedestrian network because it includes one of only a few bridge crossings of Highway 401. A cycling facility on Fountain Street North as part of this project would link up with the approved cycling infrastructure on Fountain Street south of King Street as well as a planned multi-use trail on King Street east of Fountain Street and new cycling facilities on Fountain Street north of Cherry Blossom Road.

The implementation of the enhancements identified in the Regional Transportation Master Plan, Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines will enable all road users (e.g., vehicles, pedestrians, cyclists) the opportunity to connect with this community and beyond including access to the pedestrian areas within and surrounding Riverside Park, the City’s largest park.

c) costs could be saved by installing sidewalk on only one side.

The construction of new sidewalk would require the re-grading of boulevards and some driveways and would require the removal of several mature trees. The Project Team evaluated these impacts along with the construction costs against the need for improved pedestrian facilities in the corridor and believes sidewalk improvements are justified because they are critical to Fountain Street North including the surrounding community in many ways:

i. Region Planning documents, including the “Regional Transportation Master Plan”, 2011, the “Active Transportation Master Plan”, 2014, and the 2005 adoption of the Pedestrian Charter, reinforces the need to provide a walking environment within the public right-of-way that encourages people to walk for travel, exercise and recreation;

ii. Sidewalks would provide access, not only for the fronting properties on Fountain Street North, but also for all residents in the adjacent residential subdivision (e.g., Jacob Street, Kitchener Road, Marmel Court) with access to basic community amenities and services while not being dependent on car ownership or public transit use;

iii. Fountain Street North is a GRT bus route; therefore, sidewalks would provide pedestrian access to existing bus stops on both sides of Fountain Street;

iv. Sidewalks would provide a direct pedestrian link with the various community institutions (e.g., schools, churches, cemeteries);
v. Sidewalks would provide pedestrian access to the various recreation areas surrounding the community including the City of Cambridge Riverside Park and Linear Park Trail; and

vi. Pedestrian facilities were recently approved by Regional Council on King Street from Fountain Street to Eagle Street and on Fountain Street from King Street to Shantz Hill Road. In addition, pedestrian facilities on Fountain Street North from Cherry Blossom Road to Maple Grove Road are planned for construction in 2018. Therefore, constructing sidewalks in this project would provide a pedestrian link between the community north and south of Highway 401; a link which currently does not exist.

Copies of the emails and the comment sheet from the Public Consultation Centre are included in Appendix “C”.

4.0 Recommended Design

Based on the public input received to date following the PCC and via email/comment sheets, and a thorough review of all technical data, the Project Team is recommending full reconstruction of the existing two-lane road with on-road cycling lanes and sidewalk installed on both sides of Fountain Street North in order to provide active transportation facilities for cyclists and pedestrians on the east and west sides. Please see Appendix “B” for the Recommended Design Cross-Section.

Letters advising the public of the recommendations included in this report and the date the report is to be considered by the Planning and Works Committee were delivered on October 29, 2014 to area businesses and residents and to those who attended the public consultation event for this project.

5.0 Project Cost

The total estimated Region of Waterloo cost of the Fountain Street North Improvements project is $2,310,000.

6.0 Next Steps

All members of the public who have expressed an interest in this Project have been notified directly of the opportunity to comment before a final decision is made. Subject to Regional Council approval of the Recommended Design, staff will commence with the detailed design efforts and obtain the necessary property for completing the Project. Staff will also coordinate the relocation of the necessary existing utility poles.

7.0 Project Schedule

Subject to project approval from Regional Council, the acquisition of the required property would commence in the Winter of 2014/15 to secure the property in advance of the recommended road improvements. The Fountain Street Improvements are
recommended to be constructed over three phases as follows:

I. Between Marmel Court and south of the ATS/Cowan Insurance intersection, construction as part of the Ministry of Transportation’s Highway 401 Bridge Contract in 2015;

II. Between King Street and Marmel Court, construction as part of the approved improvements for Fountain Street and King Street intersection currently scheduled for 2016;

III. Between ATS/Cowan Insurance intersection and Cherry Blossom Road, construction as part of the planned improvements on Fountain Street between Cherry Blossom Road and Kossuth Road currently scheduled for 2018.

Corporate Strategic Plan:

This project is consistent with the development of Strategic Focus Area 2 (Growth Management and Prosperity). This Project specifically addresses Strategic Objective 2.2:

- Develop, optimize and maintain infrastructure to meet current and projected needs.

It is also consistent with the development of Strategic Focus Area 3 (Sustainable Transportation), more specifically Strategic Objective 3.2:

- Develop, promote and integrate active forms of transportation (cycling and walking).

Financial Implications:

The Region’s 2014 Ten-year Transportation Capital Program includes funding of $2,685,000 in the years 2014-2016 for the Fountain Street North Improvements Project, to be funded from the Roads Rehabilitation Capital Reserve Fund. As part of the 2015 budget process, the Ten-Year Transportation Capital Program will be adjusted to redistribute anticipated costs to reflect the recommended construction phasing.

Other Department Consultations/Concurrence:

The Transportation Planning Division of the Planning Housing and Community Services Department has been consulted in the preparation of this report.

Attachments

| Appendix A | Key Plan |
| Appendix B | Recommended Design Typical Cross-Section |
| Appendix C | Comments Received from the Public Consultation Centre |
Appendix A

Key Plan
Appendix B

Recommended Design Typical Cross-Section

RECOMMENDED DESIGN
Appendix C

Comments Received from the Public Consultation Centre

From: Sandra Streutker
Sent: Tuesday, November 26, 2013 12:29 PM
To: Jason Lane
Subject: Fountain Street Improvements.

Good day,
We just received public notice at our office (on Cherry Blossom Rd.) regarding the improvements that will be taking place on Fountain Street. I cannot attend the public meeting so I thought I’d send a quick note of encouragement.

I noticed that you are considering cycling lanes for this area. As a cyclist that commutes from West Galt to our office on Cherry Blossom from April - October I would strongly encourage you to do so. Presently I will not ride my bike up or down the Fountain Street hill (I go through the subdivision at the top cross hwy 8 and go through Preston Parkway) because the road is in poor condition and it is often backed up with traffic. Frequently I see riders on the sidewalks trying to avoid the road. Although this is illegal I do understand they may feel safer on the sidewalk. Cycling lanes would help this situation.

Regards,

--
Sandra Streutker
From: Michelle Goodridge <michelle.goodridge@hotmail.com>
Sent: Sunday, December 01, 2013 
To: Jason Lane
Cc:
Subject: Public Notice: Fountain St N Improvements

Dear Mr. Lane,

I received the notice for public consultation on the Fountain Street North improvements and I wanted to send along some comments/concerns I have as I am not able to attend the public meeting.

I own and live at 155 Fountain Street North, Cambridge. While I agree that the Fountain Street North does need some attention, in particular repaving, I am quite concerned over the possibility of widening the road to make room for bike lanes. The road is already incredibly close to the residences on Fountain St N, currently, my frontage is only 10-12 feet from the road. If the road is widened, I'm afraid my properties safety and value will be compromised. I also would like to inform you that I live in a historically designated home and under the Ontario Heritage Act, there are guidelines for how close a road can be moved in relation to a designated property. If anything, we should be diverting traffic away from Fountain Street North and away from our downtown cores, but that is a discussion to have later.

I do not think bike lanes are appropriate for this area of Cambridge. This road is incredibly busy and is always in the Region's top 10 most dangerous intersections, so why would you want to encourage people to bike? There are no other bike lanes in the immediate area and over the last 6 years of living here I can assure you, it is a rare sight to see a person on a bicycle.

I have taken the liberty to copy my councillor Donna Reid, President of Heritage Cambridge Christine Rier and Chair of the City of Cambridge Heritage Advisory Committee (MHAC) John Oldfield to this email so that they are also aware of my concerns over this project.

Thank you for taking the time to hear from concerned citizens. I look forward to attending future meetings.

Michelle Goodridge
From: Jessica Smith  
Sent: Wednesday, November 27, 2013 9:50 AM  
To: Jason Lane  
Subject: Fountain St N Improvements

Good morning Mr. Lane,

I received a notice yesterday about the public consultation for these street improvements. Your contact information was provided for people who wish to be added to the mailing list for future notices on the project. I would like to be added to the list, please.

I understand that you have many projects and there will be an information meeting on December 4th, but I was hoping you might have a chance to answer one question. I live at 261 Fountain St N and I have a 110 year old house that I am fixing up myself. The front yard has an old rock garden and a beautiful old dry rock wall directly beside the existing sidewalk. I love both of these features and they greatly add to the curb appeal of my house, (especially now that I have replaced the roof and front windows!). I was wondering: has it already been decided which side of the street would be cut back for expansion?

Thank you kindly for your time.

Regards,

Jessica Smith

---

From: Saito, Jenny  
Sent: Friday, December 06, 2013 6:58 AM  
To: Jason Lane  
Subject: Fountain Street North Improvements Inquiry

Hi Jason,

I live just off of Fountain Street, but unfortunately due to my work hours, I was unable to attend the Public Consultation Centre. I was just wondering if any information was presented to the public there and if it’s at all possible to get some of that information?

I commute to work every day and although I’m excited to see improvements and changes made to Fountain Street, I’m also nervous about the impact it will have to my commute to and from work!

Any information is greatly appreciated!

Thanks,

Jenny Saito
COMMENT SHEET
REGIONAL MUNICIPALITY OF WATERLOO

FOUNTAIN STREET NORTH IMPROVEMENTS

PUBLIC CONSULTATION CENTRE

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by December 19, 2013 to:

Mr. Jason J. Lane, P.Eng.,
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4757 x3752
Fax: (519) 575-4430
Email: jlane@regionofwaterloo.ca

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

Comments or concerns regarding this project:

We have minor concerns with the project as shown:

1) The sidewalk on the east side, north of Marshall, is a little too narrow. The sidewalk on the west side should be sufficient.

2) The curve of the sidewalk, to the south side of Marshall, is not necessary. There is only a sidewalk on the north side of Marshall, and as the street is only one block long, putting another sidewalk on the south side is not necessary.

3) A bike lane on both sides of Fountain Street would add safety to the sidewalk between Marshall and Jacob should be reconsidered. This equates to a lower.

Name: BARRY BARBARA DUNCAU
Address: 330 FOUNTAIN STREET NORTH
Postal Code: N3H 1H8
Phone: Email: AND

Thank you for your interest and time.

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

DOCS #1495947
small number of pedestrians. Some Manuel residents take the laneway directly to Kitchener Road or Jacobs Street. This is a shorter walk for those residents.

4) As noted, we are interested in the upgrades to our water and sewer service. We would like the opportunity to have these scoped to see if this work would be necessary. We hope we will be notified closer to when this work will start so we can arrange to have someone to scope the pipes.
Report: P-14-099

Region of Waterloo
Planning, Housing and Community Services
Community Planning

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

Date: November 4, 2014

File Code: D17-20

Subject: Further Approval to the City of Waterloo’s New Official Plan – Deferral No. 29 Relating to the Open Space and Core Natural Features Designations on 310 Erbsville Road

Recommendation:

THAT the Regional Municipality of Waterloo, in accordance with Sections 17 and 21 of the Planning Act, R.S.O, 1990, Chapter P.13, as amended:

a) Further approve, with modifications, those portions of the City of Waterloo’s current Official Plan identified as Deferral No. 29 in the original approval dated November 21, 2012, as it relates to the Open Space and the Core Natural Features designations for the property municipally addressed as 310 Erbsville Road, and that the certificate page contained in Attachment 3 to Report No. P-14-099, dated November 4, 2014, be included in the approval document; and

b) Further approve the repeal of the City of Waterloo’s previous Official Plan, as originally adopted by City of Waterloo By-law 88-70 and all amendments thereto, and as repealed by City of Waterloo By-law 2012-035, only insofar as it relates to the lands directly affected by Deferral No. 29.

Summary:

Regional Council approved the City of Waterloo’s current Official Plan on November 21, 2012. As part of its decision, Council deferred various portions of the City’s Official Plan for further consideration. One such deferral, referred to as Deferral No. 29, relates to a 0.75 hectare infill property located at 310 Erbsville Road in Waterloo (see Attachment 1). This deferral arose after the property owner had expressed some concerns about...
the Open Space and the Core Natural Features designations that were being proposed for the wooded area on the property.

Last year, the City and the Region received an application to rezone and subdivide the property to create eight new single detached residential lots. As part of the development review process, the applicant submitted a Tree Inventory Report that demonstrated the wooded area on the property does not meet the test of a Significant Woodland as set out in the Regional Official Plan (ROP).

Based on the results of the Tree Inventory Report, on August 12, 2014, Waterloo City Council passed a resolution requesting the Region to further approve the City’s Official Plan by deleting the Open Space and the Core Environmental Features designations that were originally proposed for wooded area on the property, and replacing them instead with a Low Density Residential designation (see Attachment 2). If approved by Regional Council, this change would resolve Deferral No. 29 and permit the owner to remove a portion of the wooded area to accommodate the proposed development. Although the wooded area does not meet the test of a Significant Woodland, the owner has agreed to retain about 60 percent of the trees on the site (approximately 90 of 150 trees) in accordance with a Tree Management Plan approved by the City.

The resolution of Deferral No. 29 described above conforms to the in-force 1995 Regional Official Policies Plan (ROPP) and the Growth Plan for the Greater Golden Horseshoe, and is consistent with the provisions of the 2014 Provincial Policy Statement. As a result, Regional staff support the resolution of this deferral and recommend that it be approved by Regional Council.

Following Council’s decision on this matter, the Region is required to issue a Notice of Decision under the Planning Act and there is no additional public process. Anyone objecting to Council’s decision may file an appeal to the Ontario Municipal Board. Regional Council’s decisions would become final if no appeals are received within the 20-day appeal period.

Report:

On November 21, 2012, Regional Council approved a new Official Plan for the City of Waterloo. As part of this approval, Council deferred its decision on the Open Space and the Core Natural Features designations that Waterloo City Council had originally adopted for a 0.75 hectare property located at 310 Erbsville Road (see Attachment 1). This deferral arose late in the process after the property owner had expressed some concerns about the environmental significance of the wooded area located on the property. If approved, the proposed Open Space and Core Natural Features designations would effectively prohibit any development in the wooded area and reduce
the development potential of the property.

Regional Council agreed to defer the proposed Open Space and Core Natural Features designations until the City had the opportunity to reassess the wooded area on the property. This deferral is referred to Deferral No. 29 in the Region’s original approval of the City’s Official Plan of November 21, 2012.

Last year, the City and the Region received an application from 2257818 Ontario Inc. to rezone and subdivide the property to create eight new single detached residential lots. As part of the development review process, the applicant submitted a Tree Inventory Report that demonstrated the wooded area on the property does not meet the test of a Significant Woodland set out in Policy 7.C.6 of the ROP. Regional staff confirmed this finding in the field with the applicant and the City’s environmental planner on October 9, 2013.

Based on the results of the Tree Inventory Report, Waterloo City Council passed a resolution on August 12, 2014 requesting the Region to resolve Deferral No. 29 by deleting the Open Space and the Core Environmental Features designations that were originally proposed for the wooded area, and replacing them instead with a Low Density Residential designation (see Attachment 2).

If approved by Regional Council, these changes would resolve Deferral No. 29 and permit the owner to remove a portion of the wooded area to accommodate the proposed development. Although the wooded area does not meet the test of a Significant Woodland, the property owner has agreed to retain about 60 percent of the trees on the site (approximately 90 of 150 trees) in accordance with a Tree Management Plan approved by the City.

The resolution of Deferral No. 29 described above conforms to the in-force 1995 Regional Official Policies Plan and the Growth Plan for the Greater Golden Horseshoe, and is consistent with the provisions of the 2014 Provincial Policy Statement. As a result, Regional staff support the resolution of this deferral and recommend that it be approved by Regional Council.

Lastly, Regional staff note that the revisions proposed in this report to the City’s Core Natural Features designation would ultimately need to be reflected on Map 4 (Greenlands Network) of the new ROP, which similarly designates the wooded area on the property as Core Environmental Features. These and other mapping changes to the new ROP would be presented to Regional Council for consideration as part of a future housekeeping amendment to the ROP.
Proposed Next Steps

Following Regional Council’s decision on Deferral No. 29, the Region is required to issue a Notice of Decision under the Planning Act and there is no additional public process. Any person or public body that made an oral submission at the public meeting, or made a written submission to Waterloo City Council before its decision to adopt the City’s new Official Plan, may appeal Regional Council’s decision on Deferral No. 29 to the Ontario Municipal Board within the 20-day appeal period. Regional Council’s decision would come into effect if no appeals are received within this period. As well, anyone objecting to the proposed development of the property may also file an appeal in conjunction with the associated zone change and plan of subdivision applications submitted under the Planning Act.

Area Municipal Consultation/Coordination

Regional staff have been working closely with the City of Waterloo on this matter as part of the review of Zone Change Application Z-14-06 and Draft Plan of Subdivision Application 30T-14401. City Council and staff support the resolution of Deferral No 29 as described in this report.

Corporate Strategic Plan:

This report addresses two of the five focus areas of the Corporate Strategic Plan: Environmental Sustainability, and Growth Management and Prosperity.

Financial Implications:

Nil.

Other Department Consultations/Concurrence:

Nil.

Attachments

Attachment 1: Location Map
Attachment 2: Lands Subject to the Resolution of Deferral No. 29
Attachment 3: Certificate Page

Prepared By: John Lubczynski, Principal Planner

Approved By: Rob Horne, Commissioner, Planning, Housing and Community Services
Attachment 1
Lands to be Re-Designated from "Open Space" to "Low Density Residential" on Schedule "A" (Land Use Plan), and to be removed from the "Core Natural Features" Designation on Schedule A4 (Natural System)
Attachment 3

Resolution of Deferral No. 29

to the

Official Plan

of the

City of Waterloo

The Regional Municipality of Waterloo, in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, Chapter p. 13, as amended, hereby:

a) Further approves the portions of the City of Waterloo’s current Official Plan previously identified as Deferral No. 29 in the original approval of the Official Plan dated November 21, 2012, subject to the following modifications:

i) Schedule “A” (Land Use Plan) is modified to re-designate the lands highlighted on the attached Map A from “Open Space” to “Low Density Residential”; and

ii) Schedule “A4” (Natural System) is modified to remove the “Core Environmental Features” designation from the lands highlighted on the attached Map A; and

b) Further approve the repeal of the City of Waterloo’s previous Official Plan, as originally adopted by City of Waterloo By-law 88-70 and all amendments thereto, and as repealed by City of Waterloo By-law 2012-035, only insofar as it relates to the lands directly affected by Deferral No. 29.

_________________________________  ______________________________________
Approval Date                       Regional Clerk

_________________________________  ______________________________________
Date Approval Comes into Effect     Regional Chair
Region of Waterloo
Planning, Housing and Community Services
Community Planning

To: Chair Jim Wideman and Members of the Planning and Works Committee
Date: November 4, 2014
File Code: D18-01
Subject: Monthly Report of Development Activity for September 2014

Recommendation:

Summary:
In accordance with the Regional By-law 01-023, as amended, the Commissioner of Planning, Housing and Community Services has:

- Approved the following part lot control exemption by-law;
- Accepted the following plan of subdivision;
- Draft approved the following plan of subdivision and plan of condominium;
- Released for registration the following plan of subdivision and plan of condominium; and
- Approved the following official plan amendments.

Report:

City of Cambridge
Plan of Subdivision Application 30T-14102
Date Accepted: September 30, 2014
Applicant: 1655512 Ontario Inc.
Plan of Subdivision Application 30T-14102

Location: Dundas Street South
Proposal: To permit the development of 111 single detached residential units, 37 semi-detached residential units, 107 residential townhouse units and 140 residential apartment units.

Regional Processing Fee: Paid September 19, 2014

City of Kitchener

Registration of Draft Plan of Condominium 30CDM-11202

Draft Approval Date: April 29, 2010
Phase: Entire Plan
Applicant: 11 Overlea Drive (Kitchener) Limited
Location: 11 Overlea Drive
Proposal: To permit the conversion of 163 residential apartment units to condominium ownership.

Regional Processing Fee: Not applicable.
Commissioner’s Release: September 19, 2014

Official Plan Amendment Number 102

Applicant: Hallman Construction Limited
Location: Robert Ferrie Drive
Proposal: To amend Map 4 (Transportation) and Map 5 (Land Use) to show the modified preferred alignment for the westerly extension of Robert Ferrie Drive from its current terminus at Evens Pond Drive to Strasburg Road as determined through the Schedule C Environmental Assessment undertaken by the City of Kitchener. The study area encompasses portions of the Brigadoon and Doon South Communities in the City of Kitchener.

Regional Processing Fee: Paid July 2, 2014
Commissioner’s Approval: September 12, 2014
Came Into Effect: October 3, 2014
Official Plan Amendment Number 105

Applicant: South Estates (Kitchener)
Location: 1531 Bleams Road
Proposal: To amend Land Use Map 22e to the Rosenberg Secondary Plan by re-designating 1.143 hectares of land from Low Density Residential One and Low Density Residential Two to Neighbourhood Park. City staff determined a larger park would be more beneficial in this neighbourhood than currently contemplated in the Secondary Plan.

Regional Processing Fee: Paid July 16, 2014
Commissioner’s Approval: September 10, 2014
Came Into Effect: October 1, 2014

Official Plan Amendment Number 106

Applicant: Mattamy (Westmount) Limited
Location: 150 Amand Drive
Proposal: To amend the existing Neighbourhood Institutional designation on Community Structure Map 22a and Land Use Map 22e to the Rosenberg Secondary Plan. The amendment will provide for the proposed location of the public elementary school site.

Regional Processing Fee: Paid October 2, 2014
Commissioner’s Approval: September 30, 2014
Came Into Effect: October 21, 2014

City of Waterloo

Part Lot Control Exemption By-law 2014-100

Applicant: Carey Homes
Location: 610 Montpellier Drive
Proposal: To permit the creation of 2 semi-detached units.
Regional Processing Fee: Paid September 23, 2014
Commissioner’s Approval: September 23, 2014
Draft Approval of Plan of Condominium 30CDM-13408

Applicant: MNL Properties
Location: 392 Albert Street
Proposal: To permit the development of 15 residential apartment condominium units.

Regional Processing Fee: Paid August 6, 2014
Commissioner’s Approval: September 10, 2014
Came Into Effect: October 1, 2014

Registration of Draft Plan of Subdivision 30T-11403

Draft Approval Date: February 19, 2013
Phase: Stages 1 and 2
Applicant: Krissons Holdings Limited
Location: Maverick Street
Proposal: To permit the development of 4 residential street-fronting townhouse units and 21 residential multiple (terrace) units.

Regional Processing Fee: Paid September 12, 2014
Commissioner’s Release: September 25, 2014

Township of North Dumfries

Official Plan Amendment Number 27

Applicant: Grand Valley Golf and Country Club
Location: 1896 Roseville Road (Regional Road 46)
Proposal: To amend the designation of the subject property from “Rural Area/Agricultural” to “Rural Area/Open Space”. The re-designation will facilitate the integration of the property into the Grand Valley Golf and Country Club, accommodating the development of an associated driving range and parking area.

Regional Processing Fee: Paid July 11, 2014
Commissioner’s Approval: September 25, 2014
Came Into Effect: October 16, 2014
Township of Woolwich

Draft Approval of Plan of Subdivision 30T-13702

Applicant: Sunset Hills Estates Corp.
Location: 31 Homestead Drive, Maryhill
Proposal: To permit the development of 38 residential single detached units.

Regional Processing Fee: Paid September 12, 2014
Commissioner’s Approval: September 18, 2014
Came Into Effect: October 9, 2014

Residential Subdivision Activity January 1 to September 30, 2014

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*The acceptance and/or draft approval of plans of subdivision processed by the City of Kitchener under delegated approval authority are not included in this table. For comparison, the following table has also been included:

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

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<th>Residential Units Draft Approved</th>
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*The acceptance and/or draft approval of plans of subdivision and condominium processed by the City of Kitchener under delegated approval authority are not included in this table.

**Area Municipal Consultation/Coordination**

These planning approvals and releases, including consultations 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 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, Planning, Housing and Community Services
Regional Municipality of Waterloo

Ottawa Street Improvements
Highway 7 Eastbound Ramp to Lackner Boulevard
City of Kitchener

Information Package

Public Consultation Centre No. 2

Thursday, November 6th, 2014
5:30 p.m. to 8:00 p.m.
Stanley Park United Brethren Church
9 Dreger Avenue, Kitchener

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

As you may be aware, the Region of Waterloo is planning to reconstruct Ottawa Street between Highway 7 and Lackner Boulevard in Kitchener. The project includes complete reconstruction of the roadway to address the deteriorated pavement condition as well as improved cycling, transit and pedestrian facilities. Construction is scheduled to occur over 2 years, in 2016 (from Highway 7 to River Road) and in 2017 (River Road to east of Lackner Boulevard). Please refer to Appendix A for a key plan of the Project Area.

This is the 2\textsuperscript{nd} Public Consultation Centre (PCC) for this Ottawa Street project. The purpose of this 2\textsuperscript{nd} Ottawa Street PCC is:

- to present the results of the Noise Study for the Ottawa Street corridor undertaken as part of this project; and
- to present a number of proposed design changes that have been included since the first PCC in October 2013.

This PCC is a forum for you to review the results of the Noise Study and the proposed design revisions, ask questions of staff, and provide any comments you may have on the new design and/or the Noise Study.

We encourage you to provide feedback by filling out the Comment Sheet attached to the back of this Information Package and either place it in the box at this PCC or send it to the address indicated on the Comment Sheet prior to **Tuesday, November 25\textsuperscript{th}, 2014**. Your comments will be considered by the Project Team in conjunction with all other relevant information (including Regional policies, master plans, design criteria, etc.) in establishing a final Recommended Design Alternative for road improvements on Ottawa Street.

2. **Who Is Directing This Project?**

This project is being directed by a Project Team consisting of staff from the Region of Waterloo and the City of Kitchener, and City of Kitchener Councillor Scott Davey. In early 2015 the Project Team will be revised to reflect any changes resulting from the 2014 Municipal Elections.

3. **What Proposed Improvements Were Presented at the First Public Consultation Centre in 2013?**

In October 2013, the first Public Consultation Centre (PCC No. 1) was held at the Stanley Park Community Brethren Church. At PCC No. 1, a proposed design...
was presented to receive comments from the residents, property owners and the general public. The design presented at PCC No. 1 included:

- Complete replacement of the deteriorated pavement;
- Construction of 1.25-1.50 metre wide designated on-road cycling lanes on both sides of the road to provide a continuous cycling facility on Ottawa Street within the project’s limits;
- Construction of a 3.0m wide off-road multi-use trail on the north side of Ottawa Street from Dreger Avenue to Nottingham Avenue, and on both sides of Ottawa Street from Old Chicopee Drive to Lackner Boulevard. (multi-use trails would provide improved connections between existing City trails and would support higher pedestrian and cyclist traffic at the project’s east limit, which is adjacent to the Grand River Arena, Grand River High School, Lyle Hallman Pool and the Rosenberg Park sports field;
- Construction of new 1.5 metre sidewalks on the north and south sides of Ottawa Street where none currently exist;
- New pedestrian refuge islands at Nottingham Avenue, Montcalm Drive and McGee Avenue;
- Installation of Detectable Warning Plates to facilitate accessibility for the visually impaired at all sidewalk ramp and road crossing locations;
- Intersection Improvements at Old Chicopee Road (including the continuation of the two eastbound lanes past the intersection);
- Replacement of some sections of the storm sewer system;
- Replacement of an undersized Regional watermain from Heritage Drive to east of Lackner Boulevard (at Keewatin Avenue);
- Upgrades to the existing transmission gas main;
- Improvements to the existing Grand River Transit (GRT) stops and bus shelters and the introduction of new iXpress stop locations (in addition to the regular GRT stops); and
- Provision of 1.0-2.25 metre wide grassed boulevards with landscaping plantings where space permits. (Landscape planting typically occurs 1 year after construction has been completed.)
4. **What Feedback Was Received As A Result Of Public Consultation Centre No. 1?**

Thirty-six (36) people attended PCC No. 1 and fourteen (14) written comments were received.

The following summarizes the main comments received as a result of PCC No. 1.

**a) Petition from the Residents of Bishop Court and Hampton Court**

Five (5) signatures were included in a petition from residents of two streets that back onto Ottawa Street (Bishop Court and Hampton Place). The petition requested consideration of a noise barrier and stated that current noise levels are unacceptable. The petition asked that the noise study include the noise generated from vehicles starting and stopping at the Old Chicopee Road intersection and also that the noise study include actual noise measurements, and not calculated noise levels. Other comments in the petition included a concern that the existing streetlights light up backyards and bedrooms, that the Montcalm Drive intersection is dangerous for school children and other pedestrians and that left turns are difficult onto Ottawa Street from Montcalm Drive.

**Project Team Response:**

The results of the noise study are presented on the display boards at the PCC and are summarized in Section 6 of this Information Package. With respect to street lighting, the existing high pressure sodium streetlights on Ottawa Street are at a standard offset from the road to provide the required illumination of the roadway. This project will include the replacement of all existing streetlights with new L.E.D. fixtures which provide improved illumination on the roadway that is more direct, with less “scatter” which will reduce the amount of light that shines into the adjacent backyards.

Regarding the noted pedestrian safety concerns at the Montcalm Drive / Ottawa Street intersection, this project includes the installation of a pedestrian refuge island at Montcalm Drive. A refuge island in the centre of Ottawa Street will allow pedestrians to cross Ottawa Street one half at a time, requiring gaps in only one direction of traffic at a time; this will provide an added level of comfort for pedestrians crossing at this location.

The Region has re-checked the warrants for traffic signals at the Montcalm Drive intersection with Ottawa Street. As per Regional policy, the warrants are based on provincial guidelines that assess a number of criteria including through-traffic...
and turning traffic volumes. It is confirmed that the warrants for traffic signals are not met and traffic signals are therefore not proposed at this location.

b) Multi-Use Trail, Sidewalk and On-Road Cycling Facilities

A number of comment sheets supported the proposed sidewalk, multi-use trail installations and on-road cycling lanes. One comment asked that off-road multi-use trails be installed for the entire length of Ottawa Street on both sides. One comment suggested that a 3 metre wide multi-use trail would create conflicts between cyclists and pedestrians.

Project Team Response:

On this project, multi-use trails are proposed at two key locations where there is a significant demand for trail use. The first location is between Dreger Avenue and Nottingham Avenue along Ottawa Street’s north side to provide connectivity from the existing trails in the Stanley Park Conservation Area to the adjacent neighborhoods. The other proposed multi-use trail location is between Old Chicopee Road and Lackner Boulevard to provide comfortable off-road trail links in the vicinity of Grand River Arena, Grand River High School, Lyle Hallman Pool and the Rosenberg Park sports fields.

A multi-use trail is not practical over the entire length of the project due to a number of constrained sections in the corridor where there is insufficient space between the proposed curb and the property line; multiple strips of property would have to be acquired along numerous back-lotted properties and extensive hydro pole relocations would be required. In addition, trails are not considered where there are multiple driveways in close proximity (i.e. near River Road) because of the inherent conflict with drivers not expecting cyclists to approach on the right, i.e. in the opposite direction to traffic.

c) Other Comments;

One comment suggested Ottawa Street should be extended across the Grand River to accommodate City growth and better facilitate access to the airport.

Two other comments recommended that Ottawa Street be widened to four lanes throughout the corridor.

Project Team Response:

The extension of Ottawa Street over the Grand River is in the Region’s longer term forecast but is not required until well into the future (20+ years). The recent construction of the Fairway Bridge over the Grand
River which was completed in 2013 has provided a much improved link to the Region’s airport and the Breslau and Cambridge communities and has reduced the need for an additional bridge crossing of the Grand River in the near future.

With respect to the suggestion to widen Ottawa Street to four lanes throughout the corridor, the Project Team has re-visited this matter and is now recommending that Ottawa Street be reconstructed wider where it is only two lanes wide today to provide a continuous four lanes, plus turning lanes where required. The original design shown at the October 2013 PCC included four lanes as exist today from Highway 7 to Old Chicopee Drive. The original design also included an extension of the four lanes through the Old Chicopee Drive intersection and then a transition back to two lanes just east of Montcalm Drive. It is now proposed that the section of Ottawa Street east of Old Chicopee Drive be widened to 2 lanes in each direction, plus turning lanes for the following reasons:

- Would result in a continuous, consistent 2 lanes in each direction through the entire Ottawa Street corridor on this project, eliminating the need for an eastbound lane drop or merge near Old Chicopee Drive;

- The existing section from Heritage Drive to Lackner Boulevard is already wide enough for four lanes and would only need re-striping of the existing width to create four lanes;

- Would complete the ultimate configuration in the corridor eliminating the need for additional disruption in the future;

- Would improve operational capacity allowing vehicles to bypass transit busses stopped at bus stops, including the new proposed iXpress stops; and

- The cost compared to the design presented at PPC No. 1 is only marginally higher since the additional widening would only occur over the 600 metre section between Montcalm Drive and Heritage Drive.

5. What Are the Changes to the Design Since the First PCC?

The changes to the design since the first PCC are as follows:

- Widening to 4 lanes plus turning lanes between Montcalm Drive and Heritage Drive and;
- Additional illumination from River Road to Lackner Boulevard.

The Project Team analyzed the existing lighting levels for the entire project and determined that the current lighting is deficient in a number of locations. Additional light poles and light fixtures are now proposed on the south side of Ottawa Street between River Road and Lackner Boulevard.

Appendix B includes typical cross-sections of the proposed Ottawa Street improvements. The maps in Appendix D show the proposed widening to four lanes and the proposed new streetlight pole locations. This information is also available for viewing on larger-scale display boards at this upcoming PCC. All new lighting on Ottawa Street will include L.E.D. light fixtures which emit more direct light levels with less “scatter” than the current high pressure sodium lighting.

6. **What are the Results of the Ottawa Street Noise Study?**

As indicated at the first PCC for this project, the Region intended to undertake a noise study for this Ottawa Street project as part of the preliminary design and report the findings back to the public. The noise study is complete and the results are summarized in this section and described in more detail on the display boards at this PCC. Anyone requiring further information can contact the Region Project Manager directly for copies of the Noise Policy or for further information on the noise assessment itself.

The Region of Waterloo conducts noise assessments on its projects using the Council-approved “Implementation Guideline for Noise Policies” (the “Guideline”). In the Guideline, noise assessments fall into one of three categories, namely, Part A for new roads or new developments, Part B for widening an existing road and Part C where there are noise complaints based on existing conditions.

On this project, the section of Ottawa Street between Old Chicopee Drive and Heritage Drive is being widened to provide four lanes, plus turn lanes where required. This section therefore falls under Part B of the Guideline. For a noise barrier to be warranted under Part B of the Guideline, the Region would construct a noise barrier when:

- The projected noise levels from traffic 10 years from the present exceed 65 dBA (decibel average); or
- The projected noise levels exceed 60dBA and the difference between the existing and projected noise level is 5dBA or more.
On this project where Ottawa Street is being widened, the projected noise levels do not exceed 65 dBA, nor do they increase by more than 5dBA. As a result, a noise barrier is not warranted for properties between Old Chicopee Drive and Heritage Drive under Part B of the Guideline.

Under Part C of the Region’s noise policy, all properties along Ottawa Street may be eligible for a noise barrier and there is the opportunity for the Region to cost-share a noise barrier installation in certain locations, if 2/3 of the abutting owners agree to pay for 50% of the cost of a new noise barrier. In order for the noise barrier warrants to be met, the following must apply:

- the existing noise level exceeds 60 dBA; and
- the installation of a noise barrier attenuates the noise levels by 5 dBA or more, to a level less than 60dBA.

Based on the Guideline, all homes backing onto Ottawa Street between Dreger Avenue and Old Chicopee Drive would qualify for a noise barrier under Part C. This includes at least one property on each of the following streets: Craig Drive, Hickson Drive, Dreger Avenue, Evelyn Court, Franklin Street North, Lyle Place, Crosby Drive, Secord Avenue, Holborn Court, Breckenridge Drive and Bishop Court. Please refer to the display boards at this PCC or to the maps in Appendix C at the back of this Information Package to see the exact municipal addresses that would qualify for a noise barrier under Part C. For properties east of Old Chicopee Drive backing onto Ottawa Street, the centre of the proposed road would shift further south with the new proposed design. The result is that the centre of the noise source would be further away from those properties on the north side who were concerned about noise levels. This will result in a reduction of the average noise for properties on the north side of Ottawa Street.

At the properties who qualify for a noise wall under Part C, a noise barrier of 1.8 m height (approximately 6 feet) could be constructed at the rear of the property. The total estimated cost of a noise barrier is approximately $1000 per metre of property “frontage” onto Ottawa Street. For example, if a property includes a 12.2 metre (40 foot) width at property line, the cost of the barrier is estimated to be in the order of $12,200, which would be shared equally between the Region and the property owner.

The noise barrier would be located just inside the Ottawa Street road right-of-way, i.e. adjacent to (and outside) the property line. At many properties, construction of the noise barrier would require the removal of fences at property
line, the removal of some trees, and replacement or relocation of shrubs and private sheds that are currently located at the existing property line.

If anyone who qualifies is interested in pursuing noise barriers under Part C of the Region’s Guideline, please advise us on the comment sheet attached to the back of this Information Package.

If 2/3 of the residents representing a particular section of noise barrier are interested in cost-sharing on a noise barrier, Regional staff would then arrange a meeting with the affected property owners along with your local City of Kitchener Councillor and a Regional Councillor to review the potential noise barrier solution, outline the approximate costs and identify the next steps.

If approved by Regional Council, the Project Team would then include the construction of the noise barrier in the planned 2016 and 2017 improvements of Ottawa Street.

With respect to the request in the petition to measure the actual sound instead of using calculated noise levels, it is common practice in the industry to use the provincial Ministry of Environment (MOE) modelling software to assess noise levels. The model provides an 8-hour average noise level taking into account traffic volume, speed, truck percentage, surface types, and the distance between noise source and receiver. There will be times within the 8-hour period when noise levels will be higher than the calculated average and other times when the noise will be lower than the average. But the MOE model provides a quantifiable average value that allows for a comparative assessment of noise levels based on a common set of criteria.

Note: The following sections 7 – 24 of this Information Package were already included at Public Consultation Centre No. 1, but these sections are repeated here to again provide general project information.

7. Is a Roundabout Being Considered at the River Road and Ottawa Street Intersection?

A roundabout at River Road and Ottawa Street is not being considered by the Project as the level of service at this intersection has been determined to be adequate for present and future use. In addition, land acquisition requirements would be excessive to successfully implement a roundabout at this location.
8. **What Other Improvements are Being Considered as Part of this Project?**

In addition to the improvements discussed in the prior sections, one other general improvement included in this project is the replacement of deteriorated retaining walls within the project limits.

In addition, Grand River Transit is working with the Project Team in developing alternatives for implementing a transit hub in the vicinity of Ottawa Street and Lackner Boulevard to support the new iXpress service and other planned route service improvements.

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

The Project Team is planning these improvements to address both the deteriorated roadway infrastructure as well as to include enhancements to the roadway corridor consistent with Regional Bylaws, policies, plans and practices. The Regional Official Plan gives the direction to balance new and retrofitted roads for all modes of transportation including walking, cycling, autos and transit. The proposed enhancements on this project support the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development. Regional Council also approved the Regional Transportation Corridor Design Guidelines in 2010 that support the integration of active and sustainable transportation on all Regional Roads.

This project will improve the walking environment by including new sidewalks and multi-use trails where they currently do not exist. The sidewalk will be set back from the road with grassed boulevards to further enhance the walking experience. In addition, this project includes the installation of dedicated on and off-road cycling lanes in support of the Region’s Active Transportation Master Plan which designates this section of Ottawa Street as an official cycling route.

10. **Who is Responsible for Clearing Snow from the Proposed New Sidewalks and Multi-Use Trails?**

The City of Kitchener has jurisdiction for the maintenance of sidewalks and multi-use trails on Regional Roads. As per the City of Kitchener’s associated by-law, snow clearing to ensure sidewalks are clear of snow and ice is the responsibility
of the property owner when the sidewalk is in the front of a residence. When the sidewalk or multi-use trail is located at the rear of residences or where there are no fronting residences (like most of the new sidewalk proposed on Ottawa Street), the City will plow these sidewalks and multi-use trails.

More information concerning sidewalk clearing is available at:

A copy of the by-law can be found at:

11. **Will Property Acquisition be Required for this Project?**

Implementation of the Project Team’s proposed improvements will require that the Region acquire property from several abutting property owners. These proposed property purchases generally consist of small ‘strips’ of land immediately adjacent to the existing roadway right-of-way to provide room for the proposed boulevards, sidewalks and cycling lanes. In areas where property is required, the property owner will be contacted directly by the Region of Waterloo’s Land Purchasing Officer. Compensation will be provided at fair market rates based on recent similar area sales. The plans presented at this Consultation Centre show the proposed property acquisition that will likely be required.

12. **How will Trees, Driveways and Lawns be Affected?**

It is expected that some existing trees will have to be removed during construction to accommodate the proposed improvements. The plans presented at this Consultation Centre show trees that likely will require removal or trimming. It is the Region’s practice to plant two replacement trees for each tree removed as a result of any road projects. Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Any new landscaping typically occurs in a separately tendered landscaping contract in the year following construction. Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Some residential/commercial properties along Ottawa Street may currently have hard landscaping features such as rock gardens, ornamental lights, underground sprinkler systems or similar landscape features which are currently situated on
the road right-of-way rather than on private property. If your property is identified as having these types of features on the roadway right-of-way, you will be contacted well in advance of construction and be requested to relocate these items from the right-of-way prior to construction.

13. How will the Stanley Park Conservation Area be Affected by this Project?

The Stanley Park Conservation Area is a designated wetland. The intent of the overall design is to avoid impacts to the wetland wherever possible. The Region of Waterloo, in conjunction with the Grand River Conservation Authority (GRCA) established the wetland limit where it abuts the Ottawa Street corridor in order to accurately define the location of the wetland in relation to the proposed works. GRCA and Region policies dictate that any impact to a wetland as a result of the intrusion of public infrastructure must be adequately mitigated if unavoidable. In the event that the proposed works encroach into wetland area(s), best management practices and remedial measures must be employed to adequately restore and enhance the wetland features and functions. This is typically demonstrated through the development of an Environmental Impact Study (EIS). It is anticipated that some tree removals will occur on both sides of Ottawa Street between Dreger Avenue and Nottingham Avenue to accommodate the proposed road cross-section. In addition, minor encroachment into the wetland areas for grading slopes is required but this encroachment is very limited.

14. How is the Natural Environment being Considered?

Sediment and erosion control features will be designed, implemented and maintained throughout construction. Key measures of this sediment and erosion control plan will include silt fencing, temporary sediment basins and other Best Practice measures. As noted previously, the proposed improvements will include new boulevard landscaping where feasible in order to enhance the natural environment and to provide a more appealing setting for pedestrians and other right-of-way users.

15. When will Construction Occur and Will There be Detours?

Construction on Ottawa Street is tentatively scheduled to commence in 2016 and would occur over two (2) years (2016-2017) in order to maintain traffic and minimize overall disruption to the residents and businesses along the corridor. The Region’s Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors. The timing of this Ottawa
Street work will also be coordinated with other planned GRT improvements along the corridor.

It is tentatively proposed that construction will be accomplished in two (2) stages, by completing the section of Ottawa Street from Highway 7 to River Road in 2016 and the section of Ottawa Street from River Road to beyond Lackner Boulevard in 2017. During the works, Ottawa Street will remain open to at least one lane of traffic in each direction and therefore there will be no formal detours required.

Pedestrian access will be maintained on one side of Ottawa Street for the duration of the construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The City of Kitchener Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions during the construction period. Grand River Transit service (Routes 1, 8 and 17) will be maintained during construction through the implementation of temporary bus stop locations as required.

As is customary during Regional Road reconstruction projects, motorists will be advised of the construction timing and traffic restrictions through advance signage and through information on the Region’s web site.

16. **How will Access be Maintained to Properties during Construction?**

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

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists, the Contractor will endeavour to complete the work across the driveway in two stages where feasible in order to maintain customer access.

Property and business owners are asked to contact the site supervisor if they have any concerns in relation to access, signage or other issues during the construction.
17. **Will there be Water Service Shutdowns during Construction?**

The Region intends to install a new 450mm diameter trunk watermain to replace an existing 300 mm diameter trunk watermain from Heritage Drive to Keewatin Avenue in order to upgrade the existing trunk watermain capacity. The installation of the new trunk watermain will be completed while Ottawa Street is already disrupted for the proposed roadway improvements. In order to make connections to the existing system, temporary water service interruptions will be required as part of this work. Water service interruptions will likely be less than ½ a day in duration and will likely occur between 9:00 am and 2:30 pm Monday to Friday unless other arrangements have been made. "Notices of Water Service Interruption" will be delivered to your front door a minimum of 24 hours before any required water service shutdown.

18. **Can my Existing Water Service be Upgraded?**

Replacement of the existing distribution watermain within Ottawa Street is not being considered as part of this Project and, as such, water service replacements are not anticipated to be completed as a result; however, if property owners wish to increase the size of the water service to their property beyond the standard 19mm size (i.e. to achieve increased flow) they may chose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner’s expense.

If you do wish to discuss an increase in the size of your water service to a size greater than the standard of 19mm diameter (i.e. to achieve increased flow), please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region’s Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.
19. **Can my Existing Sanitary Service be Up-graded?**

Replacement of the existing sanitary sewer within Ottawa Street is not being considered as part of this Project and, as such, sanitary service replacements are not anticipated to be completed as a result; however, if property owners wish to increase the size of the sanitary service to their property beyond the standard 100mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing sanitary services may be upgraded from the sanitary sewer main under the road to the property line at the property owner’s expense.

If you wish to discuss an increase in the size of your sanitary service to a size greater than the standard of 100mm diameter (i.e. to achieve increased flow), please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the sanitary service on their private property (i.e. between the property line and their building) as part of this construction. Property owners can inquire to arrange this work directly with the Region’s Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

20. **How will Garbage / Recycling be Collected During Construction?**

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

21. **What about Dust During Construction?**

The Region will be monitoring the amount of dust generated by construction activities on a daily basis. When necessary, the Region will ensure that the contractor uses proper dust suppression measures (i.e. the application of water and/or calcium chloride) in accordance with the Region’s standard practice.
22. **What are the Expected Working Hours during Construction?**

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

23. **Will the Posted Speed Limit on Ottawa Street be Changed?**

Following construction, the Region will retain the posted speed limit of 50 km/hr. on Ottawa Street from the Highway 7 Eastbound Ramp to Lackner Boulevard.

24. **What is the Estimated Cost of this Project and How will it be Funded?**

The Region of Waterloo and the City of Kitchener are funding the road improvements on this project. The estimated project cost for the Region’s share of the proposed Ottawa Street improvements is approximately $10,195,000. The City of Kitchener has an additional budget of $200,000 for the City’s share of the sidewalk and storm sewer replacements on Ottawa Street. The cost of the Region trunk watermain work is estimated to be $450,000.

25. **What is the Next Step Before Finalizing the Design?**

Prior to finalizing the final recommended design concept for the Ottawa Street Improvements for Regional Council’s approval, the Project Team is asking for the public’s input on the proposed revised design. This Public Consultation Centre (PPC #2) is your opportunity to ask questions, provide suggestions, and make comments on the changes made to date. Once your input is received, it will be used by the Project Team, in conjunction with all other relevant information and design standards to finalize the recommended design. Prior to construction, another Information Centre will be held to advise residents and property owners regarding specific timing and detour requirements.

26. **When will Final Decisions be Made for this Project?**

The Project Team will review the public comments received from this evening’s Public Consultation Centre (PCC #2) and use them as input for identifying a Recommended Design Concept for the Ottawa Street Improvements project. This Final Recommendation will be presented to Regional Planning and Works Committee and Council in early 2015 for approval. In advance of these meetings,
letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at either of the two Public Consultation Centres) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

27. How Can I Voice My Comments at this Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively, you can mail, fax or e-mail your comments to the Region of Waterloo not later than Tuesday, November 25th, 2014.

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

Mr. Dave Hallman, P.Eng. 
Vice President, Municipal 
MTE Consultants Inc. 
520 Bingemans Centre Drive 
Kitchener, ON N2B 3X9 
Phone: (519) 743-6500 
Fax: (519) 743-6513 
Email: dhallman@mte85.com

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

Key Plan

[Diagram of Ottawa Street Improvements in Region of Waterloo, highlighting project areas and construction details.]
Appendix B

Typical Cross Sections
Appendix B

Typical Cross Sections

OTAWA STREET
(Montcalm to Dreger)
Appendix B

Typical Cross Sections

[Diagram of Typical Cross Sections]
Appendix B

Typical Cross Sections
Appendix B

Typical Cross Sections
Appendix C

Noise Assessment Review Maps (showing Noise wall locations that meet part C of the guideline.)
Appendix C

Noise Assessment Review Maps (showing Noise wall locations that meet part C of the guideline.)
Appendix C

Noise Assessment Review Maps (showing Noise wall locations that meet part C of the guideline.)
Appendix D

Street Lighting
Appendix D

Street Lighting
Appendix E

Property Acquisition Process Information Sheet

(Projects requiring Class Environmental Assessment Approval)

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

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

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

Goal – Fair and Equitable Settlement for All Parties

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

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

**Steps Toward Offer of Settlement or Agreement of Purchase and Sale**

The general steps towards such an offer are as follows:

1) the Region will obtain an independent appraisal of the fair market value of the
lands and interests to be acquired, and an appraisal of any effect on the value of
the rest of the property resulting from the acquisition of the required lands and
interests;

2) compensation will be estimated and/or works to minimize other effects will be
defined and agreed to by the property owner and the Region’

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

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

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

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

**Expropriation**

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

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

Regional Municipality of Waterloo

Ottawa Street Improvements

Highway 7 Eastbound Ramp to Lackner Boulevard

City of Kitchener

Public Consultation Centre #2

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by November 25th, 2014 to:

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

Are you interested in upgrading your water service as part of this project?

☐ YES ☐ NO

Are you interested in upgrading your sanitary service as part of this project?

☐ YES ☐ NO

Comments or concerns regarding this project:
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

Docs 1666219
All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record.
Regional Municipality of Waterloo

Northumberland Street, Stanley Street & Swan Street Improvements
CPR Tracks to Hilltop Drive
Township of North Dumfries

Information Package

Public Consultation Centre

Tuesday, November 18, 2014
4:30 P.M. to 7:30 P.M.

at

Ayr Community Centre Hall, 2nd Floor
7 Church Street, Ayr

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

The Region of Waterloo is currently considering improvements to Northumberland Street, Stanley Street and Swan Street from the CPR Tracks to Hilltop Drive in the Township of North Dumfries. Please refer to Appendix “A” of this Information Package for a Key Plan of the project area. Northumberland Street, Stanley Street and Swan Street are arterial roadways under the jurisdiction of the Region of Waterloo. The watermain and sanitary sewer beneath these roadways are also owned and operated by the Region of Waterloo.

This project has been initiated primarily to address the deteriorated roadway and underground pipe condition within the project limits. The need for the roadway reconstruction also presents an opportunity to incorporate enhanced facilities for pedestrians and cyclists along this section of Northumberland Street, Stanley Street and Swan Street.

This project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process and is pre-approved to proceed to construction provided that appropriate public notification is undertaken.

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

The planning of these infrastructure improvements is being undertaken by a “Project Team” consisting of staff from the Region of Waterloo, the Township of North Dumfries, Regional Councillor Rob Deutschmann and Township of North Dumfries Councillor Sue Foxton. In early 2015, the Project Team will be revised to reflect any changes in Regional and Township Council representatives resulting from the 2014 Municipal Elections. The Region has retained the consulting engineering firm of WalterFedy to assist with the planning, design and contract administration of this project.
3. **What is the Purpose of this Public Consultation Centre?**

The public is invited to this Public Consultation Centre (PCC) to:

- review the improvements being considered for this project;
- ask questions of staff from the Region of Waterloo and the Township of North Dumfries; and
- provide comments and input regarding the planning and design of the improvements being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. All comments received will be considered along with other information received over the course of the project to assist the Project Team in completing the planning and design for this project.

4. **What Improvements are Being Considered?**

The Project Team is considering the following improvements (the “Preferred Design Concept”) to Northumberland Street, Stanley Street and Swan Street from the CPR Tracks to Hilltop Drive to address deteriorated underground pipe needs and to provide other enhancements to the roadway corridor:

- Complete replacement of the pavement structure including new concrete curbs on each side of the roadway;
- Extension of the existing storm sewers on Swan Street from approximately 100 metres south of Burnside Drive to Hilltop Drive, replacement of sections of storm sewer on Northumberland Street and Swan Street and replacement of the watermain on Swan Street;
- Construction of new on-road cycling lanes on each side of Northumberland Street from the CPR Tracks to Hall Street and on Swan Street from the north intersection of Mitchell Street and Swan Street to Hilltop Drive;
- Construction of shared use on-road cycling facilities including potential “sharrows” marked through the constrained sections of downtown Ayr (on
Northumberland Street from Hall Street to Stanley Street, on Stanley Street from Northumberland Street to St. Andrew Street and on Swan Street from Stanley Street to the north leg of Mitchell Street. (Sharrows are road pavement markings painted in the middle of a travel lane to advise motorists to share the road with cyclists. A sample is shown on the P.C.C. presentation drawings.) The use of painted “sharrows” is subject to the results of a pilot study to be undertaken by the Region of Waterloo in the near future assessing the effectiveness of using painted “sharrows” on sections of constrained Regional Roads;

- Replacement of some sections of the existing concrete sidewalks;
- Construction of a new concrete sidewalk on the west side of Northumberland Street from Hall Street to the downtown area of Ayr;
- Construction of a new concrete sidewalk on the east side of Swan Street from Stanley Street to the existing sidewalk located midway between both intersections of Mitchell Street and Swan Street;
- Removal of the existing sidewalk on the west side of Swan Street;
- Replacement of the existing bridge deck within the travelled portion of the roadway on Northumberland Street adjacent to the Watson Pond;
- Replacement of the existing angled parking on Northumberland Street and Stanley Street with on-road parallel parking; and,
- Planting of boulevard trees where feasible.

Please refer to Appendix ‘B’ for a drawing of the Project Team’s Preferred Design Concept for Northumberland Street, Stanley Street and Swan Street.

In developing the Preferred Design Concept, the Project Team considered several other options, including:

- Construction of new sidewalk on the west side of Swan Street from Stanley Street to Hilltop Drive;
- Construction of boulevard multi-use trails on each side of Swan Street, Stanley Street and Swan Street; and,
- Construction of on-road cycling lanes on Northumberland Street from Stanley Street to Hall Street, on Stanley Street from Northumberland
Street to St. Andrew Street and on Swan Street from Stanley Street to the north leg of Mitchell Street.

Construction of on-road cycling lanes or multi-use trails on Northumberland Street through the very constrained areas of Ayr (Northumberland Street from Hall Street to Stanley Street, Stanley Street from Northumberland Street to St. Andrew Street and Swan Street from Stanley Street to the north leg of Mitchell Street) was screened out by the Project Team for the following reasons:

a) The Region would need to acquire sections of property from several abutting property owners, including potentially some properties in their entirety;
b) The Region would need to remove many existing trees with limited opportunity to replace those trees near the same location;
c) The Region would need to relocate most of the existing utilities including hydro, telephone, cable TV and natural gas; and,
d) The Region would need to remove many of the on-road parking spaces in the downtown core of Ayr.

The Project Team believes that the Preferred Design Concept best balances the objective to improve pedestrian and cycling facilities through Ayr while minimizing the adverse impacts and preserving the character of the roadway.

5. How do the Improvements being Considered Relate to the Objectives of the Regional Official Plan, the Regional Transportation Master Plan, Regional Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?

The Project Team is planning these improvements to address both the deteriorated roadway and underground pipe on Northumberland Street, Stanley Street and Swan Street as well as to include enhancements to the roadway corridor consistent with Regional Bylaws, policies, plans and practices. The Regional Official Plan gives direction to balance new and retrofitted roads for all modes of transportation including walking, cycling, autos and transit. By considering improvements to cycling, pedestrian and transit facilities on Northumberland Street, Stanley Street and Swan Street, the planning of this project supports the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development.
The Region’s Context Sensitive Transportation Corridor Design Guidelines (CDG) is a document approved by Regional Council to guide the planning and design of Regional Roads. The CDG identifies design parameters for desired elements within the road allowance for various roadway classifications. According to the CDG, these sections of Northumberland Street, Stanley Street and Swan Street should be designed to include active transportation modes including walking and cycling. Additionally, the Region’s Active Transportation Master Plan (ATMP) identifies these roadway sections as a candidate for enhanced pedestrian and cycling facilities; however, the ATMP depicts this section of Northumberland Street, Stanley Street and Swan Street as a “constrained corridor”.

6. **How is On-Road Parking Affected under the Preferred Design Concept?**

The Project Team developed the Preferred Design Concept with a view to incorporate enhanced cycling and pedestrian facilities while minimizing adverse impacts, including the removal of existing on-road parking on Northumberland Street, Stanley Street and Swan Street. The Project Team found that the existing configuration of the angled parking does not adequately meet current design guidelines, and there is insufficient room to widen the roadway to meet the current design guidelines for angled parking. The Project Team considered alternative on-road parking configurations and ultimately developed the configuration with on-road parallel parking in lieu of angled parking. The parallel parking configuration recommended by the Project Team meets current design standards while maintaining sixty-two (62) on-road parking spaces compared to the existing sixty-four (64) spaces currently available.

As part of the planning for this project, the Project Team surveyed the usage of on-road parking on Northumberland Street, Stanley Street and Swan Street within the project limits. This survey was completed on Wednesday, September 3, 2014 between 8:00 AM and 7:00 PM. The results of this study are summarized in Appendix ‘C’.

On-road parking is more heavily used on Stanley Street between Northumberland Street and St. Andrew Street and on Northumberland Street between Stanley Street and Gibson Street. Under the Project Team’s Preferred Design Concept, only two (2) parking spaces would be eliminated with the revised parking configuration in this section of Northumberland Street and
Stanley Street. Based on the Parking Usage Study, sufficient on-road parking will remain available under the Preferred Design Concept to accommodate parking demand during peak periods and throughout the day.

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

Under the Project Team’s Preferred Design Concept, new sidewalk will be constructed on the west side of Northumberland Street from Hall Street to the existing sidewalk in the downtown area of Ayr and on the east side of Swan Street from the existing sidewalk end near Mitchell Street to Stanley Street. The existing section of sidewalk on the west side of Swan Street will be removed as the Project Team believes it is more beneficial to provide a continuous sidewalk on one side of Swan Street, and due to space limitations there is insufficient room to provide a continuous sidewalk on both sides of Swan Street. Raised tactile domes will also be provided at all intersection sidewalk ramps to assist visually impaired pedestrians.

8. Will Property be Required from Abutting Owners?

During the early planning stages of this project, the Project Team retained an Ontario Land Surveyor to undertake a comprehensive search of all existing property boundaries along Northumberland Street, Stanley Street and Swan Street from the CPR Tracks to Hilltop Drive. This search revealed that there are a small number of existing locations along Northumberland Street, Stanley Street and Swan Street where existing sidewalks are partially or wholly located on privately-owned property rather than within the Region’s road allowance. It is in the best interest of both the Region and abutting property owners to ensure that all public roadway elements (including sidewalks) are situated within the Region-owned public right-of-way for Northumberland Street, Stanley Street and Swan Street. Accordingly, the Region intends to purchase these small sections of properties from abutting property owners as part of this project. Additionally, seventeen (17) small strips or parcels of additional property have been preliminarily identified that the Region would need to acquire to undertake the proposed improvements to Northumberland Street, Stanley Street and Swan Street under the Project Team’s Preferred Design Concept. Please see Appendix “D” for a preliminary list of properties that the Region would need to acquire from the Preferred Design Concept.
Following Council approval of the Recommended Design for this project, Regional Real Estate staff will contact the affected property owners to discuss the necessary property acquisitions. It is the Region’s standard practice to negotiate agreements of purchase and sale with the affected property owner based on an independent appraisal of the land’s fair market value. If agreements cannot be reached in time to meet the project schedule, the Region may acquire the needed lands through Expropriation. For further information, please see the Property Acquisition Process Information Sheet in Appendix “E”.

9. **Are any Heritage Resources Impacted by the Improvements?**

Heritage resources, including buildings, can be designated or listed under the Ontario Heritage Act. Please refer to Appendix ‘F’ for definitions of the various heritage classifications under the Ontario Heritage Act. The Project Team has identified 3 designated properties under the Ontario Heritage Act, 78 municipally listed properties and 7 cultural heritage landscapes on or adjacent to Northumberland Street, Stanley Street and Swan Street within the project limits. Construction of the proposed improvements will be confined to the roadway corridor (following acquisition of the property required) and is therefore not expected to adversely impact any abutting properties, including designated or listed heritage properties.

The Regional Heritage Planning Advisory Committee and the Township of North Dumfries Heritage Committee has been circulated the Heritage Impact Assessment and the detailed project information, and will be providing heritage related comments as the project moves through the public consultation and design stages.

During the detailed design and approaching construction, the Region will be working with a consultant to conduct a pre-condition assessment/survey of all homes and buildings, including those identified as heritage resources, to document existing conditions of the structures prior to commencement of construction.

The Region’s Scenic Roads and Special Character Streets Resource Document identified the following streets in Ayr as having Scenic or Special Character qualities:
• Northumberland Street from Gibson Street to Stanley Street and Stanley Street from Northumberland Street to Main Street are identified as “ Extremely Scenic”;  
• Northumberland Street from Gibson Street to the CPR Tracks are identified as “ Scenic”; and,  
• Swan Street from Stanley Street to Hilltop Drive is identified as having “ Some Scenic” qualities.

This Resource Document provides guidelines to preserve the scenic nature of the road and is being used in the design of Northumberland Street, Stanley Street and Swan Street. The Project Team has considered these guidelines in developing the Preferred Design Concept for the proposed improvements to Northumberland Street, Stanley Street and Swan Street and believes that the improvements proposed maintain and enhance the scenic character of this section of Northumberland Street, Stanley Street and Swan Street.

10. How will Private Property, Trees, Driveways and Lawns be Affected?

Construction will be confined to the Region’s road allowance (following the Region’s acquisition of property from abutting owners as described above). Disturbed driveways, lawns and boulevard areas will be fully restored to preconstruction conditions or better. Driveways will be re-graded as necessary to blend smoothly with the reconstructed roadway.

It is expected that approximately nine (9) trees will have to be removed during construction to accommodate the proposed improvements. All of these trees are located within the Region’s right-of-way are generally in fair to poor condition. The plans presented at this Public Consultation Centre show trees that likely will require removal in order to construct the roadway improvements. In accordance with Region policy, a minimum of two (2) new trees will be planted for every tree removed where space permits in the right-of-way.

11. When will Construction Occur?

The reconstruction of Northumberland Street, Stanley Street and Swan Street from the CPR Tracks to Hilltop Drive is currently scheduled to commence in 2018 in the Region’s draft 2015 Transportation Capital Program. Due to the extent of the work, construction will require two seasons to complete. The timing of this
project is subject to receipt of all technical and financial approvals, acquisition of required property and final approval of Regional Council.

In addition to these proposed road works, the Region’s Water Services Division is currently planning the design and construction of a new wastewater pumping station and forcemain to service the area of Ayr east of Swan Street between Hilltop Drive and the Brant/Waterloo boundary to accommodate planned residential development in this area. This work may include extension of the sanitary sewer on Swan Street from approximately 100 metres north of Hilltop Drive to the new pumping station. This work is tentatively planned to be completed in 2016 and 2017; however, if this work is delayed it could be completed in conjunction with these road improvements.

12. **Can the Overhead Hydro Lines be Buried in the Downtown Core?**

Overhead power lines can be buried but they are typically not buried unless required by the local Hydro Utility due to the extremely high cost. For this project, Cambridge and North Dumfries Hydro has determined that it is not necessary to bury the hydro lines through the Northumberland Street, Stanley Street and Swan Street corridor. Therefore, the Region would be responsible for the full cost of burying the hydro lines through this section of Ayr.

The Region obtained a preliminary cost estimate from Cambridge North Dumfries Hydro to bury the hydro in downtown Ayr. Due to this high cost, the Project Team is not recommending that the hydro lines be buried as part of this project.

13. **Can My Existing Water Service be Upgraded?**

If property owners wish to replace their water service from the watermain to the property line with a larger diameter service they are encouraged to have this work included in this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the Region of Waterloo and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner’s expense.
Additionally, property owners may wish to consider replacing their water service between the property line and their building at the same time as this construction. If property owners wish to pursue this additional work, please indicate so on the comment sheet and staff will contact you later to discuss how you can make arrangements to have this work completed. The property owner will be responsible for all the costs to replace the water service on private property.

14. **Can My Existing Sanitary Service be Upgraded?**

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

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

15. **How will Traffic and Access to Properties be Accommodated during Construction?**

Construction is tentatively planned to be completed in stages to minimize disruption to local traffic. The first stage of construction includes the road reconstruction and watermain replacement on Swan Street from Hilltop Drive to Stanley Street and on Stanley Street from Swan Street to St. Andrew Street. The second stage of construction includes road reconstruction on Northumberland Street from the CPR Tracks to Stanley Street and on Stanley Street from Northumberland Street to Swan Street.
During construction, all non-local traffic (without an origin or destination within Ayr) will be detoured around Ayr via either Drumbo Road, the Oxford Brant County Road/Trussler Road and Cedar Creek Road or via Drumbo Road, Pinehurst Road/Spragues Road, Wrigley Road, Dumfries Road and Cedar Creek Road. The westerly detour (i.e., Drumbo Road, Oxford/Brant Boundary Road, Trussler Road) will be able to adequately accommodate truck traffic by 2018 since the Region has tentatively scheduled the rehabilitation of Trussler Road from Cedar Creek Road to Waterloo/Brant Boundary Road in the years 2015 through 2017 in the 10-Year Transportation Capital Program. Please refer to Appendix “G” for a drawing of this detour route for all non-local traffic during construction.

Fire and emergency services vehicles will have access to all properties within the active construction zone for each stage of construction. The Region will be in regular contact with Fire Services staff to ensure they are aware of the current location of active construction and access to fire hydrants.

The first stage of construction will be completed in two sub-stages in order to maintain local traffic. Stage 1a includes the section of Swan Street from Hilltop Drive to just north of the south leg of Mitchell Street, and Stage 1b will include the section of Swan Street from just north of the south leg of Mitchell Street to St. Andrew Street. Swan Street will be fully closed to through traffic during this work; however, local and emergency traffic and pedestrian traffic will be maintained at all times. Please refer to Appendix “H” for a drawing illustrating the first stage of construction and the local detour route.

During the second stage of construction (road reconstruction on Northumberland Street from the CPR Tracks to Stanley Street and on Stanley Street from Northumberland Street to Swan Street), one through lane of traffic will be maintained in the westbound/northbound direction at all times. Southbound traffic will be detoured via Inglis Street, Colquhoun Street, Hall Street, Main Street, Stanley Street to Swan Street. Construction will occur on half of the road at a time, with traffic initially being shifted to the east side of the road while the west side of the roadway is reconstructed (traffic will be switched to west side of the road following construction of the east side). Please refer to Appendix “I” for a drawing illustrating the second stage of construction and the local detour route.

There will be some reduction of on-road parking during construction due to the lane restrictions and it may be necessary for some business patrons to use the
Township Municipal Lot on Gibson Street. The Region will provide additional signage during construction to provide direction to available parking.

16. **Has Truck Traffic been Considered?**

Large trucks are not prohibited from using Northumberland Street, Stanley Street and Swan Street through Ayr. The Project Team is aware that there have been requests received in the past from members of the public to prohibit large trucks from travelling through Ayr via Northumberland Street, Stanley Street and Swan Street.

As part of the planning for this project, the Project Team arranged for a heavy truck destination study to be completed on June 17, 2014 from 7:00 a.m. to 7:00 p.m. A consultant was hired to record all heavy trucks on Northumberland Street, Stanley Street and Swan Street through Ayr by recording license plates and other truck information, e.g., trucking company names, type of truck and colour, to assist in identifying the trucks entering and exiting Ayr. The purpose of the study was to determine the number of large trucks travelling entirely through Ayr via the downtown core compared to the number of large trucks coming from or going to businesses within Ayr. The results of the study indicated that a total of 71 large trucks used either Northumberland Street, Stanley Street and/or Swan Street through the downtown core of Ayr on Tuesday, June 17th. Of these 71 large trucks, 27 drove entirely through Ayr.

Once the reconstruction of Trussler Road and the Oxford/Brant Boundary Road is completed, trucks will be able to utilize this alternate route to avoid travelling through Ayr. In view of the relatively low number of large trucks travelling through Ayr and the planned upgrades of Trussler Road and the Oxford/Brant Boundary Road, the Project Team is not recommending any restrictions on large trucks on Northumberland Street, Stanley Street and Swan Street.

17. **Are any Changes Planned at the CPR Tracks?**

There are three (3) CP Rail track crossings at the same single level crossing location on Northumberland Street. The limits of the project stop immediately south of the level crossing and no changes have been identified for this level rail crossing at this time. It is noted that based on the daily traffic volumes on
Northumberland Street and the number of trains crossing at this location daily, a grade separation is not warranted.

18. Who will be Responsible for Winter Maintenance of the New Sidewalks?

Currently, the Township of North Dumfries Public Works Department clears snow from the existing sidewalks on Northumberland Street, Stanley Street and Swan Street and would also clear snow from all new sidewalks constructed on Northumberland Street, Stanley Street and Swan Street as part of this project.

19. How will Garbage and Recycling be Collected During Construction?

For residential properties on Northumberland Street, Stanley Street and Swan Street, garbage, green bins, yard waste and blue boxes will continue to be picked up curbside as usual. When work is occurring in front of your property and waste collection vehicles do not have access to your driveway on garbage collection day, the Region’s waste contractor will deliver your garbage and recyclables to an adjacent side street for collection and return the empty containers afterwards. We will ask that all residents mark their containers with their address for easy identification.

For properties with private garbage collection, driveway access will be maintained during each phase of construction to provide access for private garbage collection.

20. What Are the Expected Working Hours During Construction?

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

21. Will the Posted Speed Limit be Changed?

Following construction, the Region will retain the current 50 km/h posted speed limit within the project limits.
22. **What is the Estimated Cost of this Project and How will it be Funded?**

The Region of Waterloo is funding the road works portion of this project from its Roads Rehabilitation Reserve Fund. The estimated cost of the proposed work including road reconstruction, new sidewalk, bridge rehabilitation, on-road cycling facilities, property, utility relocations, watermain as well as driveway and boulevard restoration, is approximately $8,900,000.

23. **What are the Next Steps for this Project?**

Prior to finalizing the preliminary design of this project for Regional Council's approval, the Project Team is asking for the public's input on the improvements being considered. This Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. The Project Team will use the comments obtained from the public during this Public Consultation Centre to refine the proposed design in conjunction with other technical data.

24. **When will a Decision be made for this Project?**

The Project Team will review the public comments received from this Public Consultation Centre and use them as input for identifying a Recommended Design for the Northumberland Street, Stanley Street and Swan Street Reconstruction Project. The Recommended Design will be presented to Region of Waterloo Planning and Works Committee and Council in 2015 for approval. In advance of this meeting, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

25. **How will I Receive Further Notification Regarding this Project?**

Adjacent property owners and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of any future meetings.

26. **How can I Provide my Comments?**

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment
Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than Friday, November 28, 2014.

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region’s website at www.regionofwaterloo.ca.

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

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Email: smitchell@walterfedy.com
Appendix “A”

Key Plan

[Map showing Northumberland Street, Stanley Street, Swan Street, CPR Tracks to Hilltop Drive, Township of North Dumfries]
Appendix “B”

NORTHUMBERLAND STREET
RAILROAD TRACKS TO HALL STREET
TYPICAL SECTION

NORTHUMBERLAND STREET
HALL STREET TO STANLEY STREET
TYPICAL SECTION
Information Package
Northumberland Street, Stanley Street & Swan Street Improvements (CPR Tracks to Hilltop Drive), Township of North Dumfries
Appendix “C”

Existing Parking Usage Study

Usage percentages are shown as an average or peak usage per 30 minute time interval between the hours of 8 a.m. and 7 p.m.

<table>
<thead>
<tr>
<th>Road Sections</th>
<th>Existing Spaces Available</th>
<th>Wednesday, September 3, 2014</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Daily Average (8 a.m. to 7 p.m.)</td>
<td>Peak</td>
<td></td>
</tr>
<tr>
<td>Northumberland Street</td>
<td>17</td>
<td>58%</td>
<td>76%</td>
<td></td>
</tr>
<tr>
<td>Stanley Street between Northumberland Street and St. Andrew Street</td>
<td>32</td>
<td>73%</td>
<td>94%</td>
<td></td>
</tr>
<tr>
<td>Stanley Street (South Side) between Northumberland Street and Nith River Bridge</td>
<td>6</td>
<td>30%</td>
<td>67%</td>
<td></td>
</tr>
<tr>
<td>Stanley Street (North Side) between Northumberland Street and Nith River Bridge</td>
<td>6</td>
<td>60%</td>
<td>83%</td>
<td></td>
</tr>
<tr>
<td>Swan Street south of Stanley Street behind mountable curb</td>
<td>3</td>
<td>33%</td>
<td>67%</td>
<td></td>
</tr>
</tbody>
</table>
### Appendix “D”

**List of Properties Required for Road Improvements**

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Preliminary Parcel Size (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>41 Northumberland Street</td>
<td>4.6</td>
</tr>
<tr>
<td>92 Northumberland Street</td>
<td>15.4</td>
</tr>
<tr>
<td>98 Northumberland Street</td>
<td>10.0</td>
</tr>
<tr>
<td>100 Northumberland Street</td>
<td>18.0</td>
</tr>
<tr>
<td>104 Northumberland Street</td>
<td>9.6</td>
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<tr>
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</tr>
<tr>
<td>112 Northumberland Street</td>
<td>23.7</td>
</tr>
<tr>
<td>140 Northumberland Street</td>
<td>19.1</td>
</tr>
<tr>
<td>148 Northumberland Street</td>
<td>4.1</td>
</tr>
<tr>
<td>2 Bute Street</td>
<td>46.8</td>
</tr>
<tr>
<td>63 Stanley Street</td>
<td>2.0</td>
</tr>
<tr>
<td>79 Stanley Street</td>
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</tr>
<tr>
<td>83 Stanley Street</td>
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</tr>
<tr>
<td>85 Stanley Street</td>
<td>0.5</td>
</tr>
<tr>
<td>1302 Swan Street</td>
<td>108.0</td>
</tr>
<tr>
<td>1259 Swan Street</td>
<td>22.5</td>
</tr>
</tbody>
</table>
Appendix “E”

Property Acquisition Process Information Sheet

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

Once the Recommended Design Concept has been approved and final design is near completion, the property acquisition process and the efforts of Regional Real Estate staff will focus on acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

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

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows;

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;

2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;

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

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

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

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

Expropriation

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

Put simply, an expropriation is the transfer of lands or an easement 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.
Appendix “F”

Cultural Heritage Definitions

Designated Properties – Protected from demolition and other adverse impacts

A designation confers a legal status on a property by a specific municipal by-law under the Ontario Heritage Act. Designation may fall under one of two categories under the Ontario Heritage Act: Part IV (individual designation) or Part V (district designation). Designation is an Area Municipal responsibility. The Area Municipal Council has the legal authority to refuse an application that will adversely affect the property’s heritage attributes.

Municipally Registered/Listed Properties – Interim protection from demolition

The municipal register is the official list or record of cultural heritage properties that have been identified as being important to the community. The register includes all properties in the municipality that are designated under Part IV (individual designation) and Part V (district designation) of the Ontario Heritage Act. In addition, the municipal register may include properties of cultural heritage value or interest that have not been designated under the Ontario Heritage Act. This is commonly known as “listing.” The Area Municipal Council must be given at least 60 days notice of intention to demolish or remove a building or structure on the property. This allows time for the municipality to decide whether to begin the designation process to give long term protection to the property.

Pre -1900 Residential Properties – For information

Residential structures in the project area that were built prior to 1900 have been identified. These identified historic structures have no formal heritage protection. However, historic buildings that have maintained their heritage value could be candidates for further heritage protection. Property data is taken from the Municipal Property Assessment Corporation (MPAC). The date that is assigned to a property represents the oldest structure on the lot.

Scenic Roads – Identified as possessing cultural value and require additional design consideration

Certain transportation corridors are characterized by natural, cultural heritage and recreational features that contribute to their scenic value or special character. Area municipalities are responsible for the designation of those municipal roads that possess
Information Package
Northumberland Street, Stanley Street & Swan Street Improvements (CPR Tracks to Hilltop Drive), Township of North Dumfries

scenic or cultural value. Likewise, the Region has identified sections of Regional road corridors that are considered scenic. The Special Character Streets and Scenic Roads Resource Document is a supplement to the Implementation Guidelines for Regional Transportation Corridor Design. It identifies and provides recommendations for the treatment of Scenic Roads and Special Character Streets that are part of the Regional road system within the Region of Waterloo. These recommendations should be considered before undertaking any work on a road that has been identified as possessing scenic value.
Appendix “G” – Through Traffic Detour Routes

THROUGH TRAFFIC DETOUR D1

THROUGH TRAFFIC DETOUR D2

REGIONAL ROAD 58 (NORTHUMBERLAND ST/SWAN ST)
REGIONAL ROAD 4 (STANLEY ST) IMPROVEMENTS
PRELIMINARY CONSTRUCTION
THROUGH TRAFFIC DETOUR ROUTES
TOWNSHIP OF NORTH DUMFRIES
Appendix “H” – Tentative Stage 1 Construction and Local Detour

NORTHUMBERLAND ST/SWAN ST
STANLEY ST IMPROVEMENTS
PRELIMINARY CONSTRUCTION STAGE 1
AND LOCAL DETOURS
TOWNSHIP OF NORTH DUMFRIES
Appendix “I” – Tentative Stage 2 Construction and Local Detour
Comment Sheet

Regional Municipality of Waterloo

Northumberland Street, Stanley Street & Swan Street Improvements

CPR Tracks to Hilltop Drive

Township of North Dumfries

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by Friday, November 28, 2014 to:

Mr. Delton Zehr, C.E.T.
Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Telephone: (519) 575-4757 x 3637
Fax: (519) 575-4430
Email: DZehr@regionofwaterloo.ca

Mr. Stuart Mitchell, P.Eng.
Sr. Project Manager
WalterFedy
675 Queen Street South,
Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150 x 330
Fax: (519) 576-5499
Email: smitchell@walterfedy.com

Comments or concerns regarding this project:

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DOCS 1633472  Page 31 of 32
☐ I wish to upsize my sanitary sewer service.

☐ I wish to upsize my water service.

Name: ________________________________________________________________

Address: ______________________________________________________________

Postal Code ___________________________________________________________

Phone: _________________________ Email: ________________________________

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record.
Regional Municipality of Waterloo

Ottawa Street Improvements
Highway 7 Westbound Ramp to 250 Metres
West of Charles Street
City of Kitchener

Information Package

Public Consultation Centre

Thursday, November 27th, 2014
5:30 p.m. to 8:00 p.m.
Kitchener Church of God
533 Weber Street E, Kitchener

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

   The Region of Waterloo is currently considering improvements on Ottawa Street from the Highway 7 Westbound Ramp to approximately 250 metres west of Charles Street in the City of Kitchener. (Please refer to Appendix ‘A’ for a Key Plan.) Ottawa Street is an arterial roadway under the jurisdiction of the Region of Waterloo. The watermain, sanitary sewer and gasmain beneath this road are owned and operated by the City of Kitchener.

   This project has been initiated to address poor pavement condition along the entire project as well as traffic-carrying deficiencies in the section between King Street and Charles Street. Underground sewers and watermains also need to be replaced due to their poor condition. In addition, the proposed reconstruction of the road provides an opportunity to consider enhanced cycling and pedestrian facilities throughout the corridor.

2. **Who is Directing this Project?**

   The planning for these infrastructure improvements is being undertaken by a “Project Team” consisting of staff from the Region of Waterloo, MTE Consultants Inc. (the Region’s engineering consultant), the City of Kitchener and City of Kitchener Councillor Dan Glenn-Graham. In early 2015 the Project Team will be revised to reflect any changes resulting from the 2014 Municipal Elections.

3. **How is the Project Being Planned?**

   The Ottawa Street project is classified as a Schedule B undertaking in accordance with the Municipal Class Environmental Assessment planning process. Consequently, the preparation of a design concept for the construction of any improvements is subject to a screening process whereby potentially impacted members of the public and approval agencies have an opportunity to review and comment on the alternative solutions being considered.

   The proposed schedule includes the following milestones:

<table>
<thead>
<tr>
<th>Event</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Consultation</td>
<td>Late Fall 2014</td>
</tr>
<tr>
<td>Council Approval of Recommended Alternative and Class EA Filing</td>
<td>Spring 2015</td>
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<tr>
<td>Property Acquisition, Utility Relocations, Final Design and Tendering</td>
<td>Spring 2015 to Spring 2017</td>
</tr>
<tr>
<td>Construction</td>
<td>Spring to Fall 2018</td>
</tr>
</tbody>
</table>
4. **What is the Purpose of this Public Consultation Centre?**

The public is invited to this Public Consultation Centre (PCC) to:

- review the improvements being considered for this project;
- ask questions of staff from the Region of Waterloo and the City of Kitchener; and;
- provide comments and input regarding the planning and design of the improvements being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. All comments received will be considered along with other information received over the course of the project to assist the Project Team in completing the planning and design for this project.

5. **What Improvements are being Considered on Ottawa Street?**

Based on technical studies and investigations completed, the Project Team has identified the need for the following repairs and upgrades on Ottawa Street from the Highway 7 Westbound Ramp to approximately 250 m west of Charles Street:

- Complete replacement of the deteriorated pavement structure;
- Widening of Ottawa Street to 4 lanes between King Street and Charles Street;
- Replacement of the sanitary sewers, storm sewer and watermain systems; and
- Upgrades to the existing gas main pipe network.

Based on the approved Regional Transportation Corridor Design Guidelines, the Active Transportation Master Plan, the 2014 Cycling Facility Map and other relevant policies/practices, the Project Team is also recommending the following proposed “Active Transportation” enhancements to the roadway corridor:

- Construction of designated “segregated” cycling lanes on both sides of Ottawa Street to provide a continuous cycling facility on Ottawa Street within the projects limits (Highway 7 Ramp to 250 m west of Charles street);
- Construction of new sidewalks on the north and south sides of Ottawa Street;
- Installation of Detectable Warning Plates to facilitate barrier-free access at all
sidewalk ramp and road crossing locations;

- Improvements/enhancements to the existing Grand River Transit (GRT) stops and bus shelters including the introduction of new iXpress stop locations (in addition to the regular GRT stops); and

- Provision of grass boulevards (where space allows, between the curb and sidewalk) and enhanced boulevard landscaping where feasible. (Landscape planting typically occurs 1 year after construction has been completed.)

It is noted that, in order to accommodate these improvements on Ottawa Street, there is a requirement for the acquisition of property from some adjacent private properties as well as the removal of some existing buildings from King Street to west of Charles Street on Ottawa Street in order to facilitate the proposed 4 lane road cross-section in this area.

Please refer to Appendix “B” for drawings of the Project Team’s Preferred Design for Ottawa Street through the project limits.

6. Why is Ottawa Street between King Street and Charles Street Being Widened to 4 Lanes?

The Region of Waterloo performed a recent traffic study that considered the long term operational needs in the area. Based on this traffic study, the section of Ottawa Street between King Street and Charles Street is in need of additional lanes to achieve increased capacity through these two busy intersections. A widening from 2 to 4 lanes is therefore proposed along with increases in the lengths of the left turning lanes.

The Region’s ION rapid transit project is to be constructed in 2016 and includes a section of track through the west limits of this project, ie. through the Charles Street / Ottawa Street intersection. The traffic needs on Ottawa Street were not able to be incorporated into the planning phase of the ION project so these traffic needs are now being included in this project so that the public consultation and the planning phase can be completed in advance of the ION construction. Construction on Ottawa Street from Highway 7 to Charles Street would still not occur until 2018. However, by completing the planning and preliminary design in advance, the ION construction in 2016 can therefore accommodate the requirements of the future widening work included in this project, thereby integrating both projects’ design and construction needs.
7. **Are There any Other Intersection Improvements Planned as Part of this Project?**

In addition to the additional lanes being proposed between King Street and Charles Street, it is also proposed that some other intersection modifications be completed as part of this project to achieve operational improvements. The following other improvements are being considered on Ottawa Street as part of this project:

- Increase the length of the left turn lane and right turn lanes at the Ottawa Street and Weber Street intersection;
- Increase the length of the left turn lane and right turn lanes at the Ottawa Street and King Street intersection; and
- Incorporate traffic signal equipment upgrades at all signalized intersections and traffic signal modifications at both King Street and Weber Street.

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

The Region of Waterloo’s Transportation Master Plan (RTMP), updated in 2010, is a high-level strategic plan that assesses existing and future traffic patterns and volumes throughout the entire Regional road network to determine the short and long-term needs for road improvements. Ottawa Street provides an important east-west transportation link within the City of Kitchener, bringing travelers to and from Highway 7 and surrounding residential areas to and through the downtown core. The additional traffic lanes proposed on Ottawa Street between King Street and Charles Street will serve the long-term traffic needs through these busy intersections. The RTMP, through its vision of sustainability, also supports measures that will improve the cycling and pedestrian networks in the project area.

The Regional Active Transportation Master Plan identifies Ottawa Street as a core cycling route through its entire length within the City of Kitchener. In addition, from a pedestrian perspective, the future ION rapid transit stop at Ottawa Street and Charles Street will bring many new pedestrians to this part of the Ottawa Street corridor to visit the Kitchener Memorial Auditorium or to access the downtown neighborhoods and shops.
Over the coming years, there are a number of other planned projects in addition to this project, that will provide cycling facilities along Ottawa Street, to the east towards Lackner Boulevard and to the west past Homer Watson Boulevard. Each section of Ottawa Street has unique design and operational constraints. The current and future land uses of this section of Ottawa Street have both high volume commercial and front lotted residential properties; the result is numerous driveways in the boulevard area. Therefore; due to safety concerns associated with driveway conflicts, the project team did not consider multi-use trails along this section of Ottawa Street.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional Roads. The CDG identifies design parameters for necessary features within road allowances such as vehicular lanes, cycling lanes, sidewalks and boulevards. According to the CDG, Ottawa Street is classified as a Neighborhood Connector – Avenue (NAV). As a fundamental part of this classification, Ottawa Street should be designed to support active transportation modes including walking and cycling.

The implementation of the features identified in the Active Transportation Master Plan and the Corridor Design Guidelines will enable all road users, including cyclists and pedestrians, an opportunity to travel without obstructions within this community and beyond.

9. **Will Property Acquisition be Required for this Project?**

Implementation of the Project Team’s proposed improvements would require that the Region acquire property from several abutting property owners. Between Highway 7 and King Street, these proposed property purchases generally consist of small ‘strips’ of land immediately adjacent to the existing roadway right-of-way to provide room for the proposed boulevards, sidewalks and cycling lanes. In the areas from King Street to west of Charles Street, more significant property taking would be required which would impact buildings along the north side of Ottawa Street. In areas where property is required, the property owner would be contacted directly by the Region of Waterloo’s Land Purchasing Officer. Compensation would be provided at fair market rates based on recent similar area sales. The plans presented at this Consultation Centre show the proposed property acquisition that will likely be required. Please refer to Appendix “C” for further information on the property acquisition process.

10. **How will Trees, Driveways and Lawns be Affected?**

It is expected that some existing trees would have to be removed during
construction to accommodate the proposed improvements. The plans presented at this Consultation Centre show trees that likely will require removal or trimming. It is the Region’s practice to plant two replacement trees for each tree removed as a result of any road projects. Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Any new landscaping typically occurs in a separately tendered landscaping contract in the year following construction. Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Some residential/commercial properties along Ottawa Street may currently have hard landscaping features such as rock gardens, ornamental lights, underground sprinkler systems or similar landscape features which are currently situated on the road right-of-way rather than on private property. If your property is identified as having these types of features on the roadway right-of-way, you will be contacted well in advance of construction and be requested to relocate these items from the right-of-way prior to construction.

11. **How is the Natural Environment Being Considered?**

Sediment and erosion control features will be designed, implemented and maintained throughout construction. Key measures of this sediment and erosion control plan will include silt fencing, temporary sediment basins and other Best Practice measures. As noted previously, the proposed improvements will include new boulevard landscaping where feasible in order to enhance the natural environment and to provide a more appealing setting for pedestrians and other right-of-way users.

12. **When will Construction Occur and will there be Detours?**

Construction on Ottawa Street is tentatively scheduled to commence in 2018 and would occur over the 2018 construction season from April through to November. The Region’s Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors. The timing of this Ottawa Street work will also be coordinated with all planned GRT improvements along the corridor.

Ottawa Street needs to be fully closed to through traffic to facilitate installation of deep underground sewer pipes and watermains. It is tentatively proposed that construction would be accomplished in three (3) separate stages, to minimize the overall disruption to the fronting property owners. Construction would not be
allowed to start on any segment until the previous segment is back open to traffic.

Tentatively, the staging will be as follows; Stage 1) Ottawa Street from Highway 7 to Weber Street in May-June, followed by Stage 2) Ottawa Street from Weber Street to King Street in July-August, and finally the section of Ottawa Street from King Street to 250 metres west of Charles Street in September-October of 2018.

Pedestrian access will be maintained on one side of Ottawa Street for the duration of the construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The City of Kitchener Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions during the construction period. Grand River Transit service (Route 8) will be maintained during construction through the detour route and implementation of temporary bus stop locations as required.

As is customary during Regional Road reconstruction projects, motorists will be advised of the construction timing and traffic restrictions through advance signage and through information on the Region’s web site.

13. How will Access be Maintained to Properties During Construction?

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

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists, the Contractor will endeavour to complete the work across the driveway in two stages where feasible in order to maintain customer access.

Property and business owners are asked to contact the site supervisor if they have any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be
14. **Will there be Water Service Shutdowns During Construction?**

In order to make connections to the existing system, temporary water service interruptions will be required as part of this work. Water service interruptions will likely be less than ½ a day in duration and will likely occur between 9:00 am and 2:30 pm Monday to Friday unless other arrangements have been made. "Notices of Water Service Interruption" will be delivered to your front door a minimum of 24 hours before any required water service shutdown.

15. **Can my Existing Water Service be Upgraded?**

Replacement of the existing distribution watermain within Ottawa Street is being proposed as part of this project and, as such, water service replacements are being completed as a result; however, if property owners wish to increase the size of the water service to their property beyond the standard 19mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner’s expense.

If you do wish to discuss an increase in the size of your water service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region’s Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

16. **Can my Existing Sanitary Service be Up-graded?**

Replacement of the existing sanitary sewer within Ottawa Street is being proposed as part of this project and, as such, sanitary service replacements are to be completed as a result; however, if property owners wish to increase the size of the sanitary service to their property beyond the standard 100mm size (i.e. to achieve increased flow) they may choose at their own cost to have this
work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Kitchener and the property owner, existing sanitary services may be upgraded from the sanitary sewer main under the road to the property line at the property owner’s expense.

If you wish to discuss an increase in the size of your sanitary service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the sanitary service on their private property (i.e. between the property line and their building) as part of this construction. Property owners can inquire to arrange this work directly with the Region’s Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

17. **How will Garbage / Recycling be Collected During Construction?**

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

18. **What about Dust During Construction?**

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

19. **What are the Expected Working Hours During Construction?**

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

Following construction, the Region will retain the posted speed limit of 50 km/hr on Ottawa Street within the limits of this project.

21. **What is the Estimated Cost of this Project and How will it be Funded?**

The Region of Waterloo and the City of Kitchener are funding the road improvements on this project. The estimated project cost for the Region’s share of the proposed Ottawa Street improvements is approximately $11,875,000. The City of Kitchener’s share of the proposed Ottawa Street improvements project is approximately $1,200,000 for the sanitary sewer and watermain replacement as well as their share of the storm sewer replacements.

22. **What are the Next Steps?**

Prior to finalizing the recommended design concept for Ottawa Street for Regional Council’s approval, the Project Team is asking for the public's input on the proposed improvements. This Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. Once your input is received, it will be used by the Project Team, in conjunction with all other relevant information, to finalize the recommended design for the Ottawa Street improvements.

23. **When will Final Decisions be Made for this Project?**

The Project Team will review the public comments received from this evening’s Public Consultation Centre and use them as input for recommending a final Design Concept for the Ottawa Street project. This Final Recommended Design Concept will be presented to Regional Planning and Works Committee and Council in the spring of 2015 for approval. In advance of these meetings, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

24. **How Can I Voice My Comments at this Stage?**

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table.
Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than December 15, 2014.

We thank you for your involvement and should you have any questions or concerns please contact one of the following:

Mrs. Dot Roga, C.E.T.  Mr. Mike Henderson, C.E.T.,
Senior Project Manager  Project Manager
MTE Consultants Inc.  Region of Waterloo
520 Bingemans Centre Drive  150 Frederick Street, 6th Floor
Kitchener, ON N2B 3X9  Kitchener, ON N2G 4J3
Phone: (519) 743-6500  Phone: (519) 575-4529
Fax: (519) 743-6513  Fax: (519) 575-4430
Email: droga@mte85.com  Email: MHenderson@regionofwaterloo.ca

25. How Can I View Project Information Following the PCC?

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region’s website at www.regionofwaterloo.ca.
 Appendix A
Key Plan

PROJECT LIMITS

PUBLIC CONSULTATION CENTRE LOCATION
CHURCH OF GOD
533 WEBER ST. E.

ION PROJECT

OTTAWA STREET
(REGIONAL ROAD No. 4)
HIGHWAY 7/8 (WEST BOUND RAMP) TO
250m WEST OF CHARLES STREET
CITY OF KITCHENER
Appendix B

Typical Cross Section
Appendix C

Property Acquisition Process Information Sheet

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

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

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

Goal – Fair and Equitable Settlement for All Parties

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

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

**Steps Toward Offer of Settlement or Agreement of Purchase and Sale**

The general steps towards such an offer are as follows;

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;

2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;

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

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

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

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

**Expropriation**

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

Put simply, an expropriation is the transfer of lands or an easement 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.
Comment Sheet

Regional Municipality Of Waterloo

Ottawa Street Improvements

Highway 7 Westbound Ramp to 250 Metres West of Charles Street

City of Kitchener

Public Consultation Centre

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by December 15th, 2014 to:

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

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

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

Comments or concerns regarding this project:
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Are you interested in upgrading your water service as part of this project?
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Are you interested in upgrading your water service as part of this project?
☐ YES ☐ NO

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

Comments or concerns regarding this project:
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Comments or concerns regarding this project:
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Comments or concerns regarding this project:
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Are you interested in upgrading your water service as part of this project?
☐ YES ☐ NO

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

Comments or concerns regarding this project:
Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record.
Region of Waterloo
Transportation and Environmental Services
Water Services

To: Chair Jim Wideman and Members of the Planning and Works Committee
Date: November 4, 2014  File Code: E06-80/LE.SPP
Subject: Clean Water Act Activity Confirmation Project

Recommendation:
For Information

Summary:
NA

Report:
The Region of Waterloo in conjunction with the Grand River Conservation Authority has developed a Source Protection Plan (SPP) to meet the requirements of the Clean Water Act (2006). The SPP contains policies to reduce the risks that specific land-use activities pose to drinking water sources. The polices vary from education and/or incentives to more regulatory in nature, such as risk management plans or environmental compliance approvals, depending on how specific chemicals are handled or applied.

The Proposed Grand River SPP was submitted to the Ministry of Environment (MOE) in February 2013. MOE staff provided initial comments on the Region’s section of the plan on May 9, 2014, with final comments received July 30, 2014. Water Services staff are continuing to review and revise the SPP in response to these comments as well as a result of continuing consultation with the MOE. GRCA staff has developed a preliminary schedule that includes public comment on the revised SPP plan in February 2015 with resubmission to the MOE in the spring of 2015. A report will be presented for Regional Council’s consideration in February providing an overview of any substantive changes to the policies.
The MOE has indicated that they anticipate approval of all of the SPPs across the province by the end of 2015. Full implementation is anticipated to be early 2016 in Waterloo Region.

As noted in a report to Regional Council on August 12, 2014 (E-14-083), Region staff are developing a number of projects in preparation for implementation. These include designation of the Risk Management Official (RMO) and Inspectors, development of the framework for negotiating risk management plans, and integration of the risk management plan process into area municipal development approval processes.

More than 2500 properties have been identified as having significant threats and therefore subject to policies in the SPP. The number of activities were estimated through a combination of on-line surveys and existing land-use databases available to Region staff. Accordingly, Region staff will be implementing an activity confirmation project to update information on which businesses are undertaking activities and subject to risk management plan policies.

During the next several months, letters will be sent to property owners asking for them to volunteer for inspectors to visit their properties to confirm the presence or absence of activities. Participation in this confirmation program is voluntary as the SPP has not been approved.

Approximately 300 properties will be contacted for activity confirmation. This number is less that the anticipated number of properties ultimately subject to SPP policies. Confirmation of salt application and septic systems are not required at this time as these activities can be confirmed through review of air photos or wastewater servicing maps. The confirmation program will be pilot tested for properties around the Shades Mill supply wells in Cambridge to obtain feedback on the inspection process and content. Water services staff anticipate a relatively high participation rate based on similar inventory type programs undertaken in the Shades Mill area in 2006. A copy of the information to be provided to property owners is attached in Appendix A.

**Corporate Strategic Plan:**

Preparation and implementation of the SPP contributes to the implementation of the Strategic Objective to protect the quality and quantity of our drinking water sources of Focus Area 1: Environmental Sustainability.

**Financial Implications:**

Activity confirmations will be carried out by existing Region staff. The approved 2014 Water Capital Budget provides $465,000 for the ‘Clean Water Act’ for source protection.
implementation to cover costs of materials distributed to residents. Water Services operating and capital budgets are funded through water reserves and regional development charges.

**Other Department Consultations/Concurrence:**

Planning, Development, and Legislative Services have provided and will continue to provide input into various projects in preparation for implementation of the SPP.

**Attachments**

Appendix A: Support Materials for Activity Confirmation

**Prepared By:** Eric Hodgins, Manager Hydrogeology and Source Water

**Approved By:** Thomas Schmidt, Commissioner Transportation and Environmental Services
Appendix A

Transportation and Environmental Services
Water Services
150 Frederick Street, 7th Floor
Kitchener ON N2G 4J3 Canada
Telephone: 519-575-4400; TTY: 519-575-4608
Fax: 519-575-4452
www.regionofwaterloo.ca

As part of our preparations for implementing policies under the Clean Water Act, we would like to arrange a visit to your property.

Provincial law requires the Region of Waterloo to safeguard our drinking water by monitoring and managing specific activities. Some activities include storage and spreading of manure and industrial chemicals.

To do this, the Region needs your help. Region staff is requesting access to your property to understand whether specific activities are occurring and discuss, if required, how we can work together to ensure the long-term care of our water. During the visit, the Region representative may ask questions, or ask to see different areas on your property. This is not a compliance visit or an inspection. But it does allow the Region to ensure the information we have on your property is correct and allows you to ask questions.

Currently our records indicate the following activities on your property:

- <example; application of manure>
- <example; storage of fuel>

The Region needs your help to continue its work to make sure clean drinking water is available for future generations. Refer to the accompanying card for additional reasons why contacting the Region to book an appointment is important.
Appendix A

To book an appointment, please contact Carol Telgen at 519-575-4726 or by email: riskmanagementofficial@regionofwaterloo.ca. If we don’t hear from you by [date] we will call to arrange a visit.

We look forward to hearing from you soon.

Sincerely,

[signature]

Amy Domaratzki
Risk Management Official, Region of Waterloo
Telephone: 519-5754829; TTY: 519-575-4608
Email: riskmanagementofficial@regionofwaterloo.ca
Addendix A

Let’s keep our water clean

Region of Waterloo
Appendix A

Why visiting your property is so important

The Province of Ontario introduced a multi-barrier approach to protecting drinking water. Identifying activities that pose a risk is a first step to ensuring the protection of source water.

A managed resource: Waterloo Region obtains most of its water from sources below ground. Land uses on the ground can affect the quality of that supply.

A shared responsibility: Under Ontario’s Clean Water Act, private landowners and municipal governments must work together to ensure clean drinking water for current and future needs.

Better information: A visit to your property by one of our staff strengthens Region of Waterloo’s water-protection plan. We are following up on more than 300 properties from our initial assessment a few years ago.

Cost efficiency: Securing and conserving our valuable underground water sources delays more-expensive water-sourcing options, such as building a pipeline to one of the Great Lakes.

An ounce of prevention: Identifying land-use concerns now keeps them from becoming contamination problems later. Financial assistance may be available through a number of government programs.

Protecting your community: Clean water is important to a thriving community and for the health of our families.

Since 1993, the Region of Waterloo has been implementing land-use programs to protect water intake and recharge areas. With your help, Region of Waterloo’s water protection plan will continue to help keep our water clean.

Book your appointment today.

Region of Waterloo, Water Services

Telephone: 519-575-4726
TTY: 519-575-4608
Email: riskmanagementofficial@regionofwaterloo.ca

Let’s keep our water clean.

Ours to Protect

Region of Waterloo
Appendix A

Let’s keep our water clean
Providing answers to your questions

Protecting water to keep it clean now and for future generations benefits everyone. Thank you for meeting with the Region of Waterloo to discuss ways we can work together to achieve this common and important goal.

A visit from a government agency can create uncertainty and lead to questions. To help with this process, this document provides answers to some of the questions you may have. If at any time questions do arise, contact the Region of Waterloo using the contact information at the end of this document.

1) Q: My property is located in a Wellhead Protection Area. What does this mean?

A: A Wellhead Protection Area (WHPA) is the area around the well where land uses and activities have the potential to affect the quality of water that flows into the well. Using computer-modelling tools, the Region can map the path and the time for water to reach a well. Each Wellhead Protection Area has four zones: 100-metres, 2 years, 5 years, and 25 years. The 100-metres zone is closest to the well, with the remaining zones marking the time it takes for water to reach the well. Each zone is further divided into areas of vulnerability for contamination to move downward into the aquifer. The shorter the time it takes to reach the well and the higher the vulnerability, the higher the risk certain activities can be to drinking water.

2) Q: Please explain the Clean Water Act and Source Water Protection.

A: The Clean Water Act (2007) establishes the process for developing a watershed-based Source Protection Plan to protect municipal drinking water sources. The Plan sets out policies to reduce the risk specific existing and future activities can have on municipal wells and surface water intakes. The Region and Grand River Conservation Authority worked with an independent Source Protection Committee to develop the policies. The draft policies underwent public consultation and were submitted to the Province for approval in February 2013. Based on Provincial comments, the policies are going through revisions for public consultation and resubmission to the Province in early 2015.

To learn more about the Clean Water Act and Source Water Protection visit www.sourcewater.ca.
Appendix A

Let's keep our water clean
Providing answers to your questions

3) **Q:** If the Region confirms significant activities on my property, what are the next steps?

**A:** Next steps will depend on the basis on which the activity was determined to be significant and the policy in the Source Protection Plan that applies to you. Activities are determined to be significant based on the location in the wellhead protection area, the type of activity and how chemicals associated with the activity are handled, stored or applied. Policies were developed in consideration of these criteria and potential implementation challenges. The policy that applies may result in:

1. Operating the activity following a risk management plan.
2. Receiving incentives to make changes.
3. Receiving educational materials.
4. Prohibition of the activity on the property.

1. **Operating activity following a risk management plan.** A risk management plan is an agreement between the Region and a person engaged in an activity. It outlines management practices required to reduce the risk the activity poses to drinking water.

   The Region is currently developing risk management plan templates for various activities. To receive a copy of the draft templates for the activities on your property, please email riskmanagementofficial@regionofwaterloo.ca.

   It is important to note if you are already employing good environmental practices at your property, negotiation of a risk management plan may not result in any substantive changes to your operation. Minor changes may be required and some annual reporting will likely be necessary.

2. **Receiving incentives to make changes.** The Region is in the process of designing an incentive program to help offset the costs of managing significant activities. When available, the Region will be contacting property owners who qualify for the incentive program. Incentives may also be available to assist in making changes required in the risk management plan.

3. **Education.** Management of significant activities further away from our water supplies will be through education programs. You may receive information from the Region or your local municipality regarding best management practices for various activities. We will be asking you to voluntarily implement these practices.
Appendix A

Let’s keep our water clean
Providing answers to your questions

4. Prohibition of activity on property. In very limited circumstances, for example: within 100 metres of a supply well, specific activities on certain properties are too high a risk to water quality. Under these circumstances, it is necessary to remove the activity from the property. The Region of Waterloo Risk Management Official will contact you to discuss next steps if you are currently engaged in an activity considered prohibited.

It is important to note:

- Prohibition may not be for your whole property. You may have the option to move the activity to another location.
- Prohibition may only be for specific methods of performing the activity. For instance, below grade storage of fuel may be prohibited while above grade is not prohibited.
- Incentives may be available to help offset the costs of meeting prohibition policies.

4) Q: Will the new Source Protection Plan affect existing Provincial and/or Municipal enforcement programs?

A: The Province currently manages many activities considered significant through programs such as Nutrient Management Plans and Environmental Compliance Approvals. The Province will continue to manage these programs.

Some significant activities under local municipal jurisdiction will remain with your local building office. The most common example of this is the inspection of septic tanks every five years to ensure they are still working as designed.

If you are planning to change or expand the activity and require a building permit and/or development approval, beneficial management practices and/or studies to reduce the risk to municipal drinking water sources may be required.

5) Q: What is the timeline for implementing the Source Protection Plan?

A: The Region of Waterloo is expecting the Source Protection Plan to be in effect on or about January 1, 2016. Once the plan is in effect, we will begin negotiating Risk Management Plans, enforcing prohibitions, providing incentives and generating education materials. Implementation will take several years and we will be working with the highest risk areas and activities first. We will continue to provide ongoing communication with you on the exact timing of the implementation date. For this reason, it is important to provide the Region with your current contact information.
Appendix A

Let’s keep our water clean
Providing answers to your questions

6) Q: My contact information is changing. What do I need to do to stay on your mailing list?

A: Please notify the Region of Waterloo by calling 519-575-4757 extension 3177 or by email riskmanagementofficial@regionofwaterloo.ca if your contact information changes at any time. We want to stay in contact with you to keep you informed on the progression of the Source Protection Plan.

Questions? Contact us; we are here to help!
Region of Waterloo, Water Services
Amy Domaratzki, Risk Management Official
Telephone: 519-575-4829; TTY: 519-575-4608
Email: riskmanagementofficial@regionofwaterloo.ca

Ours to Protect
Region of Waterloo

Class Environmental Assessment for Conestogo Plains Water Supply System
Public Consultation Centre No.2
November 20, 2014
Conestoga Golf & Country Club – Club Room
5:30 p.m. – 7:30 p.m.
The Region is undertaking a Schedule B Class Environmental Assessment study to select the preferred water supply alternative for the Conestogo and West Montrose service areas.

A permanent solution is necessary to ensure sustainable and long-term water supply to West Montrose, while meeting the water service requirements in Conestogo.

Public participation is integral to the Class EA study process – your input is important and will be considered in confirming the preferred water supply solution.
Objectives of this Public Consultation Centre

This Public Consultation Centre provides an opportunity for the public to:

- Review the evaluation process used to assess the water supply alternative solutions and the evaluation results
- Provide feedback on the preliminary preferred water supply solution
- Review the potential anticipated impacts associated with the preliminary preferred water supply solution and proposed mitigation measures
- Review and discuss the project with Regional staff and their consultants

Please review the information presented tonight and provide us with any comments or concerns which you may have.
Project Background – Existing West Montrose Water System and Class EA Study

Currently West Montrose Water Supply System experiences:

- Water quantity issues with its supply wells
- Operational challenges with treatment during periods of high water levels in the Grand River
- Constant need to truck water into the community during these periods and during periods of elevated water use in the summer

A Class EA study, completed in 2013 for the West Montrose Water Supply System, recommended connection of West Montrose to the Conestogo Plains Water Supply System to address the above issues, subject to further assessment of the Conestogo Plains system.

The Conestogo Plains Class EA Study provided an opportunity to:

- Assess present and future water servicing requirements of the Conestogo and West Montrose service areas
- Examine the Conestogo Plains Water Supply system in detail
- Confirm the feasibility of connecting West Montrose to Conestogo Plains
- Identify water system infrastructure required to maintain the security of water supply in a way that is financially responsible, technically sound and sensitive to the environment.

Preferred Water Supply Alternative for West Montrose (West Montrose Class EA Study, Public Meeting #2, September 2012)
Overview of Activities under the Municipal Class EA Process

Phase 1: Identify Problem or Opportunity
Phase 2: Identify Alternative Solutions to Problem or Opportunity
   - Identify Impact of Alternative Solutions on Natural, Social and Economic Environments and Prepare Mitigating Measures
   - Evaluate Alternative Solutions
   - Select Preferred Solution

Phase 3: Develop and Evaluate Alternative Design Concepts and Identify Preferred Design
Phase 4: Environmental Study Report (ESR)
Phase 5: Implementation (Design and Construction)

Phases 1 and 2 have been completed for this Class EA Study.

A Project Report will be prepared documenting the planning process, and filed on the public record for a 30-day review period. This will fulfill the requirements for this Schedule B Class EA Study.

Subject to approval of the Class EA study recommendations, the project can proceed to implementation.
Identification of Water Supply Alternative Solutions

- Nine water supply alternative solutions were initially identified and assessed based on the following screening criteria:
  - Level of Service: as a minimum, the existing levels of treated water quality and service pressures will be maintained
  - System Security: the supply of water is protected from emergency situations, equipment failures, and other vulnerabilities
  - System Flexibility and Redundancy: ability to continue to provide water supply in the event of an emergency

- Alternatives that didn’t meet the criteria were eliminated.

- Three main water supply alternatives were short-listed and evaluated in more detail. Two separate scenarios were developed for Alternative No. 1 (shown in next panel).
Water Supply Alternative Solution No.1 – Supply West Montrose with surplus capacity from Conestogo Plains System.

Scenario 1.) Continue with sequestration for iron control
Scenario 2.) Install filtration system for iron and manganese removal

Conestogo Plains Water System Requirements

Supply:
- Continue using Well C3, replace Well C4
- Complete aquifer and well testing to confirm long-term capacity

Treatment:
- Minor upgrades to existing disinfection system
- Continue using sequestration system for iron control (Scenario 1) or new filtration system (Scenario 2)

Storage:
- Continue using existing reservoir

Distribution:
- Install new transfer pumps to transfer treated water to West Montrose reservoir
- Continue using existing pumps to pump into distribution system

West Montrose Water System Requirements (Common to all Options)

Supply:
- Decommission existing supply wells

Treatment:
- Install new booster disinfection system
- Decommission existing treatment systems

Storage:
- Continue using existing reservoir

Distribution:
- Continue using existing pumps to pump into distribution system
Water Supply Alternative Solution No.2 – Supply West Montrose and Conestogo Plains from the Integrated Urban System (IUS) at St. Jacobs

**Conestogo Plains Water System Requirements**

**Supply:**
- Decommission existing supply wells

**Treatment:**
- Decommission existing treatment systems

**Storage:**
- Continue using existing reservoir

**Distribution:**
- Install new transfer pumps to transfer treated water to West Montrose reservoir
- Replace two existing high lift pumps with new pumps to provide max. day + fire flows for Conestogo Plains and Golf Course (after Conestogo Golf Course connection)

**Connection Point to IUS**

- New 300 mm Ø watermain to transfer treated water from IUS to Conestogo Plains reservoir

**Common to all Options**

- New 100 mm Ø transmission main to transfer treated water from Conestogo Plains to West Montrose reservoir

**West Montrose Water System Requirements (Common to all Options)**

- Supply: Decommission existing supply wells
- Treatment: Install new booster disinfection system, Decommission existing treatment systems
- Storage: Continue using existing reservoir
- Distribution: Continue using existing pumps to pump into distribution system

**New 300 mm Ø watermain for connection of Conestogo Golf Course (Opportunity)**
Water Supply Alternative Solution No.3 – Supply West Montrose and Conestogo Plains from the Integrated Urban System (IUS) at City of Waterloo with provision for looping

**Conestogo Plains Water System Requirements**

*Supply:*  
• Decommission existing supply wells

*Treatment:*  
• Decommission existing treatment systems

*Storage:*  
• Decommission existing reservoir

*Distribution:*  
• Conestogo Plains service area will be fed directly from IUS

*Common to all Options*  
• New 100 mm Ø transmission main to transfer treated water from Conestogo Plains to West Montrose reservoir

*West Montrose Water System Requirements (Common to all Options)*

*Supply:*  
• Decommission existing supply wells

*Treatment:*  
• Install new booster disinfection system  
• Decommission existing treatment systems

*Storage:*  
• Continue using existing reservoir

*Distribution:*  
• Continue using existing pumps to pump into distribution system

• New 300 mm Ø watermain for connection of Conestogo Golf Course (Opportunity)

• New 300 mm Ø watermain to provide for looping in the IUS (Future)

• New 300 mm Ø watermain to transfer treated water from IUS to West Montrose reservoir and Conestogo Plains distribution system

**Connection Point to IUS**

---

**Legend**

- Green - Green Belt Area RCP10
- Black - Residential Polyvalent RCP10
- Pink - Projects
- Purple - Intake Protection Zones RCP10
- Brown - Line
- Light Green - Agriculture RCP10
- Orange - Reptiles/Country BCP10
- Red - Irrigation Canal RCP10
- Dark Blue - River
- Yellow - River RCP10
- Grey - State/Province Area RCP10
- Blue - Metastats RCP10
- Orange - Conestogo RCP10
- Green - Conestogo RCP10
- Orange - Metastats RCP10
- Light Blue - Weber Area RCP10
- Blue - Glacial Lake Erie RCP10
- Green - Conestogo River

**CIMA+ Partners in excellence**
Criteria developed to evaluate the short-listed water supply alternative included:

- **Natural Environment / Technical (50%)**
  - Water quality / quantity protection
  - Level of service (i.e., service pressures)
  - Ease of implementation
  - Operational complexity
  - System reliability
  - System redundancy and flexibility
  - Need for new infrastructure
  - Impact to natural and archaeological features (e.g., stream crossings, sensitive species, wetlands, etc.)
  - Need for regulatory approvals
  - Coordination with other planned infrastructure
  - Benefits for areas outside of project study area

- **Community / Social Considerations (25%)**
  - Public health and safety
  - Public perception
  - Noise and traffic (during construction)
  - Aesthetics

- **Financial Considerations (25%)**
  - Life Cycle costs (Capital and Operation & Maintenance costs)

Alternatives were evaluated against all criteria and scored based on their ability to meet each criterion. Alternatives were evaluated relative to each other.
Detailed Evaluation – Key Differentiators and Preliminary Results

<table>
<thead>
<tr>
<th>Option No.1 – Supply West Montrose with surplus capacity from Conestogo Plains (Scenarios 1 &amp; 2)</th>
<th>Option No.2 – Supply West Montrose and Conestogo Plains from the Integrated Urban System (IUS) at St. Jacobs</th>
<th>Option No.3 – Supply West Montrose and Conestogo Plains from the IUS at City of Waterloo with provision for looping</th>
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</thead>
<tbody>
<tr>
<td>- Maintains independent water supply, treatment, reservoirs and pumping stations and maximizes use of existing infrastructure</td>
<td>- Maintains reservoir and pumping station in Conestogo Plains. Uses most of existing infrastructure, additional watermains needed</td>
<td>- Replaces reservoirs and pumping stations with new infrastructure (watermains).</td>
</tr>
<tr>
<td>- Security of supply dependant on only two wells (Conestogo Plains)</td>
<td>- Added security of supply through Conestogo Plains reservoir and connection to IUS</td>
<td>- Added security of supply and robustness through two connections to the IUS</td>
</tr>
<tr>
<td>- Long-term water supply security depends on performance of the aquifer</td>
<td>- Opportunity to connect Conestogo Golf Course</td>
<td>- Opportunity to connect Conestogo Golf Course</td>
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<tr>
<td>- Maintains existing levels of service</td>
<td>- Reduced operational complexity</td>
<td>- Reduced operational complexity</td>
</tr>
<tr>
<td>- Improvements localized to two groundwater systems</td>
<td>- Improves distribution capabilities between communities served by the IUS (e.g., St. Jacobs)</td>
<td>- Redundancy to St. Jacobs and optimization of water circulation in Waterloo</td>
</tr>
<tr>
<td>- Minor impacts during construction</td>
<td>- Temporary traffic impacts during watermain installation</td>
<td>- Temporary traffic impacts during watermain installation</td>
</tr>
<tr>
<td>- Added operational complexity with new filtration system (Scenario 2)</td>
<td>- Requires crossing of Grand River (to service Conestogo Golf Course)</td>
<td>- Requires crossings of Grand River (to service Conestogo Golf Course and Conestogo River (for looping))</td>
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<tr>
<td>- Expensive to operate well systems</td>
<td>- Requires crossing of Grand River (to service Conestogo Golf Course)</td>
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<tr>
<td>- 40-year Life Cycle Cost $8.5 Million (Scenario 1) and $9.5 Million (Scenario 2)</td>
<td>- 40-year Life Cycle Cost $9.9 Million</td>
<td>- 40-year Life Cycle Cost $11.1 Million</td>
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<th>Overall Score</th>
<th>Financial</th>
<th>Community / Social</th>
<th>Technical / Natural Environmental</th>
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<td>Option 1 - Scenario 1</td>
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<td>25.0</td>
<td>18.0</td>
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<tr>
<td>Option 1 - Scenario 2</td>
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<td>22.3</td>
<td>17.0</td>
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<tr>
<td>Option 2</td>
<td>79.0</td>
<td>21.5</td>
<td>18.0</td>
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<tr>
<td>Option 3</td>
<td>78.6</td>
<td>19.2</td>
<td>18.0</td>
</tr>
</tbody>
</table>

Higher score means higher ranking, lower impact.
Water Supply Alternative No.2:
Supply West Montrose and Conestogo Plains from the Integrated Urban System (IUS) at St. Jacobs.

- **Phase 1**
  - Watermain connection from IUS at St. Jacobs to Conestogo Plains

- **Phase 2**
  - Watermain connection from Conestogo Plains to West Montrose
  - Decommission of supply and major treatment systems in West Montrose
  - Installation of booster pumps dedicated to transfer water from Conestogo Plains to West Montrose

- **Phase 3**
  - Watermain connection from Conestogo Plains to Conestogo Golf Course
  - Replacement of two existing high lift pumps in Conestogo Plains with new pumps
  - Decommission of supply and treatment systems in Conestogo Golf Course

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**Option 2**
- **Phase 1** – Connect Conestogo Plains to IUS at St. Jacobs
- **Phase 2** – Connect West Montrose to Conestogo Plains
- **Phase 3** – Connect Conestogo Golf Course to IUS through Conestogo Plains

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**Diagram Description:**
- **Phase 1** shows the watermain connection from IUS at St. Jacobs to Conestogo Plains.
- **Phase 2** involves the connection from Conestogo Plains to West Montrose, with decommissioning and booster pump installations.
- **Phase 3** connects Conestogo Golf Course to Conestogo Plains, replacing existing high lift pumps with new ones and decommissioning systems.
Anticipated Impacts and Proposed Mitigation Measures

**Impacts**

**Community / Social**
Short Term Construction Impacts on Noise, Dust, Traffic and Safety

- Health and safety is a priority to the Region. All construction will adhere to strict safety guidelines.
- Temporary measures will be undertaken during construction to minimize noise, dust, mud and visual impacts.
- A traffic control plan will be prepared to mitigate any potential traffic disturbance during construction of the watermains.
- Standard best practices for vehicle and pedestrian safety will be used during construction and installation of watermains.
- Construction will be completed with planned road upgrades, where applicable.

**Natural Environment**
Impacts to Water, Air, Soil, Natural Heritage Features

- This project will not affect the quantity or quality of water in existing private wells in the area. Residents on the municipal supply will continue to receive water that meets all drinking water standards.
- Trenchless methods will be used for watermain installation across watercourses and sensitive wetland communities.
- An Erosion and Sediment Control Plan will be developed and implemented to mitigate impacts to adjacent vegetation communities and watercourses.
- Construction during sensitive periods for birds (breeding) and fish (spawning) where habitat have been identified will be avoided.
- Appropriate setbacks to Grand River and Canagagigue Creek, and associated wetlands and wooded areas will be applied.
Anticipated project timeline for the Class EA Study and implementation of the preferred water supply solution:

- **Planning (Environmental Assessment)**: Summer 2013
- **Design and Approvals**: Winter 2015
- **Construction**:
  - St. Jacobs Connection: 2015 - 2016
  - West Montrose Connection: 2017 - 2018*
  - Conestogo Golf Course Connection: 2018 - 2019*
  - Conestogo Plains Water Supply System: 2019 - 2020*

* Portions of the watermains will be constructed as part of the roadworks planned for Sawmill Road in 2017.
Next Steps

- The Project Team will consider the comments received from this Public Consultation Centre to confirm the results of the evaluation process.

- Confirmatory investigations (i.e., geotechnical and topographic) will be carried out to confirm the preliminary preferred water supply solution components and mitigation measures.

- Upon confirmation of the preferred water supply alternative solution, a Project File Report, presenting the Class EA study, will be prepared and made available for a 30-day public review period, where you will have a final chance to comment on the recommendations.

THANK YOU FOR YOUR INPUT!
Project Contacts

Please complete a Comment Sheet and leave it here today, or return it to the Region by fax, mail or email (please see the instructions below) by December 5, 2014.

For more information about this project, or to view the Public Consultation Centre displays online, please visit our website:
http://www.regionofwaterloo.ca/en/aboutTheEnvironment/MasterPlansandProjects.asp

Should you have any questions or concerns at any time during the project, please contact either of the following individuals:

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Region of Waterloo
Planning, Housing and Community Services
Community Planning

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

Date: November 4, 2014 File Code: D17-30

Subject: Approval of the City of Kitchener’s New Official Plan and Official Plan Amendment No. 103 to the City of Kitchener’s Current Official Plan

Recommendation:

That the Regional Municipality of Waterloo, in accordance with the provisions of Sections 17 and 21 of the Planning Act, R.S.O. 1990, Chap. P.13, as amended:

a) Approve in part, with modifications, the new Official Plan for the City of Kitchener, as adopted by City of Kitchener By-law 2014-086, and that the Decision contained in Attachment A to Report No. P-14-098, dated November 4, 2014, be included in the approval document;

b) Approve the repeal of the City of Kitchener’s existing Official Plan (save and except for the existing Secondary Plans), as adopted by City of Kitchener by By-law 94-90 including all remaining deferrals and amendments thereto, as repealed by City of Kitchener By-law 2014-086, only insofar as it is replaced by the new Official Plan through this approval; and

c) Approve Amendment No. 103, to the existing Official Plan for the City of Kitchener as adopted by City of Kitchener By-law 94-90, in accordance with Section 15 of Regional By-law 01-028, and that the certificate page contained in Attachment B to Report No. P-14-098, dated November 4, 2014, be included in the approval document;

That no decision be made at this time with respect to:

a) Section 9 (Aggregates); on page 2-2, the second paragraph of Section 2.B.2; on page 2-2, Table 1; Policies 3.C.1.5 to 3.C.1.6; on page 3-4, Table 2; Policies
3.C.1.18 to 3.C.1.20; Policy 3.C.1.14; that collectively address mineral aggregate policies; the Protected Countryside, the Countryside Line; population and employment forecasts, reurbanization targets, and Designated Greenfield Area density targets, pending resolution of the outstanding appeals of the Regional Official Plan affecting these sections;

b) The Countryside Line and Protected Countryside designations, pending the resolution of the outstanding appeals of the Regional Official Plan affecting these designations, as shown on Map 1 of Attachment A;

c) The Ecological Restoration Area and Stream – Ecological Restoration overlays as they apply to the properties municipally known as 321-325 Courtland Avenue East, pending the completion of Rockway Stations Study Area Plan and any supporting studies, and the adoption of an implementing Official Plan Amendment by the Council for the City of Kitchener, as shown on Map 6 of Attachment A;

d) The land use designations and identifications applicable to the Kellner/Cutajar property (Ottawa Street South), legally known as Part Lot 130, GRT, Kitchener, Part 1, 58R3677 S/T, B47655, pending resolution of the outstanding appeals of the Regional Official Plan affecting this property, as shown on Maps 3, 6, and 8 of Attachment A; and

e) The Regional Recharge Area designation as it applies to southwest Kitchener, as shown on Map 8 of Attachment A.

Summary:

On June 30, 2014, Kitchener City Council adopted a new Official Plan by By-law No. 2014-086. The new Official Plan provides the framework for decisions relating to growth and development within the City for the next two decades, and replaces the City’s existing Official Plan, save for and except the City’s existing Secondary Plans, which are not proposed to be repealed.

The City’s new Official Plan builds on the policies of the Regional Official Plan (ROP) and a range of applicable Provincial land use plans and policy, including the 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the 2014 Provincial Policy Statement (PPS), and was prepared following an extensive consultation process with key stakeholders and the broader public. Key elements of the City’s new Official Plan include:

- an urban structure based on a hierarchy of nodes and corridors linked by, and supportive of, transit;
• policies to support mixed-use and compact development, walkability, an integrated transportation system, and access to a range of uses and services in close proximity to residential areas;

• increased emphasis on protecting lands designated for industrial and institutional land uses; and

• continued recognition of the importance of the City’s Natural Heritage Features, Cultural Heritage Resources, and high quality urban design.

Also at its June 30, 2014 Council meeting, Kitchener City Council adopted Amendment No. 103 to the City’s existing Official Plan (OPA No. 103), through By-law No. 2014-086. The purpose of OPA No. 103 is to remove lands from the City’s existing Secondary Plans that are now designated as part of the Urban Growth Centre designation in the new Official Plan.

The City’s new Official Plan and OPA No. 103 were jointly forwarded to the Region for consideration on July 10, 2014. Under the Planning Act, Regional Council is the approval authority for Area Municipal official plans. In accordance with Regional By-law No. 01-028, the Region’s Commissioner of Planning, Housing and Community Services is the delegated approval authority for Area Municipal official plan amendments. However, as OPA No. 103 relates directly to the approval of the City’s new Official Plan and as it was jointly adopted with the new Official Plan, OPA No. 103 is being presented to Regional Council so it may be considered concurrently with the City’s new Official Plan, pursuant to Section 15 of Regional By-law No. 01-028.

In exercising its authority, Regional Council may approve, modify and approve, or make no decision with respect to all or part of the City of Kitchener’s new Official Plan and OPA No. 103 to ensure they conform to the applicable elements of the ROPP, as well as the ROP and the Growth Plan, and are consistent with the PPS. This process is carried out in close collaboration with the City of Kitchener staff, public agencies, and other stakeholders including the Grand River Conservation Authority.

The currently in-effect Regional Official Policies Plan (ROPP) was approved by the Province in 1995. Since that time there have been a number of changes in Provincial land use policy, including the Growth Plan and two versions of the PPS (a 2005 version and the in-effect 2014 version). Together they provide a comprehensive policy framework that governs the development of municipal official plans within the Greater Golden Horseshoe. These documents also supersede the ROPP to the extent of any conflict, and provide the policy basis upon which an official plan needs to be tested.

In June 2009, Regional Council adopted a new ROP, which represents Regional Council’s interpretation of the appropriate implementation of the Provincial land use policy within the regional context. The ROP was approved with modifications by the
Province on December 22, 2010, and was subsequently appealed in its entirety to the Ontario Municipal Board (OMB or Board). For the purposes of approval of the City of Kitchener’s Official Plan, conformity with the applicable elements of the ROPP, the ROP (as approved by the Province) and the Growth Plan, and consistency with the 2014 PPS are the tests being used to determine compliance of the City of Kitchener’s Official Plan with applicable Provincial policy.

On August 22, 2014, Regional staff issued a draft Decision on the new Official Plan for consideration by Kitchener City Council. The draft Decision included a number of proposed modifications, many of which were either minor or technical in nature. Other modifications were proposed to ensure conformity with the ROP and Provincial policies as the case may be. Ultimately, City and Regional staff collaborated on the proposed modifications and resolved any outstanding issues. The draft Decision also included a number of proposed deferrals, where no Regional decision is proposed at this time. These deferrals generally relate to matters currently before the OMB, and are discussed below.

Kitchener City Council considered and endorsed the Region’s draft Decision on September 15, 2014. At the request of City staff, a number of additional minor changes have been incorporated into the final Decision. City staff have reviewed the final Decision and indicated support for the proposed modifications and deferrals proposed.

Overall, Regional staff is satisfied that the City of Kitchener’s Official Plan, as modified, conforms to the applicable elements of the ROPP, as well as the ROP and the Growth Plan, and is consistent with the PPS. Accordingly, Regional staff recommends that Regional Council approve the City’s Official Plan and OPA No. 103, as outlined in this report.

**Report:**

On June 30, 2014, Kitchener City Council adopted a new Official Plan for the City of Kitchener by By-law No. 2014-086. The new Official Plan provides the framework for decisions relating to the growth and development within the City for the next two decades. The new Official Plan replaces the City’s previous Official Plan, which was approved in 1995 and amended periodically since then, save for and except the City’s existing Secondary Plans which are not proposed to be repealed at this time.

The City’s new Official Plan builds on the policies of the ROP and a range of applicable Provincial land use plans and policies, including the Growth Plan and the PPS. The Official Plan was prepared following an extensive consultation process with key stakeholders and the broader community. Key elements of the City’s new Official Plan include:

- an urban structure based on a hierarchy of nodes and corridors which is linked by
and supportive of transit;

- policies to support mixed-use and compact development, walkability, an integrated transportation system, and access to range of uses and services in close proximity to residential areas;

- increased emphasis on protecting lands designated for industrial and institutional land uses; and

- continued recognition of the importance of the City’s Natural Heritage Features, Cultural Heritage Resources, and high quality urban design.

The new Official Plan was prepared following a comprehensive review process that was carried out between 2010 and 2014. This process began with a statutory public meeting held on March 8, 2010, and included consultation on three drafts of the Official Plan, as well as a number of open houses, strategy sessions, and information sessions. The review process culminated on June 30, 2014 when Kitchener City Council adopted its new Official Plan.

a) Official Plan Amendment No. 103

When Kitchener City Council adopted its new Official Plan, it simultaneously adopted OPA No. 103. The purpose of OPA No. 103 is to remove lands currently identified in the City’s existing Secondary Plans that are now designated as part of the Urban Growth Centre in the new Official Plan. Accordingly, these lands are no longer subject to the policies of the City’s Secondary Plans which otherwise remain in force and effect, and the Urban Growth Centre and land use designations and other applicable policies of the City’s new Official Plan now apply.

In accordance with Regional By-law No. 01-028, the Region’s Commissioner of Planning, Housing and Community Services is the delegated approval authority for Area Municipal official plan amendments. However, as OPA No. 103 relates directly to the approval of the City’s new Official Plan and was jointly adopted with the new Official Plan by Kitchener City Council, the Region’s Commissioner of Planning, Housing and Community Services is referring OPA No. 103 to Regional Council for consideration of approval, pursuant to Section 15 of Regional By-law No. 01-028. This is being done to streamline the approval process by allowing the two matters to be considered concurrently.

b) Regional Review Process

The City’s new Official Plan and OPA No. 103 were jointly forwarded to the Region for consideration of approval on July 10, 2014. In July 2014, Regional planning staff circulated the City’s new Official Plan and OPA No. 103 to appropriate agencies, other
Regional departments and the Area Municipalities for review and comment. Following this circulation process and ongoing discussions with City staff, a draft Decision on the City’s new Official Plan was released on August 22, 2014. The draft Decision included a number of proposed modifications, most of which were either minor or technical in nature. Other proposed modifications were made to ensure conformity with the ROP and Provincial policies, as the case may be. The draft Decision also included a number of proposed deferrals, where no decision was proposed at the time.

Kitchener City Council considered the Region’s draft Decision on September 15, 2014 and endorsed the proposed Regional modifications and deferrals. Following Kitchener City Council’s endorsement of the draft Decision, City and Regional staff worked closely to refine the proposed modifications and to resolve any outstanding issues. At the end of this process, City and Regional staff reached mutual agreement on the wording of the proposed Decision, contained in Attachment A.

c) Conformity with Applicable Elements of the ROPP and the ROP

The currently in effect ROPP was originally approved by the Province in 1995. Since that time, the Province has introduced the Growth Plan and three iterations of the PPS, which between them provide a comprehensive policy framework that governs the development of municipal official plans within the Greater Golden Horseshoe. These documents also supersede the ROPP to the extent of any conflict, and provide the policy basis upon which an official plan needs to be tested.

In June 2009, Regional Council adopted the new ROP which represents Regional Council’s interpretation of the appropriate implementation of the 2005 PPS and Growth Plan within the regional context. The ROP was approved with modifications by the Province on December 22, 2010 and has subsequently been appealed in its entirety to the OMB.

Earlier this year, the Province released a new PPS, which came into effect on April 30, 2014 and applies to all planning applications, matters or proceedings commenced on or after this date. The City of Kitchener’s new Official Plan and OPA No. 103 were reviewed for conformity with the applicable elements of the ROPP, the ROP (as approved by the Province), and the Growth Plan, and consistency with the 2014 PPS, to establish compliance with the applicable Provincial policy framework.

d) Proposed Deferrals

The Decision in Attachment A identifies several sections of the City’s new Official Plan for which no decisions are proposed to be made at this time. A deferral is essentially a “non-decision” with respect to a policy or a certain property. In the case of a property, the designations of the previous Official Plan continue to apply until the deferral is resolved. The resolution of each deferral will be considered by Kitchener City Council at
a later date, and then brought forward to Regional Council for consideration. Matters proposed to be deferred at this time include:

i. **Policies and mapping of the Official Plan relating to the on-going Regional Official Plan appeals**

As previously mentioned, the new ROP was appealed in its entirety to the OMB in January 2011, and remains under adjudication at this time. Regional staff has participated in several pre-hearing conferences, mediation sessions, motion hearings and one formal phase of the hearing in an effort to scope or resolve the outstanding appeals.

In light of the ongoing OMB processes, Regional staff recommends that Regional Council defer sections of the City’s Official Plan relating to the outstanding ROP appeals, including: the mineral aggregate policies, the Countryside Line, the Protected Countryside designation, reurbanization targets, density targets for Designated Greenfield Areas, population and employment forecasts, and the Regional Recharge Area designation as it applies to an area in southwest Kitchener, until such time as the Board has made a decision on these issues in the ROP.

ii. **Lands municipally addressed 321-325 Courtland Avenue East**

On June 30, 2014, Kitchener City Council passed a resolution requesting that the Region defer its decision with respect to the Ecological Restoration and Stream – Ecological Restoration overlays as they apply to the property municipally known as 321-325 Courtland Avenue East, as shown as Deferral No. 8 on Map 6 of Attachment A. The property is currently the site of the Maple Leaf Foods and is located within the Mill-Courtland Woodside Park Secondary Plan area. A decision will be made with respect to the Ecological Restoration Area and Stream – Ecological Restoration overlays as they relate to this property upon completion of the Rockway Station Study Area Plan along with any supporting studies, and once an implementing Official Plan amendment has been adopted by City Council and forwarded to the Region of Waterloo for consideration.

iii. **Lands legally known as Part Lot 130, GRT, Kitchener, Part 1, 58R3677 S/T, B47655 (Kellner/Cutajar property)**

In 2011, an appeal was filed relating to the Greenlands Network, Core Environmental Features and Regional Recharge Area designations of the ROP as they relate to the property legally known as Part Lot 130, GRT, Kitchener, Part 1, 58R3677 S/T, B47655. In light of the ongoing OMB appeals, Regional staff recommends that Regional Council defer its decision with respect to the land use designations and identifications applicable to the subject property, as shown as Deferral No. 9 on Maps 3, 6 and 8 in the Decision in Attachment A.
e) Ongoing Appeals to the ROP

The City’s new Official Plan contains several cross references to policies in the ROP, which as noted above, are still before the OMB. The new ROP is not anticipated to fully come into effect for some time. Given this delay and the uncertainty over the Board’s decision on the ROP, some of the cross-referenced policies could be changed by the Board depending on its final decision.

Policies 17.E.1.2 and 17.E.1.3 of the City’s new Official Plan recognize the status of the ROP and acknowledge that future amendments to the City’s Official Plan may be required, as follows:

17.E.1.2 This plan contains references to the Regional Official Plan. All such references will be interpreted as referring to the Regional Official Plan as approved by the Province on December 22, 2010.

17.E.1.3 Notwithstanding Policy 17.E.1.2, it is recognized that the Regional Official Plan may change through future approvals by the Ontario Municipal Board or through future amendments adopted by the Region. In the event that changes are made to the Regional Official Plan by the Ontario Municipal Board or by future amendment, this Plan will be brought into conformity with the Regional Official Plan by means of one or more appropriate housekeeping amendments.

f) Conclusion

Regional staff is satisfied that both the City’s new Official Plan, as modified, and OPA No. 103 conform to any applicable elements of the ROPP, the ROP, and the Growth Plan, and are consistent with the PPS. Accordingly, Regional staff recommends that Regional Council approve the City’s Official Plan and OPA No. 103, as outlined in this report.

g) Proposed Next Steps

Following Regional Council’s decisions on the City of Kitchener’s new Official Plan and OPA No. 103, the Region is required to issue Notices of Decisions in accordance with the Planning Act. Any person or public body that made an oral submission at the public meeting, or made a written submission to Kitchener City Council before its decision to adopt the Official Plan or OPA No. 103, may appeal the Region of Waterloo’s Decision to the OMB within a 20-day appeal period following Regional Council’s decision. The Official Plan, save for any deferred matters, and OPA No. 103, will come into effect if there is no appeal received within this period.
Area Municipal Consultation/Coordination

We wish to acknowledge the City’s hard work in finalizing its new Official Plan and OPA No. 103, and for their collaboration with Regional staff throughout the process. Regional staff has met with, and provided comments to, the City of Kitchener on several occasions throughout the process. City of Kitchener staff is supportive of the modifications contained in the proposed final Decision.

Corporate Strategic Plan:

The approval of the City of Kitchener’s new Official Plan and OPA No. 103 support the five focus areas of the Region’s Corporate Strategic Plan: Environmental Sustainability; Growth Management and Prosperity; Sustainable Transportation; Healthy and Inclusive Communities; and, Service Delivery.

This approval will also help implement Action Item 2.1.2, which is to work with Area Municipalities to develop and implement a comprehensive strategy to promote intensification and reurbanization within existing urban areas. The City’s new Official Plan will also play a key role in achieving Action Item 3.1.1, which is to develop an implementation plan for rapid transit including corridor and station area plans.

Financial Implications:

The required processing fee for this approval, pursuant to Regional By-law 09-003, was received on July 2, 2014.

There are no direct financial implications arising from the recommendations in this report. However, there is the potential that all or part of the Region’s Decision may be appealed to the OMB. Costs to the Region would depend on the nature of the appeals and the ability to reach a negotiated settlement with any appellants. Regional staff will report back to Regional Council in the event that Regional staff is required to participate in an OMB hearing regarding the Region’s Decision on this Official Plan.

Other Department Consultations/Concurrence:

Regional planning staff circulated the City of Kitchener’s Council-adopted Official Plan and OPA No. 103 on July 11, 2014 to the Public Health, Transportation and Environmental Services, and Legal Services departments for review and comment. All of the comments received through this process have been reviewed and, if necessary addressed through modifications to the Official Plan.

Attachments:

Attachment A – Decision City of Kitchener new Official Plan
Attachment B – City of Kitchener Official Plan Amendment No. 103 Certificate Page

**Prepared By:**  David Galbraith, Principal Planner

  Amanda Kutler, Director (Acting), Community Planning

**Approved By:** Rob Horne, Commissioner, Planning, Housing and Community Services
November 4, 2014

Attachment A: Decision City of Kitchener new Official Plan

Decision

With respect to the Official Plan of the City of Kitchener
Subsection 17(34) of the Planning Act
November 4, 2014

The Region of Waterloo hereby approves the Official Plan for the City of Kitchener, as adopted by By-law 2014-086 on June 30, 2014, subject to the following modifications, as shown in Part A of this Decision.

Part A of this Decision constitutes additions and deletions to the text of the Official Plan. Additions are shown in grey highlighting (example), and deletions are illustrated in single strikethrough (example). Part B of this Decision identifies areas of the Official Plan for which no decision is being made at this time.

Part A: Regional Modifications to the Text of the Official Plan

<table>
<thead>
<tr>
<th>Mod. No.</th>
<th>Section No.</th>
<th>Details of the Modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1.A.2</td>
<td>On page 1-2, paragraph 4 of Policy 1.A.2 is modified as follows:</td>
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<tr>
<td></td>
<td></td>
<td>“Part C, The General Policies for a Complete &amp; Healthy Kitchener, contains general objectives and policies to direct growth and development decisions in the city. It consists of policies governing all aspects of community growth and development, community services, movement of goods and people, conservation and protection of the cultural and natural environment, and the preservation of agricultural resources. It also includes population and employment forecasts and density and residential intensification level targets.”</td>
</tr>
<tr>
<td>2.</td>
<td>1.A.2</td>
<td>On page 1-2, paragraph 6 of Policy 1.A.2 is modified as follows:</td>
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<tr>
<td></td>
<td></td>
<td>“Part E, The Implementation Policies for Achieving a Complete &amp; Healthy Kitchener, describes the development approval review processes and planning tools that the City will utilize to implement the vision, goals and policies of the Plan. In addition, Part E identifies strategies that will be used in managing, monitoring and reviewing the Plan.”</td>
</tr>
<tr>
<td>3.</td>
<td>2.B.2</td>
<td>On page 2-2, the first sentence of the first paragraph of Policy 2.B.2 is modified as follows:</td>
</tr>
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</table>
“Since the adoption of the 1994 City of Kitchener’s Municipal Plan, Waterloo Region and Kitchener have experienced significant growth.”

4. **3.C.1.13**
   On page 3-4, Policy 3.C.1.13 is modified as follows:

   “Kitchener’s Designated Greenfield Areas are those lands that are located within the Urban Area Boundary of the City of Kitchener and outside the Built Boundary Line that are not part of the Built-Up Area. They are designated in the Regional Official Plan and are shown on Map 1. Provincial and Regional Plans have established a minimum density target for Designated Greenfield Areas.”

5. **3.C.1.14**
   On page 3-4, Policy 3.C.1.14 is modified as follows:

   “Development occurring in the Designated Greenfield Area, as shown on Map 1, will be planned and designed to achieve a region-wide density target over the entire Designated Greenfield Area as follows:

   a) areas serving primarily a residential function will meet or exceed a minimum, average density of 55 residents and jobs combined per hectare on lands subject to a development application submitted after June 16, 2006 and not approved as of the date of approval of this plan [insert date of approval of this plan].

   b) areas serving primarily an employment function will meet or exceed a minimum, average density of 40 residents and jobs combined per hectare on lands subject to a development application submitted after June 16, 2006 and not approved as of the date of approval of this plan [insert date of approval of this plan].”

6. **3.C.2.21**
   On page 3-10, Policy 3.C.2.21 is modified as follows:

   “Development applications proposing the conversion of industrial employment areas, lands designated for industrial uses, to other employment and non-employment uses in Major Transit Station Areas may be considered in advance of the implementation of approved Station Area Plans, subject to the completion of a comprehensive review and provided any proposal is in accordance with the Regional Official Plan and the Transit-Oriented Development Policies in Section 13.C.3.”

7. **3.C.2.23**
   On page 3-11, Policy 3.C.2.23 is modified as follows:

   “City Nodes are existing or planned clusters of development located along or at the key intersections of existing or planned transit corridors.”

8. **3.C.2.24**
   On page 3-11, Policy 3.C.2.24 is modified as follows:

   “The planned function of City Nodes is to provide primarily for commercial, and/or institutional uses that have a regional..."
and/or city-wide orientation. Currently, or over time, City Nodes may include residential uses where appropriate and compatible. City Nodes are intended to intensify, be transit-supportive and cycling and pedestrian-friendly.”

| 9.  | 4.C.1.42 | On page 4-7 to page 4-8, Policy 4.C.1.42 is modified as follows:

“A development application to create a plan of condominium, which would result in the conversion of rental affordable housing to condominium ownership, may only be permitted where:

a) the rental vacancy rate for comparable units for the City of Kitchener or the Kitchener Census Metropolitan area, if not available for the City of Kitchener, has been at or above 3 percent for the preceding three years; or,

b) the conversion will address and result in the creation of affordable housing for affordable home ownership; or,

c) the conversion will rectify existing health and safety issues through the completion of building renovations/retrofits, the cost of which would necessitate an increase in rent levels above the affordability threshold; or, and

d) the owner/applicant submits a detailed inspection report on the physical condition of the property by a qualified architect or engineer to the satisfaction of the City; or,

e) tenants have the option to continue to lease their units following the approval of the conversion to condominium in accordance with the provisions of the Residential Tenancies Act; and,

f) the owner enters into an agreement with the City which states that tenants may have first right to purchase their units or allows them to continue to rent despite the tenure of the building.”

| 10. | 6.C.2.4 | On page 6-2, Policy 6.C.2.4 is modified by deleting the existing policy in its entirety and replacing it with the following new policy:

“6.C.2.4 Development or site alteration will not be permitted within:

a) hazardous lands which are impacted by flooding hazards and/or erosion hazards;

b) erosion access allowances, which will not be less than six metres; and

c) hazardous sites.”

| 11. | 6.C.2.5 | On page 6-3, Policy 6.C.2.5 is modified by deleting the existing policy in its entirety and replacing it with the following new policy:

“6.C.2.5 Notwithstanding Policy 6.C.2.4, development or site alteration may be permitted in hazardous lands and hazardous sites where:

a) a special policy area has been approved by the Province; or

b) the development is limited to land uses that, by their nature, must locate within the floodway, including flood and/or erosion control works, structures necessary for conservation, water supply, wastewater management, or minor additions or passive non-structural uses which do not affect flood
flows; or

c) a two-zone policy area has been designated to permit development or site alteration in the flood fringe, and the effects and risk to public safety are minor so as to be managed or mitigated in accordance with the Province’s standards, as determined by the demonstration and achievement of all of the following:

i) development or site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;

ii) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;

iii) new hazards are not created and existing hazards are not aggravated; and

iv) no adverse environmental impacts will result.”

| 12. | 6.C.2.6 | On page 6-3, Policy 6.C.2.6 is modified by deleting the existing policy in its entirety and replacing it with the following new policy:

*Notwithstanding Policy 6.C.2.5, development proposing the following land uses will not be permitted within hazardous lands and hazardous sites:

a) an institutional land use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing standards or protection works standards, or erosion;

b) an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations, which would be unacceptably impaired during an emergency as a result of flooding, the failure of floodproofing standards or protection works standards, or erosion;

c) land uses associated with the outdoor storage of any materials, either temporary or permanent; and

d) land uses associated with the disposal, manufacture, treatment or storage of hazardous chemicals and/or substances.” |

<p>| 13. | 6.C.4 | On page 6-11, the subtitle “Potentially Contaminated Lands” in Section 6.C.4 is modified as follows: |</p>
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<tr>
<td><strong>Known or Potentially Contaminated Lands</strong></td>
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| 14. 6.C.4.2 | On page 6-11, Policy 6.C.4.2 is modified as follows:  
“The City will require the submission of a Record of Site Condition where development is proposed on, or adjacent to, a known or potentially contaminated site as identified required by the Region. Where applicable, in accordance with the procedures contained in the Regional Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites will be followed.” |
| 15. 6.C.4.3 | On page 6-11, Policy 6.C.4.3 is modified as follows:  
“The City will require the submission of an Environmental Site Assessment where a change in the permitted or legal use of lands is proposed on or adjacent to a known, suspected or potentially contaminated site as identified by the Region.” |
| 16. 7.1.4 | On page 7-1, Objective 7.1.4 is modified as follows:  
“To promote informed stewardship of Source Water Protection Areas in collaboration with the Region, the Province and the Grand River Conservation Authority.” |
| 17. 7.C.1.1 | On page 7-1, Policy 7.C.1.1 is modified as follows:  
“Source Water Protection Areas are designated in the Regional Official Plan and shown identified on Map 8 and policies that are applied to them are in the Regional Official Plan.” |
| 18. 7.C.1.2 | On page 7-1, the third sentence of Policy 7.C.1.2 is modified as follows:  
“Source Water Protection Areas consist of Wellhead Protection Sensitivity Areas, High Microbial Risk Management Zones, Surface Water Intake Protection Zones and Regional Recharge Areas.” |
| 19. 7.C.2.1 f) | On page 7-4, subsection “f)” of Policy 7.C.2.1 is modified as follows:  
“Environmentally Significant Sensitive Policy Areas;” |
| 20. 7.C.2.6 | On page 7-5, Policy 7.C.2.6 is modified as follows:  
“Notwithstanding Policy 7.C.2.5, the identification of lands as Core Natural Heritage Features, Significant Landforms, Ecological Restoration Areas or Supporting Natural Heritage Features will not limit the ability of support agricultural uses and associated normal farm practices to continue as defined in applicable provincial legislation and regulations in conformity with this Plan and the City’s Zoning By-Law, as well as statutes, policies, and regulations of other government agencies, including agricultural drainage through municipal or agreement drains.” |
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| 21. | 7.C.2.18 | On page 7-6, Policy 7.C.2.18 is modified as follows:  

“All proposals for **development, redevelopment or site alteration** within, or **adjacent** to, any features included as part of the *Landscape Level System* or *Core Environmental Features* outlined in Policy 7.C.2.17 will be reviewed in accordance with the *Regional Official Plan*.” |
| 22. | 7.C.2.22 | On page 7-8, Policy 7.C.2.22 is modified as follows:  

“Notwithstanding Policy 7.C.2.20, the extension of existing municipal *infrastructure* projects where the alignments or locations of those facilities have been established in this Plan, approved Community Plans, Secondary Plans, Plans of Subdivisions and/or approved *Environmental Assessments* and receipt of any other applicable approvals, may be permitted within Core Natural Heritage Features subject to the application of specific mitigative measures set out in an approved *Environmental Impact Study* and in accordance with the applicable policies of the *Regional Official Plan*.” |
| 23. | 7.C.6.19 | On page 7-23, Policy 7.C.6.19 is modified as follows:  

“Energy that is produced by an *alternative energy system* or *renewable energy system* will generally be preferred over conventional forms of energy production, subject to potential negative impacts being mitigated.” |
| 24. | 7.C.6.20 | On page 7-23, Policy 7.C.6.20 is modified as follows:  

“The City will encourage proposals for *alternative energy systems* and *renewable energy systems* at appropriate scales in accordance with *provincial and federal requirements*, which are *compatible* with surrounding existing and proposed land uses and the environment. During the Province’s Renewable Energy Approvals consultations, the City will emphasize the need for *compatibility* with all surrounding existing and proposed *sensitive land uses*.” |
| 25. | 7.C.6.22 | On page 7-23, Policy 7.C.6.22 is modified as follows:  

“*Alternative energy systems and/or renewable energy systems* will be subject to studies to demonstrate, to the satisfaction of the City, how potential *adverse effects*, on *existing existing or proposed development* with regard to the *natural heritage system*, noise, dust, vibration, plume, air quality, cultural heritage resources, views and vistas, shadows, land use compatibility, public health and safety, risk, and soils stability and water quality and quantity will be mitigated.” |
| 26. | 7.7.1 | On page 7-25, Objective 7.7.1 is modified as follows:  

“to support land use and *development patterns* that minimize *adverse effects* to air quality.” |
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| 27. | 8.C.1.15 | On page 8-3, the second sentence of Policy 8.C.1.8 is modified as follows:
|   |   | “The City will select suitable sites, and plan for the complete integration of these sites with the integrated transportation system, the public transit system and multi-use pathway network.” |
| 28. | 11.C.1.33 | On page 11-6, subsection "b)" of Policy 11.C.1.33 is modified as follows:
|   |   | “infill development to complement existing buildings and contribute to neighbourhood character, particularly if located within close proximity of a recognized cultural heritage resource or Heritage Conservation District;” |
| 29. | 12.C.1.1 | On page 12-1, Policy 12.C.1.1 is modified as follows:
|   |   | “The City will ensure that cultural heritage resources are conserved using the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act Funeral, Burial and Cremation Services Act and the Municipal Act.” |
| 30. | 12.C.1.11 | On page 12-3, Policy 12.C.1.11 is modified as follows:
|   |   | “The City will require the conservation of cemeteries of cultural heritage significance (including human beings' remains, animals' remains, vegetation and landscapes of historic, aesthetic and contextual values) in accordance with the Cemeteries Act Funeral, Burial and Cremation Services Act and the provisions of Parts IV, V and/or VI of the Ontario Heritage Act.” |
| 31. | 12.C.1.15 | On page 12-4, subsection "d)" of Policy 12.C.1.15 is modified as follows:
|   |   | “elements of cultural heritage landscapes such as natural areas, vistas and streetscapes; and, |
| 32. | 12.C.1.17 | On page 12-4, Policy 12.C.1.17 is modified as follows:
|   |   | “During the review of development applications or applications for site alteration, the City and/or the Region will require an owner/applicant to submit an archaeological assessment conducted by a licensed archaeologist to support the submission of a development application, or site alteration in accordance with any applicable Regional or the provisions of the Regional Archaeology Implementation Guidelines following the Provincial Standards and Guidelines, to the satisfaction of the Province, where archaeological resources and/or areas of archaeological potential have been identified in the Regional Archaeological Master Plan.” |
| 33. | 12.C.1.19 | On pages 12-4 to 12-5, the first sentence of Policy 12.C.1.19 is modified as follows:
|   |   | “In addition to listing and designating properties under the Ontario Heritage Act, the City may use and adopt further
measures to encourage the protection, maintenance and conservation of the city's cultural heritage resources including built heritage and significant cultural heritage landscapes and implement Cultural Heritage Resource Conservation Measures Policies in this Plan.”

34. 13.C.3.2  On page 13-8, Policy 13.C.3.2 is modified as follows:

“The City will endeavour to ensure an arrangement of development and streets whereby the maximum walking distance to a planned or existing transit stop will not exceed 450 metres for 95 percent of residences, places of employment and community facilities.”

35. 13.C.4.1 b) ii)  On page 13-11, subsection “b) ii)” of Policy 13.C.4.1 is modified as follows:

“consult the Region regarding any development application associated with a Regional Road or Regional Transit System and the owner/applicant may be required to undertake various measures, such as but not limited to transportation impact analysis and associated improvements as outlined in the Regional Official Plan, land dedication for various purposes, easements, noise attenuation, fencing, grading, associated transit and active transportation amenities and stormwater management, as well as obtain the necessary road entrance access permits, from the City and the Region.”

36. 13.C.4.1  On page 13-11, paragraph 6 of Policy 13.C.4.1 is modified as follows:

“The City will, in cooperation collaborate with the Region to regulate the number of access points, adopt standards to regulate new development adjacent to Regional Roads which may include, for example, provision for minimum and/or maximum setbacks for buildings and structures and, where feasible, intersections spaced approximately 250 metres apart to encourage transit use and walking.”

37. 13.6.2  On page 13-20, Objective 13.C.2 is modified as follows:

“To reduce conflicts between active and motorized transportation choices modes.”

38. 13.C.7.2 c)  On page 13-21, subsection “c)” of Policy 13.C.7.2 is modified as follows:

“requirements for features such as: car sharing, bike sharing facilities, van and carpool spaces, electric vehicle charging stations, shared parking, bicycle parking, trans waiting areas, and pedestrian facilities.”

39. 14.C.1.18  On page 14-4, Policy 14.C.1.18 is modified as follows:

“The City will direct and accommodate growth and development in a manner that promotes the efficient use and optimization of existing municipal sanitary services and minimize the number of pumping stations required. Unless otherwise provided for in this Plan, all development, including lot creation, will be on full municipal sanitary services.”

40. 14.C.1.19  On page 14-4, Policy 14.C.1.19 is modified by deleting 14.C.1.19 b) as follows:
Development will be permitted on private communal sewage services and full municipal water in areas where it can be demonstrated to the satisfaction of the *Province* and the *Region* that the provision of full municipal services is not feasible and that the proposed method of servicing will not result in an unacceptable level of environmental impact. Development of all communal sewage systems will be in accordance with the policies of the *Region* and the *Province."

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<tr>
<th>41. 15.D.4.3</th>
<th>On page 15-27, subsection “d)” of Policy 15.D.4.3 is modified as follows:</th>
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<tr>
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<td>“health-related uses such as health offices and health clinics and institutional uses such as daycare facilities, religious institutions, and educational establishments <strong>but not including elementary schools,</strong>”</td>
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<tr>
<th>42. 15.D.4.5</th>
<th>On page 15-27, Policy 15.D.4.5 is modified as follows:</th>
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<tr>
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<td>“The zoning may legalize and permit expansions of <em>low density residential</em> housing forms legally existing on [insert date of approval of this plan] as of the date of approval of this Plan or deem them be legal non-conforming uses.”</td>
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<tr>
<th>43. 15.D.4.7</th>
<th>On page 15-28, Policy 15.D.4.7 is modified as follows:</th>
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<td>“15.D.4.7. Individual properties within the Mixed Use land use designation may be zoned to discourage uses that would negatively affect the planned density and/or function of the Urban Structure Component in which they are located. Accordingly, the implementing zoning may exclude:</td>
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<td>a) predominately auto-exclusive uses such as car washes; <em>drive-through facilities;</em> gas stations; sale and/or repair of motor vehicles; commercial parking facilities; <strong>and,</strong></td>
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<td>b) commercial uses not <em>compatible</em> with residential such as funeral homes and commercial recreation; <strong>and,</strong></td>
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<td>c) <em>elementary schools.</em>”</td>
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44. **15.D.4.16**

On page 15-30, Policy 15.D.4.16 is modified as follows:

> "15.D.4.16. Notwithstanding the gross floor area restrictions of Policies 15.D.4.13 and 15.D.4.14, permitted non-residential uses located interior to buildings legally existing on [insert date of approval of this plan] as of the date of approval of this Plan will be recognized and such uses will be permitted to expand on the existing lot by a maximum of 25 percent of the existing gross floor area of the individual outlet, provided that all the applicable policies within this land use designation are satisfied."

45. **15.D.5.14**

On page 15-34, Policy 15.D.5.14 is modified as follows:

> "15.D.5.14. Individual retail outlets will be restricted to those having a minimum size of 1,500 square metres of gross floor area. A certain amount of smaller retail establishments may be permitted based on either a percentage of the overall gross floor area within a particular Commercial Campus or on other factors such as lot size and configuration. All other retail uses legally existing on [insert date of approval of this plan] as of the date of approval of this Plan will be recognized and will be permitted to expand on the existing lot."

46. **15.D.5.20**

On page 15-36, subsection “b) ii)” of Policy 15.D.5.20 is modified as follows:

> "ii) manufacturing uses will be permitted on specific properties zoned to permit manufacturing as of [insert date of approval of this plan] the date of approval of this Plan;"

47. **15.D.8.8**

On pages 15-50 and 15-51, Policy 15.D.8.8 is modified as follows:

> "Secondary uses On-farm diversified uses will be permitted in the Prime Agriculture and Rural land use designations subject to the following:

a) the secondary use on-farm diversified uses will be clearly accessory to the principal use of the property;

b) the secondary use on-farm diversified uses will be small in scale and compatible with and not hinder surrounding agricultural operations;

c) for secondary uses on-farm diversified uses located on a farm, any buildings, structures or facilities associated with the secondary use, except roadside produce stands, will be integrated with the main farm building and can be constructed in a manner that will allow for ease of conversion to an agricultural use should the secondary use on-farm diversified uses cease to exist. Minor retailing of products will be permitted directly from the farm provided that sales are limited to those goods produced or manufactured primarily on the farm; and,

d) the severance of a lot for a secondary use on-farm diversified uses created in accordance with this Policy will not be permitted."
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<td><strong>48. 15.D.8.14</strong></td>
<td>On page 15-52, Policy 15.D.8.14 is modified as follows:</td>
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<td>“Unless otherwise specified by the policies in this Plan, severances for the purposes of lot creation or lot adjustment in the Prime Agriculture and Rural land use designations is discouraged and may will only be permitted in accordance with the applicable policies for severance in the Regional Official Plan.”</td>
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<td><strong>49. 15.D.9.2</strong></td>
<td>On page 15-53 and 15-54, Policy 15.D.9.2 is modified as follows:</td>
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<td>“The Natural Heritage Conservation land use designation will may only permit those uses which fulfill at least one of the following objectives:</td>
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<td>a) conservation activities;</td>
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<td>b) forest, fish and wildlife management;</td>
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<td>c) small scale, passive recreational uses and accessory uses such as trails, boardwalks, footbridges, and picnic facilities which will have no significant negative impact on natural heritage features or ecological functions of the Natural Heritage System are permitted;</td>
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<td>d) conservation and flood or erosion control projects where it has been demonstrated that they are necessary in the public interest and other alternatives are not available; and/or,</td>
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<td>e) infrastructure projects in accordance with Policies 14.C.1.3 and 14.C.1.4 inclusive,</td>
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<td>f) new mineral aggregate operations in accordance with Policy 9.C.1.9.</td>
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<td>g) existing legal uses as of the Plan’s date of adoption by Council.</td>
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<td>The above uses may be further limited through the by specific policies for each natural heritage feature, applicable policies of the Regional Official Plan, the zoning of specific lands or other applicable legislation.”</td>
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<td><strong>50. 15.D.9.7</strong></td>
<td>On page 15-55, Policy 15.D.9.7 is modified as follows:</td>
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<td>“An minor expansion of a legally existing building, structure, use or conversion to a less intense use may be permitted within lands designated as Natural Heritage Conservation without an Official Plan Amendment provided that it can be demonstrated, to the satisfaction of the City, Region and the Grand River Conservation Authority, where applicable, through an Environmental Impact Study or other appropriate study, that the objectives of the land use designation can be met and that the proposed minor expansion or conversion will not have a negative impact on the natural hazard, natural heritage features or ecological functions for which the area is identified.”</td>
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<td>52.</td>
<td>15.D.12.27</td>
<td>On page 15-69, Policy 15.D.12.27 is modified as follows:</td>
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<td><strong>&quot;6 Shirley Avenue</strong></td>
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<td>Notwithstanding the Business Park Employment land use designation of the lands legally described as Part of Lots 34, 35 and 36, Registered Plan 763, municipally known as 6 Shirley Avenue, the following uses will also be permitted:</td>
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<td>a) office uses up to a maximum of 100 percent of the gross floor area to a maximum Floor Space Ratio of 0.5;</td>
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<td>b) convenience retail in accordance with the provisions of15.D.6.30 provided no individual unit will exceed 465 square metres of gross floor area.</td>
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<td>Notwithstanding the Commercial land use designation of the lands legally described as Part of Lots 34, 35 and 36, Registered Plan 763, municipally known as 6 Shirley Avenue, office uses up to a maximum of 100 percent of the gross floor area and to a maximum Floor Space Ratio of 0.5 will also be permitted.”</td>
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<td>53.</td>
<td>15.D.12</td>
<td>On page 15-69, Section 15.D.12 is modified to add the following new Policy 15.D.12.30:</td>
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<td><strong>&quot;15.D.12.30. 1011 Homer Watson Boulevard</strong></td>
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<td>a) Notwithstanding the Commercial land use designation and policies on the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Block 5, Draft Approved Plan of Subdivision 30T-13202, municipally known as 1011 Homer Watson Boulevard, the following additional uses will also be permitted:</td>
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<td>i) retail centre which will include one or more retail outlets in one or more freestanding buildings which have been planned and developed as a unit, having common or shared parking, but which will not be considered a Retail Commercial Centre for the purposes of the Specific Major Uses policies in Section 3.C.2 of this Plan; and</td>
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<td>ii) free-standing neighbourhood entertainment uses.</td>
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<td>b) Notwithstanding the Commercial land use designation and policies on the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Block 5, Draft Approved Plan of Subdivision 30T-13202, municipally known as 1011 Homer Watson Boulevard, the following uses are not permitted:</td>
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<td>i) residential uses;</td>
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ii) vehicle service;

iii) automobile service stations; and

iv) hotels, motels and conference/convention facilities with overnight accommodation.

c) Notwithstanding the Commercial land use designation and policies on the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Block 5, Draft Approved Plan of Subdivision 30T-13202, municipally known as 1011 Homer Watson Boulevard, the following additional provisions will apply:

i) The maximum total commercial development on the lands inclusive of retail uses other than a home improvement store will be 17,650 square metres of gross floor area;

ii) The maximum total commercial development on the lands inclusive of retail uses may increase up to 25,500 square metres of gross floor area with the addition of a home improvement store;

iii) The maximum size of any one store will be 5,000 square metres of gross floor area with the exception of one home improvement store (no maximum gross floor area) and one food store (maximum of 4,645 square metres of gross floor area); and

iv) The maximum size of free-standing office buildings will be 10,000 square metres of gross floor area.

d) Notwithstanding the Commercial land use designation and policies on the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Block 6, Draft Approved Plan of Subdivision 30T-13202, municipally known as 1011 Homer Watson Boulevard, only the following uses will be permitted:

i) office with a maximum size of 10,000 square metres of gross floor area for any one building;

ii) retail with a maximum size of 1,000 square metres of gross floor area for any one retail store on the ground floor of a building that is 3 or more storeys in height; and

iii) day care facility.\"
On page 15-69, Section 15.D.12 is modified to add the following new Policy 15.D.12.31:

**15.D.12.31. 83 Elmsdale Drive**

The vision for this site is to revitalize an underutilized brownfield property to become a new mixed use focal point in the community. The vision contemplates mid-rise residential development on the site, as well as a variety of office, retail, convenience and service oriented uses that serve the day-to-day needs of the surrounding neighbourhood.

Through Site Plan Control, the City will implement architectural and urban design measures to ensure the development complements and contributes to the existing building environment. The City will review and approve the site development based on the Council adopted “Urban Design Guidelines” dated March 31, 2014 and any other relevant design studies and guidelines.

Notwithstanding the Mixed Use land use designation, on the lands municipally known as 83 Elmsdale Drive:

a) The combined total of all non-residential gross floor area will not exceed 10,000 square metres and will not exceed 7,000 square metres of combined gross floor area devoted to retail uses or 5,000 square metres of combined gross floor area devoted to office uses.

b) One individual freestanding retail outlet will be permitted to have a maximum gross floor area of 6,500 square metres. All other individual freestanding retail outlets will be restricted to a maximum gross floor area of 3,500 square metres.

c) Multiple residential uses are permitted to a medium intensity of use. The net residential density will range from 26 to 200 units per hectare.

d) The minimum Floor Space Ratio for a site developed exclusively with residential uses, or with a mix of commercial and residential uses will be 0.6, and the minimum Floor Space Ratio for any site developed exclusively with commercial uses will be 0.3. Individual buildings may be permitted with a Floor Space Ratio lower than the minimum Floor Space Ratio during initial phases of development, without amendment to this plan, provided the development is consistent with the Council approved Urban Design Guidelines and a Comprehensive Master Plan is prepared in support of the Site Plan Application which demonstrates that the overall development will achieve the minimum Floor Space Ratio for the lands subject to this policy.

e) The maximum Floor Space Ratio will be 1.0. Where it has been demonstrated to the satisfaction of the City’s Director of Engineering Services that storm water and sanitary sewers have sufficient capacity, and to the satisfaction of the City’s Director of Transportation Services and the Region that
surrounding streets and intersections have sufficient capacity, a maximum Floor Space Ratio of 2.0 will be permitted.

f) No residential building will exceed 8 storeys or 24.0 metres in height."

55. 15.D.12 On page 15-69, Section 15.D.12 is modified to add the following new Policy 15.D.12.32:

"15.D.12.32. **491,525 and 563 Highland Road West**

Notwithstanding the Mixed Use land use designation:

a) of the lands legally described as Part of Lots 20 and 21, Registered Plan 1004, more particularly described as Parts 1 to 6 on Reference Plan 58R-5638, municipally known as 491, 525 and 563 Highland Road West, drive-throughs existing as of the date of approval of this plan will be permitted in any form of building; and

b) of the lands legally described as Registered Plan 1004, Part Lot 21, more particularly described as Parts 5 and 6 on Reference Plan 58R-5638, municipally known as 563 Highland Road West, clause 15.D.4.9 a) will not apply."

56. 15.D.12 On page 15-69, Section 15.D.12 is modified to add the following new Policy 15.D.12.33:

"15.D.12.33. **1215 and 1225 Courtland Avenue East**

Notwithstanding the Natural Heritage Conservation land use designation of the lands legally described as Part Lot 7 Plan 757 Kitchener, Part 6 on Reference Plan 58R-6530, save & except Part 2 on Reference Plan 58R-17465, municipally known as 1215 Courtland Avenue East, and the westerly portion of lands legally described as Part Lot 7 Plan 757 Kitchener; Part Lot 9 Plan 1029 Kitchener, Being Part 2 on Reference Plan 58R-6530, save & except Parts 4 To 15 Inclusive on Reference Plan 58R-17465, municipally known as 1225 Courtland Avenue East, the automotive sales use existing as of the date of approval of this plan will be permitted along with redevelopment opportunities associated with the existing automotive sales use subject to the development approval process, the completion and acceptance of any necessary Environmental Impact Study (EIS), and any required permits."

57. 15.D.12 On page 15-69, Section 15.D.12 is modified to add the following new Policy 15.D.12.34:

"15.D.12.34. **809 Wellington Street North**

Notwithstanding the Business Park Employment land use designation of the lands legally described as Part of Lots 32, 33 and 34, Registered Plan 763, more particularly described as Parts 1 to 3 on
Reference Plan 58R-3130 and Part 1 on Reference Plan 58R-10424, municipally known as 809 Wellington Street North, office uses will be permitted up to a maximum of 100 percent of the gross floor area to a maximum Floor Space Ratio of 0.5."

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<tr>
<td>58. 15.D.12</td>
<td>On page 15-69, Section 15.D.12 is modified to add the new Policy 15.D.12.35:</td>
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<tr>
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<td>&quot;15.D.12.35. <strong>16 Centennial Road</strong></td>
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<tr>
<td></td>
<td>Notwithstanding the General Industrial Employment land use designation and policies, on the lands legally described as Part of Lot 123, German Company Tract, more specifically described as Part 1 on Reference Plan 58R-5888, municipally known as 16 Centennial Road, outdoor recycling of non-hazardous materials including wood, concrete, mixed aggregate, cardboard and metals will also be permitted.&quot;</td>
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| 59. 17.E.2.19 | On page 17-8, Policy 17.E.2.19 is modified as follows: |
|   | "Official Plan Amendments adopted by Council will be submitted to Regional Council or its delegate for approval in order to become law. The City will incorporate amendments into the Plan." |

| 60. 17.E.11.12 | On page 17-26, the first sentence of Policy 17.E.11.12 is modified as follows: |
|   | "An Environmental Impact Study submitted in accordance with the Environmental Impact Studies Policies in Section 7.C.2 will establish specific mitigative measures and specify an appropriate buffer width, if needed pursuant to other City, Grand River Conservation Authority and Regional policies, to fully protect the Natural Heritage System feature." |

| 61. City’s Urban Area | On pages i, viii, 3-2, 3-3, 3-5, 3-6, 7-2, 8-8, 15-49 and 17-25, all instances of the words "City Urban Area" are replaced with the words "City’s Urban Area". |
Part B: Modifications to Figures, Maps, and Schedules

<table>
<thead>
<tr>
<th>Mod. No.</th>
<th>Figure, Map, or Schedule</th>
<th>Details of the Modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>62.</td>
<td>Figure 4</td>
<td>On page 3-2, Figure 4 (Conceptual Illustration of City Urban Area and Countryside) is modified by deleting the area shown as agricultural in beige and replacing it with “Protected Countryside”.</td>
</tr>
<tr>
<td>63.</td>
<td>Map 2</td>
<td>Map 2 (Urban Structure) is modified to identify the lands municipally known as 83 Elmsdale Drive as a “Neighbourhood Node” instead of “Community Areas”.</td>
</tr>
<tr>
<td>64.</td>
<td>Map 2</td>
<td>Map 2 (Urban Structure) is modified to identify the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Blocks 5 and 6 on Draft Approved Plan of Subdivision 30T-13202, and municipally known as 1011 Homer Watson Boulevard, as “Arterial Corridor” instead of “Industrial Employment Area”.</td>
</tr>
<tr>
<td>65.</td>
<td>Map 2</td>
<td>Map 2 (Urban Structure) is modified to identify the lands legally described as Part of Lots 34, 35 and 36, Registered Plan 763 and municipally known as 6 Shirley Avenue as “Urban Corridor” instead of “Industrial Employment Area”.</td>
</tr>
<tr>
<td>66.</td>
<td>Map 3</td>
<td>Map 3 (Land Use) is modified to designate the lands municipally known as 83 Elmsdale Drive as “Mixed Use” instead of “Major Infrastructure and Utilities”.</td>
</tr>
<tr>
<td>67.</td>
<td>Map 3</td>
<td>Map 3 (Land Use) is modified to designate the lands legally described as Part of Lots 34, 35 and 36, Registered Plan 763 and municipally known as 6 Shirley Avenue as ‘Commercial’ instead of ‘Business Park Employment’.</td>
</tr>
<tr>
<td>68.</td>
<td>Map 3</td>
<td>Map 3 (Land Use) is modified to designate the lands legally described as Part of Lot 31, Registered Plan 1489, more particularly described as Blocks 5 and 6 on Draft Approved Plan of Subdivision 30T-13202, and municipally known as 1011 Homer Watson Boulevard, as “Commercial” instead of “General Industrial Employment”.</td>
</tr>
<tr>
<td>69.</td>
<td>Map 5</td>
<td>Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for Part of Lot 31, Registered Plan 1489, more particularly described as Blocks 5 and 6 on Draft Approved Plan of Subdivision 30T-13202, 1011 Homer Watson Boulevard, and by adding the following legend item: “30. 1011 Homer Watson Boulevard”.</td>
</tr>
<tr>
<td>70.</td>
<td>Map 5</td>
<td>Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for the lands municipally known as 83 Elmsdale Drive, and by adding the following new legend item: “31. 83 Elmsdale Drive”</td>
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</tbody>
</table>
| **71.** Map 5 | Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for the lands municipally known as 491, 525, and 563 Highland Road West, and by adding the following new legend item:  

“32. 491, 525, and 563 Highland Road West” |   |
| **72.** Map 5 | Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for the lands municipally known as 1215 and 1225 Courtland Avenue East, and by adding the following new legend item:  

“33. 1215 and 1225 Courtland Avenue East” |   |
| **73.** Map 5 | Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for the lands municipally known as 809 Wellington Street North, and by adding the following new legend item:  

“34. 809 Wellington Street North” |   |
| **74.** Map 5 | Map 5 (Specific Policy Areas) is modified by adding a new Specific Policy Area for the lands municipally known as 16 Centennial Road, and by adding the following new legend item:  

“35. 16 Centennial Road” |   |
| **75.** Map 11 | Map 11 (Integrated Transportation System) is modified to show the preferred alignment for the westerly extension of Robert Ferrie Drive extension from Evens Pond Court westerly to Strasburg Road. |   |
| **76.** Map 11 | Map 11 (Integrated Transportation System) is modified to show the approved alignment of Strasburg Road from north of Stauffer Drive to New Dundee Road. Accordingly, this road alignment will be reflected on all other applicable maps. |   |
| **77.** Schedule A: Glossary of Terms | Beginning on page A-1, the Glossary is modified by revising the following terms as follows:  

*Community Infrastructure* – lands, buildings, and structures that support quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, and affordable housing, and security and safety. Examples include hospitals, educational establishments, community centres, arenas, sports fields, libraries, religious institutions and fire and police services.”  

*Comprehensive Review* – for the purposes of this Plan, an Official Plan review which is initiated by the City, an Official Plan Amendment which is initiated or adopted by the Region and/or City, as appropriate, which:  

a) is based on a review of the population and employment forecasts and allocations by the Region and Provincial plans;  
b) utilizes opportunities to accommodate forecasted growth or development through intensification;  
c) is integrated with planning for physical infrastructure and community infrastructure; |   |
d) considers cross-jurisdictional issues; and,
e) comprehensively applies the policies and schedules of Provincial plans."

“Culture/Cultural - Culture is the whole complex of distinctive spiritual, material, intellectual and emotional features that characterize a society or social group. It includes not only arts and letters, but also modes of life, the fundamental rights of the human being, value systems, traditions and beliefs.”

“Ecological Function - the natural processes, products or services, that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical, chemical and socio-economic interactions.”

“Flooding Hazard - the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water. The flooding hazard limit is the greater of:

a) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
b) the one hundred year flood;
c) a flood which is greater than 1 or 2 “a” or “b” which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Province; and,
d) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).”

“Habitat of Endangered Species and Threatened Species -

a) with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species; or,
b) with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and

c) places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.”

“Landscape Level Systems (Regional Official Plan) - are large-scale environmental features or significant concentrations of environmental features within the Region’s Greenlands Network identified in the Regional Official Plan. Within the City, they comprise of include Significant Valleys and Regional Recharge Areas.”
“Mixed Use – a development or area that collectively achieves a mix of compatible land uses either in the same or separate buildings. The mix of land uses may include various non-residential land uses but must include residential dwellings. Mixed-use facilitates the provision of a wide range of residential types within close proximity to employment, institutional, social and recreational opportunities.”

“Natural Heritage Features - features of the natural environment that make up the Natural Heritage System, include but are not limited to the following:

a) Provincially Significant Wetlands;
b) Locally Significant Wetlands;
c) Significant Valleys;
d) Environmentally Significant Valley Features;
e) Locally Significant Valleylands;
f) Environmentally Significant Sensitive Policy Areas;
g) Significant Woodlands;
h) Locally Significant Woodlands;
i) Significant Habitat of Endangered or Threatened Species;
j) Significant Wildlife Habitat;
k) Fish Habitat;
l) Regional Recharge Areas;
m) Environmentally Significant Discharge Areas;
n) Environmentally Significant Recharge Areas;
o) Significant Landforms (Earth Science Areas of Natural and Scientific Interest);
p) Ecological Restoration Areas; and,
q) Natural Linkages and Corridors.”

“Province/Provincial - refers to the Province of Ontario or one or more of its ministries or other agencies that exercise delegated authority on behalf of one or more ministries.”

“Retail Commercial Centres - retail commercial centres have a regional and/or city wide orientation and contain five or more retail outlets in one or more freestanding buildings which have been planned and built on one or more parcels of land to function as a single entity having common or shared parking and having a minimum gross floor area of 10,000 square metres. A retail commercial centre may also contain service commercial uses, personal services, restaurants, financial establishments, offices, health offices and health clinics, institutional uses and commercial entertainment uses. As it applies to the city, Retail Commercial Centres are further defined as containing five or more retail outlets in one or more freestanding buildings which have been planned and built on one or more parcels of land to function as a single entity having common or shared parking.”

“Secondary Uses - those uses secondary to but not ancillary to the principal use of the property, including but not limited to, home occupations, bed and breakfasts, home industries, agritourism activities and uses that produce
| 78. Schedule A: Glossary of Terms | Schedule A (the Glossary) is modified by adding the following new term and arranging it in the correct alphabetical order:

"**Surface Water Intake Protection Zones** – geographic areas that contribute water to the surface water intake of the Region’s municipal drinking-water supply system. Surface Water Intake Protection Zones are delineated to protect the quality and quantity of the surface water entering the intake, mainly by protecting the surface water upstream of the intake from hazardous spills."

| 79. Schedule D: Roads to be Widened | On page D-1, Schedule D is modified by deleting the following roads to be widened:

- Duke Street
- Cedar Street to Francis Street 20m
- King Street
- Victoria Street to Francis Street 28m
PART C: Items Deferred for Further Consideration

<table>
<thead>
<tr>
<th>Def. No.</th>
<th>Details of the Deferral</th>
</tr>
</thead>
</table>
| 1.       | On page 2-2, no decision is being made with respect to Section 2.B.2 relating to Population and Employment Forecasts as follows:  

“The population and employment forecasts contained in this Plan are allocated to the City by the Region. This Plan provides a comprehensive framework to direct and manage growth to 2031 based on the population and employment forecasts identified in Table 1. Further, this Plan makes the connection between growth, land use planning, transportation, infrastructure, parks and community infrastructure, finance and the community.” |

| 2.       | On page 2-2, no decision is being made with respect to “Table 1: City Population and Employment Forecasts”. |

| 3.       | On page 3-3 to 3-4, no decision is being made with respect to Policies 3.C.1.5 and 3.C.1.6 relating to residential intensification as follows:  

“3.C.1.5 New residential development occurring within the Built-Up Area (inside the Built Boundary) will be counted towards the achievement of a region-wide residential intensification target of 45 percent annually.  

3.C.1.6 The City will require that new residential development constructed within the Built-Up Area will be in accordance with the following minimum residential intensification targets in Table 1 below.” |

| 4.       | On page 3-4, no decision is being made with respect to “Table 1: Minimum Residential Intensification Targets”. |

| 5.       | On page 3-5, no decision is being made with respect to Policies 3.C.1.18 to 3.C.1.20 as they relate to the Protected Countryside and the Countryside Line as follows:  

“3.C.1.18 The Countryside Line is designated in the Regional Official Plan and is shown on Map 1. The Countryside Line represents the long-term boundary between the City Urban Area and the countryside. Lands beyond the Countryside Line will not be required to accommodate any projected growth in population or employment within the planning horizon of this Plan.  

3.C.1.19 Lands outside the City Urban Area beyond the Countryside Line may be further designated as Protected Countryside in the Regional Official Plan. In this instance, the Countryside Line is considered to be a permanent boundary.  

3.C.1.20 Land within the Protected Countryside will be designated Prime Agriculture or Rural.”  

Likewise, no decision is being made with respect to the Countryside Line shown on Map 1 and the Protected Countryside designation shown on Map 1. |
6. On page 3-4 to 3-5, no decision is being made with respect to Policy 3.C.1.14 relating to Designated Greenfield Area density targets as follows:

“Development occurring in the Designated Greenfield Area, as shown on Map 1, will be planned and designed to achieve a region-wide density target over the entire Designated Greenfield Area as follows:

a) areas serving primarily a residential function will meet or exceed a minimum, average density of 55 residents and jobs combined per hectare on lands subject to a development application submitted after June 16, 2006 and not approved as of [insert date of approval of this plan].

b) areas serving primarily an employment function will meet or exceed a minimum, average density of 40 residents and jobs combined per hectare on lands subject to a development application submitted after June 16, 2006 and not approved as [insert date of approval of this plan].”

7. Beginning on page 9-1, no decision is being made with respect to Section 9 (Aggregates) in its entirety.

8. On Map 6, no decision is being made with respect to “Ecological Restoration Area” and “Stream – Ecological Restoration” overlays as they apply to the properties municipally known as 321 – 325 Courtland Avenue East. A decision will be made after the Rockway Stations Study Area Plan is completed along with any supporting studies, and an implementing official plan amendment has been adopted by City of Kitchener Council and forwarded to the Region of Waterloo for consideration for approval.

9. On Maps 3, 6 and 8, no decision is being made with respect to the land use designations and identifications applicable to the Kellner/Cutajar property (Ottawa Street South) legally known as Part Lot 130, GCT, Kitchener, Part 1, 58R3677 S/T, B47655.

10. No decision is being made with respect to the Regional Recharge Area designation as it applies to the area of southwest Kitchener illustrated on attached Map 8.
City of Kitchener
Official Plan
A complete and healthy Kitchener

Map 1
City Urban Area and Countryside

LEGEND
City Urban Area
Built Up Area
Designated Greenfield Area
Urban Growth Centre (Downtown)
Urban Area Boundary
Countryside
Countryside Line
Protected Countryside
Area Under Deferral

Note:
1. This map forms part of the Official Plan of the City of Kitchener and must be read in conjunction with the policies of this Plan.

Adopted by City Council - June 30, 2014
Approved by Regional Council -
Last Revised - November 4, 2014
Revised by Amendments -
Map 6
Natural Heritage System

Legend
Natural Heritage System
- Kitchener Core
- Natural Heritage Features
- Significant Wildlife Habitat
- and Significant Landforms
- Ecological Restoration Areas
- Region Core
- Environmental Features
- Stream - Ecological Restoration
- Stream
- Area Under Deferral

Notes:
1. This map forms part of the Official Plan of the City of Kitchener and must be read in conjunction with the policies of this Plan.

2. The detailed mapping and criteria for identifying individual natural heritage features are included in the City of Kitchener Natural Heritage System Technical Background Report.

3. Kitchener Natural Heritage System includes Provincea and Locally Significant Wetlands, Regionally Significant Wetlands, Regionally Significant Valley and Valleyland Features, Locally Significant Valleylands, Significant Habitat of Endangered and Threatened Species (refer to note 4), Significant Wildlife Habitat, Significant Landforms, Fish Habitat, other Regional Core Environmental Features, and Ecological Restoration Areas.

4. Significant Habitat of Endangered and Threatened Species is not shown on Map 6 of this Plan but forms part of the Kitchener Natural Heritage System. This is in accordance with common practices to protect the species and associated habitat from disturbance.

Adopted by City Council - June 30, 2014
Approved by Regional Council -
Last Revised - November 4, 2014
Revised by Amendments -
THAT the Regional Municipality of Waterloo approve Official Plan Amendment No. 103 to the Official Plan of the City of Kitchener, and that the following certificate page be included in the approval document:

Amendment No. 103

to the

Official Plan

of the

City of Kitchener

Official Plan Amendment No. 103 to the Official Plan of the City of Kitchener, which has been adopted by the Council of the City of Kitchener on June 30, 2014 by By-law 2014-086, is hereby approved in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, Chapter p. 13, as amended, and By-law No. 01-028 as amended by the Regional Municipality of Waterloo:

__________________________________________  _______________________________________
Approval Date   Regional Clerk

__________________________________________  _______________________________________
Date Approval Comes into Effect   Regional Chair
Region of Waterloo
Planning, Housing and Community Services
Transportation Planning

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

Date: November 4, 2014  
File Code: D28-50

Subject: 2015 Grand River Transit Service Improvement Plan - Public Consultation Centres

Recommendation:
For information.

Summary:
The Regional Transportation Master Plan (RTMP) establishes long-term transit modal share and ridership targets to be achieved through the implementation of rapid transit and an integrated bus network based on a series of iXpress corridors.

Accordingly, the transit service improvements proposed for 2015 include implementing new east-west iXpress service in Kitchener with streamlining of local routes in east and west Kitchener. The introduction of the ION light rail provides the opportunity to begin to rationalize service in the Central Transit Corridor (CTC). Proposed improvements are shown in Attachment A and are summarized below.

Service Improvements in East and West Kitchener:

- Implement the 204 iXpress, a limited stop route that would travel along the Highland Road and Victoria Street North corridors and through Downtown Kitchener to connect Ira Needles Boulevard to Lackner Boulevard.

- Realign Route 2 Forest Hill, Route 19 Victoria South, Route 20 Victoria Hills, Route 24 Highland and Route 25 Queen South to provide more direct service in west Kitchener and to connect to commercial destinations on Ira Needles Boulevard.
• Realign Route 1 Stanley Park, Route 15 Frederick, Route 17 Heritage Park and Route 23 Idlewood to streamline service in east Kitchener and extend service to Lackner Woods.
• Introduce the 205 iXpress along Ottawa Street North between Lackner Boulevard and Courtland Avenue East which would represent Stage 1 of iXpress service along the Ottawa Street corridor.
• Introduce weekday peak period service to the Victoria North industrial area.
• Provide Sunday service on Route 22 Laurentian West.

Service Improvements in the CTC:
• Introducing new 200 iXpress stops at future ION station locations.
• Rationalize the alignment of Route 7 by reducing the number of branches and increasing service frequency on the remaining branches and on 200 iXpress.
• Modifying service on Route 8 Franklin.

Public Consultation Centres (PCCs) are scheduled for November 2014 in order to provide enough lead time for public feedback to be considered in the development of the preferred 2015 Transit Service Improvement Plan. In the spring of 2015, the preferred 2015 Transit Service Improvement Plan would then be presented at Public Information Centres (PIC’s) and subsequently recommended for approval to the Regional Planning and Works Committee. All public communications will indicate that implementation of the 2015 Transit Service Improvement Plan would be subject to Regional Council budget approval in 2015, and if approved as recommended, service improvements would be implemented on September 7, 2015.

Report:

The Council approved Regional Transportation Master Plan (RTMP) recommends increased investment to transit services in the Region and to integrate bus service with ION rapid transit to achieve increased transit ridership targets. The current Grand River Transit Business Plan established priorities for service improvements that includes implementing iXpress corridors, improving frequency and hours of service, and extending service to developing areas.

Subject to Regional Council approval, transit service improvements proposed for September 2015 includes a new east-west iXpress corridor in Kitchener along Highland Road West and Victoria Street North along with streamlining of local routes in west and east Kitchener.

The introduction of the ION light rail provides the opportunity to rationalize the alignment of routes and frequency of service through the central corridors of Kitchener and Waterloo. Proposed changes through the Central Transit Corridor (CTC) involve consolidating the branches on Route 7 and reallocating service to improve frequency on
the 200 iXpress and Route 7 Mainline.

Public Consultation Centres (PCCs) are scheduled for November 2014. Public feedback from the PCCs will be considered in the development of the preferred 2015 Transit Service Improvement Plan which would be presented at Public Information Centres (PICs) in the spring of 2015.

**Proposed 2015 Transit Service Improvement Plan**

The proposed 2015 Transit Service Improvement Plan that will be presented at the PCCs is illustrated in Attachment A and is described below:

- Implement the 204 iXpress, a limited stop route that would travel along the Highland Road and Victoria Street corridors and through Downtown Kitchener to connect Ira Needles Boulevard to Lackner Boulevard.

- Realign Route 2 Forest Hill, Route 19 Victoria South, Route 20 Victoria Hills, Route 24 Highland and Route 25 Queen South to provide more direct service in west Kitchener and to connect to commercial destinations on Ira Needles Boulevard.

- Realign Route 1 Stanley Park, Route 15 Frederick, Route 17 Heritage Park and Route 23 Idlewood to streamline service in east Kitchener and extend service to Lackner Woods.

- Introduce the 205 iXpress along Ottawa Street North between Lackner Boulevard and Courtland Avenue East which would represent Stage 1 of iXpress service along the Ottawa Street corridor. Stage 2 which would extend the route to west Kitchener and increase frequency of service would be implemented in 2017.

- Introduce weekday peak period service to the Victoria North industrial area.

- Provide Sunday service on Route 22 Laurentian West.

Proposed service rationalization and improvements in the CTC continue to be evaluated. Proposed improvements in the CTC include:

- Introducing new 200 iXpress stops at future ION station locations.

- Rationalizing the alignment of Route 7 through reducing the number of branches and increasing service frequency on the remaining branches and on 200 iXpress.

- Modifying service on Route 8 Franklin.

The goal is to implement these changes without requiring additional resources. If this cannot be achieved, the implementation will be considered as part of the 2016 service improvement plan.
Additional transit improvements in 2015 include the implementation of ION aBRT service between Ainslie Street Terminal in Cambridge and Fairview Park in Kitchener. aBRT service will offer frequent service, limited stops, signal priority, queue jump lanes, bus bypass shoulders, and enhanced passenger amenities.

**Public Consultation Centres**

Public consultations will be held over six days to target affected study areas. Feedback gathered from the PCCs will be considered in the development of the preferred 2015 Transit Service Improvement Plan. Dates and locations for the public consultations are noted below. Information packages with detailed descriptions of the proposed service improvements and comment forms will be distributed at the PCCs.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time of PCC</th>
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<tbody>
<tr>
<td>Thursday, November 6, 2014</td>
<td>Region of Waterloo Administrative Headquarters</td>
<td>2:00 - 7:00 p.m.</td>
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<td>Main Lobby, 150 Frederick Street, Kitchener</td>
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<tr>
<td>Wednesday, November 12, 2014</td>
<td>University of Waterloo</td>
<td>2:00 - 7:00 p.m.</td>
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<td>Room 1301 (DC 1301)</td>
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<td></td>
<td>William G. Davis Computer Research Centre</td>
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<tr>
<td>Thursday, November 13, 2014</td>
<td>Wilfrid Laurier University</td>
<td>2:00 - 7:00 p.m.</td>
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<td>Concourse - Fred Nichols Campus Centre</td>
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<tr>
<td>Tuesday, November 18, 2014</td>
<td>Real Canadian Superstore</td>
<td>4:00 - 8:00 p.m.</td>
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<td>Community Room, 875 Highland Road West, Kitchener</td>
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<tr>
<td>Thursday, November 20, 2014</td>
<td>St. Anthony Daniel Parish</td>
<td>4:00 - 8:00 p.m.</td>
</tr>
<tr>
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<td>Raphael &amp; Michael Rooms, 29 Midland Drive, Kitchener</td>
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<tr>
<td>Wednesday, November 26, 2014</td>
<td>Emmanuel Village</td>
<td>4:00 - 8:00 p.m.</td>
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<td>Bistro Room, 1250 Weber Street East, Kitchener</td>
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**Public Notification and Advertising**

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

- Roadside signs erected at major intersections in the study areas;
- Direct mail sent to all households on streets where transit service would be introduced. All households will receive a letter describing how service changes may benefit their neighbourhood;
- An unaddressed mailer sent to households in the significant study areas inviting them to the PCC’s;
- Signs posted at selected bus stops that show proposed service changes and provide
dates and times of Public Consultation Centres;

- Notices posted in the local newspapers
- Posters informing transit riders of proposed changes and Public Consultation Centre dates posted at terminals and on buses;
- Notices of proposed service improvements and changes posted on the GRT website: [www.grt.ca](http://www.grt.ca);
- Comment forms available online and at the PCC’s;
- Mass emailing sent to those who subscribe to our rider e-alerts; and,
- Information will be sent out via social media including Twitter

At all times when internet based comments are invited, provision will also be made for comments to be submitted by telephone, fax or conventional mail.

**Next Steps**

Public feedback at the PCCs will be taken into consideration when developing the preferred 2015 Transit Service Improvement Plan. Further opportunities for public feedback will be provided with additional PICs planned for the spring of 2015. Public feedback at the PIC’s will be considered and the preferred 2015 Transit Service Improvement Plan would be recommended for approval by the Regional Planning and Works Committee in the spring of 2015. Subject to Regional Council budget approval, the 2015 service improvements would be implemented on September 7, 2015.

It should also be noted that Regional staff will consult with the City of Cambridge early in the process on the recommended plan, as requested by Councillor Craig. Regional staff has already been in contact with Cambridge staff.

**Area Municipal Consultation/Coordination**

Area Municipalities have been circulated material related to service improvement proposals.

A Steering Committee with Regional and area municipal representation will be appointed following municipal elections on October 27, 2014.

**Corporate Strategic Plan:**

This 2015 Transit Service Improvement Plan supports the implementation of Council’s Strategic Focus, identified under Focus Area 3: Sustainable Transportation: Develop greater, more sustainable and safe transportation choices. The plan will contribute to Strategic Objective 3.1.2. Expand the bus network and begin to integrate it with the future Light Rail Transit System.
Financial Implications:
Costs of planning and operating public consultation for transit service planning are included in the 2014 GRT operating budget, approval by Regional Council. Net annual operating costs associated with the proposed 2015 service improvements are approximately $2,224,000 and would be funded through the RTMP Reserve Fund.

Other Department Consultations/Concurrence:
Staff from Planning, Housing and Community Services and Transportation and Environmental Services worked together to develop these transit service improvement plans.

Attachments:
Attachment A - Proposals for 2015 Service Plan Options
Attachment B - Draft Text for Public Brochure

Prepared By: Blair Allen, Acting Manager Transit Development

Approved By: Rob Horne, Commissioner, Planning, Housing and Community Services
Attachment A – Proposals for 2015 Service Plan Options

Map 1
Map 2

Proposed 2015 Transit Improvement Plan

Future ION Stops
New Xpress Station
Proposed 200 Xpress Station
204 Xpress
205 Xpress (Stage 1)
Route 8
Route 15
Route 20
Route 23

Waterloo
Northcliffe Station
Allan Station
See Waterloo inset

196
Proposed 2015 Grand River Transit Service Improvement Plan

We Need Your Input!
Thank you for attending this Public Consultation Centre (PCC). Service improvement options have been developed for you to review. These options have been developed to provide more direct transit service to major destinations throughout the Region, and to integrate Grand River Transit (GRT) bus routes with the ION light rail. Your feedback will help us develop the final 2015 Transit Service Improvement Plan. **The proposed service improvements are subject to Regional Council budget approval.**

Preparing for ION Rapid Transit
The implementation of ION, together with an expanded bus network, will provide more transportation choice for people and help create a more vibrant and liveable community. ION will travel along the Central Transit Corridor (CTC) through the core areas of Waterloo, Kitchener and Cambridge. The ION light rail is scheduled to begin operating in 2017 between Conestoga Mall and Fairview Park Mall. The ION adaptive Bus Rapid Transit will provide an enhanced iXpress service between Fairview Park Mall and Ainslie Street Terminal in Cambridge in 2015. Enhancements include, stations with larger modern-styled shelters and real-time passenger information displays, a more direct alignment using Hespeler Road, and traffic by-pass lanes at several intersections and along Highway 8.

A network of limited stop iXpress routes that integrates with ION continues to be implemented. The 2015 Transit Service Improvement Plan includes a new east-west iXpress corridor in Kitchener along Highland Road West and Victoria Street North along with streamlining of local routes in west and east Kitchener.

The introduction of the ION light rail provides the opportunity to rationalize the alignment of Route 7. It is being proposed to eliminate the two Route 7 branches destined to University of Waterloo that now travel the same corridor as the ION light rail. Affected Route 7 riders would have the choice to use a more frequent 200 iXpress along with more iXpress stations or a more frequent Route 7C that travels directly on King Street to Conestoga Mall.

What happens next?
Your feedback will be considered in the development of the preferred 2015 Transit Service Improvement Plan which would be presented at Public Information Centres (PIC’s) in the spring of 2015. Public feedback at the PIC’s will be considered and the preferred 2015 Transit Service Improvement Plan would be recommended for approval by the Regional Planning and Works Committee and subsequently Regional Council in the spring of 2015. Subject to Regional Council budget approval, the 2015 service improvements would be implemented on September 7, 2015.

Proposed 2015 Transit Service Improvements
The proposed improvements are described below.
204 iXpress and Related Local Service Improvements in Kitchener

The following service improvements to east-west travel in Kitchener are being considered for September 2015:

204 iXpress, Maps 1 and 2:
- Implement a new limited-stop iXpress route through central Kitchener with service between The Boardwalk and the Ottawa Street and Lackner Boulevard intersection via Highland Road and Victoria Street North. Service would connect residential and commercial development in east and west Kitchener to employment and future ION Rapid Transit service in Downtown Kitchener.

Route 25 Queen South, Maps 1 and 2:
- Modify Route 25 to provide direct service through the Forest Heights neighbourhood, and extend service to Ira Needles Boulevard and The Boardwalk.
- Implement a new 201 iXpress station at Fischer-Hallman Boulevard and Queen’s Boulevard to allow connections between Route 25 and the 201 iXpress.

Route 2 (Current Routes 2 Forest Hill and 24 Highland):
- Combine Routes 2 and 24 with service provided between Downtown Kitchener and the Forest Heights neighbourhood via Stirling Avenue and Greenbrook Drive with two options for service connecting the Forest Heights and Forest Hills neighbourhoods.
  - Option One, Map 1: Travel via Queen’s Boulevard and Fischer-Hallman Road to continue to provide service to Highland Hills Mall.
  - Option Two, Map 2: Travel via McGarry Drive to Greenbrook Drive in order to provide more direct service to Downtown Kitchener.

Route 20 (Current Routes 19 Victoria South, 20 Victoria Hills, and 15 Frederick), Maps 1 and 2:
- Modify and combine Routes 19, 20, and 15 to provide continuous travel along the Victoria Street South and Frederick Street corridors.
- Service along Victoria Street South would be extended west to Ira Needles Boulevard and The Boardwalk.
- Service along Frederick Street would be modified to travel through the Heritage Park neighbourhood to the Ottawa Street North and Lackner Boulevard intersection.

Route 1 (Current Route 1 Stanley Park and Route 17 Heritage Park), Maps 1 and 2:
- Modify and combine Routes 1 and 17 service to provide travel between Downtown Kitchener and Fairview Park via Krug Street, River Road, Kinzie Avenue, and Fairway Road.

Route 23 Idlewood:
- Option 1, Map 1:
o Extend Route 23 service through the Zeller Drive neighbourhood, with service between Fairview Park and Stanley Park Mall operating via Oldfield Drive and Ottawa Street North through the Idlewood neighbourhood.

- Option 2, Map 2:
  o Modify Route 23 into a two-way loop that would travel from Fairview Park to Stanley Park Mall along the Franklin Street and Fairway Road corridors. Service would be extended to the Zeller Drive neighbourhood.
- The northern portion of Route 23 would be replaced by a modified Route 1 and combined Route 20 and 15 service.

New 205 iXpress, Map 2:
- Introduce new limited-stop service along Ottawa Street North between Lackner Boulevard and Courtland Avenue East which would represent Stage 1 of introducing iXpress service along the Ottawa Street corridor. Stage 2 which would extend the route to west Kitchener and increase frequency of service would be implemented in 2017.
- 205 iXpress service would replace Route 8 Franklin service along the Ottawa Street corridor.

New Route 15, Maps 1 and 2:
- Introduce a new route to service the employment area along the Wellington Street North, Shirley Avenue and Bingemans Centre Drive corridors which would operate during weekday rush hour periods only.

Route 22 Laurentian West:
- Provide new Sunday service from approximately 10 a.m. to 6 p.m.

Central Transit Corridor Service Improvements

The proposed improvements for the CTC involve consolidating service on the Route 7 branches and reallocating resources to improve frequency on the 200 iXpress and Mainline Route 7. These options continue to be evaluated to ensure that adequate resources are available to meet the level of service required through the CTC. If additional resources are needed, implementation of the changes will be delayed to subsequent years when resources become available. Otherwise, changes would be implemented in September 2015.

200 iXpress (Maps 1 and 2):
- Implement 200 iXpress stops at the future Northfield, Allen, Benton/Frederick, and Cedar ION stations.

Route 7 C, D and E Branches (Inset of Maps 1 and 2):
- Consolidate Route 7 service on King Street by removing service on the Route 7D and 7E branches from University Avenue West and Columbia Street West.
- Increased service on the 200 iXpress, Route 7C, and east-west service on the University Avenue and Columbia Street corridors will be evaluated to accommodate additional demand on these corridors as a result of the Route 7 changes.
Route 7 A, B, and F Branches:
- **Option 1, Map 1:**
  - Realign the 7B branch to provide direct travel along Weber Street East between Montgomery Road and Fairway Road.
  - Maintain the 7F branch to Fairview Park via Wilson Avenue
  - Discontinue the 7A branch – a modified Route 8 Franklin would provide service to Connaught Street.
- **Option 2, Map 2:**
  - Consolidate all Route 7 service along the King Street East and Weber Street East corridors.
  - The 7A and 7F branches would be replaced with a modified Route 8 along Connaught Street, and a modified Route 23 along the Franklin Street corridor.

Route 8 Franklin:
- **Option 1, Map 1:**
  - Modify Route 8 service to Fairview Park to travel through the Kingsdale neighbourhood via Franklin Street, Connaught Street, and Greenfield Ave.
- **Option 2, Map 2:**
  - Modify Route 8 service to provide more direct travel between Downtown Kitchener and Fairview Park via Weber Street East and Connaught Street.
  - Service along Franklin Street North would be provided by a modified Route 23 travelling between Fairview Park and Stanley Park Mall. Service along Ottawa Street North would be provided by a new Ottawa Street route.

Note: Proposed routing alignments of GRT service through Downtown Kitchener and along the ION corridor could be affected by construction detours leading up to implementation of ION service.

Thanks for Riding With Us!
Thanks to valuable public feedback and continued investment in transit service, GRT continues to grow every year. Since GRT was formed in 2000, annual ridership has increased from 9.4 million riders to an estimated 21.9 million riders by the end of 2014, while annual service hours have increased from 350,000 to 641,000.

Transit riders benefit from taking transit by saving money on fuel, parking, and other car expenses; and improving their health through walking. Every one of our riders has helped improve the quality of life in this community by reducing traffic congestion, contributing to improved local air quality, and promoting a more sustainable region!

We appreciate your input
We would appreciate your comments on the proposed service improvements. Please submit your comments using one of the following methods:

- Filling in the comment form at today’s public meeting;
- Taking your comment sheet home, and mailing or faxing it to the address below;
- Visiting [www.grt.ca](http://www.grt.ca) and using our online public comment form, which you can link to from our homepage.
Anyone indicating interest on the sign-in sheet or making a submission will be emailed or mailed updated project information.

Grand River Transit, 250 Strasburg Road Kitchener, ON N2E 3M6
Phone: 519-585-7555
Fax: 519-585-1060

**Public Consultation Centres**

<table>
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<tr>
<th>Date</th>
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<td><strong>Region of Waterloo Administrative Headquarters</strong>&lt;br&gt;Main Lobby&lt;br&gt;150 Frederick Street&lt;br&gt;Kitchener, ON N2G 4J3</td>
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<td><strong>University of Waterloo</strong>&lt;br&gt;Room 1301 (DC 1301)&lt;br&gt;William G. Davis Computer Research Centre&lt;br&gt;200 University Avenue West&lt;br&gt;Waterloo, ON N2L 3G1</td>
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<td>Tuesday, November 18, 2014</td>
<td><strong>Real Canadian Superstore</strong>&lt;br&gt;Community Room&lt;br&gt;875 Highland Road West&lt;br&gt;Kitchener, ON N2N 2Y2</td>
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<td>Thursday, November 20, 2014</td>
<td><strong>St. Anthony Daniel Parish</strong>&lt;br&gt;Raphael &amp; Michael Rooms&lt;br&gt;29 Midland Drive&lt;br&gt;Kitchener, ON N2A 2A9</td>
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<td>Wednesday, November 26, 2014</td>
<td><strong>Emmanuel Village</strong>&lt;br&gt;Bistro Room&lt;br&gt;1250 Weber Street East&lt;br&gt;Kitchener, ON N2A 4E1</td>
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Region of Waterloo
Corporate Resources
Legal Services

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

Date: November 4, 2014  File Code: L07-90

Subject: Authorization to Expropriate Land (1st Report) for Rapid Transit Project Stage 1 – 904 King Street West, Kitchener

Recommendation:

That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of a parcel of land in the City of Kitchener for the construction and operation of light rail transit (“LRT”) as part of the Rapid Transit Project Stage 1 in accordance with the Recommended Rapid Transit Implementation Option Report E-11-072 dated June 15, 2011:

A. 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 Rapid Transit Project Stage 1 and described as follows:

LRT

1. Part Lots 300 and 301, Plan 385, as in Instrument Number 229589, subject to and together with Instrument No. 624276, PIN 22328-0018 (LT), City of Kitchener, Regional Municipality of Waterloo (904 King Street W., Kitchener, ON N2G 1G4);

B. Serve notices of the above application(s) required by the Expropriations Act;

C. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;

D. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
E. 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 or if otherwise deemed expedient in the opinion of Regional staff; and

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

Summary:

Nil

Report:

A. Project Authorizations

On June 15, 2011 Regional Council approved LRT as the preferred rapid transit technology from Conestoga Mall in the City of Waterloo through the City of Kitchener to the Ainslie Street Terminal in the City of Cambridge (the “Rapid Transit Project”). Stage 1 of the Rapid Transit Project will include light rail transit (“LRT”) service from Conestoga Mall in the City of Waterloo to Fairview Park Mall in the City of Kitchener, as well as, adapted bus rapid transit (“aBRT”) service from Fairview Park Mall in the City of Kitchener to the Ainslie Street Terminal in the City of Cambridge.

B. Project Details

The Region initiated a Transit Project Assessment (“TPA”) with respect to Stage 1 of the Rapid Transit Project (“Stage 1”) in November of 2011, which has been completed and has provided results that are permissive of the construction and operation of Rapid Transit within the approved rapid transit corridor.

A two stage procurement of a design/build/finance/operate/maintain (“DBFOM”) concessionaire consisting of an initial Request for Qualifications procurement process and a subsequent Request for Proposals procurement process has been completed. GrandLinq GP (“GrandLinq”) was selected as the preferred proponent for the DBFOM concession and a Project Agreement was signed between GrandLinq and the Region on May 6, 2014. GrandLinq is currently working on completing LRT design and is now proceeding with the preliminary phases of LRT construction.

The Region has undertaken a separate procurement for the construction of aBRT. Construction of aBRT facilities is now underway. The target commencement date for aBRT service is early 2015.

The land acquisition/expropriation process for the Rapid Transit Project has been divided into several separate and distinct phases. At this time, all lands that form part of
Phases 1, 2, 3 and 4 of the land acquisition/expropriation process for the Rapid Transit Project have either been acquired or expropriated. Lands required from the City of Kitchener are not being expropriated and are the subject of ongoing negotiations. Furthermore, an agreement in principle has been reached with the City of Waterloo for lands required from it.

The Region has also commenced the expropriation process in connection with Phases 5 and 6 of the land acquisition/expropriation process for the Rapid Transit Project. Regional Real Estate Services staff are currently engaged in negotiations with all land owners that are affected by Phases 5 and 6.

C. 904 King Street W., Kitchener

This Report is seeking approval to commence the land acquisition/expropriation process in connection with 904 King Street West, Kitchener (the “Subject Property”) representing a full taking of land required for the placement of a LRT traction power substation (“TPSS”). The LRT alignment requires a number of TPSS units to electrify the system’s light rail vehicles. The location for TPSS units is driven by system technical requirements. The general approach is, however, to distribute TPSS units in a roughly even fashion along the LRT alignment.

Possession of the Subject Property is needed for construction that is expected to commence in the latter half of next year. In order to meet the Rapid Transit Project timelines, the Commissioner of Transportation and Environmental Services has authorized modified prerequisites for the commencement of the expropriation process with respect to lands required for the Rapid Transit Project in accordance with the Region’s revised land acquisition policy for infrastructure projects. In keeping with these requirements, Regional Staff have contacted, in writing, the property owner’s solicitor and have followed up with the owner’s solicitor by telephone in connection with the Region’s proposed acquisition of the Subject Property. The property owner’s solicitor has been informed of the Region’s intention to proceed with the expropriation process, including this Report, and has been provided with the Region’s Expropriation Information Sheet which explains the expropriation process. A copy of the Expropriation Information Sheet is attached as Appendix “A” hereto. The owner has also been advised, through its solicitor, that it is the Region’s intention to seek a negotiated settlement prior to the completion of the expropriation process and that the process has been commenced only to ensure that possession of the Subject Property is secured within the required timeline.

Should a negotiated settlement be reached with the property owner and a conveyance of the Subject Property is completed before the expropriation process is complete, the expropriation process with respect to the said lands would be discontinued by the Regional Solicitor.

It is to be noted that the expropriation of the Subject Property is on an “as is” basis and, therefore, the Region assumes all responsibility for the said lands upon assumption of title.
The Subject Property and related Project Area is shown on the map attached as Appendix “B” hereto. The fee simple owner of the Subject Property and related corporate profile information, as applicable, is set out in Appendix “C” hereto. It is to be noted that Regional staff have conducted a recent corporate profile search with respect to the corporate entity that is the fee simple owner of the Subject Property which is included thereto. Appendix “C” does not, however, include a list of affected mortgagees, tenants, execution creditors, guardians of property, or persons with a limited estate or interest in said lands such as easement holders.

**Corporate Strategic Plan:**

The report supports Focus Area 3.1 of Council’s Strategic Focus: Implement a light rail transit system in the central transit corridor, fully integrated with an expanded conventional transit system.

**Financial Implications:**

In June 2011, Council approved the implementation of the Rapid Transit project, including LRT and aBRT, with estimated capital costs of $818 million, in 2014 dollars, with capital funding to be provided by the Province (up to $300 million), the federal government (one third of eligible project costs to a maximum of $265 million) and the Region ($253 million). The RT project and improvements to conventional transit are financed through annual tax rate increases over a period of 7 years.

Land acquisition is being carried out by the Region outside of the DBFOM. This has been accommodated within the overall Rapid Transit Project budget.

**Other Department Consultations/Concurrence:**

Rapid Transit staff and Finance staff have been consulted in the preparation of this Report.

**Attachments**

Appendix “A” – Expropriation Information Sheet  
Appendix “B” - Maps  
Appendix “C” – Corporate Profile Searches.

**Prepared By:** Liviu Cananau, Solicitor, Property (Rapid Transit)  
**Approved By:** Gary Sosnoski, Commissioner, Corporate Resources
Appendix “A”

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.
Appendix “B”
Appendix “C”

Fee Simple Full Taking

904 King Street W., Kitchener
Owner: Solid State Realty Inc.
Annual Return: April 16, 2010
Directors/Officers: Ankung Cheng; Ming-Kuei Cheng; Hui Li; Hsin-Yi Yen
Ontario Business Corporation
Region of Waterloo
Transportation and Environmental Services
Design and Construction

To: Chair Jim Wideman and Members of the Planning and Works Committee
Date: November 4, 2014
File Code: 01156
Subject: Consultant Selection – Detailed Design and Services During Construction for the Waterloo Landfill Pumping Station 1 Replacement, City of Waterloo

Recommendation:
That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with CIMA+ Canada Inc., to provide engineering services for detailed design and services during construction for the Waterloo Landfill Pumping Station 1 Replacement in the City of Waterloo, at an upset fee limit of $326,568, plus applicable taxes.

Summary:
The Waterloo Landfill is located in the City of Waterloo at 925 Erb Street West, and is owned and operated by the Region of Waterloo. The existing leachate pumping station 1 (PS1) has been in continuous service for 27 years. As a result of the continuous usage, PS1 must be replaced to address various electrical, mechanical and structural issues and to address maintenance limitations that have been put in place to meet newer safety regulations.

In order to replace PS1 by 2016, a multi-disciplinary engineering consultant must be retained now to undertake the detailed design and construction administration for this replacement. A consultant selection process was carried out in accordance with the Region of Waterloo’s Purchasing By-law 04-093 for the procurement of goods and services and included price as a factor.
Letters of Interest were received from three consultants. When considering all Quality, Equity, and Price Factors, the submission from CIMA+ Canada Inc. scored the highest and staff recommends that CIMA+ Canada Inc. be retained to undertake this assignment at an upset fee of $326,568.

Subject to Council approval of this consultant assignment, it is anticipated that final design will be completed in 2015 and construction will be completed in 2016. The capital budget in the 2014 Ten Year Waste Management Capital Forecast for this project is $2,244,000.

Report:

1. Background

The Waterloo Landfill is located in the City of Waterloo at 925 Erb Street West, and is owned and operated by the Region of Waterloo.

Environmental controls at the Waterloo Landfill include an interconnected landfill gas collection system (GCS) and a leachate collection system (LCS). The generation of leachate is caused principally by precipitation percolating through waste deposited in a landfill.

Leachate pump station 1 (PS1) is located in the southwest corner of the Original Landfill Area (OLA), and is an integral part of the leachate collection system. PS1 was upgraded in 1992 under Region of Waterloo Contract No. 92034. However, the original base section, which is now over 27 years old, was not upgraded as part of that contract. This original base now causes limitations when providing maintenance on the existing pumps under newer confined space legislation requirements. As a result of the continuous use of this pump station over 27 years; various electrical, mechanical systems such as the pumping system are at the end of their life cycle. Therefore PS1 must be replaced.

In order to meet a scheduled 2016 construction start date for the proposed upgrades, a multi-disciplinary engineering consultant must be retained now to undertake the detailed design and construction administration for this upgrade.

2. Consultant Selection

On August 13, 2014, the Region of Waterloo placed advertisements on its website and in The Kitchener-Waterloo Record and Daily Commercial News inviting submissions from consultants for detailed design and services during construction for the Waterloo Landfill Pumping Station 1 Replacement.

Five proponents attended the on-site briefing meeting and three proponents submitted a Letter of Interest. Each Letter of Interest was reviewed by the consultant selection team consisting of: Jeff Medd, Project Manager (Design and Construction Division); Dave
McCaughan, Supervisor, Environmental Systems (Waste Management Division) and Tina Lumgair, (Finance). The consultant selection process was carried out in accordance with the Region of Waterloo’s Purchasing By-law 04-093 for the procurement of goods and services, and included price as a factor. The evaluation criteria were subdivided into Quality, Equity, and Price factors as follows:

**Quality factors**
- Project Approach and Understanding 25%
- Experience of the Project Manager 20%
- Experience of the Project Support Staff 20%
- Experience on Similar Projects 15%

**Equity Factors**
- Current Workload for Region 3%
- Local Office 2%

**Price Factor**
- Upset Price 15%

Of the three proponents that submitted proposals, one proposal was non-compliant with the submission requirements because they did not bid the specified amount of construction inspection as outlined and their upset fee envelope was returned unopened.

The Upset Fee Envelopes from the following two consultants were then opened and evaluated:

- CIMA+ Canada Inc.
- AECOM

When considering all Quality, Equity, and Price Factors, the submission from CIMA+ Canada Inc. scored highest overall. CIMA did not have the lowest price but received the highest technical score due to higher ratings for project manager, support staff, experience on similar projects and current Region workload, which resulted in the highest overall score. Staff therefore recommends that CIMA+ Canada Inc. be awarded this assignment for an upset fee of $326,568 plus applicable taxes.

### 3. Scope of Work

For this assignment, the Consultant will provide professional consulting services during the detailed design, tender, construction, and post-construction phases of the capital...
project. The Consultant will submit all required documentation in order to obtain the required Ministry of the Environment (MOE) Environmental Compliance Approval (ECA) if required. The consultant will prepare issued-for-tender, issued-for-construction, and record versions of the Contract Drawings and Contract Specifications for one general construction contract. The consultant will also provide services related to construction cost estimates and cash flow projections, approvals and permits, third party hydrogeological investigation, third party geotechnical investigation, third party materials testing and quality control, third party hazardous material survey, health and safety reviews, site inspection, contract administration, equipment acceptance tests, commissioning of new works, a custom operation and maintenance manual, custom training sessions and administration of equipment warranties.

Appendix A provides a breakdown of the Consultant’s upset fee.

4. Schedule

Subject to Council’s approval of this assignment for professional consulting services, detailed design will commence in December 2014 to allow for design completion by mid 2015 and MOE approvals and a general contract tender and award by the end of 2015. Construction is scheduled to commence following receipt of the required approvals, with the upgrades being completed and commissioned in 2016.

Corporate Strategic Plan:

This project meets the Region’s Corporate Strategic Plan objective to “develop, optimize and maintain infrastructure to meet current and projected needs” under Focus Area 2 “Growth Management and Prosperity”.

Financial Implications

The Region’s 2014 Ten Year Waste Management Capital Forecast includes a budget provision of $4,694,000 for the period 2014 to 2016 for leachate control (project 01156) at the Waterloo Landfill Site to be funded by debentures. Of the total amount, $2,244,000 has been allocated for replacement of PS1. The consultant’s upset fee of $326,568 is within the budget allowance for engineering work and represents approximately 15% of the project cost estimate. The upset fee is considered reasonable for the scope of services to be provided and for a capital project of this magnitude. The remaining budget of $2,450,000 is for work related to other leachate control projects for the site including rehabilitation work in the OLA and PS4, leak detection, PS2 compressor replacement and commencement of work on the forcemain connection to the City of Kitchener trunk main.
Other Department Consultations/Concurrence:

Nil

Attachments

Appendix A – Breakdown of Consultant’s Upset Fee

Prepared By: Jeff Medd, Project Manager, Design and Construction

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
### Appendix A

**Waterloo Landfill Pumping Station 1 Replacement**

**Breakdown of Consultant’s Upset Fee**

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Region of Waterloo
Transportation and Environmental Services
Design and Construction

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

Date: November 4, 2014

File Code: 04161

Subject: Consultant Selection – Detailed Design and Services During Construction for the Kitchener Zone 4 Trunk Watermain, Mannheim Zone 4 Pump Station to Strasburg Road, City of Kitchener

Recommendation:

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Stantec Consulting Ltd., to provide engineering services during the detailed design and services during construction for the Kitchener Zone 4 Trunk Watermain from the Mannheim Zone 4 Pumping Station to Strasburg Road, City of Kitchener at an upset fee limit of $1,113,843.00, plus all applicable taxes.

Summary:

In 2009, the Region completed the Kitchener Zone 2 and 4 Optimization Study Report. The Optimization Study Report identified that the existing 450mm diameter watermain supplying the southern area of Kitchener Pressure Zone 4 was approaching its carrying capacity and that the Kitchener Pressure Zone 4 distribution system required a new 750mm diameter trunk watermain to be installed between the existing Zone 4 Pumping Station on Ottawa Street to the future intersection of Strasburg Road and Rockcliffe Drive. In 2013, the Region completed a Class Environmental Assessment Study (Class EA) and a Preliminary Design Report for a new Kitchener Pressure Zone 4 Trunk Watermain to improve the existing Kitchener Pressure Zone 4 water distribution system (please see map in Appendix B). The new trunk watermain will provide additional hydraulic capacity to assist in supplying water to proposed developments in the south-west area of Kitchener, improve redundancy to water supply and conveyance in the existing Kitchener Pressure.
Zone 4 distribution system and provide operational flexibility to increase the transfer of water to Kitchener Pressure Zone 2 West and the northern area of the City of Cambridge. Based on the Preliminary Design Report, the construction cost estimate for this work is approximately $12,500,000.00.

A consultant selection process was carried out in accordance with the Region’s Purchasing By-law 04-093 for the procurement of goods and services and included price as a factor. Eleven proponents submitted a Letter of Interest while four short-listed consultants submitted a Detailed Work Plan and Upset Fee. When considering all Quality, Equity and Price Factors, the submission from Stantec Consulting Ltd. scored the highest and had the second lowest price. Staff recommends that Stantec Consulting Ltd. be retained to undertake this assignment for an upset fee of $1,113,843.00 plus applicable taxes.

The 2014 Water Capital Forecast includes $14,703,000.00 for this work. The consultant’s upset fee of $1,113,843.00 is within this budget allowance.

Subject to Council approval of this assignment, it is anticipated that detailed design will commence in late 2014 and that construction will commence in the spring of 2016. As a result of the developments in the area, a construction staging plan will be developed during the design phase that will determine the ultimate construction phasing of the new trunk watermain.

Report:

1. Background

The Mannheim Water Supply System (MWSS) is located in Kitchener and distributes water to the Cities of Kitchener, Waterloo and Cambridge through existing connections in the distribution system of these communities. Although there are additional supplies within all three cities, the Mannheim Zone 4 Pumping Station, part of the MWSS, is the largest source in the Region and distributes water throughout the Region. The boundary alignment for the Kitchener Pressure Zone 4 distribution system encompasses approximately 75% of Kitchener’s area.

The Kitchener Zone 2 and 4 Optimization Study Report, completed in 2009, identified that the existing 450mm diameter watermain supplying the southern area of the Kitchener Pressure Zone 4 is approaching its carrying capacity. Kitchener Pressure Zone 4 also services Kitchener Pressure Zone 2 West and the northern area of the City of Cambridge. During periods of high demand the existing 450mm diameter watermain experiences elevated pressure losses that constrain the flow of water to the south end of Kitchener. In addition, the southwest end of Kitchener is an area of immediate and rapid growth as many subdivisions have been approved and are moving forward to construction.

In 2013, a Class Environmental Assessment and Preliminary Design was completed to
determined the preferred alignment of a new 750mm trunk watermain to alleviate existing operational constraints and to strengthen the supply of water to the south end of Kitchener Pressure Zone 4 (please see map in Appendix B). Based on the Preliminary Design Report, the construction cost estimate is approximately $12,500,000.

2. Consultant Selection

On August 1, 2014, the Region placed advertisements on its website and in The Record and Daily Commercial News inviting Letters of Interest from consultants for detailed design and services during construction for the Kitchener Zone 4 Trunk Watermain. The consultant selection process was carried out in accordance with the Region’s Purchasing By-law 04-093 for the procurement of goods and services, and included price as a factor. The evaluation criteria were subdivided into Quality, Equity, and Price factors as follows:

Quality factors

- Project Approach and Understanding: 25%
- Experience of the Project Manager: 20%
- Experience of the Project Support Staff: 15%
- Experience on Similar Projects: 20%

Equity Factors

- Current Workload for Region: 3%
- Local Office: 2%

Price Factor

- Upset Price: 15%

Eleven consultants submitted letters of interest. The Region’s selection team, consisting of Chad Melitzer (Design and Construction Division), Jerry Borovicka (Design and Construction Division) and Kevin Dolishny (Water Services Division), reviewed the eleven submissions for quality and equity factors. The following four consultants were short-listed and invited to submit a detailed work plan and upset fee:

- GM BluePlan Engineering Ltd.
- MMM Group Ltd.
- Stantec Consulting Ltd.
- WSP Canada Inc.
The upset fee envelopes of the four short-listed proponents were opened in the presence of Aaron Dooling (Procurement and Supply Services).

When considering all Quality, Equity, and Price Factors, the submission from Stantec Consulting Ltd. scored the highest overall. Stantec Consulting Ltd. received the highest technical score due to superior understanding of the project and significant experience on similar projects, and its price was the second lowest. Staff recommends that Stantec Consulting Ltd. be awarded this assignment for an upset fee of $1,113,843.00.

3. **Scope of Work**

For this assignment, the Consultant will provide consulting engineering services during the detailed design, tender, construction, and post-construction phases for this capital project. The Consultant will complete the final design of the 750mm diameter watermain based on the route and preliminary concepts established during the preliminary design, assist the Region in finalizing easements, complete stakeholder consultations and public information sessions, secure all required approvals and permits, develop a construction staging plan and watermain operating strategy as per the Region’s Request for Consultant Services and Scope of Work. The Consultant will prepare technical memorandums, design briefs, issued-for-tender drawings and specifications, and record versions of the contract drawings for this construction contract. The Consultant will also provide services related to construction including: cost estimates, third-party materials testing and quality control, health and safety reviews, site inspection, commissioning, a custom operations and maintenance manual, custom training sessions, contract administration and administration of warranties.

Appendix A provides a breakdown of the Consultant’s upset fee.

4. **Schedule**

Subject to Council’s approval of this assignment, detailed design will commence in December 2014 with completion of the design in early 2016. It is anticipated that the first general contract will be tendered in the spring of 2016. As a result of the developments in the area, a construction staging plan will be developed during the design phase that will determine the ultimate construction phasing of the new trunk watermain.

**Corporate Strategic Plan:**

This project meets the Region’s Corporate Strategic Plan objective to "develop, optimize and maintain infrastructure to meet current and projected needs" under Focus Area 2 “Growth Management and Prosperity”.
Financial Implications

The 2014 Ten Year Water Capital Program includes $14,703,000.00, (project No. 04161) in 2014-2018 for this project to be funded from Development Charges. The consultant’s upset fee of $1,113,843.00 for undertaking this assignment is within the allowance for engineering work for this project and represents approximately 9% of the estimated construction cost of the project. The upset fee is considered competitive for a capital project with this magnitude, complexity and specific project requirements.

Other Department Consultations/Concurrence:

Nil

Attachments

Appendix A – Breakdown of Consultant’s Upset Fee

Appendix B – Preferred alignment determined by Kitchener Zone 4 Trunk Watermain Class EA

Prepared By: Chad Melitzer, Project Manager, Environmental Engineering

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
### Appendix A

**Kitchener Zone 4 Trunk Watermain**

**Breakdown of Consultant’s Upset Fee**

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| Total Upset Fee (plus applicable taxes)                    | $1,113,843 |
Region of Waterloo

Transportation and Environmental Services

Design and Construction

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

Date: November 4, 2014  File Code: 5493

Subject: Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot – Project Approval

Recommendation:

THAT the Regional Municipality of Waterloo take the following actions with respect to proposed improvements in the Village of Petersburg, on Notre Dame Drive (Regional Road 12) from the Highway 7/8 interchange to the railway tracks at the north village limit, and on Snyder’s Road (Regional Road 6) from the east village limit to the west village limit:

i) approve the proposed roadway improvements as outlined in Report E-14-122; and

ii) amend Traffic and Parking By-law 06-072 as amended, as follows:

a) Remove from Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 420 metres east of Notre Dame Drive to 2760 metres east of Notre Dame Drive; and

b) Add to Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 742 metres east of Notre Dame Drive to 2760 metres east of Notre Dame Drive.

iii) upon completion of construction, amend Traffic and Parking By-law 06-072 as amended as follows:
a) Remove from Schedule 1, No Parking on Both Sides of Snyder’s Road (Regional Road 6) from Notre Dame Drive (Regional Road 12) to 66m East of Notre Dame Drive (Regional Road 12)

b) Remove from Schedule 1, No Parking on Both Sides of Notre Dame Drive (Regional Road 12) from Snyder’s Road (Regional Road 6) to 90m South of Snyder’s Road (Regional Road 6)

c) Add to Schedule 1, No Parking on the South Side of Snyder’s Road (Regional Road 6) from 275m West of Notre Dame Drive (Regional Road 12) to 110m West of Notre Dame Drive (Regional Road 12)

d) Add to Schedule 1, No Parking on the North Side of Snyder’s Road (Regional Road 6) from 275m West of Notre Dame Drive (Regional Road 12) to Notre Dame Drive (Regional Road 12)

e) Add to Schedule 1, No Parking on the South Side of Snyder’s Road from 42m East of Notre Dame Drive (Regional Road 12) to 350m East of Notre Dame Drive (Regional Road 12)

f) Add to Schedule 1, No Parking on the North Side of Snyder’s Road (Regional Road 6) from Notre Dame Drive (Regional Road 12) to 140m East of Notre Dame Drive (Regional Road 12)

g) Add to Schedule 1, No Parking on the North Side of Snyder’s Road (Regional Road 6) from 220m East of Notre Dame Drive (Regional Road 12) to 350m East of Notre Dame Drive (Regional Road 12)

h) Add to Schedule 1, No Parking on the East Side of Notre Dame Drive (Regional Road 12) from 350m South of Reinhart Place to 115m North of Reinhart Place

i) Add to Schedule 1, No Parking on the West Side of Notre Dame Drive (Regional Road 12) from 455m South of Reinhart Place to 190m North of Reinhart Place

j) Add to Schedule 1, No Parking on the East Side of Notre Dame Drive (Regional Road 12) from 160m South of Deerfield Drive to Deerfield Avenue

k) Add to Schedule 1, No Parking on the West Side of Notre Dame Drive (Regional Road 12) from 275m South of Cecil Kennedy Court to Cecil Kennedy Court
Summary:

The Region of Waterloo plans to reconstruct the main streets in the Village of Petersburg in 2017. The project limits include Notre Dame Drive from north of the Highway 7/8 interchange to the railway crossing at the north limit of the village, as well as Snyder’s Road from the east village limit to the west village limit, for a total combined distance of approximately 2,000 metres. Please refer to Appendix A for a key plan of the Project Area.

Improvements are required on Notre Dame Drive and Snyder’s Road to address the deteriorated roadway condition, the lack of proper drainage on the roadway and on adjacent property, and a lack of facilities for pedestrians and cyclists through the village.

Based on the project needs, the Project Team developed a preferred design for improvements to Notre Dame Drive and Snyder’s Road which was presented to the public on May 1, 2012 at the first Public Consultation Centre (PCC #1). A second PCC was held in February 2013, and a formal Public Input Meeting (PIM) was held in June 2013 to allow members of the public to appear before Regional Councilors to share their views about the proposed project improvements. The main comments heard from members of the public through the public consultation phase included: a preference for paved shoulders over sidewalks and cycling lanes; requests for a reduction of the posted speed limit from 60 to 50 kph; concerns about insufficient roadway width for farm vehicles; requests for designated turn lanes at the Notre Dame Drive/Snyder’s Road intersection; and concerns about reductions to the existing on-street parking.

Based on input received during the public consultations, the Project Team revised a number of elements of the proposed design. Changes included a proposed immediate reduction in the posted speed limit within the village limits to 50 km/h, the addition of parking spaces on the road allowance at the Church and Post Office and on the west leg of Snyder’s Road, not adding the cycling lane designation in the Region’s By-law to allow wide over-sized farm equipment to legally occupy the cycling lane when required to do so, and the addition of roadway illumination near the Post Office.

A project approval report (E-14-007.1) was presented to Planning and Works Committee on February 11, 2014, and subsequently to Regional Council on February 26, 2014. At the Committee and Council meetings, a number of delegations expressed concern that the proposed changes would negatively affect customer parking for local businesses. Concerns were also expressed about the overall reduction in parking in the village and the ability of farm vehicles to navigate safely through the village. Others again questioned the need for sidewalks as part of the project and suggested that grassed boulevards be hard-surfaced. Council passed the following motion, “That Report E-14-007.1, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot, be deferred for the creation of a Working Group made up of representative
citizens, Council and staff to review options for the project.” Please refer to Appendix B for the minutes of both the February Committee and Council meetings.

A working group was formed that included six volunteers from Petersburg who had contributed prior comments on the project during the public consultation process, as well as Township of Wilmot Mayor and Regional Councillor Les Armstrong. The working group met with Region staff and the Region’s consultant MTE Consultants Inc. on June 11, 2014 at Emmanuel Lutheran Church in Petersburg for a workshop facilitated by Glenn Pothier of GLPi to review the options for this project and work towards resolution of the outstanding issues. Please refer to Appendix C for a full summary of the working group meeting discussions. Based on the discussions at the workshop as well as subsequent discussions with business owners and the Project Team, several changes were made to the recommended design. The Project Team feels there is general consensus among the working group participants that the revised Recommended Design Alternative represent good balance of meeting the Region’s project objectives while addressing the concerns expressed by stakeholders, residents and business owners.

The Project Team is now recommending a final Design Alternative to Regional Council for approval. The final Recommended Design Alternative includes the following overall improvements:

- Full reconstruction of the existing roads with one lane in each direction;
- Elimination of the existing short right turn lane markings on Snyder’s Road at Notre Dame Drive;
- Construction of left turn lanes on Snyder’s Road at Notre Dame Drive;
- On-road cycling lanes within the village limits;
- Sidewalk on both sides of the road in most areas, except on the south side of Snyder’s Road east of Notre Dame Drive, with an approximate 1.0m hard surface boulevard between the sidewalk and edge of pavement;
- Installation of new storm sewers (including curb and gutter) to replace the existing old and inconsistently sized storm sewers;
- Fifty-two (52) parking spaces behind the cycling lanes, including four (4) truck spaces;
- Modernization and upgrading of the traffic signals at the intersection of Notre Dame Drive and Snyder’s Road;
- Construction of a new entrance and expansion of the parking lot at the Blue Moon;
• Extension of the lowered speed limit further easterly on Snyder’s Road;

• Minor culvert rehabilitation at the Alder Creek culvert on the west leg of Snyder’s Road; and

• Upgrades to various overhead and below-ground utilities as required to accommodate the proposed improvements.

The estimated total cost for the project is $4,770,000. Pending final approval of the project, construction is scheduled to commence in April 2017 with completion in fall 2017.

Report:

1. Introduction

The roads in the Village of Petersburg are identified in the Region’s 2014 Ten-Year Transportation Capital Program as requiring reconstruction and major rehabilitation. The project limits include Notre Dame Drive from north of the Highway 7/8 interchange to the railway crossing at the north limit of the village, as well as Snyder’s Road from the east village limit to the west village limit, for a total combined distance of approximately 2,000 metres. Please refer to Appendix A for a key plan of the Project Area.

The project is being undertaken as a Schedule ‘A+’ project under the “Municipal Class Environmental Assessment Act”, and is being directed by a Project Team that includes staff from the Region of Waterloo and Township of Wilmot as well as Township Councilor Peter Roe and the Region’s consultant MTE Consultants Inc.

Improvements on Notre Dame Drive and Snyder’s Road are being proposed to address a variety of needs in accordance with the objectives of the Region’s Transportation Master Plan, Context Sensitive Corridor Design Guidelines and the Draft Active Transportation Master Plan.

2. Existing Needs and Proposed Improvements

There are a number of needs driving this project. The following sections describe these needs and the improvements proposed to address them:

a) Deteriorated Road Condition

The pavement condition is fair to poor on most sections of Notre Dame Drive and Snyder’s Road. In general, the deterioration is due to the age of the asphalt combined with areas of poor roadway drainage. The roadways will be fully reconstructed as part of this project.

b) Drainage Issues
Except for a few small sections of curb and gutter located near the intersection of Notre Dame Drive and Snyder’s Road, most of the roadway consists of areas of paved shoulders with road drainage flowing into shallow swales, roadside ditches or directly onto private driveways and front yards. In many locations the houses and properties are lower than the existing road resulting in surface drainage from the roads flowing onto private property. This drainage condition exists on the south side of the east leg of Snyder’s Road where road surface drainage flows onto private property. Backyard flooding and the potential for basement flooding have been reported in this general area. Flooding problems have also been reported on the south leg of Notre Dame Drive between Snyder’s Road and Reinhart Place. In some locations, along both roads, there are “makeshift” catchbasins and storm sewers installed in the roadway; however, many of these are in questionable condition due to their age, have inconsistent and/or insufficient size and unknown or partially buried outlets. Accordingly, there is a need for a new storm sewer system throughout Petersburg to address these drainage deficiencies.

c) Pedestrian Needs

Currently, there is no sidewalk on Notre Dame Drive or on Snyder’s Road. To promote and encourage walking for local trips, reduce the use of cars and for pedestrian comfort reasons, the Region of Waterloo has a Strategic Plan objective to consider continuous sidewalks on both sides of Regional Roads as part of any road reconstruction project in built-up areas. Sidewalks are therefore being considered for construction on both sides of Notre Dame Drive and Snyder’s Road in support of the Region’s Transportation Master Plan, Context Sensitive Corridor Design Guidelines and the Draft Active Transportation Master Plan. Sidewalks assist in promoting walking for local trips, and the inclusion of boulevard space between the sidewalk and the traveled portion of the roadway provides a greater separation between pedestrians and traffic.

It should be noted that snow removal on all sidewalks is the responsibility of the abutting landowners in Wilmot Township as per Township By-Law 84-72.

d) Cycling Needs

There are currently no designated cycling lanes on Notre Dame Drive or Snyder’s Road; however, Notre Dame Drive and Snyder’s Road (both within and beyond Petersburg) are identified as designated cycling routes in the Region’s Active Transportation Master Plan and accordingly cycling facilities are being considered as part of this project.

The Township of Wilmot has also requested that the Region consider the construction of cycling facilities as part of the proposed reconstruction of Notre Dame Drive and Snyder’s Road as a part of an initiative to provide cycling connections between the various towns and hamlets in Wilmot Township.

3. Public Consultation
a) May 1, 2012 Public Consultation Centre #1

Based on the project needs, the Project Team developed a preferred design for improvements to Notre Dame Drive and Snyder's Road which was presented to the public on May 1, 2012 at the first Public Consultation Centre (PCC #1) held at the Rebel Creek Golf Course in Petersburg. Notices were placed in the local newspapers advertising the PCC. Signboards were erected on site in advance of the PCC and notices were mailed to area residents, property owners, and businesses. In addition notice letters were hand-delivered and mailed to all residents within the community. Plans showing the proposed improvements were on display at the PCC and Project Team representatives were present to answer questions and receive feedback.

Typical cross-sections were also on display at the PCC to illustrate what the proposed improvements would look like.

The preferred design presented at PCC #1 included: full reconstruction of the existing roads; on-road cycling lanes; new curb and gutter and storm sewers; sidewalk on both sides of the road; minimum 1.0m boulevards, with new tree plantings where possible; some areas of parking behind the curb; and modernization/upgrading of the traffic signals at the intersection of Notre Dame Drive and Snyder's Road.

Approximately 63 people attended PCC #1 and forty-three (43) written responses were received. The main issues expressed by the public at PCC #1 included: comments that sidewalks and curbs are not needed or desired in the village and that the paved shoulders should remain; concerns about the loss of most of the parking with the proposed cycling lanes and curbs; concerns about speeding through the village; concerns at The Blue Moon restaurant regarding loss of parking and access for delivery trucks; and concern about traffic operations at the Notre Dame Drive/Snyder’s Road intersection.

Based on the public comments received at PCC #1, the Project Team made revisions to the proposed improvement plans and the revised plans were then presented back to the public at PCC #2 in February 2013 (described below in Section 3d).

b) Informal Community Meeting

A community-organized meeting was held at The Blue Moon restaurant, 1677 Snyder’s Road East on May 10, 2012. This meeting was arranged by local residents, and staff and Wilmot Mayor Armstrong were invited to attend to provide clarification on the project process and to answer questions about the proposed improvements.

c) Public Petition

A petition signed by 979 people was received on December 19, 2012. The petition read as follows: “Petition against the $4,580,000.00 Notre Dame Drive and Snyder’s Road Reconstruction in Petersburg (curbs, sidewalks, boulevards, and on-road bike lanes),
but for shoulder resurfacing in order to accommodate walking, biking and parking throughout the whole of Petersburg”. One hundred and twenty-three (123) of the signatures were from residents of Petersburg. The other 856 signatures were from people who do not live in Petersburg.

d) February 28, 2013 Public Consultation Centre #2

Based on prior comments received for the project, the Project Team developed a revised preferred design which was presented to the public on February 28, 2013 at a second PCC (PCC #2) held at the Emmanuel Lutheran Church in Petersburg. Notices were again advertised and mailed and signboards were erected in advance of the PCC.

Changes to the original design that were included in the revised plans presented at PCC #2 include the following: replacement of the proposed on-road cycling lanes with segregated cycling lanes behind a semi-mountable curb (to narrow the paved portion of the roadway to encourage lower speeds); elimination of a section of proposed sidewalk on the south side of Snyder’s Road east of Notre Dame Drive; raised centre medians on all four approaches to the village (to alert motorists they are entering the village and to encourage lower speeds); additional proposed parking spaces behind the curbs; additional parking on the road allowance for patrons and delivery vehicles at The Blue Moon restaurant; and a reduction in the posted speed limit (from 60 to 50 kph) following the implementation of the proposed improvements.

Approximately 51 people attended PCC #2 and twenty-three (23) written responses were received. The main issues expressed by the public at PCC #2 included comments similar to PCC #1: that sidewalks and curbs are not needed or desired in the village and that the paved shoulders should remain; concern that the speed limit reduction was not occurring immediately; concerns about the loss of parking; concerns at The Blue Moon restaurant regarding loss of parking and access for delivery trucks; and concern about traffic operations and the removal of turn lanes at the Notre Dame Drive/Snyder’s Road intersection.

e) June 25, 2013 Public Input Meeting

A special public meeting of the Planning & Works Committee was held June 25, 2013 at Rebel Creek Golf Club. The purpose of the formal Public Input Meeting (PIM) was to allow members of the public to appear before Regional Councillors to share their views about the proposed project improvements. Staff began the meeting with a slide presentation describing the proposed design as shown at PCC #2 and explaining the technical rationale for the proposed improvements.

The PIM was attended by approximately 50 members of the public and 14 delegations addressed the members of Planning and Works Committee. The main comments heard from members of the public at the PIM included: a preference for paved shoulders over sidewalks and cycling lanes; requests for an immediate reduction of the posted speed.
limit from 60 to 50 kph; concerns about insufficient roadway width for farm vehicles; requests for designated turn lanes at the Notre Dame and Snyder’s Road intersection; and concerns about limited parking in several locations, including in front of the Emmanuel Lutheran Church and at the Post Office.

f) Second Public Petition

A second public petition signed by 219 people was received on July 30, 2013 requesting an immediate reduction of the posted speed limit in Petersburg to 50 km/h.

g) February 11, 2014 Planning & Works Committee Meeting and February 26, 2014 Council Meeting

A project approval report (E-14-007.1) with the Project Team’s Recommended Design Alternative incorporating all public feedback to date, was presented to Planning and Works Committee on February 11, 2014, and subsequently to Regional Council on February 26, 2104. Eight public delegations appeared over the course of the two meetings. At the meetings, the delegations expressed concern that the proposed changes would negatively affect customer parking for local businesses. Concerns were also expressed about the overall reduction in parking in the village and the ability of farm vehicles to navigate safely through the village. Others again questioned the need for sidewalks as part of the project and suggested that grassed boulevards be hard-surfaced. Council passed the following motion, “That Report E-14-007.1, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot, be deferred for the creation of a Working Group made up of representative citizens, Council and staff to review options for the project.” Please refer to Appendix B for the minutes of both the Planning and Works Committee Meeting and the Council Meeting.

h) May 7, 2014 Council Meeting

At the February Committee and Council meetings, a recommendation was included in the project approval report to reduce the speed limit in Petersburg from 60 km/h to 50 km/h. Since the project approval recommendations were deferred, the speed reduction recommendation was also deferred. At the May 7 Council meeting, a separate report dealing only with the speed reduction was approved by Council and the speed signs were changed in Petersburg later in May.

i) June 11, 2014 Petersburg Working Group Workshop

Six members of the Petersburg community who had contributed comments in previous public consultations volunteered for the Working Group. These community members brought a variety of different perspectives and opinions to the group. Along with Township of Wilmot Mayor and Regional Councillor Les Armstrong, Region staff, and the Region’s consultant MTE Consultants Inc., the working group participated in a workshop at Emmanuel Lutheran Church in Petersburg on June 11, 2014.
Pothier of GLPi facilitated the workshop and led the group through informed discussions of each of the major issues raised at the Council and Committee meetings. As a result of these informed discussions, the workshop group reached a consensus on many of the main issues and this resulted in a revised Recommended Design Alternative for the project. Please see Section 5 of this report for a description of the revisions to the Recommended Design Concept. A summary of the workshop discussions can be found in Appendix C.

4. **Main Issues Raised by the Public**

Through the public consultation process conducted for this project, six (6) main concerns have been expressed by the public about the proposed improvements in Petersburg, as follows:

a) Curb and Sidewalks not Required; Keep Paved Shoulder

b) Reduce Speed Limit

c) Concerns with Proposed Parking Arrangements

d) Cycling Lanes not Required

e) Turn Lanes Needed at the Notre Dame and Snyder’s Road Intersection

f) Insufficient Road Width for Farm Equipment

Detailed descriptions of these main concerns along with the Project Team’s responses are provided in Appendix D.

5. **Changes Since the February Regional Committee and Council Meetings**

Since the public last saw the preferred design as presented at the February 26, 2014 Council meeting, there have been several changes. The speed limit through the village was reduced following the May 7, 2014 Council meeting to 50 km/h, and several changes were made following discussions at the June 11, 2014 working group meeting. A summary of the recent design changes that are included in the new Recommended Design Alternative is as follows:

- Median islands that were proposed at village entrances were removed and segregated cycling lanes replaced with on-road cycling lanes to allow easier access for over-sized farm equipment using the road.

- 12 additional parking spaces on the road allowance for a total of 52 throughout the village – 7 on the south leg and 4 on the north leg of Notre Dame Drive, and one on the east leg of Snyder’s Road;

- Sidewalk locations were reviewed and offsets from property line were increased in several locations to minimize impacts on private property;
The 50 km/h speed limit zone on Snyder’s Road would be extended east to the former location of the 60 km/h speed limit to include residential properties just outside the village; and

The boulevard around The Blue Moon would be hard surfaced to facilitate snow clearing. One entrance to The Blue Moon would be constructed rather than two and the parking area would be extended east at the south end to compensate for spaces lost closer to the building. The proposed revisions would provide for approximately 24 extra parking spaces compared to the previous design.

Please refer to Appendix E for the typical cross-sections based on the new Recommended Design Alternative. In addition, Appendix F includes a map of Petersburg showing the location of all of the proposed sidewalk as well as the number and location of the proposed on-road parking spaces.

6. **Recommended Design Alternative**

Based on all of the public comments received for this project and all the technical considerations, the Project Team has confirmed the Recommended Design Alternative as follows:

- Full reconstruction of the existing roads with one lane in each direction;
- Elimination of the existing short right turn lane markings on Snyder’s Road at Notre Dame Drive;
- Construction of left turn lanes on Snyder’s Road at Notre Dame Drive;
- On-road cycling lanes within the village limits;
- Sidewalk on both sides of the road in most areas, except on the south side of Snyder’s Road east of Notre Dame Drive, with an approximate 1.0m hard surface boulevard between the sidewalk and edge of pavement;
- Installation of new storm sewers (including curb and gutter) to replace the existing old and inconsistently sized storm sewers;
- Fifty-two (52) parking spaces behind the cycling lanes;
- Modernization and upgrading of the traffic signals at the intersection of Notre Dame Drive and Snyder’s Road;
- Construction of a new entrance and expansion of the parking lot at The Blue Moon;
- Extension of the lowered speed limit further easterly on Snyder’s Road;
Minor culvert rehabilitation at the Alder Creek culvert on the west leg of Snyder’s Road; and

Upgrades to various overhead and below-ground utilities as required to accommodate the proposed improvements.

Letters advising the public of the recommendations included in this report and the date the report is to be considered by the Planning and Works Committee were mailed on October 15, 2014 to all Petersburg businesses and residents and to those who attended any of the various public consultation events on this project.

7. Project Cost

The total estimated Region of Waterloo cost for the recommended Notre Dame Drive and Snyder’s Road improvements included in this report is $4,770,000.

Corporate Strategic Plan:

Construction of the proposed Notre Dame Drive and Snyder’s Road improvements meets the Region’s (2011 – 2014) Corporate Strategic Plan Objective 2.2 to develop, optimize and maintain infrastructure to meet current and projected needs under Focus Area 2, “Growth Management and Prosperity”.

Financial Implications:

The Region’s 2014 Transportation Capital Program and Ten Year Forecast includes funding of $4,770,000 between 2014-2017 for this project to be funded from the Roads Rehabilitation Reserve Fund.

Other Department Consultations/Concurrence:

Staff from the Council and Administrative Services Division will be required to prepare the By-laws for the extension of the limits of the recommended posted speed reduction.

Attachments:

Appendix A - Key Plan
Appendix B - Minutes of February 11, 2014 Planning & Works Committee Meeting and February 26, 2014 Council Meeting
Appendix C - Summary of June 11 2014 Working Group Meeting
Appendix D - Main Issues Raised by the Public and Project Team Responses
Appendix E - Typical Cross-sections
Appendix F - Map of Proposed Sidewalks and Parking
Appendix A

Key Plan

Petersburg

PROJECT LOCATION

NOTRE DAME DRIVE RECONSTRUCTION
AND
SNYDERS ROAD RECONSTRUCTION
Appendix B Minutes of February 11, 2014 Planning & Works Committee Meeting and February 26, 2014 Council Meeting

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b) E-14-007.1, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot

Ian Young, Project Manager, Design and Construction, Transportation Engineering, provided a presentation; a copy is appended to the original minutes. He outlined the proposed improvements and summarized the concerns and issues raised by residents and members of the public, including the installation of curbs and sidewalks, vehicular speeds, and parking arrangements. He provided an overview of the parking demand survey results.

* D. Craig, T. Galloway, R. Kelterborn, G. Lorentz, J. Mitchell and S. Strickland returned to the meeting at 10:23 a.m.

I. Young provided the benefits of segregated cycling lanes and the results of a study regarding allowance for left-hand turns at the intersection of Notre Dame Drive and Snyder’s Road. He concluded his presentation by stating that construction will begin in 2016 and is estimated to cost is $5 million.

The following individuals appeared before the Committee as delegations on this report:

Stephanie Beach, a resident of Petersburg, stated that she was opposed to the current proposal and cited her concerns, including reduced parking, lane restrictions for farming vehicles, the installation of sidewalks and high curbs, winter maintenance issues for homeowners and potential traffic congestion in the village. A copy of her presentation is appended to the original minutes. She responded to questions from Committee members regarding the overall proposal and parking in front of the Lutheran Church.

T. Cowan provided details of the road reconstruction experience in Woolwich, stating that the final road design works despite initial pushback.

Bev Finnegan, Owner, The Blue Moon, stated that the proposal will significantly impact her business, specifically the reduced parking spaces, the high curbs and limited delivery access. She also outlined other concerns, including maintenance of the proposed sidewalks, drainage issues along the high curbs and the overall expense of the project.

The Committee discussed the results of the parking demand survey and noted that the survey results don’t align with feedback from the delegations. Staff reiterated the survey results, stating that the maximum number of cars parked simultaneously was nine (9).

* D. Craig left the meeting at 10:56 a.m.

Raul Do Rego, C.A.N.G. Enterprises Inc., expressed his concerns for the reduced availability of parking spaces and the maintenance of sidewalks. He noted that the 1 metre boulevards will be difficult to maintain as well.

J. Wideman informed the Committee that the staff recommendation within the report has been revised for technical reasons, indicating that the current rates of speed must
be removed from the by-law schedule to allow for the addition of the new, reduced rates of speed.

Staff responded to Committee questions about tree removal, post-construction landscaping plans, locations of roll-over and high curbs and parking spaces. The Committee discussed the safety issues related to the installation of sidewalks, parking at The Blue Moon and the legal restrictions for farming vehicles driving on roadways. Additionally, the Committee debated the merits of including grass boulevards that are 1 metre or less in width and a left-hand turning lane at the intersection of Notre Dame Drive and Snyder’s Road in the design.

T. Schmidt stated that there is space to install sidewalks and that is the Region’s approach; installing cycling lanes is also a part of the Region’s policy. While staff understand the residents’ issues, the report addresses safe cycling and walking.

The Committee discussed options to the installation of grass boulevards that are 1 metre or less, including the elimination of these boulevards and the widening of sidewalks.

An amendment was proposed that the improvements should include the addition of a left-turning lane and the elimination of grassed boulevards that are 1 m or less in width.

Moved by D. Craig

Seconded by L. Armstrong

That the Regional Municipality of Waterloo take the following actions with respect to proposed improvements in the Village of Petersburg, on Notre Dame Drive (Regional Road 12) from the Highway 7/8 interchange to the railway tracks at the north village limit, and on Snyder’s Road (Regional Road 6) from the east village limit to the west village limit:

i) Approve the proposed roadway improvements, including the addition of a left-turning lane on both the east and west legs of Snyder’s Road, and the elimination of any grassed boulevards that are 1 metre or less in width, as outlined in Report E-14-007.1

ii) Effective March 31, 2014 change the speed limit within the village limits of Petersburg to 50 km/h by amending Traffic and Parking By-law 06-072, as amended as follows:

a) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Notre Dame Drive (Regional Road #12) from CNR Tracks to Highway 7/8;

b) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 310 metres west of Notre Dame Drive (Regional Road #12) to 780 metres East of Notre Dame Drive;
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c) Remove from Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 780 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive; and

d) Add to Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 420 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive.

Carried, as amended

Request To Remove Items From Consent Agenda

There were no items removed from the Consent agenda.

Motion To Approve Items Or Receive For Information

Moved by B. Halloran

Seconded by C. Zehr

That the following items be approved:

- That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with CIMA Canada Inc., to provide engineering services for detailed design and services during construction for the Preston Wastewater Treatment Plant (WWTP) Odour Control Upgrades in the City of Cambridge, at an upset fee limit of $426,745, plus applicable taxes. [E-14-011]

- That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Walter Fedy to provide consulting engineering services for the Class Environmental Assessment (EA), Detailed Design, Construction Contract Administration and Inspection Services associated with Erb Street Improvements from Fischer-Hallman Road to Wilmot Line at an upset fee limit of $486,870.00 plus applicable taxes for the Class EA and design phases, with construction contract administration and inspection services to be paid on a time basis, as outlined in report E-14-019, dated February 11, 2014.

And that the following items be received for information:

- P-14-017, Ainslie Street Terminal Design Concepts Public Information Centre Scheduled for February 27, 2014
- E-14-020, 2013 Annual Water Quality Report for the Region of Waterloo Rural and Integrated Water Systems

Carried
Delegations

a) E-14-007.1 Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot (Item #2 on the Planning and Works Summary)

i) Jim Bender appeared before Council stating there is no need for the proposed changes. He requested consideration of a pedestrian crosswalk.

ii) Bev Finnegan, owner of the Blue Moon appeared before Council and provided a presentation. A copy is appended to the original minutes. She highlighted the plan for the reconstruction and that the residents are opposed to it. She expressed concern with the loss of parking spaces and grass boulevards and showed photos to demonstrate the concerns. With respect to parking at the Blue Moon, B. Finnegan demonstrated her concerns and suggested 2 or 3 handicap parking spaces should be located on the street in front of the Blue Moon.

iii) Lewis Straus appeared before Council, stating he owns an excavating business and his vehicles regularly go through Petersburg and stop at the gas station. He said the Region needs to listen to the concerns as the proposal will not work for the vehicles that go through the town. They are satisfied with the speed limit reduction and do not need calming lanes but rather more police enforcement. He stated there is no need for the grass boulevards that are proposed. He suggested that a Committee be formed with Regional representatives and residents to come up with a compromise.

iv) Stephanie Goertz, Linda Kraehling and Robert Kraehling appeared before Council stating this is a rural town. S. Beach provided a presentation, a copy of which is appended to the original minutes. She reviewed the reduced size of the boulevards and suggested sidewalks should be eliminated where they won’t be used or residents don’t want them. She expressed concern with the road width and medians and the oversize farm equipment that needs to get through the town. She showed pictures demonstrating the size.

D. Craig inquired if there are aspects of the proposal that S. Beach can live with. She responded the residents are trying to come up with a compromise.

v) Jae Chiang, owner of the Petro Canada gas station appeared before Council and stated this will have a big impact on his business and stated no one will use the sidewalks. A copy of the presentation is appended to the original minutes.

vi) Bernie Vandonk, Grand River Blues Society appeared before Council stating the Grand River Blues Society promotes live blues music and this
proposal will have a negative impact on the Blue Moon. He stated the money would be better spent on providing bus service to Wilmot Township and he urged Council to listen to the concerns for the best of all residents and businesses in Petersburg.

vii) Randy Kuhn appeared before Council stating he provides entertainment at the Blue Moon and the patrons use the existing parking. This project needs to be revamped and redone.

G. Lorentz brought forward Item #2 from the Planning and Works Summary of Recommendations. He noted an amendment to clause ii) b) to reflect 610 metres instead of 310 metres.

There were questions asked related to the boulevard widths and Ian Young, Project Manager advised the only changes made were to accommodate the left turn lanes. A truck turning simulation was used for the turns into the gas station and staff believes the proposal will work. With respect to the accommodation of oversize farm equipment, I. Young noted the actual road width is 16.2 feet and the vast majority of equipment will fit within this size. Construction is planned for April 2016.

Councillors had questions regarding the potential for additional parking to be developed on the Blue Moon property. I. Young stated the parking along the road will be eliminated.

Some Councillors stated a number of concerns have been expressed and a motion to defer the project until a representative group of staff and the community can be set up to come up with other alternatives was proposed. It was agreed there could be benefit from further discussions and representatives in support of the project and those opposed to it will be included. This may result in a delay in the project completion.

Moved by G. Lorentz

Seconded by L. Armstrong

That the Summary of Recommendations of the Planning and Works Committee, dated February 11, 2014, Item 2, be adopted as follows:

2. That the Regional Municipality of Waterloo take the following actions with respect to proposed improvements in the Village of Petersburg, on Notre Dame Drive (Regional Road 12) from the Highway 7/8 interchange to the railway tracks at the north village limit, and on Snyder’s Road (Regional Road 6) from the east village limit to the west village limit:

i) Approve the proposed roadway improvements, including the addition of a left-turning lane on both the east and west legs of Snyder’s Road, and the elimination of any grassed boulevards that are 1 metre or less in width, as outlined in Report E-14-007.1

ii) Effective March 31, 2014 change the speed limit within the village limits of Petersburg to 50 km/h by amending Traffic and Parking By-law 06-072, as amended as follows:
a) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Notre Dame Drive (Regional Road #12) from CNR Tracks to Highway 7/8;
b) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 610 metres west of Notre Dame Drive (Regional Road #12) to 780 metres East of Notre Dame Drive;
c) Remove from Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 780 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive; and
d) Add to Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder’s Road East (Regional Road #6) from 420 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive.

Moved by D. Craig
Seconded by R. Deutschmann

That Report E-14-007.1, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot, be deferred for the creation of a Working Group made up of representative citizens, Council and staff to review options for the project.

Carried
Appendix C Summary of Working Group Meeting

From: Ian Young
Sent: Wednesday, July 09, 2014 10:01 AM
To: 'Stephanie Beach'; 'Jim Bender'; 'Anne Straus'; 'The Blue Moon'; 'Paul Knipfel (paulknipfel@gmail.com)'; 'bwbech@gmail.com'; Les Armstrong
Subject: Petersburg Working Group Meeting Summary

Hello Petersburg Working Group members,

I want to start by thanking everyone again for participating in the working group. The group made real progress toward a design that works for all residents of Petersburg, which was only possible because of the frank and open contributions you all made to the discussion.

The following is a summary from the workshop held on Wednesday June 11, 2014 at Emmanuel Lutheran Church in Petersburg. I have also included some “Action Items” which summarize the consensus of the attendees.

1. **Traffic Signals/Turn Lanes at Snyder’s/Notre Dame Intersection**
   - After discussion there was consensus that the turn lanes proposed on Snyder’s Rd is acceptable, and no turn lanes on Notre Dame Drive are required as long as the signal timing is appropriate for higher volumes of traffic at different times of day or periods of heavier (truck) traffic.
   - It was noted that several gravel trucks use the intersection, and a common route for trucks is going to or from the Highway 7/8 interchange.

   **ACTION:** Traffic signal timing including possible advanced green to be designed to address periods of higher volumes and truck traffic.

2. **Reduced Speed Limit**
   - The residents are very happy with the reduced posted speed limit (from 60kmh to 50kmh). They feel it is working very well, and the traffic seems quieter.
   - Region should look at extending the 50 kmh speed limit further east on Snyder’s Road.
   - Some additional/revised signs were requested to more clearly communicate the new speed limit, including “Please Drive 50kmh”, and a “starburst” “NEW” sign located on speed limit sign at interchange ramp on Notre Dame. The location of the speed limit sign on Notre Dame Drive at the interchange ramp be reviewed as some drivers coming off ramp may not see it.

   **ACTION:** Speed limit signage to be reviewed as noted, east limit to be extended

3. **Centre Medians**
   - It was explained that the centre medians were proposed to help slow down traffic as drivers would notice they were entering a community, provide an “Entrance Feature” for the community and in some cases provides a pedestrian refuge for crossing the Road (particularly at Deerfield/Cecil Kennedy).
   - Residents were concerned that:
     - Snow removal would/could not be completed expeditiously or efficiently;
     - Plantings would block visibility;
- They would get damaged from plows and large equipment;
- Maintaining plantings would be a problem and the median would be unattractive;
- Large farm equipment will have trouble navigating around them and damage any handrails etc. that might be on them.

- The residents felt that the medians were not required as the reduced speed limit is already slowing down traffic.
- There was consensus to remove the centre medians.
- Residents requested that radar patrols be set up, similar to what St. Agatha receives.

**ACTION:** Centre “Entrance” medians to be removed from design, alternate pedestrian crossing options at park to be considered. Investigate radar patrol frequency.

4. **Cycling Lanes**

- After discussion, there was consensus that the idea of cycling lanes in Petersburg was supported.
- There were questions regarding how the cycle lane would get marked as well as discussion regarding cycle lanes being marked a distinct colour and/or should be consistent with all cycle lane markings throughout the Province.
- There were some concerns with whether the “cycle track” alternative would be used by both “commuter” cyclists cycling through the community and local residents. There was some discussion that the current arrangement of the cycle track would be confusing for cyclists.
- The cycle track made of concrete would be very expensive – especially if it is not properly/fully used.
- Snow clearing would be difficult given the grades/slope as snow clearing would not be completed on the first pass of the snow plow.
- There was consensus to remove the concrete “cycle track” currently proposed to be located behind the narrow rollover curb, and include on-road cycle lanes, properly marked and designated.

**ACTION:** The off-road “cycle track” to be removed and replaced with a well-marked on-road cycle lane.

5. **Sidewalks**

- There was general consensus regarding keeping the sidewalks in the community for safety reasons.
- Some locations should be reviewed where the sidewalk gets very close to existing houses/buildings, with a view to achieving maximum setback for privacy.
- It was explained that the sidewalk has been placed to provide a median boulevard to separate the pedestrians from traffic, and if curb face sidewalk is used, the sidewalk typically is widened to 1.8m (from the standard 1.5m width).
- There was consensus that the sidewalk setbacks should be reviewed in conjunction with hard surface boulevards between the sidewalk and curb where maintaining a grass boulevard would be impractical.
- A hard surface boulevard between the sidewalk and the curb around the Blue Moon would give the Blue Moon more options to utilize motorized snow clearing equipment for the sidewalk.

**ACTION:** Proceed with sidewalks throughout the village. Sidewalk offsets from road to be reviewed to minimize impacts to private property. Hard surface boulevard to be provided in front of the Blue Moon, other locations for hard-surface boulevard to be reviewed.

6. **On Street Parking**

- It was noted that 40 parking spaces are currently proposed.
- After discussion, there was consensus that some additional parking spaces should be provided throughout the “village”, including near the intersection.
- Additional truck parking spaces should be included on the south side of Snyder’s Rd, west of Notre Dame Drive for truckers accessing the variety store/restaurant on the northwest corner of the intersection.

**ACTION:** Additional on-street parking will be included, including truck parking spaces on south side of Snyder’s Road for Variety Store/Restaurant.
7. **Blue Moon Access/Parking**
   - The Blue Moon expressed concerns about losing parking spots with the sidewalk and boulevards being installed. It was explained that no property is being taken from the Blue Moon parking area and all new curb and sidewalk etc. will be constructed on the Regions’ road allowance. Parking using the Region’s Road allowance, will not be possible in its current configuration but is being partially replaced by some parallel on street parking spaces.
   - Current parking arrangements near the Blue Moon entrance will be “blocked” by the proposed curb and sidewalk arrangement and on street parking on the east side of Notre Dame Drive. It was noted that some of this current parking arrangements overhang the Region Road allowance, but the Blue Moon has raised the possibility of removing some of the planting beds to provide more room for parking.
   - The Blue Moon’s loading/unloading/delivery area is at the southeast corner of the Snyder’s/Notre Dame intersection. Under the currently proposed design, truck access to this area will be blocked.
   - The Blue Moon feels that if these issues are not addressed/resolved it will significantly impact their customers and business.
   - It was noted that two of the most easterly spaces on the south side of Snyder’s Rd in front of the Blue Moon currently block an area where they pull in to park (at least mostly) onto private property. This will be reviewed to determine if there will still be room to park on private property without overhanging the proposed sidewalk/Road Allowance.
   - It was agreed that a separate meeting would be held with the Blue Moon owners to discuss and resolve the parking and access issues while ensuring public safety is not unduly compromised.

   **ACTION:** A separate meeting to be held with Blue Moon owners and Region staff to review concerns with current design and possible mitigation options

Our anticipated schedule remains the same going forward; we expect to bring a report to the Planning and Works Committee on September 6th, with final council approval on September 17th. Additional notification of the revised design and meeting dates will be sent to all Petersburg residents in the coming weeks.

Please notify me of any omissions or errors. Thank you all again for attending this meeting and devoting your time to improving the roadway in Petersburg.

Regards,

Ian Young
Project Manager
Design & Construction
Region of Waterloo
519-575-4757 x3079
Appendix D

Main Issues Raised By the Public and the Project Team Responses

a) Curb and Sidewalks not Required – Keep Paved Shoulder

- A small community does not need sidewalks;
- Sidewalks are not required on both sides of the road;
- Nobody walks now;
- The existing shoulders are adequate for pedestrians;
- The sidewalk will result in the removal of too many trees;
- Increased maintenance time and effort to shovel snow;
- Cost not warranted, too expensive, taxes will increase;
- Sidewalk will be very close to front of houses in some cases;
- Growth in Petersburg not anticipated so no improvements necessary;
- Curbs and medians will limit use of road by large farm equipment;
- Curbs and sidewalks will change the character of the community;
- The curbs and revised entrances to businesses will restrict access to their property;
- Curbs and sidewalks will impact drainage, vegetation and detract from the historical nature of the designated heritage building at 1634 Snyder’s Road; and
- Gravel trail to the community park north of Cecil Kennedy Court provides a less expensive and safer alternative to the proposed sidewalk at road level.

Other general comments that were received included:

- Work needs to be done to our road;
- Road should be repaved;
- Drainage on our road is terrible, neighbours front lawn always floods during heavy rain and the roadside in front of their home always stays quite wet.

Project Team Response
The Recommended Design Alternative for Snyder’s Road and Notre Dame Drive includes curbs and sidewalks. Curbs and gutters are an important road component needed to intercept and collect storm water and to correct the drainage problems identified in Section 2b of this report. Sidewalks separated from the travelled portion of the roadway by landscaped boulevards, cycling lanes and/or parking provide a much more comfortable pedestrian facility (compared to the existing paved shoulders) from both a physical and visual perspective, due to the separation of the pedestrians and vehicles.

Based on the public comments received at PCC #1, a number of changes were made to reduce the extent of proposed sidewalk, as follows:

- South side of the east leg of Snyder’s Road - sidewalk is now not proposed, to reduce adverse grading impacts on private property and driveways, to maintain sight line visibility and to reduce loss of privacy due to houses being significantly closer to and lower than the road;

- North of Cecil Kennedy Court/Deerfield Avenue on Notre Dame Drive - no curb or sidewalk is proposed at the road level; the existing gravel path at the bottom of the embankment will be replaced with a concrete sidewalk in the same location; and

- On all four legs of this project, the curbs and sidewalk is to be terminated approximately where the last residences are located, near the end of the project limits. From the end of the curb and sidewalk to the end of the project limits, the road will be constructed to the cross section illustrated in either Figure 3 or Figure 4 of Appendix E.

In response to some of the other concerns regarding proposed curb and gutter and sidewalk, the Project Team responds as follows;

- With curb and gutters, driveway entrances to businesses and residences are better defined to avoid wider than necessary driveways and yet are still designed to accommodate large vehicles. The use of the proposed rollover curb will allow larger vehicles to still make slightly wider turns where necessary.

b) Reduce Speed Limit

Public Comments

Seventeen (17) written comments from the PCCs and a number of delegations at the PIM expressed concerns about vehicles speeding through the community and felt that the existing posted speed limit of 60 km/h resulted in excessive vehicle speeds. It was stated that gravel and other trucks travelling through
Petersburg often exceeded the posted speed limit which presents a potentially dangerous situation. Many felt the speed limit should be reduced for safety reasons from 60 km/h to 50 km/h.

One written comment indicated that it was their experience that curbs, boulevards and sidewalks will slow down traffic.

**Project Team Response**

Speed studies undertaken by the Region indicated that most vehicles were driving within the 60 km/h posted speed limit through Petersburg; however, the speed studies did find some vehicles exceeding the speed limit.

The speed limit within the village was changed to 50 km/h following approval at the May 7, 2014 Council meeting. After further comment from the public and discussions with the working group, it is now recommended that the 50 km/h zone be extended east on Snyder’s Road to the former location of the 60 km/h limit.

c) **Concerns with Proposed Parking Arrangements**

**Public Comments**

Currently, parking is unrestricted in Petersburg, except in the vicinity of the signalized intersection of Notre Dame Drive and Snyder’s Road. Twenty-three (23) written comments were received and a number of delegations spoke at the PIM and concerning the proposed parking space areas behind the proposed curb. The comments included:

- Blue Moon will lose parking spaces;
- Currently can park anywhere in town on paved shoulder;
- Need some on-street parking near Cemetery on Notre Dame Drive and in front of the Church on Snyder’s Road for use during funerals;
- Safety concerns with strangers parking near their homes where no parking exists now;
- Private driveways are large enough to accommodate parking in the community;
- Parking survey should be done during the summer, not in winter;
- On-street parking should be allowed throughout the community;
- Elimination of paved shoulder will take away overflow parking for existing homes and especially businesses;

- On-street parking should be concentrated near the businesses; and

- Delineation of entrances to The Blue Moon parking lot will remove parking.

**Project Team Response**

The original design presented at PCC #1 showed a number of parking spaces in select areas throughout the project limits (20 spaces overall) based on a parking demand study undertaken by the Region in February 2012. Based on comments received at PCC #1, an additional parking study was undertaken on Snyder’s Road and Notre Dame Drive in July 2012 to capture parking demand in a summer month also. The July parking study found very little difference when compared to the February parking study. Both parking studies captured parking demand on a typical weekday and on a Saturday.

Currently, parking is permitted on all of the paved shoulders within the Petersburg village limits, except for By-lawed restrictions near the intersection of Notre Dame Drive and Snyder’s Road. The parking demand studies however showed that there is very limited usage of the paved shoulders for parking, and most usage was for only short durations.

Following the PIM, the Project Team again re-assessed the opportunities for proposed parking. A number of additional spaces have been added into the design including one space in front of Emmanuel Lutheran Church, two additional spaces in front of the Post Office and two additional spaces on the south side of Snyder’s Road, west of Notre Dame Drive. In addition, roadway lighting will be upgraded in front of the Post Office for Post Office patrons. Parking was discussed again with the working group, and 12 additional spaces were added.

With reference to the Proposed Sidewalk and Parking Map in Appendix ‘F’, the final proposed parking arrangements as part of the Recommended Design Alternative include 52 spaces overall comprised of the following:

**Snyder’s Road**

- No parking is proposed on the south side of the east leg due to driveway grading, sight visibility and property limitations, with the exception that three parking spaces are proposed near the intersection at The Blue Moon restaurant on the Snyder’s Road frontage; these spaces would be in close proximity to the only handicap-accessible entrance to The Blue Moon restaurant;
• Ten parking spaces are proposed on the north side of the east leg of Snyder’s Road;

• Three parking spaces are proposed on the south side of the west leg of Snyder’s Road including one truck parking space and none on the north side based on very little demand and comments from the public at PCC #1.

Notre Dame Drive

• To address concerns about the loss of parking, seventeen parking spaces are proposed on the east side near Snyder’s Road at The Blue Moon patio area;

• Five parking spaces are proposed on the west side of the south leg of Notre Dame Drive between the existing entrances at the cemetery;

• Three truck parking spaces are proposed on the north leg of Notre Dame Drive near Snyder’s Road for customers with large vehicles who patronize the businesses at the intersection. Currently large vehicles are observed to park on the paved shoulder in this area to access the variety store, gas bar and restaurant;

• On the north leg of Notre Dame Drive between Snyder’s Road and Cecil Kennedy Court/Deerfield Avenue, eleven parking spaces are proposed on the east side near the Post Office;

• North of Cecil Kennedy Court/Deerfield Avenue, the shoulders will be paved and no curb and gutter is being installed. The paved shoulder provides for a 1.5 m bicycle lane adjacent to the travel lane. (Please refer to Figure 3, Appendix E for a cross-section view.) During large events at the Community Park, there is an opportunity to allow overflow parking on these paved shoulders. This parking will encroach into the cycling lane; however, under these infrequent events special parking signs could be erected by the event organizers to advise cyclists about the short-term encroachment of the parking onto the bike lanes.

d) Cycling Lanes Not Required

Public comments

Twelve (12) written comments were received that were not in favour of cycling lanes. Four (4) comments specifically indicated that cycling lanes are required. The comments opposed to cycling lanes included:

• Paved shoulder can be used by cyclists;
• Why install cycling lanes in Petersburg when there are no cycling lanes to connect to outside of Petersburg;

• Very few cyclists use the roads now; and

• Bicycle lanes too expensive.

Project Team Response

Snyder’s Road and Notre Dame Drive are not designated cycling routes under the Region’s current Cycling Master Plan; however under the Region’s Draft Active Transportation Master Plan, both Snyder’s Road and Notre Dame Drive are designated as planned cycling routes, both within and beyond the settlement limits of Petersburg. In addition, the Township of Wilmot has requested the Region to consider the provision of cycling facilities as part of the proposed reconstruction of Notre Dame Drive and Snyder’s Road.

As construction of other sections of these roads proceeds in the future, cycling facilities are to be constructed to ultimately form part of an overall uninterrupted cycling route network within the Region. It is therefore important that cycling facilities be constructed in Petersburg as part of the proposed road reconstruction, to avoid future expensive modifications and the associated additional construction disruption within Petersburg.

As part of the Recommended Design Alternative for this project, it is therefore proposed to build an on-road cycling lane throughout the village. The lane will provide space for cyclists but will not be reserved so as to allow wide farm equipment to use it when necessary.

e) Turn Lanes Needed at Intersection of Notre Dame Drive and Snyder’s Road

Public comments

Nine (9) written comments related to the traffic signals or turn lanes at Notre Dame Drive and Snyder’s Road. In addition, a number of delegations at the PIM requested marked turn lanes to allow through traffic to bypass turning vehicles. The comments included:

• Install an advanced green signal for left turning vehicles;

• Upgraded intersection is for cities not for rural areas; and

• Turn lanes are required especially on the south leg of Notre Dame Drive.

Project Team Response
Left-turn lanes on Snyder’s Road have been included in the recommended design. These turn lanes will improve service not only for left-turning vehicles on Snyder’s Road, but also for vehicles on Notre Dame Drive. By improving the level of service on Snyder’s Road, the left turn lanes will enable green time for Snyder’s Road traffic to be reduced, which will increase green time for traffic on Notre Dame Drive and improve service in both directions.

f) Insufficient Road Width for Farm Equipment

Public comments

Several comments related to the passage of farm equipment and large trucks through the village. The comments included:

- A large number of oversize farm vehicles pass through the village;
- Width around median islands at village entrance may not be sufficient; and
- Oversize farm vehicles will have to drive in the cycling lanes.

Project Team Response

Subsequent to the workshop, median islands at the village entrances are now removed from the recommended design which will allow more room for farm vehicles.

MTE Consultants Inc. had researched the regulations governing the use of farm equipment on roadways. Over-sized farm vehicles are legally allowed to use any roadway provided the use is done in a safe manner. Maximum sizes for commonly used farm equipment were determined from conversations with local farmers and with equipment manufacturers. While some over-size farm equipment may need to encroach onto the cycling lane when driving through the village, the minimum hard surface width through the village is 4.85m (3.35 travelled lane + 1.5m cycle lane) which is sufficient to accommodate the largest farm vehicles that would typically pass through the area. In addition, staff is recommending that the cycling lanes through Petersburg not be formally designated as cycling lanes through a By-law. In this way, the cycling lane will fully function as a cycling facility but farm equipment can encroach legally onto the cycling lane when the infrequent need to do so arises.
Appendix E-1

Typical Cross Section

TYPICAL ROAD SECTION
WITH SIDEWALK
Appendix E-2

Typical Cross Section

Typical Road Section

With Parking

APPENDIX E - FIG. 2  Scale 1:100
TYPICAL ROAD SECTION #2 REVISED
NOTRE DAME DR. &
SNYDER'S RD. E. RECONSTRUCTION

Region of Waterloo

MTE
Appendix E-3

Typical Cross Section

TYPICAL ROAD SECTION
NOTRE DAME DRIVE FROM CECIL KENNEDY CRT.
TO PETERSBURG COMMUNITY PARK
Appendix E-4

Typical Cross Section

TYPICAL ROAD SECTION
RURAL CONNECTOR

APPENDIX E - FIG. 4  Scale 1:100
TYPICAL ROAD SECTION #4
NOTRE DAME DR. & SNYDER'S RD. E. RECONSTRUCTION

Region of Waterloo
Appendix F

Map of Proposed Sidewalks and Parking

[Diagram showing proposed sidewalks and parking spaces with numbered locations and a legend indicating proposed sidewalk, parking, and truck parking]

Legend:
- Yellow: Proposed Sidewalk
- Red Circle: Proposed Parking Space
- Blue Star: Proposed Truck Parking
- Number 3: Number of proposed parking spaces

Total proposed spaces = 52
Region of Waterloo
Corporate Resources
Legal Services

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

Date: November 4, 2014  File Code: L07-90

Subject: Authorization To Expropriate Lands (1st Report) For The Reconstruction Of Fountain Street (Regional Road 17) From Shantz Hill Road To King Street West And King Street (Regional Road 8) From Fountain Street To Eagle 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 Fountain Street (Regional Road 17) from Shantz Hill Road to King Street West and King Street (Regional Road 8) from Fountain Street to Eagle Street, in the City of Cambridge, in the Region of Waterloo as detailed in report CR-RS-14-095 dated November 4, 2014:

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 Fountain Street (Regional Road 17) and King Street (Regional Road 8) and described as follows:

Fee Simple Partial Taking:

1. Part of Lot 13 and Lot 14, Municipal Compiled Plan 731, being Part 1 on Plan 58R-18361, Part of PIN 03769-0131(LT) (340 Shantz Hill Road)
2. Part of Lot 7, Municipal Compiled Plan 731, being Part 1 on Plan 58R-18360, Part of PIN 22651-1027(LT) (311 Shantz Hill Road)
3. Part of Lots 8 and 9 West Side of Fountain Street, Registered Plan 522, being Part 3 on Plan 58R-18325, Part of PIN 22651-0509(LT) ( 328 Fountain Street South)
4. Part of Lot 16 East of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18359, Part of PIN 03774-0494 (LT) (329 Fountain Street South)
1734163  Page 2 of 15

5. Part of Lot 15 East of Fountain Street, Registered Plan 522, being Part 4 on Plan 58R-18359, Part of PIN 03774-0492(LT) (309 Fountain Street South)

6. Part of Lots 14 and 15 East of Fountain Street, Registered Plan 522, being Part 6 on Plan 58R-18359, Part of PIN 03774-0491(LT) (299 Fountain Street South)

7. Part of Lots 7, 8, 9, 10, 11 and 12 East of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18364, Part of PIN 03774-0489(LT) (239-255 Fountain Street South)

8. Part of Lots 1, 2, 3, 4, 5, and 6 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Part 1 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)

9. Part of Lot 21, Municipal Compiled Plan 730, being Part 8 on Plan 58R-18324, Part of PIN 03774-0530(LT) (250 King Street West)

10. Part of Lot 23, Municipal Compiled Plan 730, Part of Lots 25 and 26, Municipal Compiled Plan 730, being Parts 1, 2 and 5 on Plan 58R-18369, being Part of PIN 03774-1129(LT) (140 King Street West)

11. Part of Lot 14, Municipal Compiled Plan 730, being Parts 11 and 12 on Plan 58R-18369, Part of PIN 03768-0083(LT) (149 King Street West)

12. Part of Lots 10, 11, 12, and 13, Municipal Compiled Plan 730, being Parts 13, 14, and 15 on Plan 58R-18369, Part of PIN 03768-0258(LT) (157 King Street West)

13. Part of Lot 2, Municipal Compiled Plan 730, being Part 1 on Plan 58R-18329, Part of PIN 03769-0213(LT) (144 Fountain Street North)

14. Part of Lots 1 and 2, Registered Plan 87, being Part 1 on Plan 58R-18367, Part of PIN 03777-0210(LT) (361 King Street East)

15. Part of Lot 9, Registered Plan 87, being Part 3 on Plan 58R-18367, Part of PIN 03777-0103(LT) (329 King Street East)

16. Part of Lots 8 and 9, Registered Plan 87, Part of Lot 63, Municipal Compiled Plan 729, being Part 5 on Plan 58R-18367, Part of PIN 03777-0003(LT) (303 King Street East)

17. Part of Lot 6, Registered Plan 522, being Part 1 on Plan 58R-18368, Part of PIN 03776-0029(LT) (246 King Street East)

Temporary Easement:

1. Part of Lot 13 and Lot 14, Municipal Compiled Plan 731, being Part 2, 3, and 4 on Plan 58R-18361, Part of PIN 03769-0131(LT) (340 Shantz Hill Road)

2. Part of Lot 7, Municipal Compiled Plan 731, being Part 2 on Plan 58R-18360, Part of PIN 22651-1027(LT) (311 Shantz Hill Road)

3. Part of Lot 8, West Side of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18325, Part of PIN 22651-0509(LT) (328 Fountain Street South)

4. Part of Lot 16 East of Fountain Street, Registered Plan 522, being Part 2 on Plan 58R-18359, Part of PIN 03774-0494 (LT) (329 Fountain Street South)

5. Part of Lot 15 East of Fountain Street, Registered Plan 522, being Part 5 on Plan 58R-18359, Part of PIN 03774-0492(LT) (309 Fountain Street South)

6. Part of Lots 14 and 15, East of Fountain Street, Registered Plan 522, being Part 7 on Plan 58R-18359, Part of PIN 03774-0491(LT) (299 Fountain Street South)

7. Part of Lots 13 and 14, East of Fountain Street, Registered Plan 522, being Part 8 on Plan 58R-18359, Part of PIN 03774-0490 (LT) (285 Fountain Street South)
8. Part of Lots 7, 8, 9, 10, 11 and 12 East of Fountain Street, Registered Plan 522, being Part 2 on Plan 58R-18364, Part of PIN 03774-0489(LT) (239-255 Fountain Street South)

9. Part of Lots 1, 2, 3, 4, 5, and 6 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Parts 2, 4 and 5 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)

10. Part of Lot 21 and 22, Municipal Compiled Plan 730, being Parts 6, 7, 9, and 10 on Plan 58R-18324, being Part of PINS 03774-0530(LT) and 03774-0485(LT) (250 King Street West)

11. Part of Lots 23 and 24, Municipal Compiled Plan 730, Part of Lots 24, 25 and 26, Municipal Compiled Plan 730, being Parts 3 and 4 on Plan 58R-18369, Part of PIN 03774-1129(LT) (140 King Street West)

12. Part of Lot 14, Municipal Compiled Plan 730, being Parts 7 and 8 on Plan 58R-18369, Part of PIN 03768-0083(LT) (149 King Street West)

13. Part of Lots 10, 11, 12, and 13, Municipal Compiled Plan 730, Part of Lot 2 North of Main, Registered Plan 522, Being Parts 9 and 10 on Plan 58R-18369, Part of PIN 03768-0258(LT) (157 King Street West)

14. Part of Lot 4 East of Woolwich Street, Registered Plan 522, being Part 6 on Plan 58R-18330, Part of PIN 03768-0080(LT) (153 Fountain Street North)

15. Part of Lot 4 and 5 East of Woolwich Street, Registered Plan 522, being Part 7 on Plan 58R-18330, being Part of PIN 03768-0079(LT) (155 Fountain Street North)

16. Part of Lot 5 East of Woolwich Street, Registered Plan 522, being Part 8 on Plan 58R-18330, Part of PIN 03768-0078(LT) (163 Fountain Street North)

17. Part of Lot 6, East of Woolwich Street, Registered Plan 522, being Part 9 on Plan 58R-18330, Part of PIN 03768-0077(LT) (169 Fountain Street North)

18. Part of Lots 8 and 9, Registered Plan 87, Part of Lot 63, Municipal Compiled Plan 729, being Part 6 on Plan 58R-18367, Part of PIN 03777-0003(LT) (303 King Street East)

19. Part of Lots 5 and 6, Registered Plan 522, being Part 2 on Plan 58R-18368, Part of PIN 03776-0029(LT) (246 King Street East)

20. Part of Lot A, Registered Plan 91, being Part 1 on Plan 58R-18366, Part of PIN 03776-0049(LT) (310-328 King Street East)

**Permanent Easement:**

1. Part of Lots 8 and 9, Registered Plan 522, being Part 2 on Plan 58R-18325, Part of PIN 22651-0509(LT) (328 Fountain Street South)

2. Part of Lots 1 and 2 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Part 3 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)

3. Part of Lot 22, Municipal Compiled Plan 730, being Parts 11 and 12 on Plan 58R-18324 and Part 5 on Plan 58R-18365, Part of PIN 03774-0485(LT) (250 King Street West)

4. Part of Lots 25 and 26, Municipal Compiled Plan 730, being Part 6 on Plan 58R-18369, Part of PIN 03774-1129(LT) (140 King Street West)

5. Part of Lot 2, Registered Plan 87, being Part 2 on Plan 58R-18367, Part of PIN 03777-0210(LT) (361 King Street East)
6. Part of Lot 9, Registered Plan 87, being Part 4 on Plan 58R-18367, Part of PIN 03777-0103(LT) (329 King Street East)

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 Fountain Street (Regional Road 17) from Shantz Hill Road to King Street West and King Street (Regional Road 8) from Fountain Street to Eagle Street, in the City of Cambridge (the “Project”) in October 2012. The Environmental Assessment (EA) was approved by the Ministry of the Environment in August 2013. The Project EA investigated the need to address roadway and traffic operational improvements on the Fountain Street and King Street corridor and approved intersection improvements including transit queue-jump lanes along with other intersection improvements at the three intersections within the corridor: Fountain Street and King Street; King Street and Eagle Street; and the Fountain Street and Shantz Hill Road intersection. The Fountain Street and Shantz Hill Road intersection will also be realigned. The detailed design of the project is presently underway with construction planned for 2016.

The property interests required to undertake the project include fee simple partial takings and both permanent and temporary easements. Fee simple partial takings will generally be incorporated into the road fabric. The permanent easements are generally required for the construction and ongoing operation and maintenance of Region owned and installed infrastructure such as retaining walls, bridge, culverts. Temporary easements are generally required to accommodate the construction of the road and facilitate grading along the fronting properties in connection with the road improvements.
The expropriation process was initiated for two primary properties known municipally as 278 Fountain Street South, 255 King Street West at the September 9th, 2014 meeting of the Planning and Works Committee and Council as detailed in report CR-RS-14-071. The process was initiated on these two properties, in advance of the interests required from the remaining properties for the project, in order to meet the project time line for utility relocations and grading works associated with those relocations in Fall 2015 or early 2016, which is to take place prior to overall project construction in spring of 2016. This report is for the purposes of commencing expropriation proceedings for the remaining interests to assure possession for the planned construction in 2016.

In order to meet the project timelines, the Commissioner of Transportation and Environmental Services has authorized modified prerequisites for the commencement of the expropriation process with respect to lands required for the project in accordance with the Region’s revised land acquisition policy for infrastructure projects. Negotiations with all property owners are underway. The owners or their representatives for all properties have been contacted to discuss the Region’s property requirements. As well, they have been advised both verbally, and in writing, of the necessity of initiating the expropriations process in order to meet project construction timelines with the assurance that, notwithstanding the commencement of the expropriation process, Regional staff and Regional representatives will make every effort to complete negotiated agreements of purchase and sale by the end of 2015, and thereafter continue to negotiate amicable settlement agreements for all interests acquired through expropriation. Written correspondence to the owners and their representatives included information sheets on the Region’s property acquisition process and the expropriation process. Affected property owners have been advised of this report being brought to Planning and Works Committee and Council for approval.

It is noted that lands and interests required from the City of Cambridge for this project are excluded from the expropriation process and are therefore not included in this report. It is anticipated that negotiated agreements can be concluded for these lands and interests in order for the project to proceed.

For reference, the subject lands are shown on attached Appendix ‘A‘. A list of the individual and corporate owners of the fee simple interest in the subject lands is attached as Appendix “B”. Regional staff have conducted corporate profile searches of affected corporate property owners and the directors and officers are listed for each. This list does not include tenants, easement holders or holders of security interests in the subject lands.

**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 2014 Ten Year Transportation Capital Program includes $14,975,000 over the years 2014 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”- Corporate Profiles
Appendix “C”- Expropriation Information Sheet

Prepared By: Tom Penwarden, Manager, Real Estate Services

Approved By: Gary Sosnoski, Commissioner, Corporate Resources
Address: 115 Fountain Street South  
Owner: Montclair Food Services Inc.  
Annual Return: June 29, 2013  
Directors/Officers: Lynn St. Clair

Address: 149 King Street West  
Owner: Cole Psychology Professional Corporation  
Annual Return: March 20, 2014  
Directors/Officers: John David Cole

Address: 328 King Street  
Owner: J-4 Enterprises Limited  
Annual Return: August 2, 2014  
Directors/Officers: Herbert Johnson, Margaret Johnson, Brian Johnson, and Scott Johnson

Address: 250 King Street West  
Owner: 2106432 Ontario Inc.  
Annual Return: September 6, 2014  
Directors/Officers: Mohamad Khoramshahi

Address: 285 Fountain Street South  
Owner: T-3 Travel Ltd.  
Annual Return: February 1, 2014  
Directors/Officers: Robert G. Titcomb, Jerry Van Dyke and Anneka Van Dyke

Address: 328 Fountain Street South  
Owner: 2350022 Ontario Inc.  
Annual Return: November 15, 2012  
Directors/Officers: Bill Griffin

Address: 144 Fountain Street South  
Owner: Haastown Holdings (Preston) Inc.  
Annual Return: March 3, 2014  
Directors/Officers: Paul De Haas
Address: 303 King Street East  
Owner: 616101 Ontario Limited  
Annual Return: May 3, 2014  
Directors/Officers: Jill E. Aebker, Cynthia J. Devine, and William A. Moir

Address: 157 King Street West  
Owner: Atrush Properties Inc.  
Annual Return: April 18, 2009  
Directors/Officers: Amin Atrach and Camille Atrache

Address: 239-255 Fountain Street South  
Owner: Suncor Energy Inc.  
Annual Return: 2014  

Address: 140 King Street East  
Owner: Parrish & Heimbecker, Limited  
Annual Return: n/a  
Directors/Officers: James W. Astwood, Alan R. Heimbecker, Robert J. Heimbecker, Kevin L. Klippenstein, William S. Parrish, Robert J. Bryson and William B. Parrish
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 Services

Transportation

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

Date: November 4, 2014 File Code: T11-60

Subject: The Region of Waterloo 2013 Collision Report

Recommendation:

For information

Summary:

The Regional roadway network is screened annually based on collisions. For the 2013 annual collision report the Region has adopted a more robust screening methodology which now accounts for collision severity based on a calculated excess social collision cost. The 10 highest ranked locations based on motor vehicle, cyclist and pedestrian collisions will be reviewed in greater detail to determine if there are collision patterns that can be mitigated through countermeasures. Countermeasures that have been implemented based on collision data from previous years include but are not limited to protected left-turn phases, centre medians, smart channels, pedestrian countdown signals and ladder crosswalks.

Countermeasures that have been implemented to date in an effort to mitigate the high number of collisions at the Homer Watson Boulevard and Block Line Road roundabout have not been effective. Additional countermeasures are under review and will be recommended to Regional Council in Spring 2015.

Report:

Introduction

The Region of Waterloo 2013 Collision Report summarizes factors associated with traffic collisions that occurred in 2013. Also presented are comparison factors for the years 2009 to 2013. The information presented in this report is based upon vehicle collisions occurring on roads under the jurisdiction of the Regional Municipality of
Waterloo or occurring at signalized intersections (including pedestrian and mid-block signals) under the jurisdiction of local municipalities and either investigated by Regional Police or reported at the Collision Reporting Centre.

Appendix A to this report is a copy of the Executive Summary of the 2013 Region of Waterloo Collision Report. The full 2013 Collision Report is available in the Transportation Division of the Transportation and Environmental Services Department, 7th Floor, Administration Headquarters Building. Copies of the full 2013 Collision Report will be circulated to the 7 local municipalities and the Waterloo Regional Police Services for their information and use. The full 2013 Collision Report will also be made available on the Region’s website under Getting Around/Traffic/Collision Reports.

Comparing collision statistics in 2013 to 2012, the following general observations have been made:

- The number of persons sustaining fatal injuries in collisions remain the same (10), as in 2012;
- The total number of reported collisions increased by 8% (5795 in 2012 to 6275 in 2013);
- The number of injury collisions increased from 1350 in 2012 to 1433 in 2013;
- The number of persons sustaining injuries in collisions increased from 1898 in 2012 to 1965 in 2013;
- The number of collisions involving pedestrians decreased from 154 in 2012 to 109 in 2013;
- The number of collisions involving cyclists decreased from 130 in 2012 to 122 in 2013; and
- The number of horse-drawn vehicles involved in collisions on the Regional road system increased from 8 in 2012 to 11 in 2013.

Table 1 and Figure 1 show the vehicle collision history on Regional roads.
### Table 1: Vehicle Collision History on Regional Roads

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<td>5656</td>
<td>13.4</td>
</tr>
</tbody>
</table>

### Figure 1: Vehicle Collision History on Regional Roads

![Motor Vehicle Collision History](chart.png)
Collision Ranking

The Region of Waterloo has adopted a new network screening methodology for 2013 as outlined in the American Association of State Highway and Transportation Officials Highway Safety Manual (HSM). The HSM provides the best factual information and proven analysis tools for crash frequency prediction. The primary focus of the HSM is to provide the analytical tools for assessing the safety impacts of transportation project and program decisions.

Several advantages are recognized using the HSM network screening approach in 2013 which include:

- Major and minor road volumes are accounted for to predict collisions at intersections;
- The impact of random fluctuations in collisions is lessened; and
- Severity of collisions is now factored into the rankings.

The new network screening process applies new concepts of observed collisions, expected collisions and predicted collisions. Observed collisions is the average number of reported collisions per year observed over 5-years. Expected collisions is a weighted estimate of long-term crash frequency per year of a site based on actual observed crash frequency and predicted crash frequency. Expected collisions used in the new rankings are similar to observed collisions used in previous rankings. Predicted collisions is a theoretical estimate of long-term average crash frequency per year which is forecast to occur at a site using predictive models.

Observed collisions, expected collisions and predicted collisions are all used to estimate excess social collision costs. The average cost of a collision that results in property damages (PD) only is estimated to be $5000. The average cost of a collision that results in a fatal injury or non-fatal injury (FI) to a person is estimated to be $60,500. These estimated costs include property damages and loss of income due to injury etc. Expected FI and PD collisions are compared against predicted FI and PD collisions. The difference in collisions are then multiplied by the appropriate collision cost. For example an intersection that was expected to operate with 3 FI collisions per year versus 2 collisions predicted is estimated to have operated with $60,500 per year in excess FI social collision costs for the time period assessed. Additionally if that same intersection was expected to operate with 5 PD collisions where 3 PD collisions were predicted, then it is also estimated that it operated with an additional $10,000 in excess PD social collision costs per year for a total of $70,500 per year in excess social collision costs on average for the time period assessed.
The value of the excess social cost provides a weighing of the collisions based on severity. For example, a location with a high number of minor (non-injury) collisions may have a lower excess social cost than a location with fewer collisions but a higher severity (injuries and fatalities).

Collision ranking is used to identify those locations most likely to benefit from collision countermeasures. The locations that are ranked include:

- Intersections of Regional roads;
- Intersections of Regional roads with City/Township roads;
- Signalized intersections;
- Stop-controlled intersections; and
- Mid-block locations along Regional roads. Mid-block locations are the roadway sections between any two intersections, signalized or unsignalized.

Appendix B lists the first 100 ranked vehicular collision locations. Staff will review 5-years of collision data for each location ranked from #1 to #10 to determine if there is a collision pattern that could be mitigated through countermeasures. In addition, staff routinely review all locations where a fatal collision has occurred. Table 2 lists the first 10 ranked locations.
Table 2: First 10 Ranked Collision Locations for 2013

<table>
<thead>
<tr>
<th>2013 Rank</th>
<th>Location</th>
<th>Municipality</th>
<th>Total 5-year Collisions Observed (2009-2013)</th>
<th>Average Annual Excess Social Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ottawa S at Homer Watson Blvd</td>
<td>Kit</td>
<td>224</td>
<td>$277,529</td>
</tr>
<tr>
<td>2</td>
<td>Franklin Blvd at Can-Amera Pkwy</td>
<td>Cam</td>
<td>141</td>
<td>$151,757</td>
</tr>
<tr>
<td>3</td>
<td>Homer Watson Blvd at Manitou Dr/Doon Village Rd</td>
<td>Kit</td>
<td>134</td>
<td>$113,025</td>
</tr>
<tr>
<td>4</td>
<td>Franklin Blvd at Elgin St/Saginaw Pkwy</td>
<td>Cam</td>
<td>129</td>
<td>$103,247</td>
</tr>
<tr>
<td>5</td>
<td>Franklin Blvd at Pinebush Rd</td>
<td>Cam</td>
<td>115</td>
<td>$95,534</td>
</tr>
<tr>
<td>6</td>
<td>Ottawa St at Fischer-Hallman Rd</td>
<td>Kit</td>
<td>133</td>
<td>$87,690</td>
</tr>
<tr>
<td>7</td>
<td>King St at Fountain St</td>
<td>Cam</td>
<td>122</td>
<td>$87,213</td>
</tr>
<tr>
<td>8</td>
<td>Hespeler Rd at Bishop St</td>
<td>Cam</td>
<td>109</td>
<td>$86,603</td>
</tr>
<tr>
<td>9</td>
<td>Ottawa St at Westmount Rd</td>
<td>Kit</td>
<td>96</td>
<td>$86,468</td>
</tr>
<tr>
<td>10</td>
<td>Franklin Blvd between Clyde Rd (Samuelson St) and Savage Dr</td>
<td>Cam</td>
<td>71</td>
<td>$86,183</td>
</tr>
</tbody>
</table>

See Appendix B for more detail regarding fatal/injury (FI) and property damage (PD) collisions.

**Pedestrian and Cyclist Collision Ranking**

Pedestrian and cyclist collision ranking is based on the difference between observed collisions and predicted collisions and resulting annual excess social cost estimated at each Regional intersection and midblock location. Appendix C and D lists the first 20 ranked pedestrian and cyclist collision locations while Tables 3 and 4 lists the first 10 ranked locations. Staff will review 5-years of collision data for each location ranked from #1 to #10 to determine if there is a collision pattern that could be mitigated through countermeasures.
Table 3 - First 10 Ranked Pedestrian Collision Locations for 2013

<table>
<thead>
<tr>
<th>Rank 2013</th>
<th>Location of Pedestrian Collisions</th>
<th>Municipality</th>
<th>Observed</th>
<th>Fatal/Inj Predicted</th>
<th>Excess Social Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>King St at University Ave</td>
<td>Wat</td>
<td>2.4</td>
<td>0.3</td>
<td>$128,141</td>
</tr>
<tr>
<td>2</td>
<td>Main St at Wellington St</td>
<td>Cam</td>
<td>1.4</td>
<td>0.1</td>
<td>$ 80,947</td>
</tr>
<tr>
<td>3</td>
<td>Bridgeport Rd at King St</td>
<td>Wat</td>
<td>1.4</td>
<td>0.2</td>
<td>$ 72,084</td>
</tr>
<tr>
<td>4</td>
<td>Ainslie St at Main St</td>
<td>Cam</td>
<td>1.2</td>
<td>0.1</td>
<td>$ 67,178</td>
</tr>
<tr>
<td>5</td>
<td>King St at Bishop St</td>
<td>Cam</td>
<td>1.2</td>
<td>0.1</td>
<td>$ 64,568</td>
</tr>
<tr>
<td>6</td>
<td>Highland Rd at Westmount Rd</td>
<td>Kit</td>
<td>1.2</td>
<td>0.2</td>
<td>$ 60,791</td>
</tr>
<tr>
<td>7</td>
<td>Westmount Rd at Victoria St</td>
<td>Kit</td>
<td>1.2</td>
<td>0.3</td>
<td>$ 57,145</td>
</tr>
<tr>
<td>8</td>
<td>King St at Queen St</td>
<td>Kit</td>
<td>1</td>
<td>0.1</td>
<td>$ 53,961</td>
</tr>
<tr>
<td>9</td>
<td>Franklin Blvd at Elgin St / Saginaw Pkwy</td>
<td>Cam</td>
<td>1.2</td>
<td>0.3</td>
<td>$ 53,212</td>
</tr>
<tr>
<td>10</td>
<td>Westmount Rd at University Ave</td>
<td>Wat</td>
<td>1</td>
<td>0.2</td>
<td>$ 49,751</td>
</tr>
</tbody>
</table>
Table 4 - First 10 Ranked Cyclist Collision Locations for 2013

<table>
<thead>
<tr>
<th>Rank 2013</th>
<th>Location of Cyclist Collisions</th>
<th>Municipality</th>
<th>Observed</th>
<th>Fatal/Inj Predicted</th>
<th>Social Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cedar St at King St</td>
<td>Kit</td>
<td>1.4</td>
<td>0.1</td>
<td>$ 79,740</td>
</tr>
<tr>
<td>2</td>
<td>Lexington Rd at Dearborn Pl/De</td>
<td>Wat</td>
<td>1</td>
<td>0.2</td>
<td>$ 50,795</td>
</tr>
<tr>
<td>3</td>
<td>Hespeler Rd at Munch Ave/Isherwood Ave</td>
<td>Cam</td>
<td>1</td>
<td>0.2</td>
<td>$ 46,375</td>
</tr>
<tr>
<td>4</td>
<td>Water St at Main St</td>
<td>Cam</td>
<td>0.8</td>
<td>0.1</td>
<td>$ 43,693</td>
</tr>
<tr>
<td>5</td>
<td>Westmount Rd at Father David Bauer Dr/Westcourt Pl</td>
<td>Wat</td>
<td>0.8</td>
<td>0.1</td>
<td>$ 41,024</td>
</tr>
<tr>
<td>6</td>
<td>Dundas St at Beverly St/Beverly St</td>
<td>Cam</td>
<td>0.8</td>
<td>0.1</td>
<td>$ 39,679</td>
</tr>
<tr>
<td>7</td>
<td>Columbia St at Hagey Blvd/University of Waterloo Access(n. campus)</td>
<td>Wat</td>
<td>0.8</td>
<td>0.2</td>
<td>$ 39,544</td>
</tr>
<tr>
<td>8</td>
<td>Ottawa St at Laurentian Power Centre (750 Ottawa/245 Strasburg)</td>
<td>Kit</td>
<td>0.8</td>
<td>0.2</td>
<td>$ 39,234</td>
</tr>
<tr>
<td>9</td>
<td>Weber St at Franklin St</td>
<td>Kit</td>
<td>0.8</td>
<td>0.2</td>
<td>$ 39,200</td>
</tr>
<tr>
<td>10</td>
<td>Victoria St at Joseph St</td>
<td>Kit</td>
<td>0.8</td>
<td>0.2</td>
<td>$ 38,553</td>
</tr>
</tbody>
</table>

Roundabouts

The Region has developed a collision prediction model specific to roundabouts to estimate expected annual collisions at roundabouts based on total estimated daily turning conflicts at roundabouts.

Table 6 shows details of the total number of collisions, pedestrian collisions and injury collisions at roundabout locations. Table 7 summarizes Average Annual Daily Traffic Volumes (AADT) at 19 roundabouts.

Table 8 provides a 2013 ranking of roundabouts and summarizes expected collisions.
verses actual collisions at roundabouts having at least one full year of operation.

### Table 6: Collisions at Roundabout Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Opened</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erb &amp; Erbsville/Ira Needles, Waterloo</td>
<td>Nov. 04</td>
<td>1</td>
<td>0</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townline &amp; Can-Amera, Cambridge</td>
<td>Dec. 04</td>
<td>1</td>
<td>0</td>
<td>14</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Sawmill &amp; Arthur, Woolwich</td>
<td>Jun. 06</td>
<td>1</td>
<td>0</td>
<td>7</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Fountain &amp; Blair, Cambridge</td>
<td>Oct. 06</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Can-Amera &amp; Conestoga, Cambridge</td>
<td>Nov. 06</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Ira Needles &amp; Highview/Trussler, Kitchener</td>
<td>Nov. 06</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Ira Needles &amp; Highland, Kitchener</td>
<td>Nov. 06</td>
<td>2</td>
<td>0</td>
<td>20</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Fischer-Hallman &amp; Huron, Kitchener</td>
<td>Oct. 07</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Fischer-Hallman &amp; Seabrook, Kitchener</td>
<td>Oct. 07</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Victoria &amp; Ira Needles, Kitchener</td>
<td>Dec. 07</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>University &amp; Ira Needles, Waterloo</td>
<td>Dec. 07</td>
<td>1</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pinebush &amp; Thompson, Cambridge</td>
<td>Aug. 09</td>
<td>*0</td>
<td>0*</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Location</td>
<td>Opened</td>
<td>2009</td>
<td>2010</td>
<td>2011</td>
<td>2012</td>
<td>2013</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-----------</td>
<td>----------</td>
<td>----------</td>
<td>----------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>Lancaster &amp; Bridge, Kitchener</td>
<td>Nov. 09</td>
<td>*0</td>
<td>0*</td>
<td>*2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ira Needles &amp; The Boardwalk, Kitchener</td>
<td>Sept. 10</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>0*</td>
<td>0*</td>
</tr>
<tr>
<td>Fountain &amp; Dickie Settlement, Cambridge</td>
<td>Nov. 10</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>0*</td>
<td>0*</td>
</tr>
<tr>
<td>Homer Watson &amp; Block Line, Kitchener</td>
<td>Aug. 11</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>*7</td>
<td>1*</td>
</tr>
<tr>
<td>Fountain &amp; Kossuth, Cambridge</td>
<td>Nov. 11</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>*0</td>
<td>*1</td>
</tr>
<tr>
<td>Fairway &amp; Zeller, Kitchener</td>
<td>Dec. 12</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Hespeler &amp; Beaverdale/Queen, Cambridge</td>
<td>Aug. 13</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

* Note: denotes partial year
I = Injury Collision
P = Pedestrian Collision
T = Total Number of Collisions
### Table 7 – Average Annual Daily Traffic Volumes at Roundabouts

<table>
<thead>
<tr>
<th>Roundabouts</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sawmill Rd at Arthur St</td>
<td>21833</td>
<td>25562</td>
<td>24090</td>
<td>28204</td>
<td>33074</td>
<td>27515</td>
</tr>
<tr>
<td>Erb St at Ira Needles Blvd</td>
<td>20120</td>
<td>25076</td>
<td>27172</td>
<td>27927</td>
<td>31259</td>
<td>31259</td>
</tr>
<tr>
<td>University Ave at Ira Needles Blvd</td>
<td>12477</td>
<td>16623</td>
<td>20682</td>
<td>22703</td>
<td>32209</td>
<td>28204</td>
</tr>
<tr>
<td>Victoria St at Ira Needles Blvd</td>
<td>15047</td>
<td>17616</td>
<td>21915</td>
<td>24705</td>
<td>25185</td>
<td>27515</td>
</tr>
<tr>
<td>Highland Rd at Ira Needles Blvd</td>
<td>19579</td>
<td>22923</td>
<td>25204</td>
<td>26714</td>
<td>30179</td>
<td>29509</td>
</tr>
<tr>
<td>Highview Ave at Ira Needles Blvd</td>
<td>13689</td>
<td>18238</td>
<td>20036</td>
<td>20899</td>
<td>19086</td>
<td>19086</td>
</tr>
<tr>
<td>Fischer Hallman Rd at Seabrook Dr</td>
<td>9784</td>
<td>12203</td>
<td>13015</td>
<td>15089</td>
<td>16335</td>
<td>14781</td>
</tr>
<tr>
<td>Fischer Hallman Rd at Huron Rd</td>
<td>11042</td>
<td>12747</td>
<td>13137</td>
<td>14860</td>
<td>15101</td>
<td>14948</td>
</tr>
<tr>
<td>Fountain St at Blair Rd</td>
<td>14563</td>
<td>19402</td>
<td>19681</td>
<td>19022</td>
<td>21828</td>
<td>21597</td>
</tr>
<tr>
<td>Can-Amera Pkwy at Conestoga Blvd</td>
<td>13006</td>
<td>16209</td>
<td>16252</td>
<td>15425</td>
<td>15827</td>
<td>15827</td>
</tr>
<tr>
<td>Townline Rd at Can-Amera Pkwy</td>
<td>17682</td>
<td>21804</td>
<td>21900</td>
<td>23942</td>
<td>22383</td>
<td>25160</td>
</tr>
<tr>
<td>Pinebush Rd at Thompson Dr</td>
<td></td>
<td>8940</td>
<td>9045</td>
<td>9622</td>
<td>9547</td>
<td></td>
</tr>
<tr>
<td>Lancaster Ave at Bridge St</td>
<td></td>
<td>23086</td>
<td>24581</td>
<td>29016</td>
<td>27266</td>
<td></td>
</tr>
<tr>
<td>Ira Needles Blvd at The Boardwalk</td>
<td></td>
<td>19577</td>
<td>22808</td>
<td>22808</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fountain St at Dickie Settlement Rd</td>
<td></td>
<td>23563</td>
<td>24685</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homer Watson Blvd at Block Line Rd</td>
<td></td>
<td>37495</td>
<td>35084</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fountain St at Kossuth Rd/Fairway Rd</td>
<td></td>
<td>19302</td>
<td>24995</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairway Rd at Zeller Dr/Woolner Trail</td>
<td></td>
<td>9229</td>
<td>10313</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hespeler Rd at Beaverdale Rd/Queen St</td>
<td></td>
<td>31781</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 8 – 2013 Roundabout Ranking

<table>
<thead>
<tr>
<th>2013 Rank</th>
<th>Location</th>
<th>2013 Predicted Collisions</th>
<th>2013 Observed Collisions</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Homer Waston Blvd at Block Line Rd</td>
<td>22</td>
<td>72</td>
<td>50</td>
</tr>
<tr>
<td>2</td>
<td>Erb St at Erbsville Rd/Ira Needles Blvd</td>
<td>33.7</td>
<td>42</td>
<td>8.3</td>
</tr>
<tr>
<td>3</td>
<td>Fountain St at Dickie Settlement Rd</td>
<td>15.2</td>
<td>22</td>
<td>6.8</td>
</tr>
<tr>
<td>4</td>
<td>Ira Needles Blvd at The Boardwalk</td>
<td>7.1</td>
<td>13</td>
<td>5.9</td>
</tr>
<tr>
<td>5</td>
<td>Fountain St at Kossuth Rd/Fairway Rd</td>
<td>26.9</td>
<td>32</td>
<td>5.1</td>
</tr>
<tr>
<td>6</td>
<td>University Ave at Ira Needles Blvd</td>
<td>20.1</td>
<td>23</td>
<td>2.9</td>
</tr>
<tr>
<td>7</td>
<td>Townline Rd at Can-Amera Pkwy.</td>
<td>10.3</td>
<td>13</td>
<td>2.7</td>
</tr>
<tr>
<td>8</td>
<td>Sawmill Rd at Arthur St</td>
<td>17.1</td>
<td>19</td>
<td>1.9</td>
</tr>
<tr>
<td>9</td>
<td>Fountain St at Blair Rd</td>
<td>8.7</td>
<td>10</td>
<td>1.3</td>
</tr>
<tr>
<td>10</td>
<td>Lancaster St/Carisbrook Dr at Bridge St</td>
<td>9.5</td>
<td>10</td>
<td>0.5</td>
</tr>
<tr>
<td>11</td>
<td>Victoria St at Ira Needles Blvd</td>
<td>8.7</td>
<td>6</td>
<td>-2.7</td>
</tr>
<tr>
<td>12</td>
<td>Fischer-Hallman Rd at Seabrook Dr</td>
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</table>

Intersections retrofitted with roundabouts continue to operate with approximately 35% fewer injury collisions. The overall average roundabout injury collision rate continues to be lower than the average injury collision rate seen at comparable traffic signals. Figure 4 illustrates average injury collisions at intersections retrofitted with roundabouts that have been in operation for at least a one-year period.

The current methodology for roundabout ranking is not the same as the other location rankings provided in Appendix B; therefore, the results are not directly comparable. For
2014, staff expect to have sufficient data to develop the predicted collision curves for roundabouts. This will allow roundabouts to be ranked and compared directly with all the other locations.

The Homer Watson Boulevard and Block Line Road roundabout is experiencing significantly more collisions than any other roundabout in the Region. The collisions occurring at the roundabout were assessed in detail in 2013 as presented in Report E-13-064 dated June 18, 2013. As indicated in the report, a large overrepresentation of collisions occurring at the roundabout were fail-to-yield type collisions on entry. Countermeasures implemented to date including advisory speed limits, reduced regulatory speed limits, circulatory lane lines, approach lane designation symbols, circulatory lane designation symbols, repositioned and larger yield signs, additional yield tabs, sharks teeth, increased yield line widths, and conversion of a southbound lane into a right-turn only lane have not been effective in reducing fail-to-yield collisions. Report E-13-064 recommended implementing raised pedestrian crosswalks in part to further slow traffic on entry and improved yield on entry. The raised pedestrian crosswalks have undergone testing to address concerns about large vehicles such as fire trucks and buses being slowed too much or damaged. Further recommendations for countermeasures are planned to be presented to Regional Council in Spring 2015. Staff also continues to investigate possible causes for the excess collisions at the roundabout and is also continuing to investigate other possible countermeasures.

Figure 4 – Average Injury Collisions at Retrofitted Intersections
2012 Countermeasures Program

Appendix E to this report summarizes collision trends and recommended countermeasures for the first 10 ranked collision locations identified in the 2012 Collision Report. It also notes where countermeasures have already been implemented.

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:

Nil

Attachments

Appendix A – Executive Summary of the 2013 Region of Waterloo Collision Report
Appendix B – 2013 Vehicular Collision Ranking
Appendix C – 2013 Pedestrian Collision Ranking
Appendix D – 2013 Cyclist Collision Ranking
Appendix E – 2012 Top 10 Vehicular Collision Locations and Countermeasures Program
Appendix F – 2012 Top 10 Pedestrians Collision Locations and Countermeasures Program
Appendix G – 2012 Top 10 Cyclist Collision Locations and Countermeasures Program

Prepared By: Ashfaq Rauf, Engineering Technologist (Traffic)

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
## Executive Summary

### 2013 Collision Report

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<td>1923</td>
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<td>65%</td>
<td>63%</td>
<td>64%</td>
<td>57%</td>
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<td>Friday</td>
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<td>January</td>
<td>October</td>
<td>December</td>
<td>January</td>
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<td>17:00</td>
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<td>Following Too Close</td>
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<td>2%</td>
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### 2013 Top 100 Vehicular Collision Ranking

**FI = Fatality/Injury  PD = Property Damage**

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<th>Location</th>
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<th>TCON</th>
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<th>Tot Col (5yr)</th>
<th>FI Observed (Avg/Yr)</th>
<th>FI Predicted (Avg/Yr)</th>
<th>FI Expected (Avg/Yr)</th>
<th>PD Observed (Avg/Yr)</th>
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<th>PD Expected (Avg/Yr)</th>
<th>Excess Social Costs (Avg/Yr)</th>
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## 2013 Top 20 Pedestrian Collision Ranking

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### 2012 Top 10 Vehicular Collision Locations and Countermeasures Program

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<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Municipality</th>
<th>Actual</th>
<th>Expected</th>
<th>Difference</th>
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</table>

1. **Ottawa Street at Homer Watson Boulevard, Kitchener**

Ottawa Street at Homer Watson Boulevard experienced 209 collisions in 5-years (2008 to 2012) including 54 turning movement collisions where 25 would be expected and 119 rear-end collisions where 50 were expected.

On February 2, 2011, Regional Council approved the installation of a roundabout at the intersection which is anticipated to be operational in the year 2016. Along with the roundabout installation, additional improvements to highway ramp terminals and a second roundabout at the Ottawa Street/Alpine Road intersection has also been approved for installation. It’s anticipated that these additional improvements will also occur in 2016.
2. **King Street at Fountain Street, Cambridge**

King Street at Fountain Street experienced 115 collisions in 5-years (2008 to 2012). Of the 115 collisions, 59 were turning-type collisions where 10 were expected and 28 were sideswipe collisions where 2 were expected.

In April 2012 Council passed a resolution in favor of the proposed solution which includes intersection improvements. The proposed design will reconfigure the intersection geometry and will incorporate two through lanes along Fountain Street to Shantz Hill Road. The proposed design removes the weaving action of motorists between King Street and Shantz Hill Road and as such is anticipated to reduce sideswipe collisions. Further design improvements include the addition of a southbound left-turn lane which removes left-turning motorists from the through lane. Staff anticipate that the addition of a southbound left-turn lane will reduce southbound rear-end collisions.

Construction is anticipated to start in spring 2016 and expected to be completed in spring 2017.

3. **King Street at University Avenue, Waterloo**

King Street at University Avenue experienced 130 collisions in 5-years (2008 to 2012). Of the 130 collisions, 58 were rear-end collisions where 33 were expected and 29 were turning-type collisions where 16 were expected. A detailed analysis shows that there are no clear patterns related to both rear-end and turning movement type collisions at the intersection. Staff is currently assessing the application of a Slurry Seal treatment as a countermeasure to address rear-end type collisions. Slurry seal is an asphalt treatment that provides a high degree of skid resistance. Should our assessment show positive results staff will certainly consider its application on the King Street/University Avenue approaches in an effort to reduce rear-end type collisions.

In June 2014 offset crosswalks and ladder markings were installed on all approaches to the King Street/University Avenue intersection. Ladder markings are anticipated to reduce overall collisions by 25% based on local studies.

4. **Franklin Boulevard at Can-Amera Parkway, Cambridge**

Franklin Boulevard at Can-Amera Parkway experienced 132 collisions in 5-years (2008 to 2012). Of the 132 collisions, 72 were rear-end collisions where 37 would be expected and 40 turning-type collisions where 18 would be expected. Of the 40 turning movement collisions 55% (22 collisions) involve a westbound left-turning motorist not yielding the right-of-way to an eastbound through motorists.
In June 2012, Regional Council passed a staff recommendation to implement a westbound dual left-turn from Can-Amera Parkway onto Franklin Avenue. The lane configuration required the traffic signals to operate the westbound left-turn movement fully-protected such that westbound left-turning motorists are only permitted to move during an exclusive westbound left-turn phase. The dual left-turn lane configuration and protected left-turn phase in the westbound direction was implemented on July 11, 2012. Since the installation of the dual left-turn lane and protected left-turn phase there have been no collisions where the motorist making a westbound left-turn was at fault compared to 31 collisions 5-years prior to the change.

In May 2012 Regional Council passed a resolution for road improvements on Franklin Boulevard from Pinebush Road to Myers Road. The improvements may include a roundabout at the Franklin Boulevard/Can-Amera Parkway intersection.

5. Victoria Street between Bruce Street and Edna Street

Victoria Street between Bruce Street and Edna Street experienced 84 collisions in 5-years (2008 to 2012). Of the 83 collisions, 40 were rear-end collisions where 11 were expected, and 24 were turning movement collisions where 6 were expected.

In March 2013, Regional Council approved a recommended design concept for Victoria Street between Edna Street and Bruce Street that includes temporarily installing a raised median until such time that the Ministry of Transportation completes the Highway 7 by-pass. It is anticipated that the temporary raised median island will be removed and or replaced with a 2-way centre left-turn lane should the new Highway 7 effectively reduce traffic volumes on Victoria Street. Currently, reconstruction of Victoria Street between Edna Street and Bruce Street is scheduled for the fall of 2015.

6. University Avenue East between Regina Street and Weber Street, Waterloo

University Avenue between Regina Street and Weber Street experienced 71 collisions in 5-years (2008 to 2012). Of the 71 collisions, 28 were rear-end collisions where 7 were expected and 36 were turning movement collisions where 3 were expected.

Detailed collisions analysis shows that of the 36 turning movement collisions, 15 collisions occurred at the east access to 65 University Avenue and 8 collisions occurred at the access to the Petro Canada gas station located in the southwest corner of the Weber Street/University Avenue intersection. The majority of collisions involved a motorist exiting and turning left.
The potential for a median island was assessed along this section of University Avenue. This section provides access to a number of apartment buildings on the north side of University Avenue and provides 5 accesses to commercial properties on the south side of University Avenue. The inclusion of a centre median would have a negative impact to both residences and commercial properties that front this section of University Avenue. Therefore, a potential time-of-day left-turn out restriction is being reviewed at the east access to 65 University Avenue. A time-of-day restriction at the east access to 65 University Avenue may reduce turning type collisions that occur when exiting through vehicular queues and will not restrict access to and from 65 University Avenue. An alternate access to and from the plaza is available approximately 73 metres west of the east access. A proposed time-of-day restriction will be subject to consultation with the owner of the plaza and passing of a By-law.

7. Courtland Avenue/Fairway Road at Manitou Drive, Kitchener

There were 94 collisions at the Courtland Avenue/Fairway Road at Manitou Drive intersection between 2008 and 2012. Of the 94 collisions, 65 were rear end type collisions, with 51% (33) occurring in the channelized right-turn lane from Manitou Drive to eastbound Fairway Road.

In 2011 staff reconstructed the right-turn channelized island from Manitou Drive onto Fairway Road. The new channel is known as a “smart channel” and is designed to reduce rear-end collisions. The “smart channel” was completed in November 2011 and from November 2011 to December 2013 there has been 4 rear-end collisions associated with turning right compared to 13 rear-end collisions 2 years prior. The “smart channel” is anticipated to reduce rear-end collisions by approximately 78% based on local studies.

8. Eagle Street between Hespeler Road and Industrial Road, Cambridge

There were 69 collisions on Eagle Street between Hespeler Road and Industrial Road in 5-years (2008 to 2012). Of the 69 collisions, 44 were turning-movement collisions. When these types of collisions occur on midblock road sections with commercial development they typically involve a vehicle entering or exiting area development. A cluster of these types of collisions are occurring at the accesses to 2445/2465/2475 Eagle Street and 2386/2396 Eagle Street.

As part of the Eagle Street, Hespeler Road to Concession Road/Speedsville Road Environmental Assessment, a revised median has been proposed to mitigate collisions in this vicinity. Rapid Transit staff is assessing Eagle Street as a future rapid transit route and as such the planned road widening of Eagle Street has been delayed until the assessment is complete.
9. Franklin Boulevard at Elgin Street/Saginaw Parkway, Cambridge

There were 120 collisions at the Franklin Boulevard/Saginaw Parkway/Elgin Street intersection in 5-years (2008 to 2012). Of the 120 collisions, 68 (57%) were rear-end collisions and 33 (28%) were turning movement type collisions. Of the 68 rear-end collisions, 69% (47) occurred in the north/south direction along Franklin Boulevard approaching the intersection. 43% (29) of the turning movement collisions also occurred in the north/south direction turning from Franklin Boulevard.

As shown in Appendix F, the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection continues to be a concern with pedestrian collisions; the intersection ranks #5 for pedestrian collisions.

Current countermeasures at the Franklin Boulevard at Saginaw Parkway/Elgin Street intersection include a southbound red light camera that was installed in October 2008. Also in October 2008, Regional staff installed pedestrian countdown signals to aid the crossing of pedestrians utilizing this intersection.

To address the high number of pedestrian collisions, ladder crosswalks have been installed on October 28, 2013 at this intersection.

The Transportation Capital Program includes the reconstruction of Franklin Boulevard from Pinebush Road to Myers Road. Proposed intersection improvements include the installation of a roundabout at the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection. In August 2013 Regional Council passed a motion to defer the decision on the recommended traffic control at the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection until one year after improvements are complete at adjacent intersections.

10. Homer Watson Boulevard at Manitou Drive/Doon Village Drive, Kitchener

The Homer Watson Boulevard/Manitou Drive/Doon Village Road intersection experienced 121 collisions between 2008 and 2012. Of the 121 collisions, 82 or 68% are noted as rear-end type collisions. Typically, rear-end collision types are the result of motorists travelling too close or being inattentive.
A detailed review of the rear-end collisions shows that majority of collisions (54 or 66%) are occurring on Homer Watson Boulevard approaching the intersection. Of the 54 rear-end collisions on Homer Watson Boulevard, 24 (44%) collisions occurred due to inattentive drivers. 22 collisions of the 54 collisions can also be attributed to poor road surface conditions. Currently, there are no countermeasures to address these types of collisions. However, Regional staff are currently undertaking an Environmental Assessment along Homer Watson Boulevard between New Dundee Road and Manitou Drive/Doon Village Drive. Through this process staff will be investigating the use of high friction asphalt to address rear-end collisions at the Homer Watson Boulevard/Manitou Drive/Doon Village Drive intersection.
2012 Top 10 Pedestrian Collision Locations and Countermeasures Program

<table>
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<tr>
<th>Rank</th>
<th>Location of Pedestrian Collisions</th>
<th>Municipality</th>
<th>5-year Collisions</th>
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<tbody>
<tr>
<td>1</td>
<td>King St at University Ave</td>
<td>Wat</td>
<td>11</td>
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<tr>
<td>2</td>
<td>Main St at Wellington St</td>
<td>Cam</td>
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<td>3</td>
<td>Bridgeport Rd at King St</td>
<td>Wat</td>
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<tr>
<td>4</td>
<td>Highland Rd at Westmount Rd</td>
<td>Kit</td>
<td>6</td>
</tr>
<tr>
<td>5</td>
<td>Franklin Blvd at Elgin St/Saginaw Pkwy</td>
<td>Cam</td>
<td>6</td>
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<tr>
<td>6</td>
<td>Ainslie St at Main St</td>
<td>Cam</td>
<td>5</td>
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<tr>
<td>7</td>
<td>University Ave at Phillip St (Driveway)</td>
<td>Wat</td>
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</tr>
<tr>
<td>8</td>
<td>Hespeler Rd at Avenue Rd/Jaffray St</td>
<td>Cam</td>
<td>5</td>
</tr>
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<td>9</td>
<td>Hespeler Rd at Munch Ave/Isherwood Ave</td>
<td>Cam</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>King St W Between Andrew and N to Signals (Central/KCI)</td>
<td>Kit</td>
<td>4</td>
</tr>
</tbody>
</table>

1. **King Street at University Avenue, Waterloo**

The King Street and University Avenue intersection experienced 11 pedestrian collisions between 2008 and 2012. Of the 11 pedestrian collisions, 1 collision occurred in each of the west and south crosswalks, 2 collisions occurred in the east crosswalk and 3 collisions occurred in the north crosswalk. The collision history also shows that 3 collisions occurred within the midblock section of the intersection (2 just north of the intersection and 1 just south of the intersection).

In order to address the high number of pedestrian collisions the following countermeasures were installed.

- Additional illumination was installed in January 2013;
- Pedestrian countdown signals (PCS) were installed in March 2013; and
- High-visibility offset ladder crosswalks were installed in June 2014
Based on Regional studies, ladder crosswalk markings can potentially reduce pedestrian collisions occurring at intersections by 70% and PCS have shown a 20% reduction in pedestrian collisions at signalized intersection. The impacts of offset crosswalks are not yet known, however staff are optimistic that this countermeasure will yield positive results.

Since the installation of the illumination and PCS’s there has been only 1 pedestrian collision compared to 2 collisions 1 year prior to the installation of the above countermeasures. Since installing the offset crosswalks in 2014, staff is not aware of any reported pedestrian collisions.

2. Main Street at Wellington Street, Cambridge

The collisions history (2008 to 2012) at the Main Street and Wellington Street intersection shows that there were 9 pedestrian collisions where 4 collisions occurred in the north crosswalk, 2 within the south crosswalk and 2 within the east crosswalk. It should be noted that 2 of the 9 pedestrian collisions occurred when the pedestrian attempted to cross the road without the right-of-way.

In January 2012, pedestrian countdown signals were installed at the Main Street and Wellington Street intersection. Based on Regional studies, PCS’s have shown a 20% reduction in pedestrian collisions at signalized intersections. However, since the installation of PCS’s there have been 3 collisions compared to 3 collisions two and half years prior to the installation of PCS’s.

In 2009 ladder crosswalks were also installed on all 4 approaches to the intersection in an effort to reduce pedestrian related collisions.

Staff is aware that the City of Cambridge is planning on reconstructing Wellington Street from Dickson Street to Main Street in 2015. As such we have discussed with City of Cambridge staff the inclusion of offset crosswalks at the Main Street/Wellington Street intersection. Staff will continue to work with City of Cambridge staff in hopes of having offset crosswalks installed at the intersection in 2015.

3. Bridgeport Road at King Street, Waterloo

The collision history shows that between 2008 and 2012 the Bridgeport Road and King Street intersection experienced 6 pedestrian collisions. Of the 6 collisions, 5 collisions involved a motorists turning left from Bridgeport Road and colliding with a pedestrian within the south crosswalk.
Further analysis shows that 3 of the 5 collisions in the south crosswalk occurred during low light conditions. Staff has recommended the installation of an additional streetlight on southwest corner of the intersection in order to light the south crosswalk. However, to date we are awaiting the installation of service through Waterloo North Hydro, which is anticipated to be installed near the end of October 2014. Subsequently, the recommended street light will be installed the second week of November 2014.

In an effort to minimize pedestrian collisions ladder crosswalk markings were installed on top of the existing brick crosswalks on May 16, 2013 as a temporary countermeasure to reduce pedestrian collisions. Staff has also recommended the removal of the existing inlaid brick crosswalks and to replace them with offset high-visibility ladder crosswalks as part of upcoming King Street reconstruction planned for 2016.

Since the installation of temporary ladder crosswalks, there has been 1 pedestrian collision.

4. Highland Road at Westmount Road, Kitchener

The Highland Road and Westmount Road intersection experienced 6 pedestrian collisions between 2008 and 2012. The following highlights the location of the collisions:

- 2 collisions occurred within the east crosswalk;
- 1 collision occurred within the north crosswalk;
- 1 collision occurred within the south channelized right-turn;
- 1 collision occurred north of the north crosswalk; and
- 1 collision occurred south of the south crosswalk.

The intersection of Highland Road and Westmount Road was a candidate for pedestrian countdown signals (PCS) in 2011. PCS’s were installed on February 10, 2012 as a countermeasure to reduce pedestrian collisions. Since the installation of PCS’s, there has been 1 pedestrian collision compared to 3 pedestrian collisions 2 years prior to the installation of PCS.

Ladder crosswalks were also installed on June 22, 2014 to help reduce pedestrian collisions occurring at the intersection.
5. Franklin Boulevard at Elgin Street/Saginaw Parkway, Cambridge

The 5-year collision history (2008 to 2012) shows that there have been 6 pedestrian related collisions at the Franklin Boulevard and Elgin Street/Saginaw Parkway intersection. The following is a breakdown of pedestrian collisions:

- 2 pedestrians were struck within the north crosswalk. The first collision involved a southbound motorist attempting a right-turn striking a pedestrian and the second collision involved a motorist attempting an eastbound left turn striking a pedestrian. Both pedestrians were crossing with the right-of-way;

- 1 pedestrian was struck within the east crosswalk where they were struck by a westbound right-turning motorist;

- 1 pedestrian was struck within the south crosswalk by a northbound motorist. The pedestrian in this case was crossing against the red signal and the northbound motorist had the right-of-way (green signal);

- 1 pedestrian was struck within the west crosswalk by a motorist attempting a northbound left-turn; and

- 1 collision occurred north of the intersection where the pedestrian was crossing without the assistance of the traffic control signals.

To address the high number of pedestrian collisions, ladder crosswalks were installed on October 28, 2013. Also in October 2008, Regional staff installed pedestrian countdown signals to aid the crossing of pedestrians utilizing the intersection. Since the installation of the ladder crosswalks in 2013, staff is not aware of any collisions involving pedestrians at the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection.

The Transportation Capital Program includes the reconstruction of Franklin Boulevard from Pinebush Road to Myers Road. Proposed intersection improvements include the installation of a roundabout at the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection. In August 2013 Regional Council passed a motion to defer the decision on the recommended traffic control at the Franklin Boulevard/Elgin Street/Saginaw Parkway intersection until one year after improvements are complete at adjacent intersections.
6. **Ainslie Street at Main Street, Cambridge**

The Ainslie Street and Main Street intersection experienced 5 pedestrian collisions between 2008 and 2012. Of the 5 collisions, 1 collision occurred in each of the east and west crosswalks and 3 collisions occurred in the south crosswalk (1 collision involved a vehicle traveling in the northbound direction and making a right-turn, 2 collisions occurred when a northbound vehicles struck the pedestrians while making a right-turn).

Currently, ladder crosswalks are installed on all crosswalks at the intersection and pedestrian countdown signals (PCS) were installed in March 2013 as a countermeasure to help reduce pedestrian collisions. Since the installation of PCS’s at the intersection, there has been 1 pedestrian collision as compared to 2 pedestrian collisions one year prior to the installation of PCS’s.

7. **University Avenue at Phillip Street (driveway), Waterloo**

During the previous 5-years (2008 to 2012), the intersection of University Avenue and Phillip Street experienced 5 pedestrian collisions. Of the 5 collisions, 3 collisions occurred in the east crosswalk and all 5 pedestrian related collisions occurred when the pedestrian had the right-of-way.

Ladder markings exist on all approaches to the intersection and pedestrian countdown signals (PCS) were installed in February 2012 as a countermeasure to help reduce pedestrian collisions. Staff is not aware of any collisions involving pedestrians since February 2012.

8. **Hespeler Road at Avenue Road/Jaffray Street, Cambridge**

The Hespeler Road and Avenue Road/Jaffray Street intersection experienced 5 pedestrian collisions from 2008 to 2012. Of the 5 collisions, 2 collisions occurred in the east crosswalk, 1 collision occurred in the south crosswalk and 1 collision occurred north of the north crosswalk when a pedestrian was crossing the road through stopped traffic.

The intersection of Hespeler Road and Avenue Road/Jaffray Street was a candidate for pedestrian countdown signals (PCS) in 2011. PCS’s were installed on January 9, 2012 as a countermeasure to help reduce pedestrian collisions. Since the installation of PCS at the intersection, there has been no pedestrian collision as compared to 1 pedestrian collision 2 years prior to the installation of PCS.

Ladder crosswalks were also installed at the intersection during the recent reconstruction of Hespeler Road rail overpass in October 2013.
9. Hespeler Road at Munch Avenue/Isherwood Avenue, Cambridge

A review of the collision history between 2008 and 2012 shows that the Hespeler Road and Munch Avenue/Isherwood Avenue intersection experienced 5 pedestrian collisions. An assessment of those collisions shows that 1 collision occurred in the east crosswalk and 4 collisions occurred in the north crosswalk. Further analysis shows that of the 4 collisions within the north crosswalk, 3 collisions occurred when a motorist attempted a right-turn, striking a pedestrian who had the right-of-way.

The intersection of Hespeler Road and Munch Avenue/Isherwood Avenue was a candidate for pedestrian countdown signals (PCS) in 2011. As such, PCS’s were installed on February 13, 2012 as a countermeasure to reduce pedestrian collisions. Since the installation of PCS’s, there has been 1 pedestrian collision compared to 2 pedestrian collisions 2 years prior to the installation of PCS’s.

Offset ladder crosswalks were also recommended at this location and requested to be included as part of the aBRT construction contract in 2014. It is anticipated that the ladder markings will be installed upon completion of the aBRT works.

It should be noted that the Hespeler Road and Munch Avenue/Isherwood Avenue intersection is also ranked #1 for locations within the Region for cycling related collisions.

10. King Street W between Andrew and North to Signals (Central/KCL), Kitchener

The midblock section of King Street between Andrew Avenue and the traffic control signals at the Central/KCL access experienced 4 pedestrian collisions between 2008 and 2012. Of the 4 collisions, 2 collisions occurred at #760 (Central Fresh Market) where the 2 pedestrians stepped out on the road without the right-of-way and 2 collisions occurred at the Tim Horton’s access.

Staff considered the installation of a pedestrian refuge island within this section of King Street, however, Rapid Transit staff advised that the ION is proposed to be centre-running and that a pedestrian refuge island cannot be accommodated.
## 2012 Top 10 Cyclist Collision Locations and Countermeasures Program

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location of Cyclist Collisions</th>
<th>Municipality</th>
<th>5-year Collisions</th>
</tr>
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<tbody>
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<td>1</td>
<td>Hespeler Rd at Munch Ave/Isherwood Ave</td>
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<td>Cedar St at King St (XRR15)</td>
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<td>Franklin St at Kingsway Dr</td>
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<td>Westmount Rd at Father David Bauer Dr/Westcourt Pl</td>
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<td>Queen St/Queen St at Courtland Ave/Courtland Ave</td>
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<tr>
<td>10</td>
<td>Westmount Rd at Greenbrook Dr</td>
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### 1. Hespeler Road at Munch Avenue/Isherwood Avenue, Cambridge

The Hespeler Road and Munch Avenue/Isherwood Avenue intersection experienced 7 cycling related collisions between 2008 and 2012. Of the 7 collisions, 5 collisions occurred in the east crosswalk where cyclists failed to dismount and were cycling against traffic (contra-flow) within the crosswalk.

As previously noted, offset crosswalks have been requested to be included as part of the aBRT construction contract in 2014 as a measure to reduce pedestrian related collisions. Although offset crosswalks are noted as a measure to reduce pedestrian collisions, staff observations show that offset crosswalks may have the potential to reduce cycling related collisions. Offset crosswalks appear to encourage cyclists to slow down to negotiate the offset crosswalk rather than having the easy ability to ride at full speed directly into a crosswalk that is perfectly aligned with the sidewalk.
2. Cedar Street at King Street, Kitchener

A review of the collision history, between 2008 and 2012, shows that the Cedar Street at King Street intersection experienced 5 collisions involving cyclists. The collision history shows that 3 cyclists travelling southbound were involved in collisions. Of the 3 collisions, 2 cyclists rear-ended vehicles stopped at the intersection and the third cyclist was sideswiped by a southbound right-turning vehicle. It is suspected that the southbound grade on King Street, speed of cyclists and lack of dedicated cycling facilities may be contributing to the southbound cyclist collisions. Staff will discuss these collisions with City of Kitchener staff as this section of King Street is under City jurisdiction. Two additional collisions occurred when a cyclist disobeyed the traffic light in the northbound direction and the eastbound direction through the crosswalk.

3. Weber Street at Franklin Street, Kitchener

The 5-year collision history (2008 to 2012) shows that the Weber Street at Franklin Street intersection experienced 5 collisions involving cyclists. The following is a breakdown of the 5 cycling related collisions:

- 1 collision occurred in the north crosswalk where a vehicle was turning left and collided with a cyclist who was riding the bicycle in the crosswalk;

- 1 collision occurred in the east crosswalk where a motorist was travelling in the westbound direction and hit a cyclist who was riding the bicycle in the crosswalk against the red;

- 1 collision occurred in the west crosswalk where a motorist was turning right and hit a cyclist within the crosswalk. The cyclist had a green light but was riding contra-flow within the crosswalk;

- 1 collision occurred west of the intersection where a cyclist rear-ended a motor vehicle. The motor vehicle and cyclist were both travelling in the eastbound direction; and

- 1 collision occurred within the intersection where a motor vehicle was making a left-turn and struck a cyclist. The motor vehicle was travelling in the northbound direction and the cyclist was travelling in the southbound direction with the right-of-way.

As a measure to reduce cycling related collisions at the Weber Street/Franklin Street intersection, staff will be assessing the merit of installing offset crosswalks on all approaches to the intersection.
4. **University Avenue at Seagram Drive /University of Waterloo Ring Road, Waterloo**

The University Avenue at Seagram Drive intersection experienced 5 cycling related collisions between 2008 and 2012. It should be noted that University Avenue at its intersection with Seagram Drive currently has on-street bike facilities on both sides of University Avenue. The following is a breakdown of the cycling related collisions:

- 1 collision occurred when a westbound motor vehicle was turning right on red and struck a cyclist entering the crosswalk;
- 1 collision occurred when a westbound motor vehicle was turning right and struck a cyclist entering the intersection from the reserved lane;
- 1 collision occurred when an eastbound motor vehicle was turning right and struck a cyclist who was utilizing the reserved bike lane entering the intersection;
- 1 collision occurred when a southbound motor vehicle making a left-turn struck a cyclist who was travelling through the intersection; and
- A cyclist who disobeyed the traffic signal control was riding within the crosswalk and was struck by a westbound motorist with the right-of-way.

Staff will further assess the potential of offset crosswalks to mitigate cycling collisions.

5. **Weber Street N between Columbia Street and Hickory Street, Waterloo**

The midblock section of Weber Street between Columbia Street and Hickory Street experienced 4 cyclist collisions between 2008 and 2012. Of the 4 cyclist collisions, 3 collisions occurred when a motor vehicle was exiting a private driveway and struck a cyclist riding on the sidewalk. In 3 of 4 instances, the cyclist was riding southbound on the eastside sidewalk against traffic (contra-flow).

A measure to address cycling collisions within this road section is the installation of a cycling facility. However, a review of the Regions 10 Year Capital Program does not include any road works within the next ten years. Should this section of Weber Street require future road works, cycling facilities will be considered for inclusion to mitigate cycling related collisions with private accesses.

Staff will consider developing warning signs for cyclists to discourage riding on sidewalks and will pilot these along this section of Weber Street to determine their effectiveness.
6. Lexington Road at Dearborn Place/Dearborn Boulevard, Waterloo

The 5-year collision history (2008 to 2012) shows that there were 4 cycling related collisions at the Lexington Road and Dearborn Place/Dearborn Boulevard intersection. Of the 4 collisions 3 collisions occurred within the east crosswalk. All 4 cycling related collisions involved a cyclist riding within the crosswalk.

According to the Motor Vehicle Accident Reports, 1 cyclist was struck when crossing against the red signal while 2 cyclists drove into a vehicle making a right-turn on red. As a means to reduce cycling related collisions staff will investigate the need for offset crosswalks. As this intersection falls under the jurisdiction of the City of Waterloo staff will also follow-up with City staff regarding the installation of offset crosswalks at the Lexington Road/Dearborn intersection.

7. Franklin Street at Kingsway Drive, Kitchener

A review of the collision history, between 2008 and 2012, at the Franklin Street and Kingsway Drive intersection shows that there were 4 cycling related collisions. Of the 4 collisions, 1 collision occurred within the east crosswalk when a motorist attempted a right-turn and struck the cyclist who disobeyed the control. The second collision occurred just north of the north crosswalk where a cyclist was traveling in the opposite direction of travel and collided with a motor vehicle. The third collision occurred within the south crosswalk where a motorist turning right on red struck a cyclist in the crosswalk and the fourth collision involved a motorist who first stopped for a red light, then proceeded during the red signal phase and struck a cyclist turning left from the side street.

The collision history does not indicate any unusual patterns related to cycling that can be mitigated. At this time there are no recommendations to address cycling related collisions.

8. Westmount Road at Father David Bauer Drive/Westcourt Place, Waterloo

The intersection of Westmount Road at Father David Bauer/Westcourt Place experienced 4 cycling related collisions between 2008 and 2012. Of the 4 collisions, 3 collisions occurred in the east crosswalk when a cyclist was struck by motorist making a right-turn during the red phase and 1 collision occurred north of the intersection where a bicycle rear-ended a motor vehicle.

Staff will be proceeding to investigate the inclusion of a “No Right-Turn On Red” restriction for motorists making the westbound right-turn from Father David Bauer Drive onto Westmount Road. A “No Right-Turn On Red” restriction is anticipated to mitigate the type of cycling collisions occurring at the intersection.
9. **Queen Street at Courtland Avenue, Kitchener**

The 5-year collision history (2008 to 2012) at the Queen Street and Courtland Avenue intersection shows 4 cycling related collisions. The following is a breakdown of collisions:

- 1 collision occurred in the north crosswalk when a southbound motorist was making a right-turn and struck a cyclist who was riding contra-flow within the crosswalk;

- 1 collision occurred in the west crosswalk when a cyclist who was riding southbound struck a stopped vehicle attempting to turn right; and

- 2 collisions occurred within the intersection where a motorist attempted a westbound left-turn and struck a cyclist who was traveling straight through the intersection from the opposite direction.

The collision history does not indicate any unusual patterns related to cycling that can be mitigated. At this time there are no recommendations to address cycling related collisions.

10. **Westmount Road at Greenbrook Drive, Kitchener**

A review of the collision history between 2008 and 2012 shows that there were 4 cyclists struck at the Westmount Road and Greenbrook Drive intersection. A breakdown of the collisions are as follows:

- 2 cyclists were struck within the north crosswalk. Of the 2 collisions, 1 collision occurred when a motorist was making a left-turn and 1 collision occurred when a motorist was making a right-turn on green and a cyclist entered the crosswalk on the red; and

- 2 collisions occurred in the east crosswalk where a motor vehicle was making a right-turn on red and struck a cyclist within the crosswalk.

Recently, June 2013, offset crosswalks were installed at the Westmount Road/Greenbrook Drive intersection. Pending the results of the offset crosswalks, staff may consider the inclusion of a westbound “No Right-Turn On Red” restriction.
## COUNCIL ENQUIRIES AND REQUESTS FOR INFORMATION
### PLANNING AND WORKS COMMITTEE

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<td>P&amp;W Committee</td>
<td>Staff to report back on Stop Sign installed at the intersection of Bridge St. (Regional Rd. 12) and Queen St. (Regional Rd. 12), Township of Wilmot</td>
<td>Transportation and Environmental Services</td>
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<td>12-Aug-14</td>
<td>T. Galloway</td>
<td>Staff report back on Big Music Fest held at McLennan Park</td>
<td>Transportation and Environmental Services</td>
<td>Early 2015</td>
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<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>
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