



Media Release: Friday, January 30, 2015 4:30 p.m.

Regional Municipality of Waterloo

Planning and Works Committee

Agenda

Tuesday, February 3, 2015

9:15 a.m.

Regional Council Chamber

150 Frederick Street, Kitchener, ON

1. Motion to Go Into Closed Session

That a closed meeting of Planning and Works and Administration and Finance Committees be held on Tuesday, February 3, 2015 at 9:00 a.m. in the Waterloo County Room, in accordance with Section 239 of the "Municipal Act, 2001", for the purposes of the following subject matters:

- a) advice that is solicitor-client privilege related to a proposal
- b) personal matters about identifiable individuals related to committee appointments
- c) proposed or pending acquisition of land in the City of Kitchener
- d) personal matters about identifiable individuals related to committee appointments
- e) personal matters about identifiable individuals related to committee appointments
- f) personal matters about identifiable individuals regarding financial matters
- g) personal matters about identifiable individuals related to committee appointments

- h) personal matters about identifiable individuals and education of councillors regarding a Public Health matter

2. Motion to Reconvene Into Open Session

3. Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

4. Delegations

5. Presentations

- a) Transportation and Environmental Services Departmental Overview Presentation - Thomas Schmidt (Transportation and Transit Services)

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.

6. Request to Remove Items From Consent Agenda

7. Motion To Approve Items Or Receive for Information

- a) [PDL-CLP-15-09](#), Monthly Report of Development Activity for December 2014 (Approval) 1

Regular Agenda Resumes

8. Reports – Planning, Development and Legislative Services

Community Planning

- a) [PDL-CLP-15-07](#), Balancing Environmental Protection and Transportation Considerations: The Laurel Creek Headwaters Environmentally Sensitive Landscape Case Study 6
- b) [PDL-LEG-15-08](#), Waterloo Spur Line Trail – Temporary Easement to Metrolinx 25

Reports – Transportation and Environmental Services**Rapid Transit**

- c) [PDL-LEG-15-13](#), Authorization to Expropriate Lands (2nd Report) 28
In the City of Kitchener Designated as Phase VI of Stage 1 of the Rapid Transit Project Relating to Property and Interests Located at Various Locations Along or Near the CN Railway Line Corridor, known as the Huron Park Spur, in the City of Kitchener, in the Regional Municipality of Waterloo

Transit Services

- d) [TES-TRS-15-02](#), Community Transportation Pilot Grant Program Proposal 37

Waste Management

- e) [TES-WMS-15-01](#), Waste Management Master Plan Implementation Update 42
- f) [TES-WMS-15-02](#), Woolwich Transfer Station – Response to Resolution from Township of Woolwich 49

Water Services

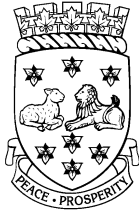
- e) [TES-WAS-15-05](#), 2014 Annual Water Quality Report for the Region of Waterloo Rural and Integrated Water Systems 57

9. Information/Correspondence

- a) Council Enquiries and Requests for [Information Tracking List](#) 61

10. Other Business**11. Next Meeting – February 24, 2015****12. Adjourn**

Next Meetings			
Date	Time	Description	Location
Planning and Works Committee			
February 24, 2015	9:00 A.M.	Planning and Works Committee	Council Chamber 2 nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario
March 24, 2015	9:00 A.M.	Planning and Works Committee	
Planning, Development and Legislative Services			
Thu., February 26, 2015	4:00 P.M. - 8:00 P.M.	Balancing Environmental Protection and Transportation Considerations in the Laurel Creek Headwaters environmentally Sensitive Landscape Public Open House	Waterloo Region Emergency Services Training and Research Complex (WRESTRC) 1001 Erb's Road Gate 3, Classroom 1/2 Waterloo, Ontario
Transportation and Environmental Services			
Thu., February 26, 2015	6:30 P.M. - 8:30 P.M.	Waterloo Spur Line Trail – Weber Street to Uptown Waterloo - Public Consultation Centre	Main Lobby 1 st Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario



Report: PDL-CPL-15-09

Region of Waterloo
Planning, Development and Legislative Services
Community Planning

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015

File Code: D18-01

Subject: Monthly Report of Development Activity for December 2014

Recommendation:

That the Region of Waterloo accept PDL-CPL-15-09, Monthly Report of Development Activity for December 2014, dated February 3, 2015.

Summary:

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

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

Report:

City of Cambridge

Plan of Subdivision Application 30T-14103

Date Accepted: November 28, 2014

Applicant: Intermarket CAM Limited

Location: 245 Riverbank Drive

Proposal: The plan proposes the development of an industrial business park including 11 business/industrial

Plan of Subdivision Application 30T-14103

blocks, 2 future development blocks, a sanitary pumping station and open space block.

Regional Processing Fee: Paid October 17, 2014

City of Kitchener**Registration of Draft Plan of Condominium 30CDM-13204**

Draft Approval Date: July 30, 2013

Phase: Stages 5 and 6

Applicant: Deerfield Homes Ltd.

Location: 1650, 1670, 1680, 1690 and 1720 Fischer-Hallman Road at Huron Road

Proposal: To permit the development of 8-4 plex residential condominium units and 36 stacked townhouse residential condominium units.

Regional Processing Fee: Not applicable

Commissioner's Release: December 8, 2014

City of Waterloo**Part Lot Control Exemption By-law 2014-129**

Applicant: Carey Homes

Location: Montpelier Drive

Proposal: To allow the creation of 2 semi-detached units.

Regional Processing Fee: Paid December 18, 2014

Commissioner's Approval: December 18, 2014

Plan of Condominium Application 30CDM-14411

Date Accepted: December 30, 2014

Applicant: 2341363 Ontario Inc.

Location: 313 to 315 Spruce Street

Proposal: To permit the development of a 6 storey residential condominium building containing 22 units and 3 amenity units.

Draft Approval of Plan of Condominium 30CDM-14401

Applicant: Spring Village Inc.
 Location: 261 Lester Street
 Proposal: To permit the conversion of an existing 5 storey apartment building containing 19 residential units from rental to condominium tenure. The building was and will continue to be marketed for student rental purposes.

Regional Processing Fee: Paid December 4, 2014
 Commissioner's Approval: December 9, 2014
 Came Into Effect: December 30, 2014

Draft Approval of Plan of Condominium 30CDM-14402

Applicant: Lester Village Inc.
 Location: 251 to 253 Lester Street
 Proposal: To permit the conversion of two existing 5 storey apartment buildings containing 52 residential apartment units from rental to condominium tenure. The building was and will continue to be marketed for student rental purposes.

Regional Processing Fee: Paid December 15, 2014
 Commissioner's Approval: December 30, 2014
 Comes Into Effect: January 20, 2015

Official Plan Amendment Number 11

Applicant: City of Waterloo
 Location: City Wide
 Proposal: The purpose of the amendment is two fold: 1) to make several housekeeping revisions to various parts of the Official Plan; and 2) to resolve Deferral Number 27 by reclassifying certain local roads within the Uptown West Neighbourhood.

Regional Processing Fee: Paid October 2, 2014
 Commissioner's Approval: December 11, 2014
 Came Into Effect: January 6, 2015

Township of Wilmot**Draft Approval of Plan of Condominium 30CDM-14601**

Applicant:	Will-O Homes
Location:	192 to 208 Beverly Street, Baden
Proposal:	To permit the development of 29 residential townhouse condominium units.
Regional Processing Fee:	Paid November 21, 2014
Commissioner's Approval:	December 2, 2014
Came Into Effect:	December 23, 2014

Township of Woolwich**Draft Approval of Plan of Condominium 30CDM-14701**

Applicant:	Menno Homes Inc. and Woolwich Community Services
Location:	
Proposal:	To permit the development of this vacant land plan of condominium for 24 residential apartment units. The common element area includes the driveway access and other utility services.
Regional Processing Fee:	Paid November 27, 2014
Commissioner's Approval:	December 9, 2014
Came Into Effect:	December 30, 2014

Residential Subdivision Activity January 1 to December 31, 2014

Area Municipality	Units in Residential Registered Plans	Residential Units Draft Approved	Pending Plans (Units Submitted)
*Kitchener	270	N/A	N/A
Waterloo	25	69	8
Cambridge	67	0	395
Woolwich	0	179	141
Wilmot	0	0	0
North Dumfries	0	0	439
Wellesley	0	0	22
Region of Waterloo	362	248	1005

*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:
1790767

Residential Subdivision Activity January 1, 2013 to December 31, 2013

Area Municipality	Units in Residential Registered Plans	Residential Units Draft Approved	Pending Plans (Units Submitted)
*Kitchener	1936	N/A	N/A
Waterloo	0	43	0
Cambridge	122	26	736
Woolwich	188	0	569
Wilmot	0	0	0
North Dumfries	0	0	0
Wellesley	54	0	0
Region of Waterloo	2300	69	1305

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, Development and Legislative Services



Report: PDL-CPL-15-07

Region of Waterloo

Planning, Development and Legislative Services

Community Planning

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015

File Code: D10-20

**Subject: Balancing Environmental Protection and Transportation
Considerations: The Laurel Creek Headwaters Environmentally
Sensitive Landscape Case Study**

Recommendation:

That the Regional Municipality direct staff to hold an open house to seek community input for the Laurel Creek Headwaters Environmentally Sensitive Landscape Case Study, as described in Report No. PDL-CPL-15-07, dated February 3, 2015.

Summary:

In May 2013, Regional Council endorsed an initiative to examine how best to balance transportation and environmental considerations in Environmentally Sensitive Landscapes (ESL). This study was originally recommended by the Laurel Creek Headwaters ESL Public Liaison Committee. Regional staff has subsequently initiated a case study focusing on the Laurel Creek Headwaters ESL.

ESLs are designations in the Regional Official Plan that contain concentrations of significant environmental features such as woodlands, wetlands, watercourses, small lakes, groundwater recharge areas and the habitat of endangered and threatened species as well as farms, aggregate operations and small settlements. The Laurel Creek Headwaters ESL is located within four Area Municipalities, the City of Waterloo and the Townships of Wellesley, Wilmot, and Woolwich (see Attachment A). This 2,043 hectare (5,048 acres) ESL was identified based on the concentration of Environmentally Sensitive Policy Areas (ESPAs) and Provincially Significant Wetlands comprising the

headwaters of Laurel Creek and adjoining headwaters areas of Martin and Bamberg Creeks.

Using Laurel Creek Headwaters as a case study, the current study seeks how best to balance transportation and environmental considerations in ESLs in general by:

- Protecting and enhancing the social value of the ESL;
- Protecting creeks, wetlands, and wildlife from the effects of increasing traffic and required road maintenance;
- Retaining or potentially enhancing the scenic rural character of roads;
- Assessing the impacts of recreational uses such as hiking, jogging, horseback riding, cycling, and skiing on roads and adjacent publicly accessible lands; and
- Identifying potential issues affecting the safety of road users.

The Laurel Creek Headwaters ESL case study is identifying issues and evaluating potential solutions in the following study components:

- Transportation - Reducing conflicts between road users (e.g. cars, trucks, pedestrians, cyclists, joggers, etc.) consistent with the Active Transportation Master Plan;
- Environmental - Reducing impacts on the natural environment, (e.g., sedimentation, pollutants from vehicles, snow clearing and road grading); and
- Wildlife - Identifying major wildlife crossings within the Wilmot Line - Kressler Road corridor and opportunities to reduce wildlife mortality at these locations (e.g., signage, eco-passages, reducing speed limits).

Regional staff anticipates the study would have broad applicability to road corridors in all four of the Region's ESLs. The Wilmot Line – Kressler Road corridor has a variety of characteristics found in all ESLs such as variable road profiles, different road surfacing, different types of watercourse crossings, proximity to significant natural features, and a range of transportation uses by residents.

A public open house is being recommended to inform residents and other stakeholders of the study and obtain feedback. The open house would be held on Thursday, February 26, 2015, from 4:00 pm to 8:00 pm at the Waterloo Region Emergency Services Training and Research Complex (WRESTRC), located at 1001 Erb's Road in Waterloo (Landfill Gate #3). Details of the public open house would be advertised in the newspaper and online. In addition, residents within the ESL would be sent an invitation to attend in the mail.

Information to be presented at the open house would include:

- Context: Study purpose, location of the ESL, transportation routes and significant natural features (e.g. woodlands, wetlands, creeks, lakes, hydrogeology);

- Transportation: Highlights of the transportation analysis (e.g. vehicle use, collision history, current daily traffic volumes, current traffic control measures) and potential mitigation measures to address user conflicts (e.g. designated parking areas, lighting, traffic calming and/or reduction measures);
- Natural Heritage: Information on natural features and functions (e.g. land cover, significant wildlife, aquatic resources, landscape constraints); and
- Wildlife Crossings: Mapping of wildlife crossing locations and potential mitigation measures to reduce wildlife collisions (e.g. signage, eco-passages, reduced speed limits).

Following the open house, Regional staff and the project team would consider public input and comments before preparing the study's draft report (spring 2015).

Subsequently, Regional staff would consult with Area Municipalities before preparing the final report (mid 2015). The results and recommendations would then be presented to Regional Council, Area Municipalities (as requested) and the public in the fall of 2015.

Report:

Environmentally Sensitive Landscapes (ESL) are areas designated in the Regional Official Plan that have concentrations of significant environmental features, such as woodlands, wetlands, rivers and creeks, small lakes, groundwater recharge areas and the habitat of endangered and threatened species. These are also working landscapes in which farms, small settlements, aggregate operations and transportation corridors co-exist with the diverse natural features

The Laurel Creek Headwaters ESL is located within four Area Municipalities, the City of Waterloo and the Townships of Wellesley, Wilmot, and Woolwich (see Attachment A). At 2,043 hectares (5,048 acres), the ESL was identified based on the concentration of Environmentally Sensitive Policy Areas (ESPAs) and Provincially Significant Wetlands in the headwaters of Laurel Creek and adjoining headwaters areas of Martin and Bamberg Creeks. It also contains three small kettle lakes: Bamberg Bog Lake, Paradise Lake and Sunfish Lake. The natural features sustain a rich array of Provincially and Regionally significant plants and animals.

The ESL was first identified through the Regional Growth Management Strategy in 2003. In May, 2006, Council approved Regional Official Policies Plan (ROPP) Amendment 22 which designated the ESL along with the Blair-Bechtel-Cruickston ESL in the western Cambridge-North Dumfries Township area. The designations were appealed and eventually upheld by the Ontario Municipal Board in September 2007. The creation of the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee was the central part of the settlement with a group of ESL landowners who had objected to the ESL designation in 2005-06. When Council

designated the Laurel Creek Headwaters and Blair-Bechtel-Cruickston ESLs in 2006, Regional Official Policies Plan Amendment 22 contained other policies calling for the Region and Area Municipalities to maintain the scenic qualities of roads within ESLs, and to conduct occasional field studies to determine whether the conditions underlying the designations are still valid (policies 4.6.21, 4.6.26).

This study was initially recommended by the Laurel Creek Headwaters ESL Public Liaison Committee. Committee members, most of whom reside within the ESL, had observed various environmental and traffic conditions associated with local roads. For example, watercourses were experiencing sedimentation downstream from road crossings, as earlier documented in the Laurel Creek Watershed Study (1993). In addition, committee members were concerned about the implications for cyclists, hikers, and local wildlife as traffic along the Wilmot Line – Kressler Road corridor has been incrementally increasing in recent years.

In 2012-13, the committee discussed how to bring its concerns to authorities who could address them. On behalf of the Committee, Vice Chair Dr. Dianne Ensing made presentations to the Councils of the Townships of Wellesley, Wilmot, Woolwich, City of Waterloo, and eventually to the Planning and Works Committee (April 30, 2013). On May 8, 2013, Council passed the following motion:

That the Regional Municipality of Waterloo direct staff to report back to Planning and Works Committee on a potential initiative with the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee.

Following Regional Council's direction, Regional staff worked with staff from the Townships of Wellesley, Wilmot and Woolwich, the City of Waterloo, and the Laurel Creek Headwaters ESL Public Liaison Committee to develop terms of reference and a work plan for the study. To help fund the study, Regional Council subsequently approved the following recommendation:

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

Although Provincial funding was not made available, funding for the study was secured from two Regional programs – the Community Environmental Fund and the approved 10-year Transportation Capital Program, as noted in Report P-13-055. In 2014, the project team selected a study consultant team led by Dougan & Associates, in accordance with the Region's Purchasing By-law. The total budget for this study is \$78,000 (plus applicable taxes).

This would be the first of the of ESL studies referenced in Regional official plan policies. Although no comparable study has been carried out of conditions in the Blair-Bechtel-Cruickston ESL the Region addressed some wildlife-related issues when it installed an eco-passage beneath Blair Road in 2010, and created turtle nesting beds between the south side of Roseville Road and Barrie's Lake in an effort to reduce the mortality of turtles during the spring breeding period. It is expected that the experience of those actions can help inform the current study.

Objectives of the Study

The objectives of this study are to balance transportation and environmental considerations in ESLs, using the Laurel Creek Headwaters ESL as a case study, by focusing on:

- Enhancing and protecting the social value of the ESL;
- Protecting creeks, wetlands, significant wildlife species characteristic of the landscape from the effects of increased traffic and required road maintenance;
- Retaining or potentially enhancing the scenic quality and rural character of roads in accordance with the Environmentally Sensitive Landscape policies in the Region's Official Plan;
- Assessing the impacts of recreational uses such as hiking, jogging, horseback riding, cycling, and skiing on roads and adjacent publicly accessible lands; and
- Identifying potential issues affecting the safety of road users.

The Laurel Creek Headwaters ESL case study is identifying issues and evaluating potential solutions in the following study components:

- Transportation - Focusing on identifying potential issues and recommending solutions to reduce conflicts between road users (e.g. cars, truck traffic, pedestrians, cyclists, joggers) along the Wilmot Line - Kressler Road corridor consistent with the Active Transportation Master Plan;
- Natural environment - Focusing on identifying potential issues and recommending solutions to reduce impacts on natural features, functions and species (e.g. sedimentation, pollutants caused by vehicles, snow clearing and road grading); and
- Wildlife - To identify and assess wildlife crossings on Wilmot Line in the vicinity of Monastery Creek and Laurel Creek, and opportunities to reduce wildlife mortality at these locations (e.g. signage, eco-passages, reduced speed limits).

Regional staff anticipates the study would have broad applicability to road corridors in all four of the Region's ESLs. The Wilmot Line – Kressler Road corridor has a variety of characteristics found in all ESLs such as variable road profiles, different road surfacing, different types of watercourse crossings, proximity to significant natural features, and a range of active transportation uses by residents.

The project team refined the scope of the study to focus on the eastern part of the ESL where impacts on wildlife and environmental features could be more significant as a result of traffic entering and exiting the City of Waterloo. As a result, an approximate study area was chosen (see Attachment A). This study area includes Wilmot Line and Kressler Road (Regional Road 16) in addition to the following Regional and Area Municipal roads that intersect with them: Erbsville Road (Regional Road 70), Weimar Line (Regional Road 14), Cedar Grove Road, Conservation Drive, Berlett's Road, Wideman Road, and Carmel-Koch Road.

The jurisdiction of Wilmot Line varies along its length, as some parts are owned by the Township of Wilmot and others by the City of Waterloo. However, maintenance of Wilmot Line is secured through an agreement between the Township and the City.

Proposed Next Steps and Work Plan

A public open house is being planned to inform residents and other stakeholders of the study and obtain feedback. It would take place on Thursday, February 26th from 4:00 pm to 8:00 pm at the Waterloo Region Emergency Services Training and Research Complex (WRESTRC), located at 1001 Erb's Road in Waterloo (Landfill Gate #3) (please see Attachment B). Details of the public open house would be advertised in the newspaper and online. Residents within the ESL would be sent an invitation to attend in the mail.

Information to be presented at the open house would include:

- Context: Study purpose, location of the ESL, transportation routes and significant natural features (e.g. woodlands, wetlands, creeks, lakes, hydrogeology);
- Transportation: Highlights of the transportation analysis (e.g. vehicle use, collision history, current daily traffic volumes, current traffic control measures) and potential mitigation measures to address user conflicts (e.g. designated parking areas, lighting, traffic calming/ reduction measures);
- Natural Heritage: Information on natural features and functions (e.g. land cover, significant wildlife, aquatic resources, landscape constraints); and
- Wildlife Crossings: Mapping of wildlife crossing locations and potential mitigation measures to reduce wildlife collisions (e.g. signage, eco-passages, reduced speed limits)

Following the open house, Regional staff and the project team are proposing the following work plan for the study:

- Review and consider public input and comments from the open house (spring 2015);
- Collect further information if required and prepare the study's draft final report (spring 2015);

- Consult with Area Municipalities on the study's results and recommendations (mid 2015);
- Prepare the study's final report (mid 2015); and
- Present results and recommendations to Regional Council, the City of Waterloo and the Townships of Wellesley, Wilmot and Woolwich and the public (fall 2015).

Area Municipal Consultation/Coordination

Staff from the Townships of Wellesley, Wilmot, and Woolwich and the City of Waterloo serve on the study project team, and would be attending the public open house and advising on the completion of the work.

Corporate Strategic Plan:

This study supports Focus Area 1.1 – Integrate environmental considerations into the Region's decision making and Focus Area 1.5 – Restore and preserve green space, agricultural land and sensitive environmental areas.

Financial Implications:

The total budget for this study is \$78,000 (plus applicable taxes) and is being funded by the Community Environmental Fund (as noted in Report P-13-055) and the approved 10-year Transportation Capital Program.

Other Department Consultations/Concurrence:

Staff from Transportation and Environmental Services is participating in the completion of this study.

Attachments:

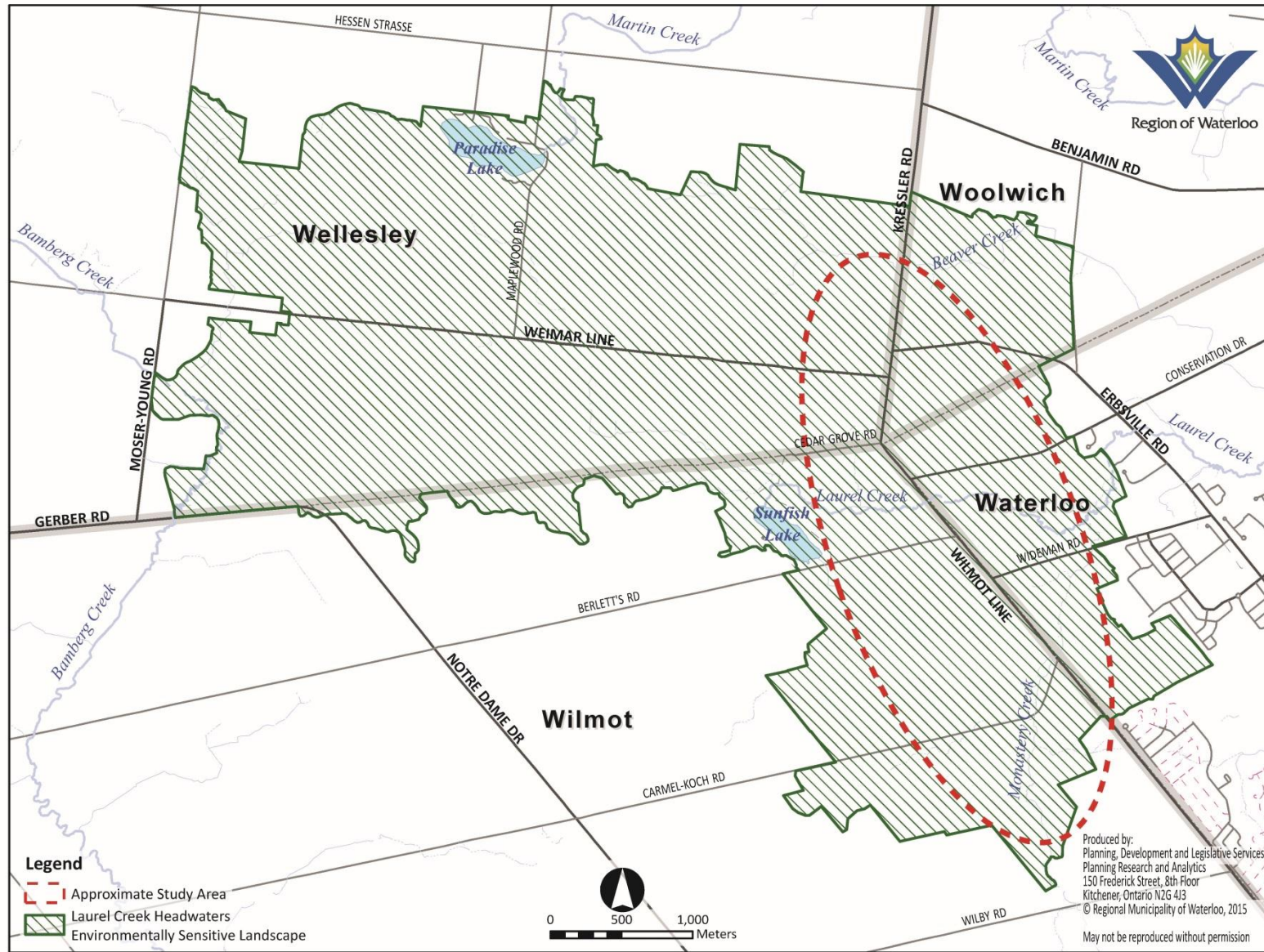
Attachment A - Location of Laurel Creek Headwaters Environmentally Sensitive Landscape and Study Area

Attachment B - Draft Public Open House Information Package

Prepared By: Tim Van Hinte, Principal Planner

Approved By: Rob Horne, Commissioner, Planning, Development, and Legislative Services

Attachment A - Location of Laurel Creek Headwaters Environmentally Sensitive Landscape and Study Area



Attachment B - Draft Public Open House Information Package

INFORMATION HANDOUT

Balancing Environmental Protection and Transportation Considerations in the Laurel Creek Headwaters Environmentally Sensitive Landscape (ESL)

Public Open House

February 26, 2015

**Waterloo Region Emergency Services Training
and Research Complex (WRESTRC)**

1001 Erb's Road, Waterloo (Landfill Gate 3)

4 p.m. – 8 p.m.

Introduction

The Region of Waterloo is undertaking a study with the goal of balancing environmental protection and transportation considerations in the Region's Environmentally Sensitive Landscapes (ESL), using the Laurel Creek Headwaters ESL as a case study. The study will consider protecting creeks, wetlands, forests and wildlife species in the ESL from the effects of increased traffic, road maintenance, and recreational uses.

Purpose of the Open House

The purpose of today's Public Open House is to provide you with information about the study and to give you the opportunity to discuss your questions with Regional staff and the project team.

In addition, you are encouraged to provide comments on the attached Comment Form. Please send this form to Regional staff no later than **March 13, 2015**.

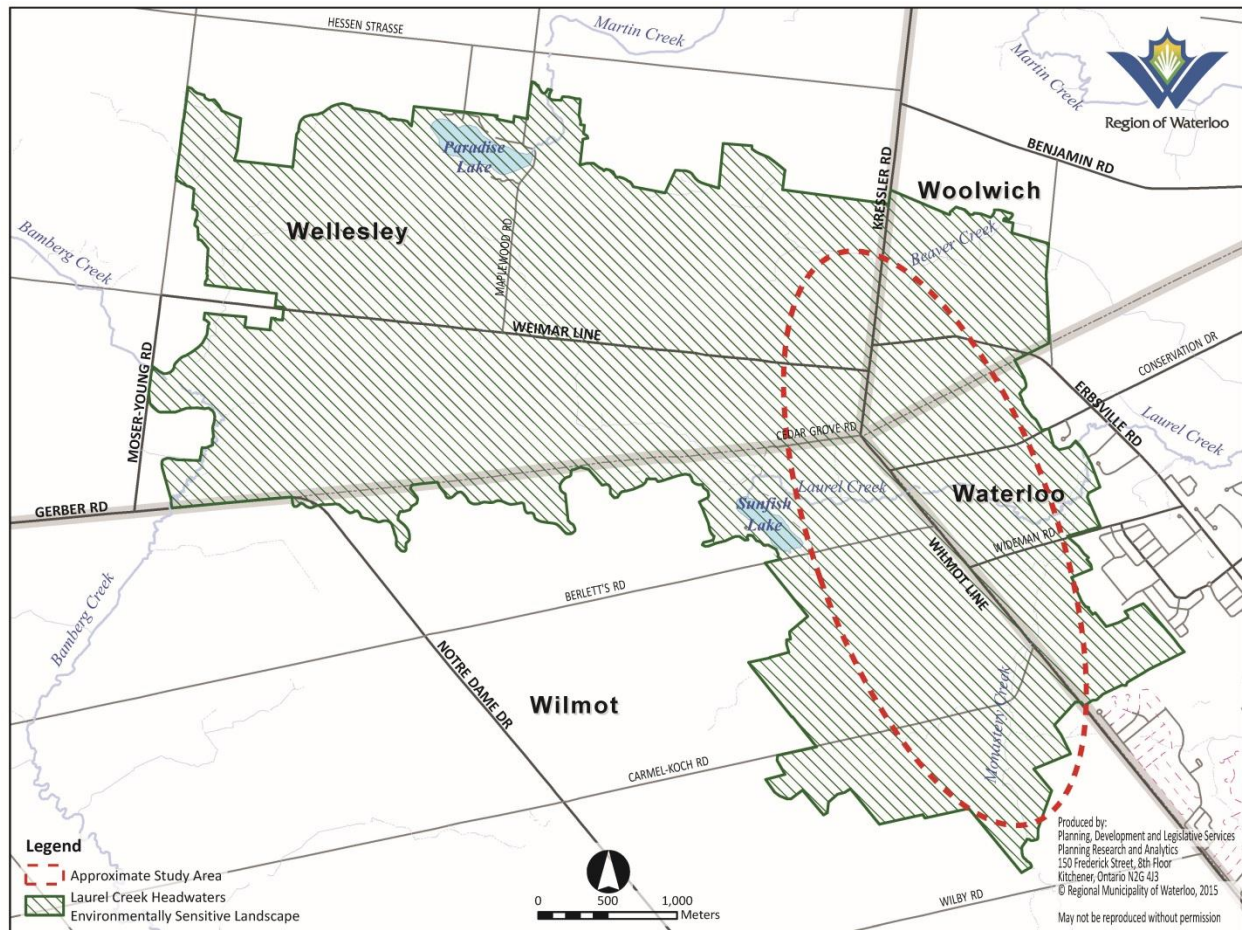
What is an Environmentally Sensitive Landscape (ESL)?

Environmentally Sensitive Landscapes are areas in Waterloo Region that have significant environmental features, such as wetlands, rivers and creeks, groundwater recharge areas and the habitat of endangered and threatened species. They also include farms, villages, small towns and outdoor recreation areas. ESLs are protected through policies in the Region's Official Plan.

Location of Laurel Creek Headwaters ESL and Study Area

The Laurel Creek Headwaters ESL is located in the northwest part of Waterloo Region, immediately to the west of the City of Waterloo's urban area boundary (see Figure 1). The ESL includes several important ecological features such as woodlands, wetlands, coldwater fisheries, and habitat for Provincially and Regionally significant plants and animals.

At 2,043 hectares (5,048 acres), the Laurel Creek Headwaters is a rolling landscape that includes three small lakes: Bamberg Bog Lake, Paradise Lake and Sunfish Lake. Most of the landscape is drained by Laurel Creek and its tributaries, Beaver Creek and Monastery Creek.

Figure 1 - Location of Laurel Creek Headwaters ESL and Study Area

What is the purpose of the study?

The objectives of this study are to balance transportation and environmental considerations in the Region's ESLs, and in particular the Laurel Creek Headwaters ESL, by focusing on:

- Enhancing and protecting the social value of the ESL;
- Protecting creeks, wetlands, threatened or endangered species, as well as other wildlife species characteristic of the landscape, from the effects of increased traffic and required road maintenance;
- Retaining or potentially enhancing the scenic quality and rural character of roads in accordance with the ESL policies in the Region's Official Plan;

- Assessing the impacts of recreational uses such as hiking, jogging, horseback riding, cycling, and skiing on roads and adjacent publicly accessible lands; and
- Identifying potential issues affecting the safety of road users.

The Laurel Creek Headwaters ESL case study will include the following key components:

- **Transportation:** To identify potential issues and recommend solutions to reduce conflicts between vehicles and other users on Wilmot Line and Kressler Road. This study is, however, not meant to replace any required Environmental Impact Statement for a road surface upgrade to Wilmot Line;
- **Environmental:** To identify potential issues and recommend solutions to reduce impacts on natural features, functions and species caused by vehicles, snow clearing and road grading; and
- **Wildlife:** To review wildlife crossings on Wilmot Line in the vicinity of Monastery Creek and Laurel Creek, and suggest ways to provide wildlife with a safe means to cross the road in these locations.

Next Steps and Work Plan

1. Regional staff and the project team will review and consider public comments from the open house.
2. The study's draft report will be prepared.
3. Regional staff will consult with Area Municipalities on the study's results and recommendations.
4. The study's final report will be prepared.
5. Study results and recommendations will be presented to Regional Council, Area Municipalities (as requested) and the public.

Additional Information:

For additional information about the study or to learn more about ESLs in general, please visit the Region website at:

www.regionofwaterloo.ca/esl

Contact:

Tim Van Hinte, Principal Planner
Region of Waterloo
Phone: 519-575-4500 ext. 3649
tvanhinte@regionofwaterloo.ca

Todd Fell, Project Manager
Dougan & Associates
Phone: 519-822-1609 ext. 23
tfell@dougan.ca

COMMENT FORM

Please complete and hand in this sheet so that your views on the ESL case study can be considered. If you cannot complete your comments today, please take this home and mail, fax or email your comments by **March 13, 2015** to:

Tim Van Hinte, Principal Planner (Environmental)
Region of Waterloo
150 Frederick St., 8th Floor, Kitchener, ON N2G 4J3
Fax: 519-575-4449
tvanhinte@regionofwaterloo.ca

What environmental impacts do you see being potentially caused by road use?

What solutions do you feel could best balance transportation and environmental considerations in the ESL?

Thank You For Your Input!



LAUREL CREEK HEADWATERS

Environmentally Sensitive Landscape 1

Municipality:	City of Waterloo, Townships of Wellesley, Wilmot, and Woolwich
General Location:	Northwest corner of Waterloo, southeast corner of Wellesley Township, northeast corner of Wilmot Township, southwest corner of Woolwich Township
Ownership:	Private/Some Public
Size:	2, 043 hectares (5, 048 acres)
Physiographic Region:	Waterloo Moraine
Eco-region:	Wilmot
Soils:	Sands, fine sands, and gravels occur with deep organic soils

General Description

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

Rolling topography and extensive wetlands make much of the area unsuitable to agriculture, and thus a significant proportion of the landscape has been left in its natural state. The natural areas within this landscape consist of a mix of upland and lowland forest. Upland forests are dominated primarily by Sugar Maple and Beech. Associated with this are some long-established Hemlock stands. Most of the wetlands are Provincially Significant, and typically consist of fine cedar swamps. Other swamp communities associated with the creek systems consist of high quality Tamarack swamp, Hemlock-Cedar-Balsam Fir-Yellow Birch wetland forest, and Silver Maple swamp. There are also small areas of marsh and open wet meadows. The area has been observed to sustain many significant species of plants and animals, and has a notable diversity of ferns.

ESL Criteria Fulfilled (based on Proposed ROPP Policy 4.6.2)

To qualify for designation as an Environmentally Sensitive Landscape, an area must

A. fulfill all of the following:

i. A geographically and ecologically definable landscape

The landscape contains the headwaters of Laurel Creek as well as some abutting headwaters areas of Martin and Bamberg Creeks within the northern extent of the Waterloo Moraine. The upland woodlands are predominantly maple-beech woodlands, while the wetlands are for the most part cedar or mixed swamps along watercourses or in small depressions within the moraine. Native species of plants and animals recur in many of the natural areas indicating that these are part of a larger regional population.

ii. Contain natural features that are contiguous, linked or sufficiently close to allow for movement of flora or fauna through the area

Laurel Creek and its upper tributaries link most of the natural features together. Natural areas in the adjoining watersheds are close enough to these areas to permit many species to move from one to another.

iii. Not be bisected by major highways

The area is traversed only by two-lane Regional and local roads.

iv. Located primarily outside areas designated for fully serviced urban development by Area Municipalities and established Settlement Areas

The ESL lies within the Protected Countryside designated in the Regional Official Plan. Its eastern limits coincide with the western extent of lands designated for residential development in the City of Waterloo Official Plan. It contains the Sunfish Lake and Paradise Lake settlements and some of the easternmost parts of Bamberg.

and

B. contain any two of the following designated natural features:

ii. Environmentally Sensitive Policy Area

The landscape contains the following Environmentally Sensitive Policy Areas:

7. Bamberg Swamp and Bog Lake
8. Paradise Lake
10. Sunfish Lake
17. Schaefer's Woods
19. Forested Hills
75. Optimist Swamp and Forest
76. Schneider Woods

iii. Provincially Significant Wetland

The landscape contains the following Provincially Significant Wetland:

- Sunfish Lake-Laurel Creek Provincially Significant Wetland Complex.

iv. Regionally Significant Earth Science Area of Natural and Scientific Interest

Sunfish Lake has been identified by the Province as a regionally significant earth science site.

vii. Significant Woodland

The area contains large woodlands which will likely fulfill the criteria for significant woodlands.

and

C. contain any two of the following associated natural features:**i. rivers, major stream valleys, floodplains and associated hazard lands**

The landscape contains the headwater reaches of Laurel Creek and two of its major tributaries, Beaver and Monastery Creeks.

ii. woodlands greater than four hectares in extent

There are a number of woodlands outside the ESPA's in the landscape.

iii. forest interior habitat

Some of the ESPA's are sufficiently large to afford forest interior habitat.

v. significant landforms such as moraines, kettle lakes, kames, eskers, and drumlins

This landscape contains three kettle lakes in its characteristic moraine topography.

vi. Significant Wildlife Habitat identified by the Ministry of Natural Resources

The Ministry of Natural Resources has identified a Provincially rare species within the landscape. The cedar swamps also provide winter habitat for a sizeable deer population.

and

D. sustain any two of the following environmental functions:**i. significant groundwater storage, recharge, or discharge**

The Waterloo Moraine is a very significant recharge area. In addition, it supplies shallow groundwater discharge to the wetlands and some of the creeks within the landscape.

ii. sustains a fishery resource

The upper Laurel Creek system is known to be a coldwater fishery with a resident Brook Trout population.

iii. provides diverse natural habitats

The varied topography and drainage regimes of the landscape sustain a variety of ecological communities. These include both shallow and deep (meromictic) lakes, stream corridors, conifer and hardwood swamps, and open wetlands. The higher elevation areas support upland woodlands typical of the Great Lakes – St. Lawrence forest zone. The diverse habitats sustain a wide array of native flora and fauna. The rich variety of ferns and breeding birds is especially noteworthy.

iv. provides habitat for provincially or Provincially significant species

The following Regionally Significant species have been observed within the landscape:

Plants

Asclepias tuberosa	Butterfly Milkweed
Botrychium dissectum	Cut-leaved Grape Fern
Botrychium dissectum	Cut-leaved Grape Fern
Botrychium matricariifolium	Daisy-leaved Grape Fern
Botrychium multifidum	Leathery Grape-Fern
Botrychium oneidense	Oneida Grape Fern
Botrychium rugulosum	Ternate Grape Fern
Botrychium simplex	Dwarf Grape Fern
Carex lasiocarpa	Hairy-fruited sedge
Carex scabrata	Rough Sedge
Corallorhiza striata	Striped Coral-root
Corallorhiza trifida	Early Coral-root
Cypripedium acaule	Moccasin-flower
Dalibarda repens	Dewdrop
Dennstaedtia punctilobula	Eastern Hay-scented Fern
Diplazium pycnocarpon	Narrow-leaved Glade Fern
Eleocharis intermedia	Intermediate Spike-rush
Elymus trachycaulus	Slender Wheat Grass
Galium tinctorium	Stiff Marsh Bedstraw
Gaylussacia baccata	Black Huckleberry
Lonicera oblongifolia	Swamp Fly-honeysuckle

<i>Lycopodium annotinum</i>	Stiff Clubmoss
<i>Lycopodium clavatum</i>	Running Clubmoss
<i>Lycopodium dendroideum</i>	Round-branched Ground-pine
<i>Monarda didyma</i>	Oswego Tea
<i>Ophioglossum pusillum</i>	Northern Adder's-tongue Fern
<i>Osmunda claytoniana</i>	Interrupted Fern
<i>Panax quinquefolius</i>	American Ginseng
<i>Phegopteris connectilis</i>	Northern Beech Fern
<i>Picea mariana</i>	Black Spruce
<i>Polypodium virginianum</i>	Rock Polypody
<i>Polystichum braunii</i>	Braun's Holly Fern
<i>Potamogeton epihydrus</i>	Ribbon-leaf Pondweed
<i>Ranunculus fascicularis</i>	Early Buttercup
<i>Ranunculus aquatilis</i>	Eastern White Water-crowfoot
<i>Scirpus acutus</i>	Hard-stemmed Bulrush
<i>Viburnum lantanoises</i>	Hobblebush
<i>Viola renifolia</i>	Kidney-leaved Violet
<i>Viola selkirkii</i>	Great-spurred Violet

Breeding Birds

<i>Accipiter cooperii</i>	Cooper's Hawk
<i>Accipiter striatus</i>	Sharp Shinned Hawk
<i>Ardea herodias</i>	Great Blue Heron
<i>Buteo lineatus</i>	Red-shouldered Hawk
<i>Dendrioca cerulean</i>	Cerulean Warbler
<i>Dendroica discolor</i>	Prairie Warbler
<i>Dendrioca pensylvanica</i>	Chestnut-sided Warbler
<i>Dendrioca virens</i>	Black-throated Green Warbler
<i>Melanerpes erythrocephalus</i>	Red-Headed Woodpecker
<i>Oporornis philadelphia</i>	Mourning Warbler
<i>Pipilo erythrophthalmus</i>	Rufous-sided Towhee
<i>Regulus satrapa</i>	Golden-crowned Kinglet
<i>Seiurus noveboracensis</i>	Northern Waterthrush
<i>Sitta canadensis</i>	Red-breasted Nuthatch
<i>Strix varia</i>	Barred Owl

Troglodytes troglodytes	Winter Wren
Vermivora chrysoptera	Golden-winged Warbler
Vermivora pinus	Blue-winged Warbler
Vermivora ruficapilla	Nashville Warbler
Wilsonia canadensis	Canada Warbler
Wilsonia citrina	Hooded Warbler
Zonotrichia albicollis	White Throated Sparrow

Amphibians

Rana palustris	Pickerel Frog
----------------	---------------

Insects

Pieris napi	Mustard White Butterfly
-------------	-------------------------

Mammals

Parascalops breweri	Hairy-tailed Mole
---------------------	-------------------

v. serves as a natural corridor or provides linkage functions.

The stream corridors and associated wetlands and woodlands that cross the landscape permit the movement of native flora and fauna over considerable distances, and serve as ecological linkages among the upper Laurel, Bamberg Creek /Nith River, and martin Creek watersheds.

Revised: August 10, 2012

Printed on: January 30, 2015



Report: PDL-LEG-15-08

Region of Waterloo

Planning Development and Legislative Services

Legal Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015

File Code: L07-50

Subject: Waterloo Spur Line Trail –Temporary Easement to Metrolinx

Recommendation:

That the Regional Municipality of Waterloo grant to Metrolinx, for nominal consideration, a non-exclusive temporary easement, for a period of 15 years, over a 1 kilometre part of the Waterloo Spur Line Trail described as Part Lot 457, Registered Plan 385, Part Lots 1 and 8, Registered Plan 373, Lot 30, MCP of Lot 15, G.C.T. and Part Lot 457 Registered Plan 385 in the City of Kitchener, and Part Lot 14, MCP of Lot 15, G.C.T. in the City of Waterloo, and to be further described by a reference plan of survey to the satisfaction of the Commissioner of Transportation and Environmental Services and the Regional Solicitor, for purposes of access for persons and vehicles to maintain the Waterloo Spur Line Trail on terms and conditions satisfactory to the Regional Solicitor.

Report:

On September 17, 2014 Regional Council approved the Waterloo Spur Line Trail Project described in Report P-14-082. The Waterloo Spur Line Trail will connect pedestrians and cyclists to the Kitchener GO Train Station and the future King-Victoria Transit Hub. Pursuant to Regional Council direction, staff have negotiated a funding agreement with Metrolinx for cost-sharing of one-third of the costs of construction of the multi-use trail and related improvements up to a total Metrolinx contribution of \$1,200,000. The Region will be responsible for the design, construction and installation of the trail, for obtaining all requisite approvals for the project and the remaining costs of construction of the trail.

As a condition of funding Metrolinx requires that the Region commit to the operation,

maintenance and repair of the trail and provide Metrolinx with a non-exclusive temporary easement over a 1 kilometre length of the trail for access for vehicles, persons and equipment to operate, maintain and repair the trail in the event it becomes necessary for Metrolinx to do so. This easement would practically only be exercised in the event the Region did not maintain the trail. It is proposed that the temporary easement be over that part of the trail between a point just west of Roger Street in Waterloo to Weber Street near Louisa Street in Kitchener which will enable connections to the multi-use trail and on-road facilities to access the Kitchener GO Train Station and the future King-Victoria Transit Hub.

The proposed easement is temporary for a period less than 21 years and therefore a surplus property circulation and designation are not required. The non-exclusive easement recognizes the existing rights to use the Waterloo Spur Line for railway uses, utilities, public services and other uses already authorized by Spur Line Access Agreements. The Region will continue to have ownership and control over the Spur Line to manage the various uses and existing infrastructure.

Region staff continue to negotiate agreements with the Cities of Waterloo and Kitchener for the assumption of the long-term maintenance and repair obligations for the trail after construction

The tender for construction of the trail and storm drainage improvements is scheduled to be made available to bidders on March 3, 2015. Construction will start in May 2015 and is expected to be completed by the end of October, 2015.

Corporate Strategic Plan:

The Waterloo Spur Line Trail supports the Region's Strategic Focus Area 2 (Growth Management and Prosperity), that relates to developing, optimizing and maintaining infrastructure to meet current and projected needs. Strategic Focus Area 3 (Sustainable Transportation) is also supported by this project. This focus area relates to developing, promoting and integrating active forms of transportation (cycling and walking).

Financial Implications:

The total estimated cost of the project is \$4.75 million. As described in Report P-14-082, the maximum contribution from Metrolinx in the proposed Funding Agreement is \$1.2 million.

Other Department Consultations/Concurrence:

Transportation and Environmental Services staff were consulted in the writing of this report and concur with its recommendations.

Attachments

Nil.

Prepared By: Fiona McCrea, Solicitor, Property

Approved By: Richard Brookes, Acting Regional Solicitor, Director of Legal Services



Report: PDL-LEG-15-13

Region of Waterloo

Planning Development and Legislative Services

Legal Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015 **File Code:** L07-90

Subject: Authorization to Expropriate Lands (2nd Report) In The City Of Kitchener Designated As Phase VI of Stage 1 of the Rapid Transit Project Relating To Property And Interests Located At Various Locations Along or Near the CN Railway Line Corridor known as the Huron Park Spur, in the City of Kitchener, in the Regional Municipality of Waterloo

Recommendation:

That The Regional Municipality of Waterloo approve the expropriation of lands for the construction of part of Phase VI of Stage 1 of the Rapid Transit Project comprised of property and interests located at various locations along the Light Rail Transit alignment in the City of Kitchener, in the Regional Municipality of Waterloo as detailed in Report PDL-LEG-15-13 dated February 3, 2015 and more specifically listed below:

Fee Simple Partial Takings:

1. Part Lot 8, Plan 870, being Part 7, 58R18182, Part of PIN 22599-0041(R), City of Kitchener, Regional Municipality of Waterloo (Part of 2 Hoffman St., Kitchener, Ontario N2M 3M4);
2. Part Lot 9, Plan 870, being Parts 2, 3 and 4, 58R18182, Part of PIN 22599-0043 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 8 Hoffman St., Kitchener, Ontario N2M 3M4);
3. Part Lots 9 and 10, Plan 870, being Part 1, 58R18182, Part of PIN 22599-0046 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 14 Hoffman St., Kitchener, Ontario N2M 3M4);

4. Part Lot 18, M.C.P. 791, being Parts 5 and 6, 58R18182, Part of PIN 22599-0078 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 130 Imperial Drive, Kitchener, Ontario N2M 1C4);
5. Part Lots 17 and 18, M.C.P. 791, being Parts 2, 3 and 4, 58R18185, Part of PIN 22599-0070 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 116 Hanson Avenue, Kitchener, Ontario N2C 2E2);
6. Part Lot 17, M.C.P. 791, being Part 6, 58R18185, Part of PIN 22599-0065 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 177 Hayward Avenue, Kitchener, Ontario N2C 2E5);
7. Part Lot 18, M.C.P. 791, being Part 1, 58R18185, Part of PIN 22599-0075 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 41 Ardelt Avenue, Kitchener, ON N2C 2C8);

And that staff be instructed to register a Plan of Expropriation with respect to the said properties, or such lesser portions or interests of any of the said properties as may be determined through the design process, within three months of the granting of approval to expropriate said properties, in accordance with the "Expropriations Act" (Ontario) (the "Act");

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession with respect to the said properties after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the Expropriations Act;

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of applicable properties in the amount of the market value of the interests in such lands as estimated by the Region's appraiser in accordance with the Act;

And that all above-referenced lands situated adjacent to an existing Regional public highway shall be acquired for road widening purposes and shall be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the Municipal Act, 2001, S. O. 2001, c.25;

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete the transaction or if determined by the Commissioner of Transportation and Environmental

Services that such lands, or any part thereof, are not required for the subject Project.

Summary:

Nil

Report:

A. Project Authorizations

On June 15, 2011 Regional Council approved light rail transit (“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 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.

Three proponents (the “Shortlisted Proponents”) were short listed through a competitive Request for Qualifications process issued in late 2012 to bid on the Design/Build/Finance/Operate/Maintain concession (the “DBFOM Concession”) that has been approved for the delivery of the LRT component of Stage 1. The Shortlisted Proponents submitted bids as part of the Region’s Request for Proposals (“RFP”) in connection with the DBFOM Concession in late 2013. 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 has now commenced construction of LRT and associated works.

The Region completed a separate procurement for the construction of aBRT. Construction of aBRT and associated works has also commenced.

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 with the exception of lands owned by the City of Kitchener and the University of Waterloo which are the subject of ongoing negotiation.

The Region has also completed expropriation of Phase 5 of the land acquisition/expropriation process for Rapid Transit. Possession of the expropriated Phase 5 lands is targeted for the spring of 2015.

C. Phase 6 LRT Properties

The land requirements identified in this Report have been designated as Phase 6 ("Phase 6") of the land acquisition/expropriation process for the Rapid Transit Project.

The commencement of the expropriation process for the properties that are the subject of this Report was approved by Regional Council on August 20, 2014 pursuant to Report CR-RS-14-054. The appropriate forms were served to initiate formal proceedings under the Act for these properties. All of the affected property owners were previously contacted by Legal Services staff and informed of the project, as well as, the Region's intention to commence the expropriation process and the Region's Expropriation Information Sheet was provided to each of them. The Region did not receive any Notices for a Hearing of Necessity for properties that are the subject matter of this Report and, therefore, no Hearings of Necessity were held.

Legal Services staff contacted all property owners that are affected by this Report and informed them of the Region's intention to continue with the expropriation process including this Report PDL-LEG-15-13 in order to ensure that the construction timeline is maintained. Legal Services staff will continue to correspond with all property owners affected by LRT in order to reach a negotiated settlement with as many as possible.

The next step in the expropriation process for the above-listed properties is for Council to approve the expropriation of the property interests identified above. This approval will ultimately be endorsed upon a certificate of approval on one or more Plans of Expropriation (the "Plans") for those properties not acquired under agreement. The Plans must then be registered within three months of Regional Council's approval. Ownership of affected properties vests with the Region upon the registration of the Plans. Notices of Expropriation are then served upon all registered owners, including tenants as shown on the assessment roll.

Once ownership by the Region is secured through the registration of the Plans, it is possible to service Notices of Possession upon affected parties. The date for possession can be no sooner than three months following the date of service of the Notices of Possession. The Notices of Expropriation and Notices of Possession may be served at the same time. In order to meet the construction time line, possession of all the lands that are the subject of this Report will be secured by the summer of 2015. Accordingly, Legal Services staff will be proceeding expeditiously to register the Plans and serve the Notices of Expropriation and Notices of Possession following approval by Regional Council.

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

It is to be noted that the expropriation of land is on an "as is" basis and upon the registration of the Plans, the Region assumes responsibility for the lands.

The subject lands are shown on the maps attached as Appendix "A" hereto. Regional staff has conducted recent corporate profile searches of affected corporate fee simple property owners, as applicable, the results of which are included in Appendix "B" hereto. It is to be noted that Appendix "B" does not 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 ION Rapid Transit project, incorporating both Light Rail Transit and adapted Bus Rapid Transit, at an estimated capital cost of \$818 million. The capital cost was confirmed in May 2014 when the Design-Build-Finance-Operate-Maintain (DBFOM) contract was awarded by Council. Capital financing is provided by the federal government (\$265 million), the Province of Ontario (\$300 million) and the Region (\$253 million). The RT project and Grand River Transit service improvements are funded through annual property tax increases in the three cities until 2019.

Land acquisition is being carried out by the Region outside of the DBFOM contract. 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" – Maps

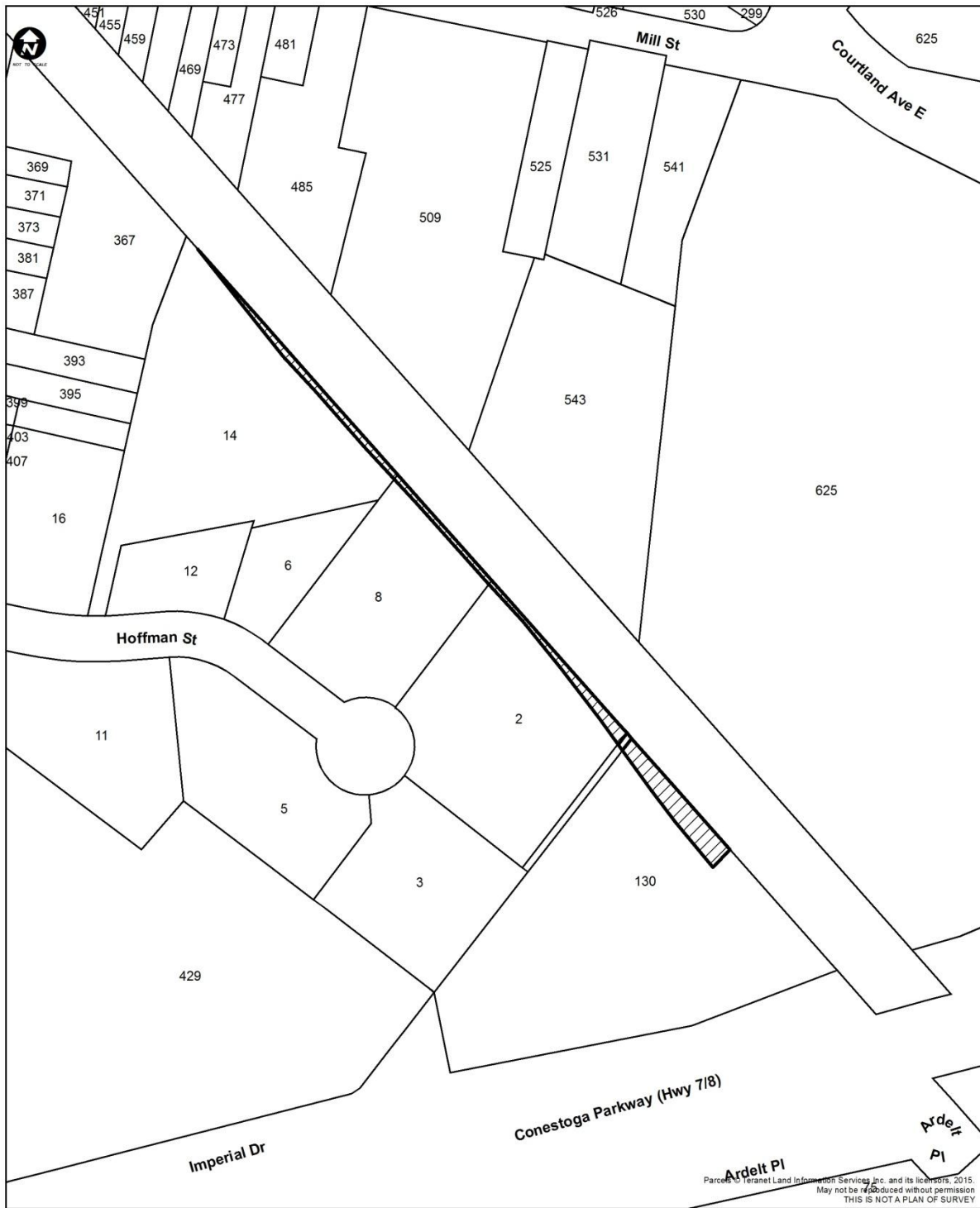
Appendix "B" – Corporate Profile Searches.

Prepared By: Liviu Cananau, Solicitor, Property (Rapid Transit)

Approved By: Debra Arnold, Regional Solicitor, Director of Legal Services

Appendix "A"

Maps

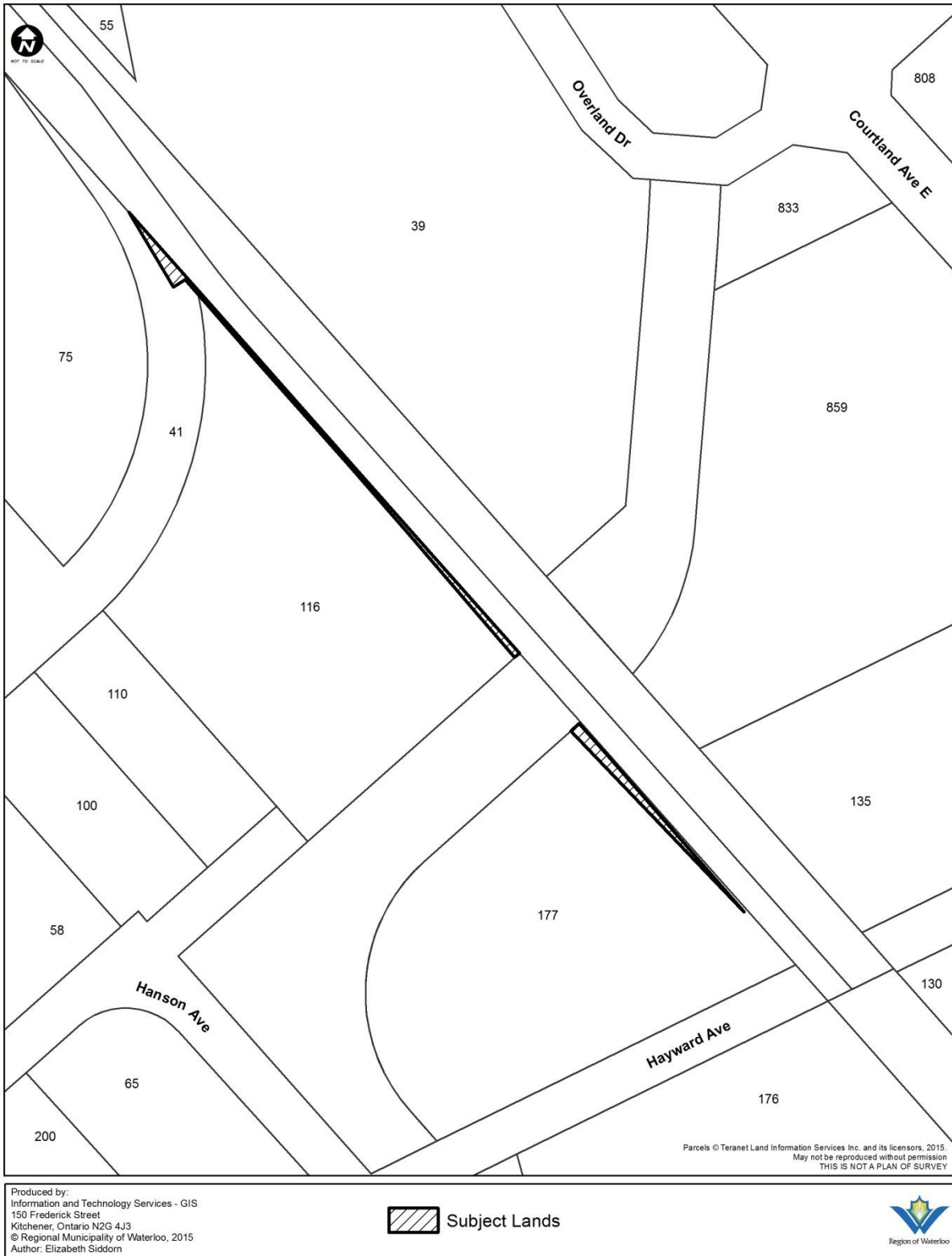


Produced by:
 Information and Technology Services - GIS
 150 Frederick Street
 Kitchener, Ontario N2G 4J3
 © Regional Municipality of Waterloo, 2015
 Author: Elizabeth Siddorn

 Subject Lands



Parcel data derived from Veranet Land Information Services Inc. and its licensors, 2015.
 May not be reproduced without permission
 THIS IS NOT A PLAN OF SURVEY



Appendix "B"

Corporate Profiles:

1. Address: 2 Hoffman St., Kitchener, Ontario
Owner: 1455056 Ontario Limited
Annual Return: July 20, 2013
Directors/Officers: Harold Freure; David Freure; Heidi Freure
2. Address: 8 Hoffman St., Kitchener, Ontario
Owner: 2266127 Ontario Inc.
Annual Return: October 21, 2011
Directors/Officers: Michael Basic; Anthony Thomas D'Souza; Craig D'Souza;
3. Address: 14 Hoffman St., Kitchener, Ontario
Owner: 1384883 Ontario Inc.
Annual Return: June 14, 2014
Directors/Officers: John Birthelmer Zuk; Rosann Mary Zuk
4. Address: 130 Imperial Drive, Kitchener, Ontario
Owner: Conax Properties (Canada) Ltd. (British Columbia company)
Annual Return: January 31, 2014
Directors/Officers: Pierre Etienne Bindschedler; Alma Garnett; Richard Voyer
5. Address: 116 Hanson Avenue, Kitchener, Ontario
Owner: F-J Leasing & Developments Limited
Annual Return: September 3, 2003
Directors/Officers: Cecil Walter Bathe; Anne Louise Bathe
6. Address: 177 Hayward Avenue, Kitchener, Ontario
Owner: Eventus Group Inc.
Annual Return: May 10, 2014
Directors/Officers: Angelo Ferrelli; Domenic Ferrelli; Josephine Quercia; Danny Trombetta; John Trombetta
7. Address: 41 Ardelt Avenue, Kitchener, Ontario
Owner: Doyle Investments Corp.
Annual Return: December 21, 2013
Directors/Officers: Ronald Doyle; Suzanne Doyle; Judy Staats



Report: TES-TRS-15-02

Region of Waterloo
Transportation and Environmental Services
Transit Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015

File Code: D28-50

Subject: **Community Transportation Pilot Grant Program Proposal**

Recommendation:

That the Regional Municipality of Waterloo proceed with a one year pilot program to introduce a transit service from Wilmot Township into the City of Kitchener, pending the approval of a Community Transportation Pilot Grant;

And that, the Province of Ontario be asked to make any surplus funds from the Community Transportation Pilot Grant Program available, to introduce other pilot initiatives, as outlined in Report TES-TRS-15-02, dated February 3, 2015.

Summary:

The Ministry of Transportation (MTO) has established the Community Transportation Pilot Grant Program, a \$1 million, 2-year pilot grant program, to provide financial assistance to municipalities for the development and implementation of community transportation initiatives. Individual projects are eligible for grants of up to \$100,000.

The Region has submitted a proposal to obtain funds under this grant program in order to pilot a one year transit service into the Township of Wilmot using the smaller vehicles from the BusPLUS contracted services. Part of the mandate of this program is to encourage coordination, sharing and leveraging of resources, and the Region has therefore proposed partnering with the Township of Wilmot, Community Care Concepts, Wilmot Family Resource Centre and Kiwanis Transit, who operates specialized transit services in the township communities of Wilmot, Wellesley and Woolwich.

Currently there is one route connecting Woolwich Township to the Grand River Transit (GRT) network at the Conestoga Mall. This service was introduced as a pilot project before becoming a permanent route in 2012. The current GRT Business Plan discusses

the potential for transit services being introduced into all townships, based on demand. Given the ridership demand potential of a transit route between New Hamburg, Baden and Kitchener, the Township of Wilmot was selected for this community transportation pilot. This grant application is an avenue to secure funding to determine the demand and the ongoing viability of providing transit service on a more permanent basis.

The application was due on January 29, 2015 with an expected reply from the province in late February or early March. The pilot would need to be completed by March 31, 2017.

Report:

The Ministry of Transportation (MTO) has established the Community Transportation Pilot Grant Program (the "CT Program"), a \$1 million, 2-year pilot grant program, to provide financial assistance to Ontario municipalities for the development and implementation of community transportation initiatives. Projects that will be considered for funding are those related to the development of community transportation solutions to address local transportation needs, including ways to better utilize existing transportation resources through coordination of service and the sharing of resources, such as vehicles, staff and drivers.

Transit Services staff has submitted a proposal to obtain funds under this grant program in order to pilot a one year transit service to the Township of Wilmot.

The proposed pilot program would allow for transit service starting in the weekday peak periods connecting New Hamburg and Baden to the cities of Kitchener and Waterloo at The Boardwalk transit passenger facility on the west side of Kitchener (Figure 1). From there, connections to the rest of the GRT network would be available. The service would use the smaller vehicles from the BusPLUS contracted service as this would more closely match the vehicle size with anticipated demand.

Part of the mandate of the provincial program is to encourage coordination and sharing and leveraging of resources. As such, the grant is dependent upon partners working together to provide the service. The grant application has included partnering with the Township of Wilmot, Community Care Concepts, Wilmot Family Resource Centre and Kiwanis Transit and using Hendry Coach Lines as the service provider.

In order to effectively develop an application to the grant program, the services of Dillon Consulting has been retained to finalize a service plan and document the coordinated strategy in the application form. Their knowledge of the grant program, previous work in developing rural transit services and their work on the GRT Business Plan has allowed the grant application to be completed in the short timelines available.

The grant application was required to be submitted to the province by January 29, 2015 with an expected reply from the province in late February or early March. Staff were made aware of the program in December 2014 as part of an invitation to a webinar on

the project. If successful in the application, the province would provide up to \$100,000 with half of the funds upon execution of an agreement with the Region. Another 40% of the funds would be provided upon completion of 75% of the project with the remaining 10% of the funds provided at the end of the pilot – March 31, 2017.

Current Rural Service and Business Plan

Currently one route runs into the townships - Route 21 Elmira. The net cost of the service is covered by the Township of Woolwich taxpayers. The funding arrangement was approved by Council as part of the GRT Business Plan strategy in January 2012.

As part of the GRT Business Plan, a general design for service to the townships was developed. If service is desired, it will be looked at but with the Township responsible for the net cost of the service. Concepts for a series of routes were developed based on where the largest demands for service were anticipated. The service pilot proposal has previously been presented to Wilmot Council. Subsequently, the Township Mayor has requested further study of potential service to the township and so this grant application will provide an opportunity for this study.

Should there be additional Provincial funding available, staff are also recommending that the funding be made available for new project applications. For the Region this could allow applications for a pilot service to the Township of North Dumfries and/or Wellesley Township.

Corporate Strategic Plan:

Focus Area 3: Sustainable Transportation: Develop greater, more sustainable and safe transportation choices. The pilot will contribute to Strategic Objective 3.1.3. Develop and implement programs to improve access to and awareness of public transit.

Financial Implications:

The projected cost to operate the one year pilot service is in the range of \$78,000 to \$87,000 which is net of anticipated ridership revenue from the route. The provincial grant will have a maximum value of \$100,000 which will cover the operation of the service for a one year pilot, including ancillary costs such as a public consultation centre and installation of bus stop markers. It should be noted that this does not include capital costs or other costs that would be part of the long term operation of the service. Long term sustainable operation of the service would cost more than \$100,000 per year. In anticipation of the pilot being extended beyond one year, it would be brought forward as a budget issue paper to identify the costs with net allocations to be area rated to the township.

At the conclusion of the pilot, the success of the service will be evaluated and, if it is determined that it should continue, the costs for the service will be area rated to the

Township of Wilmot taxpayers. This is similar to the allocation of costs to Woolwich for the Route 21 Elmira service.

Other Department Consultations/Concurrence:

Budget and funding for this has been reviewed with the Finance Division.

Attachments

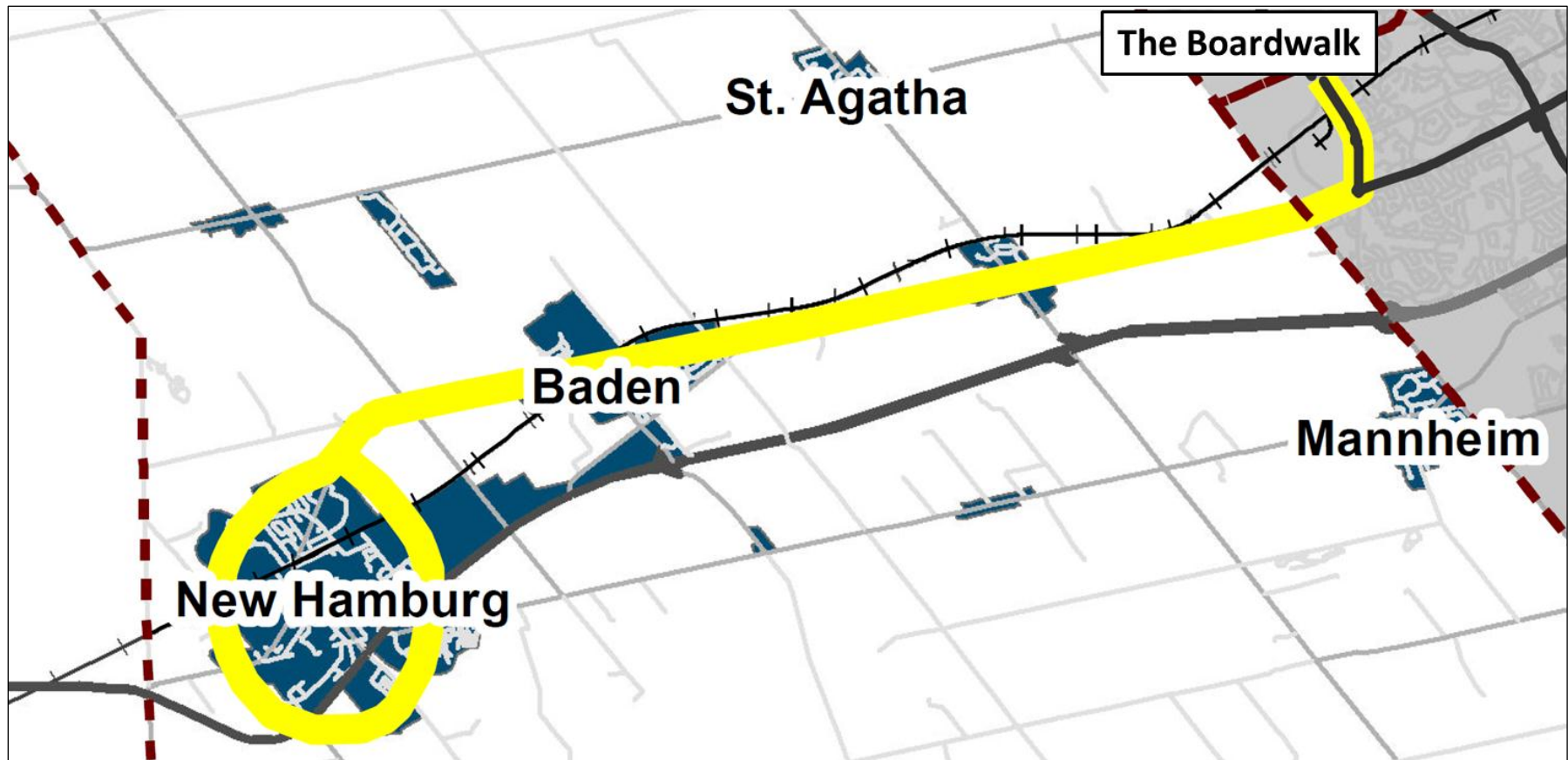
Figure 1: Proposed Transit Service to Wilmot Township

Prepared By: Blair Allen, Supervisor Transit Development

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services



Figure 1: Proposed Transit Service to Wilmot Township





Report: TES-WMS-15-01

Region of Waterloo
Transportation & Environmental Services
Waste Management

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015 **File Code:** E20-40

Subject: **Waste Management Master Plan Implementation Update**

Recommendation:

That the Regional Municipality of Waterloo nominate up to four (4) Regional Councillors to establish a Working Group to work with project team staff during implementation of the recommendations of the Waste Management Master Plan as described in Report TES-WMS-15-01 dated February 3, 2015.

Summary:

A Working Group of Regional Councillors was established in 2010 when Council directed staff to undertake an update of the Waste Management Master Plan (WMMP). The Working Group, consisting of four councillors (one Councillor representing each of Cities of Cambridge, Kitchener and Waterloo and one Councillor representing the townships), participated in the WMMP Steering Committee and Stakeholder Group. The new WMMP was approved by Council in November 2013. The recommendations of the WMMP are in various stages of implementation and establishing the Working Group will provide Regional Councillors an opportunity to participate and work with staff in the various studies and projects to implement the recommendations of the Master Plan.

Report:

Background

Long term strategic planning has laid the foundation for waste management in Waterloo Region since the 1980's. A new Waste Management Master Plan (WMMP) study was initiated in April 2012 to establish a new long-term strategic direction for sustainable waste management in the Region. The division's original Master Plan was established in 1986, and over the past 28 years the Region has implemented the majority of the

recommendations outlined in the original plan, including infrastructure modernization, service integration, and new program initiatives. The result has been a threefold increase in the amount of material diverted from landfill between 1995 and 2014 while population increased only 35% over the same period. Additionally, numerous changes in the planning, regulatory and technical environments have occurred since the WMMP was first approved. Further, the most recent projected remaining capacity at the Regional Landfill site is approximately 15 to 20 years; coincident with the typical planning horizon for a master plan.

Building upon the successes and experience gained over the last 25+ years, the Region undertook to develop a renewed strategy to guide waste management services and establish a strategic direction in the focus areas of *Diversion*, *Residual Waste Management* and *Planning* over the next 20 years. The WMMP study involved collaboration with a Steering Committee comprised of Region councillors and staff, and a Stakeholder's Group comprised of Waterloo Region residents and representatives of community and environmental organizations, business and industry organizations, area municipalities and universities, Regional councilors and technical consultants.

The WMMP study included a comprehensive review of current waste management programs and performance, identification of opportunities to divert even more waste away from landfill, identification of options for future residual waste management, and recommendations of options for the long term management of Waterloo Region's waste.

The WMMP included the following recommendations (E-13-127, November 12, 2013) in each of the three focus areas:

Diversion

- Consideration of curbside collection policy changes to increase diversion (e.g. bag limits, bi-weekly garbage collection, standardized Regional residential waste collection), and consider "user pay" options (e.g. bag tags).

Residual Waste Management

- Further investigate thermal technology options (e.g. Feasibility Study, Business Case, Life Cycle Analysis, Environmental Impacts Study).
- Continue pursuit of opportunities with the Water Services Division to maximize inherent synergies for processing and disposal of residual waste and biosolids.

Planning

- Adopt a waste hierarchy that includes "Recovery" as the 4th R and consider recovery of energy and resources above waste disposal.

- Establish an inter-municipal working group to explore potential partnership opportunities for both diversion and residual waste management.

Report TES-WMS-15-01 provides an update on the implementation status of each of these recommendations.

Diversion

While the residual waste management and planning recommendations are long term initiatives, the diversion recommendation could be considered and actioned as part of the next waste collection contract, which commences in March 2017.

Citizen feedback was an integral part of the WMMP and over 600 citizens responded to questions about diversion programs through social media, surveys, and attendance at Public Information Centres. These initial responses shaped the primary diversion recommendation from the WMMP and identified potential changes to curbside collection practices as a method to increase diversion. Nevertheless, the proposed changes would be a significant shift from historical curbside service levels and if implemented, will have considerable impacts on citizens receiving curbside collection. To increase public engagement and awareness, staff recently undertook an additional multi-faceted public engagement program that focused on the WMMP diversion recommendations. This initiative included a random telephone survey and online survey, with access details promoted through a tri-city home delivered brochure, advertisements, website, roadway signs, social media, call-in responses, and public service announcements covered by newspapers, radio and television. By the end of 2014, over 7,500 citizens provided their feedback.

Staff effort has also focused on best practice research, and discussions with Ontario municipalities with well-entrenched diversion programs that include bag limits with weekly and bi-weekly collection, and those with bag tag programs. Waste collection inconsistencies across the area municipalities have been identified (differing bags limits, levels and frequencies of service, etc.), and discussions have been held with area municipal public works and by-law enforcement leaders on the opportunities and challenges of any potential curbside waste collection changes on their operations.

The results of all these activities are currently being compiled and will help shape the proposed recommendations for the next curbside collection contract. As identified in previous reports, staff will present a report later in the spring identifying potential curbside policy options for Council consideration and direction.

Typically a minimum of 18 to 24 months is required after Council direction to finalize the scope of a new collection contract, prepare and advertise the tender, assess and award a new collection contract, and for the preparation/purchasing timelines needed by the successful bidder(s) for a long-term waste collection contract. An extensive public

education and promotion program will also be developed once Council has set the direction for the new curbside collection service.

Residual Waste Management

Residual waste management alternatives evaluated during the WMMP study were evaluated from a sustainability (local impact focus) and life cycle assessment (global impact focus) basis and included consideration of all available technologies such as landfilling, mechanical, biological and thermal processes. The evaluation process also incorporated energy and resource recovery potential.

The sustainability evaluation determined that thermal treatment is the best performing option when all dimensions (social, environmental, technical and economic) are considered together. Thermal technologies can minimize local impacts due to:

- the advent of high performing emissions control equipment,
- small footprint requirement,
- opportunities for significant conversion of residual waste to energy,
- significant volume of waste reduction and corresponding low residual requiring disposal, and
- net operating costs can approach those of traditional landfilling when operating costs are offset by a revenue stream from the sale of energy or cost avoidance, in the case of district heating for example.

The life cycle analysis provided an assessment of the environmental footprint from all stages of a waste management system. Notable results include:

- thermal treatment could result in an avoidance of greenhouse gas (GHG) emissions equivalent to keeping almost 4,000 cars off the road or burning over 44,000 barrels of oil. This is primarily as a result of avoided emissions by off-setting the need to generate electricity from fossil fuels.
- thermal treatment has a significant impact on avoided resource depletion, equivalent to the resource consumption impact of almost 10,000 individuals. This is due to material recovery, and more significantly, energy generation. Virgin resources used to manufacture materials and fossil fuel used for energy production is displaced by renewable energy from thermal treatment.

Based on the evaluation of sustainability and life cycle measures and on the feedback collected from the public during the WMMP, thermal treatment (defined as the use of heat to convert waste into biogas or heat energy) was identified as the best performing option and the most preferred option of community respondents.

Overall, thermal treatment represents a sustainable option for future waste

management for Waterloo Region that can be combined with policies, programs and initiatives to increase overall diversion. Several jurisdictions in Canada are either implementing or planning for the implementation of thermal treatment, including the Cities of Ottawa, Edmonton, Greater Vancouver and the Regions of York, Durham and Peel, and it appears that thermal treatment is gaining momentum.

In accordance with the recommendations of the WMMP, the Region is currently completing a study to assess and evaluate the feasibility of implementing a residual waste management system using thermal treatment technology with energy recovery. The Feasibility Study will examine the opportunities and barriers associated with implementation of thermal treatment by the Region, including:

- opportunities for collaboration and partnership amongst neighbouring jurisdictions and/or private sector entities,
- synergies with the Biosolids Master Plan,
- factors which are outside of the primary waste management mandate of the Region, including provincial policy direction and changes,
- considerations related to revenue from energy generation,
- required changes to Regional waste management policies, programs and operational practices necessary to allow for the successful implementation of thermal treatment, and
- the relative benefits of utilizing recovered energy for electricity generation and/or district heating.

Further, the Feasibility Study will provide value-added rationale for decision-making and scoping of subsequent studies (e.g. Business Case, Life Cycle Analysis, Environmental Impacts Study) should they be deemed appropriate. Following the completion of the feasibility study the information will be used to compare to alternative solutions, such as, a new landfill before a decision is made by Council.

At this time, it is noted that no final decision on the future of residual waste disposal has been made by Council.

Planning

The Region's future residual residential waste tonnage is projected to be approximately 100,000 tonnes annually, which represents the low end of economic viability for thermal technology. Therefore, exploring opportunities to partner with the Region's Water Services Divisions to include biosolids as a feedstock, with municipal neighbours facing similar future landfilling constraints and/or the private sector to achieve economies of scale and optimal efficiency is underway.

As part of the WMMP study, the Region hosted an inter-municipal workshop in June 2012. Waste management representatives from several neighbouring municipalities

participated in an open dialogue regarding common challenges, opportunities, leading/best practices, and to explore opportunities for future collaboration, not only focused on residual waste management but all waste management issues such as diversion programs and policy initiatives. Initial membership includes the Cities of Brantford, Guelph, Hamilton, London, and Toronto, Counties of Brant, Wellington, Norfolk, Oxford and Region of Peel and Niagara. The group agreed to form an Inter-municipal Working group to continue discussions, and an inaugural meeting was held in October 2014, with a second meeting anticipated in Spring 2015. Waste Management staff are also participating in the Biosolids Master Plan Update.

Next Steps

Implementation of the recommendations will continue to proceed according to the following schedule. Staff will meet with the Working Group and report back to the Planning and Works Committee at key milestones.

Recommendation	Timing
Consideration of curbside collection policy changes to increase diversion (e.g. bag limits, bi-weekly garbage collection, standardized Regional residential waste collection), and consider “user pay” options (e.g. bag tags).	Commenced 2014. Staff will report back in the spring of 2015 for further direction/finalization of the scope of the next collection contract.
Further investigate thermal technology options (e.g. Feasibility Study, Business Case, Life Cycle Analysis, Environmental Impacts Study).	Commenced 2014. Anticipated completion of Feasibility Study and report to Council in the fall of 2015. Subsequent studies to be informed by findings of Feasibility Study.
Continue pursuit of opportunities with the Water Services Division to maximize inherent synergies for processing and disposal of residual waste and biosolids.	Ongoing coincident with Biosolids Master Plan Update.
Adopt a waste hierarchy that includes “Recovery” as the 4 th R and consider recovery of energy and resources above waste disposal.	Incorporated into Feasibility Study scope.
Establish an inter-municipal working group to explore potential partnership opportunities for both diversion and residual waste management.	Commenced 2014. On-going with next meeting scheduled for Spring 2015.

Corporate Strategic Plan:

Implementation of the recommendations of the new WMMP supports the Corporate Strategic Plan Objectives of Focus Area 1 Environmental Sustainability, including 1.1 “Integrate Environmental Considerations Into the Region’s Decision-Making” and 1.3 “Reduce the Amount of Waste Requiring Landfill”.

Financial Implications:

The preliminary 2015 Waste Management Ten Year Capital Program includes sufficient funding provisions in 2015-2018 to implement the recommendations identified in the Waste Management Master Plan.

Other Department Consultations/Concurrence:

Nil

Attachments

Nil

Prepared By: Donna Serrati, Manager, Engineering and Programs
Sue White, Manager, Collection and Diversion

Approved By: Thomas Schmidt, Commissioner, Transportation & Environmental Services



Report: TES-WMS-15-02

Region of Waterloo
Transportation & Environmental Services
Waste Management

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015 **File Code:** E20-40

Subject: **Woolwich Transfer Station – Response to Resolution from Township of Woolwich**

Recommendation:

For direction

Summary:

The rural transfer stations have been operating for over 25 years and since the introduction of enhanced curbside collection in 2009 as well as implementation of a minimum fee in 2013, less usage of the sites has been observed while curbside collection has increased. Based on direction from Council in April 2014, an equalized level of service with all sites open every other Saturday was approved. Council also approved full closure of the sites as of March 2015.

At their November 25th, 2014 Council meeting, the outgoing Township of Woolwich Council passed a resolution providing the following recommendations to the incoming Township of Woolwich and Region of Waterloo Councils:

- THAT the Council of the Township of Woolwich ask the Region of Waterloo to expedite a process that would allow for the sale of the Rural Transfer Station in Elmira to a Private Operator;
- AND FURTHER THAT Council also request that the Region of Waterloo continue to provide service at the Transfer Station until such time as the successful private operator has all the necessary approvals in place in order to ensure service continuity for the residents of Woolwich.

Review of the Township resolution identified the following for Regional Council consideration:

- The Region has in place, formal policies and procedures set out in legislation and general practice regarding the disposition of Regionally owned property and any deviation from the existing practice could set a precedence. The Region also has limited ability legally to control the use of lands once they are sold to a private purchaser and therefore, a private operator could, in turn, close the transfer station site shortly thereafter.
- The Region has exclusive jurisdiction over residential waste management services as per the Municipal Act, 2001. Section 9 of region By-Law 98-87 also prohibits private persons from operating waste transfer stations in the Region without the Region's consent. Any arrangement whereby the operations of a private sector waste services firm could conflict with the Region's residential waste management policies/programs or potentially lead to further waste export outside the region needs to be taken into account. Ultimately, the sale of the site to a private operator could negatively impact residential diversion programs.
- The preliminary 2015 Waste Management Division budget provides for the continued operation of all four rural transfer stations until end of March, 2015. To maintain operation of the Woolwich transfer station alone until such time as a sale of the property is finalized and a private operator has obtained all the necessary approvals to operate a waste transfer station would be expected to take at least one year, if not longer. Therefore, \$146,500 would be required in the base operating budget on an annual basis starting in 2015 along with the reinstatement of FTEs. A provision to reinstate a capital budget to account for short term rehabilitation may also be required.

At this time, staff recommend that Regional Council take no action with respect to the recommendations presented in the Township of Woolwich resolution. However, an alternative option to extend the operation of all four rural transfer stations for another year (to end of March 2016) is provided for consideration with the anticipated budget implications brought forward as part of the current 2015 budget process. Although full cost recovery for the operation of the sites is not expected to be achieved, a preliminary analysis suggests that by increasing the minimum fee and half/full load fees, some improved cost recovery is possible and the existing equalized level of service across the four townships can be maintained. Staff would continue to monitor site usage and actual cost implications and report back to Council as part of the 2016 budget process.

Report:

The four rural waste transfer stations were originally opened over 25 years ago in order to provide residential waste disposal/diversion services to township residents with limited or no curbside service. The transfer stations were open 8 hours per day as follows:

- North Dumfries and Wilmot: open one day per week (Saturdays)
- Wellesley: open two days per week (Thursdays and Saturdays)
- Woolwich: open five days per week (Tuesday to Saturday)

Since 2009, Township residents have received an expanded level of curbside collection service comparable to Tri-City residents with the collection of garbage, blue box/cart,

large items, white goods, yard waste and green bin in most areas and thereby reducing the need to drive to a transfer station to drop off their waste. With the introduction of expanded curbside collection services in 2009, the general trend observed in the Townships has been a gradual decline in usage of the small vehicle transfer stations while curbside collection has increased. The introduction of the \$2 minimum fee in 2013 has also contributed to the downward trend and increased curbside collection. The table below identifies usage trends at all four rural transfer stations since 2009.

Total - All Rural Transfer Stations				
Year	Vehicles	Weight (mt)	Bins Transferred	Curbside Tonnes Collected
2009	66,005	5,415	1,636	15,775
2010	58,379	4,851	1,501	16,469
2011	55,055	4,482	1,327	17,040
2012	53,327	4,027	1,268	17,317
2013	41,632	3,837	1,251	18,344
2014	17,847	1,874	714	19,053

The table below identifies trends specific to the Woolwich transfer station.

Woolwich Transfer Station				
Year	Vehicles	Weight (mt)	Bins Transferred	Curbside Tonnes Collected
2009	46,474	3,509	987	5,946
2010	43,569	3,090	823	6,207
2011	40,213	2,803	747	6,422
2012	39,182	2,518	692	6,527
2013	29,383	2,404	707	6,914
2014	11,351	1,082	388	7,181

Note that vehicle transactions and tonnage for the first portion of 2014 are skewed higher and not reflective of normal operating practices due to the impacts of the December 2013 ice storm and the revised operational schedule not commencing until late May 2014.

Current Status

The future of the rural transfer stations has been deliberated by Regional Council over the past number of years and, as part of the 2014 budget process, and after subsequent discussions and meetings with Township staff and mayors, a revised operational schedule for the four rural transfer stations was approved by Regional Council at the April 29th, 2014 Planning and Works committee meeting. The current operational schedule provides an equalized service level across all townships by keeping the four rural transfer stations open twice a month on a rotational basis (every other Saturday).

Council has approved the full closure of all four sites as of March 31, 2015.

Township Resolution

At their November 25th, 2014 Council meeting, the outgoing Township of Woolwich Council passed a resolution providing the following recommendations to the incoming Township of Woolwich and Region of Waterloo Councils:

- THAT the Council of the Township of Woolwich ask the Region of Waterloo to expedite a process that would allow for the sale of the Rural Transfer Station in Elmira to a Private Operator;
- AND FURTHER THAT Council also request that the Region of Waterloo continue to provide service at the Transfer Station until such time as the successful private operator has all the necessary approvals in place in order to ensure service continuity for the residents of Woolwich.

A copy of the Township of Woolwich resolution letter is attached.

Staff have reviewed the Township resolution and provide the following for Regional Council consideration.

1. The Region has in place, formal policies and procedures set out in legislation and general practice regarding the disposition of Regionally owned property that no longer serves its intended or original use. Prior to a property being deemed surplus, the process involves circulation of the property details internally to all departments to determine if another beneficial use is identified. Should the internal review identify no value in maintaining the property within the Region, clearance to dispose of the property is provided. External public bodies and institutions are then circulated to determine their interest/need for the property. Once all parties circulated have 'signed off' on the property, it would then have to be declared surplus in an open session of Council. Council has the final say as to whether a property can be disposed of, and the method of its disposal (sale).

Properties that have 'stand alone' development potential are usually appraised by an independent appraiser and publicly marketed through a variety of different methods such as tender, listing with an agent, or advertised in local newspapers. Typically, the land disposal process can be a lengthy procedure as the whole process generally takes about a year.

As per the above policy and given the Woolwich transfer station is still in operation, the internal review process has not yet occurred to determine whether the property should be deemed surplus. Therefore, the potential exists for the property to be considered a valuable asset for another Regional function. Additionally, aside from land exchanges, staff are unaware of any previous examples where Council has foregone the existing surplus lands disposal policy and any deviation from the existing practice could set a precedence. The Region also has a limited ability legally to control the use of lands once they are sold to a private purchaser. This means that the Region could sell the site to a private operator who in turn could close or transfer the site shortly thereafter.

2. The Region has exclusive jurisdiction over residential waste management services

(i.e. landfills and transfer stations) as per the Municipal Act, 2001. This means that local municipalities cannot operate or enter into contracts for the operation of waste management services.

It is further noted that section 9 of Region By-Law 98-87 prohibits private persons from operating a waste transfer station without the Region's consent. Therefore, Regional Council would need to approve the use of the site by a private operator in order for the private operator to obtain the necessary Provincial Ministry of Environment and Climate Change (MOECC) approvals.

A number of existing private sector waste transfer stations already operate within the Region to service primarily industrial, commercial and institutional (IC&I) waste, with most of that waste exported outside the Region. Any arrangement whereby the operations of a private sector waste services firm could directly or indirectly conflict with the Region's residential waste management policies/programs, especially given Council's direction to focus on residential diversion as a strategic priority or potentially lead to further waste export outside the Region needs to be taken under advisement. Ultimately, the sale of this site for use by a private sector operator could negatively impact residential recycling and diversion programs.

3. Based on existing Council approval, staff have provided for the necessary operational resourcing and budget as part of the preliminary 2015 budget process in order to operate the rural transfer stations to the end of March 2015 but not beyond. Should the direct sale of the property to a private sector firm occur, significant budget implications and risks exist around the timing of approvals to operate the waste transfer station. In this regard, the length of time to complete the sale of the property and the time required for a private operator to obtain the necessary operating and possibly planning approvals would take at least one year, if not longer. To maintain the current level of service (every other Saturday operation) at the Woolwich Transfer station alone, \$146,500 would be required in the base operating budget on an annual basis, starting in 2015. In addition, there may be a requirement to reinstate a capital budget provision to account for short term rehabilitation of the transfer station as per the original ten year capital forecast until such time as a final sale occurs.

Notwithstanding the above, no business case or specific details have been provided by a private operator that Region staff is aware of and based on the Region's costs, the financial viability of a private sector firm to sustain the long term operation of the site as a waste transfer station is unclear.

Based on the above, staff recommend that Regional Council take no action with respect to the recommendations presented in the Township of Woolwich resolution. However, an alternative option to maintain the operation of the sites is provided for consideration as follows.

Alternative Option for Consideration

Staff has further reviewed the implications of maintaining all four rural transfer stations at their current every other Saturday operating schedule on the premise of obtaining greater cost recovery through a revised fee structure. In accordance with the existing

user fee structure, a minimum fee of \$2 is charged for the first three items with vehicle rates of \$10 for a half-full vehicle and \$15 for a full vehicle. Under this scenario and since the implementation of the every other Saturday operating schedule, the average cost recovery per vehicle transaction ranges from a low of \$4.75/vehicle (Woolwich) to \$6.90/vehicle (North Dumfries) resulting in annual projected revenues of about \$60,000 to \$80,000. This results in approximately 25% of current operating costs being recovered.

As a pilot, the Region could continue to operate all of the rural transfer stations with the following revised fee structure. The minimum fee is based on comments from the public meetings held by the Township of Woolwich that minimum fees of up to \$10 would be acceptable and would be approximately what the private sector would charge. Staff analysis suggests that this could lead to approximately 50% cost recovery.

	Current Fee	Potential Fee
Minimum Fee	\$2	\$10
½ Vehicle Load Fee	\$10	\$15
Full Vehicle Load Fee	\$15	\$20

Under a revised fee schedule with the minimum fee increased to \$10/vehicle and the half and full load vehicle rates increased accordingly, the potential for some additional cost recovery exists. The anticipated budget implications can be brought forward as part of the current 2015 budget process. Although not expected to lead to full cost recovery, extending the operation of the four rural transfer stations for one year (until the end of March 2016) under the revised fee schedule would continue to provide an equalized, uninterrupted operation to rural transfer station customers and maintain operation of the facilities with the Region. Staff would continue to monitor the implications on site usage and actual cost recovery and report back to Council as part of the 2016 budget process. This would provide Council with the additional information to be able to assess the future of the transfer stations. It would also allow time for Council to consider an approach on equalizing curbside services across the Region.

Corporate Strategic Plan:

To ensure Regional programs and services are efficient and effective and demonstrate accountability to the public.

Financial Implications:

The preliminary 2015 Waste Management Division operating budget currently provides for the continued operation of the four (4) rural waste transfer stations until the end of March, 2015. Should the recommendations in the Township of Woolwich resolution be approved by Council, the operation of the Woolwich transfer station alone beyond March 31, 2015 at the current every other Saturday frequency would require \$146,500 to be added to the Waste Management Division budget on an annual basis along with

the reinstatement of FTEs. Depending on the length of time required to complete the sale to the private operator and for the private operator to obtain the necessary approvals to operate the transfer station, it is estimated that at least one year (to end of March 2016) of additional Regional operation of the site would be required (however this could take longer).

As an alternative for consideration, a revised fee schedule with the minimum fee increased to \$10/vehicle and the half and full load vehicle rates increased accordingly, has the potential for some additional cost recovery. The anticipated budget implications can be brought forward as part of the current 2015 budget process.

In addition, under any scenario where the sites remain open beyond March 2015, there is currently no capital budget provision for any of the rural transfer stations. The table below outlines the projected capital investment in the four rural transfer stations over 10 years and identifies an estimated \$2.3 million in capital investment proposed for the Woolwich transfer station alone. While it is possible to keep the transfer stations open for an additional year without incurring more capital cost, beyond that time the capital improvements would have to be made.

<i>Description</i>	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total 2014- 2023
RURAL TRANSFER STATIONS											
North Dumfries (Ayr)	20		-	75	250	250			70	740	1,405
Wellesley (Crosshill)	45		140	100	258	75	279		50	720	1,667
Wilmot (New Dundee)	55		10	155	260	75		395	50	699	1,699
Woolwich (Elmira)	30		258	225	260	22			290	1,200	2,285
TOTAL	150		408	555	1,028	422	279	395	460	3,359	7,056

Short Term (1-2 years) and Medium Term (2-5 years) work includes: Pedestrian barricades, perimeter precast wall, bin walls, fencing at bin walls, asphalt and concrete surfaces and loading ramps

Longer Term (5-10 years) work includes: New buildings, septic systems and bin walls

Note: 1) Short-term upgrades required due to unsafe or very poor condition of infrastructure.

Other Department Consultations/Concurrence:

Staff from the Corporate Resources and Planning, Development and Legislative Services Departments were consulted and provided input toward the preparation of this report.

Attachments: Township of Woolwich Resolution Letter

Prepared By: Jon Arsenault, Director, Waste Management Division

Approved By: Thomas Schmidt, Commissioner, Transportation & Environmental Services



THE TOWNSHIP OF
WOOLWICH
BOX 158, 24 CHURCH ST. W.
ELMIRA, ONTARIO N3B 2Z6
TEL. 519-669-1647 / 648 EX. 519-664-2613
COUNCIL/GAO/CLERKS FAX 519-669-1820
PLANNING/ENGINEERING/BUILDING FAX 519-669-4669
FINANCE/RECREATION/FACILITIES FAX 519-669-9348

December 3rd, 2014

Ken Seiling
Regional Chair
1st Floor
150 Frederick Street
Kitchener, ON N2G 4J3

Dear Chair Seiling:

Please be advised that the Council of the Township of Woolwich passed the following resolution on November 25th, 2014:

THAT the outgoing Council provides the following recommendations to the incoming Township of Woolwich and Region of Waterloo Councils:

(1) THAT the Council of the Township of Woolwich asks the Region of Waterloo to expedite a process that would allow for the sale of the Rural Transfer Station in Elmira to a Private Operator;

(2) AND FURTHER THAT Council also requests that the Region of Waterloo continue to provide the service at the Transfer Station to residents until such time as the successful private operator has all the necessary approvals in place in order to ensure service continuity for the residents of Woolwich.

Yours Truly,

Valrie Hummel
Acting-Director of Council and Information Services/Clerk
Council and Information Services
Tel: 519-669-6005
vhummel@woolwich.ca

Cc: Regional Council

"Proudly remembering our past; Confidently embracing our future."



Report: TES-WAS-15-05

Region of Waterloo

Transportation and Environmental Services

Water Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 3, 2015 **File Code:** E04-80/MOECC.QTY; C06-60/PW/WS.12

Subject: **2014 Annual Water Quality Report for the Region of Waterloo Rural and Integrated Water Systems**

Recommendation:

For information only.

Summary: Nil

Report:

Safe Drinking Water Act

To meet the reporting requirements under Drinking Water Systems Ontario Regulation 170/03, The Region of Waterloo issues an Annual Water Quality Report by February 28, and an Annual Summary Report by March 31, of each year.

Background

A total of 46 Water Quality Reports were issued for the period January 1, to December 31, 2014, to summarize water quality for each water supply system in the Region and each distribution system operated by the Region in the Townships of Wellesley and North Dumfries. These individual water quality reports are presented in the Region's 2014 Annual Water Quality Report.

The key finding of this report is that municipal drinking water delivered by the Region during 2014 met the necessary requirements under the Safe Drinking Water Act. The report will be placed in the Councilors' Library by February 28, 2015, and will also be forwarded to the cities and townships within the Region and made available to the public.

Annual Water Quality Report

The water quality report provides a comprehensive summary of all the water quality data. The key criteria included in the report are as follows:

1. A brief description of the drinking water systems including a list of water treatment chemicals used;
2. A summary of any reports made to the Ministry of Environment and Climate Change (MOECC) under the Safe Drinking Water Act (SDWA) (18(1)) Duty to report adverse test results or the O. Reg. 170/03 Section 16 (16-4) Duty to report other observations;
3. A summary of the result of tests required under this O. Reg. 170/03 or The Municipal Drinking Water Licence or a MOECC Order; or the most recent results taken;
4. A description of any corrective action under the O. Reg. 170/03 Schedule 16 Reporting adverse test results and other problems, Schedule 17 Corrective Action (Large Municipal Residential) and Schedule 18 Corrective Action (Small Municipal Residential);
5. A description of any significant expenses incurred to install, repair or replace required equipment;
6. A statement on where the Annual Summary Report can be viewed (required by March 31).

A copy of the 2014 Annual Water Quality Report is provided to the owners of the receiving systems, is available free of charge from Water Services, and is posted on the Region's website. The Region has been publishing annual water quality reports since 1994.

Ontario Drinking Water Quality Standards

The MOECC established the water quality sampling and analytical requirements through their Safe Drinking Water Act (SDWA), O. Reg. 170/03, and O. Reg. 169/03, various regulation amendments, municipal drinking water licenses and MOECC orders. There are three types of drinking water quality standards, objectives and guidelines:

1. health-related standards, to protect public health;
2. aesthetic objectives, and
3. operational guidelines to ensure efficient treatment and distribution of the water.

Water Quality Monitoring Programs

The quality of the water is continuously monitored throughout the Region. Water samples are collected from all Regional water sources, using the sampling protocols established by the MOECC. Most of these samples are analyzed at the Regional Laboratory. The bacteriological quality of each water source is tested once a week. Testing for chemical and physical analyses are done in accordance with the regulation, acts, MDWL and MOECC orders. The MOECC checks the quality of the Region's water every year during their annual inspections program. The reports for the Wellesley and North Dumfries Water Distribution Systems are included in the water quality reports from their respective supply sources.

In 2008, the regulations added lead sampling requirements for the distribution systems. For each individual distribution system, sampling was required of residential, non-residential and distribution sites, with the number of samples based on population. The regulation allows for a reduction in the number of samples required and the frequency of sampling based on consecutive rounds of results being below the maximum acceptable concentration for lead.

In 2011, and in accordance with the O. Reg 170/03, all 8 of the Region-owned distribution systems qualified for plumbing exempt status. This exemption confirms that sampling the internal plumbing of people's homes and businesses is no longer a requirement. The Region is required to test the distribution system hydrants and blow-offs for pH and alkalinity twice per year and lead every third year (2014) in all 8 of our distribution systems: Wellesley, St. Clements, Linwood, Heidelberg (Wellesley side), Roseville, Branchton Meadows, Lloyd Brown and Ayr. Water quality will be monitored and barring any changes as determined by the MOECC or a change to O.Reg170/03, the plumbing exempt status will remain indefinitely. As of 2014, the plumbing exempt status remains for the North Dumfries and Wellesley distribution systems.

Under the regulation for lead monitoring, municipal distribution systems are required to prepare a corrosion control plan or to apply for relief from a corrosion control plan when greater than 10 % of the samples exceed the maximum acceptable concentration (MAC) for lead in at least two sampling rounds out of the last three. As a two-tier municipality, the Region is required to provide a letter of support to the local municipalities if this type of exceedance occurs. The Elmira/St. Jacob's distribution samples had greater than 10% exceedance of the MAC for lead in the winter and summer of 2009. Township of Woolwich received relief from a corrosion control plan in January 2012 and the Region provided a letter of support.

The Local Municipalities will be issuing separate Annual Water Quality Reports for their Water Quality Monitoring on the distribution system.

Corporate Strategic Plan:

The Annual Water Quality Report Supports Focus Area 1: Environmental Sustainability.

Financial Implications:

Nil

Other Department Consultations/Concurrence:

The Public Health Department has reviewed this report.

Attachments:

Nil

Prepared by: Olga Vrentzos, Manager, Operations and Maintenance, Water Services

Approved by: Thomas Schmidt, Commissioner, Transportation and Environmental Services

COUNCIL ENQUIRIES AND REQUESTS FOR INFORMATION				
PLANNING AND WORKS COMMITTEE				
Meeting date	Requestor	Request	Assigned Department	Anticipated Response Date