Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, *J. Mitchell, K. Seiling, S. Strickland, C. Zehr

Members absent: T. Galloway

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

D. Craig declared a non-pecuniary interest under item 3a) Rapid Transit due to his son recently purchasing property within the area of a proposed station on the rapid transit system.

K. Seiling announced that as Regional Council prepares to make the final decisions about the proposed rapid transit project; he felt he should seek outside legal advice on any potential conflict of interest in that two of his adult children own residential properties within the proposed corridor. The result of that inquiry is that a review of both legislation and the case law does not provide a clear enough interpretation or direction. Given the importance of this project to the wider community and not wishing to distract from the debate in any way, he has decided to err on the side of caution and declare a conflict of interest with regard to this matter (item 3a).

R. Deutschmann declared a non-pecuniary interest under item 3a) Rapid Transit due to he and his spouse being shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

Chair J. Wideman introduced Jon Arsenault the new Director, Waste Management

DELEGATIONS

*J. Mitchell entered the meeting at 9:15 a.m.

a) Alla Dinerman, Jeff Warren, MMM Group and Robert Bakalarczyk, Susan Wagter, MTO re: New Highway 7 Kitchener to Guelph appeared before Committee with a presentation regarding new Highway 7. They highlighted the project background, project description, the recommended plan, work completed to date, current steps, Value Engineering Study, and next steps. A copy of the presentation is appended to the original minutes.

Committee members requested the presentation be provided to them in hard copy and in colour.

Committee members made several comments about the new Highway 7 being delayed and asked what is the timeline for this project and why is this project not a priority. R. Bakalarczyk highlighted that this project is not on the 5 year plan and that in Fall 2011 the Ministry of Transportation will be acquiring properties which will roughly take about 2 ½ years. He also
noted that this project is a priority in this Region but that it is also competing against other projects in the Province.

b) Mike Morrice, Executive Director, Sustainable Waterloo re: Yearend Report (Environmental Actions) appeared before Committee with a presentation introducing Sustainable Waterloo, 2010 Report Highlights, Looking Forward, Growing the Regional Carbon Initiative, Climate Collaborative and Working Together. A copy of the presentation is appended to the original minutes.

Committee members inquired about how they are funded. M. Morrice noted that originally they received grants but now are funded by membership fees and donations.

c) Ahmad Zeitoun appeared before Committee requesting a Policy for Smoking Around Buses. He noted he has been a resident of the Region of Waterloo for over 7 years and commended the Region on their work with Public Health issues. He stated that he was not against smokers but that his concerns are with second-hand smoke flowing into the buses and affecting the children, students and families using GRT buses. He highlighted that he had collected signatures of GRT riders sharing his concerns. He asked to have bus entrances second-hand smoke free. A copy of his presentation is appended to the original minutes.

Committee members asked staff to prepare a report regarding this issue and report back on a later date.

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

RAPID TRANSIT

a) E-11-044, Preliminary Preferred Rapid Transit Implementation Option

Received for information.

Nancy Button, Director, Rapid Transit Initiative provided a detailed presentation regarding implementation options, February-March public consultations, Peer review panel, Evaluation of options, Next steps, and April – May consultation. A copy of the presentation is appended to the original minutes.

N. Button introduced John Hubbell a member of the Peer Review Panel giving a detailed description of his experience.

J. Hubbell highlighted the findings of the Peer Review Panel. He noted that they had access to a significant amount of material that staff had prepared and concluded the rapid transit is the right tool and that business as usual is not an option because it will be costly and lead the Region away from achieving their Regional Objectives. The panel also discussed BRT; they stated in the long term a BRT system would not have the capacity to serve the Region and from experiences in other cities that have tried to move from a full BRT system to a rail system it is problematic. He stated that LRT is the appropriate technology, will achieve a higher ridership and will ultimately achieve one continuous rail line from Conestoga Mall to Cambridge.

a) Kate Daley appeared before Committee with a few comments. She pointed out the overwhelming support for Light Rail Transit, the importance of LRT for children, grandchildren and for the future and the importance of integration of LRT with the RTMP.
Some Councillors noted that they have been receiving emails with 90% not in favour of LRT and pointed out those numbers are not reflected in the report. Concerns were also expressed with the low turn out at the public consultations. N. Button noted that the public attending the public consultations have been giving positive comments and also highlighted that the turn out is very high. Mike Murray, Chief Administrative Officer also noted that the public consultations were well advertised, two way discussions with the public and that this was not a survey.

In response to Committee inquiries about other City’s with LRT that are similar to the Region and to LRT systems that didn’t work. J. Hubbell responded the Region is unique with multiple nodes and suggested that Greater Vancouver was similar. He also noted that LRT systems that did not work were built for the wrong reasons, ie. getting people to sporting events and were smaller in size compared to the Region.

Committee members were happy to see phase 2 included LRT to Ainslie Street in Cambridge and inquired about integrating Cambridge. J. Hubbell noted it is appropriate to stage projects by taking the best opportunity first and build on that. Some Committee members noted that if Cambridge was apart of the initial stages just like Kitchener and Waterloo there wouldn’t be an issue of fairness.

Committee members asked that staff provide detailed financing information including the impact on property taxes on various property sizes as well as what impact this project has on other services.

M. Murray provided clarification on the process of amending the Development Charges Act.

ADMINISTRATION

b) E-11-006, Consultant Selection – Transportation and Environmental Services Departmental Asset Management Implementation Project

Committee members deferred this item until the next Planning and Works meeting on May 3, 2011.

c) Overview of Major Issues and Priorities (Water, Wastewater and Waste Management)

Committee members deferred this item until the next Planning and Works meeting on May 3, 2011.

DESIGN AND CONSTRUCTION

Chair J. Wideman introduced Amanda Kutler the Acting Director, Community Planning while Kevin Eby is the Director, OMB Appeals and King/Victoria Gateway Hub

d) E-11-024, Frederick Street Improvements, Lancaster Street to River Road, City of Kitchener – Approval of Project

Some Committee members expressed concerns with reducing the lanes on Frederick Street since it appears to be a busy road. Mike Halloran, Project Manager noted that a detailed traffic analysis shows that the reduction in lanes adequately addresses those needs. It was noted that there will be no road reconstruction that this is just a reconfiguration of the lanes.
Committee members inquired about pedestrians crossing at the intersection of Frederick and Lancaster. M. Halloran indicated that the right hand turning lane onto Lancaster will be eliminated to help reduce crossing distances for pedestrians.

MOVED by R. Kelterborn
SECONDED by C. Millar

a) THAT the Regional Municipality of Waterloo approve the proposed improvements on Frederick Street (Regional Road #6) from Lancaster Street to River Road as outlined in Report E-11-024.

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisement in the local newspaper and mailings to the adjacent property owners, tenants and agencies and place the Environmental Assessment Study files on the public record for a period of 30 days.

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

Add to Schedule 24, Reserved Cycling Lanes, Anytime, on both sides of Frederick Street (Regional Road 6) from East Avenue to Bruce Street;

Add to Schedule 20, Centre Lane: Two-Way Left-Turns, on Frederick Street (Regional Road 6) from 67m East of Edna Street to 67m West of Bruce Street;

Remove from Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on both sides of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to East Avenue;

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the south side of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to East Avenue;

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the north side of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to 22m east of Gordon Avenue; and

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the north side of Frederick Street (Regional Road 6) from 66m east of Gordon Avenue to East Avenue in the City of Kitchener as outlined in Report E-11-024 dated April 12, 2011.

CARRIED

e) E-11-028, Traffic Management for 2011 Road Construction Contracts

Received for information.

f) University Avenue Improvements, Lincoln Road to Weber Street – Public Consultation Centre – Information Package

Received for information.

#963215
TRANSPORTATION

g) CR-RS-11-017, Closing and Surplus Declaration of Part of Northfield Drive East (Regional Road 22), Township of Woolwich

MOVED by S. Strickland
SECONDED by J. Mitchell

That the Regional Municipality of Waterloo close and declare surplus a portion of Northfield Drive East, in the Township of Woolwich described as Part Lot 32, German Company Tract, as detailed in Report No. CR-RS-11-017 dated April 12, 2011, pursuant to the Region’s property disposition by-law, to the satisfaction of the Regional Solicitor.

CARRIED

h) E-11-033/CR-RS-11-021, Region of Waterloo International Airport – Land Development and Fees and Charges Update

MOVED by K. Seiling
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo approve the revised fees and charges for land development at the Region of Waterloo International Airport with the new fees and charges to have effect on June 1, 2011 as set out in Report E-11-033/CR-RS-11-021 dated April 12, 2011;

AND THAT the Regional Clerk be directed to issue notice of intent to amend the Region’s Fees and Charges By-law to incorporate the fee and charge amendments described in Report E-11-033/CR-RS-11-021 dated April 12, 2011 in accordance with the policy of the Regional Municipality of Waterloo for providing notice;

AND FURTHER THAT the Commissioner of Transportation and Environmental Services of the Regional Municipality of Waterloo be authorized to enter into an agreement with the Corporation of the Township of Woolwich as may be required to facilitate the development lands at the Region of Waterloo International Airport as described in Report E-11-033/CR-RS-11-021 dated April 12, 2011 with the form and content of such agreement to be to the satisfaction of the Regional Solicitor.

CARRIED

i) CR-RS-11-022/E-11-042, Region of Waterloo International Airport – Declaration of Surplus and Lease with Dynasty Air Flight Services ULC

MOVED by S. Strickland
SECONDED by R. Deutschmann

THAT the Regional Municipality of Waterloo declare a leasehold interest of greater than twenty-one (21) years in approximately 4.7 acres situate in the southeast corner of Part 1 on Registered Plan WR-70802 in the Geographic Township of Woolwich, Regional Municipality of Waterloo, being lot 4 on the plan of survey attached to Report CR-RS-11-022/E-11-042 dated April 12, 2011 as Appendix A (the Lands), surplus to its needs, in accordance with the Region’s Property Disposition By-law;
AND THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to enter into a Lease with Dynasty Air Flight Services ULC, an Alberta Corporation, (the Lessee) as described in Report CR-RS-11-022/E-11-042 dated April 12, 2011 with the form of the lease to be to the satisfaction of the Regional Solicitor.

CARRIED

j) E-11-016, Reserved Cycling Lanes, Fischer-Hallman Road (Regional Road 58) Between Victoria Street (Regional Road 55) and Queen's Boulevard, City of Kitchener

Some Committee members raised the issue of experimenting by removing the cycling lane off the road way and installing them beside the sidewalk and noted that this was a good area to experiment because of the high volume of traffic on Fischer-Hallman Road. John Hammer, Director, Transportation stated that alternatives were looked at but to stay consistent with the rest of Fischer-Hallman the cycling lanes should remain on the road way. J. Hammer did note that alternatives are being looked at in other areas where connectivity allows for it.

Staff noted that the project tender is out and closing next week. Staff suggested that they could report back with alternatives perhaps providing both on road and off road cycling lanes in this area and if Council at that point would like off road cycling lanes a change order process could be done.

MOVED by B. Halloran
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 24, Reserved Bicycle Lanes Anytime on both sides of Fischer-Hallman Road (Regional Road 58), between Victoria Street (Regional Road 55) and Queen’s Boulevard in the City of Kitchener, as outlined in Report E-11-016 dated April 12, 2011.

CARRIED

INTER-DEPARTMENTAL REPORTS

k) E-11-043/P-11-041, 2011 Water and Wastewater Monitoring Report

MOVED by C. Zehr
SECONDED by J. Hallboom

THAT the Regional Municipality of Waterloo accept the 2011 Water and Wastewater Monitoring Report summarized in Report E-11-043/P-11-041 as the account of water supply and wastewater treatment capacity as of December 31, 2010.

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING


MOVED by C. Millar
SECONDED by C. Zehr

#963215

CARRIED

m) P-11-035, Allocation of Environmental Stewardship Fund for 2011

Committee members raised concerns with the guidelines or lack there of and requested staff to report back to Planning and Works Committee at a later date outlining accountability and percentage of funding.

MOVED by G. Lorentz
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo approve allocations totalling a maximum of $165,721 from the Environmental Stewardship Fund as described in Report P-11-035, particularly in Attachment A, dated April 12, 2011.

CARRIED

n) P-11-038/F-11-018/CR-RS-11-023, Brownfields Financial Incentive Program: Tax Increment Grant Program Application – 130 and 170 Water Street North, City of Cambridge (Waterscape)

In response to Committee inquiries about phase 1 being substantially completed already, K. Eby noted that staff is making the exception outside of the normal grant process because this project began before the program was approved by Council.

MOVED by D. Craig
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve a Tax Increment Grant for the properties known as 130 and 170 Water Street North in the City of Cambridge in an amount not to exceed $4,372,514 under the Region’s Brownfield Financial Incentive Program to be financed from the remaining funds from the Brownfields Financial Incentive Pilot Program to a maximum of $930,941 and from a source to be identified as part of the Reserve and Reserve Fund Report planned for Administration and Finance Committee in May 2011 as described in Report P-11-038/F-11-018/CR-RS-11-023, dated April 12, 2011.

AND THAT the Regional Municipality of Waterloo authorize the Region’s Commissioner of Planning, Housing and Community Services and Chief Financial Officer to execute a multi-party Tax Increment Grant Agreement with the registered owners of 130 Water Street North, namely Cambridge Mill Development Inc, and 170 Water Street North, namely Haastown Holdings (Cambridge) Inc. and the Corporation of the City of Cambridge, as described in Report P-11-038/F-11-018/CR-RS-11-023, dated April 12, 2011 with the form and content of such agreement to be satisfactory to both the Regional and City Solicitors.

CARRIED
TRANSPORTATION PLANNING

o) P-11-036, Amendment to Regional Municipality of Waterloo Controlled Access By-Law #58-87 for a Temporary Access to Regional Road #28 (Homer Watson Blvd.), City of Kitchener

MOVED by L. Armstrong
SECONDED by J. Hallboom

THAT the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for a temporary right-in, right-out only access on the east side of Regional Road #28 (Homer Watson Boulevard) approximately 65 metres north of Block Line Road in the City of Kitchener as described in P-11-036, dated April 12, 2011.

CARRIED

INFORMATION/CORRESPONDENCE

a) Memo re: Hespeler Road/Canadian Pacific Railway Grade Separation, City of Cambridge – Project Update and Notice of Pre-Construction Public Open House

Received for information.

OTHER BUSINESS

Council Enquiries and Requests for Information Tracking List was received for information.

NEXT MEETING – May 3, 2011

ADJOURN

MOVED by L. Armstrong
SECONDED by J. Mitchell

THAT the meeting adjourn at 12:15 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E.Flewwelling
Highway 7 New - Kitchener to Guelph
Council Presentation – April, 2011

- Provide project update
- Present Value Engineering options
- Seek input into VE options
- Outline the next steps

HIGHWAY 7 NEW – EA APPROVED
Project Background

- Individual EA approval obtained in March 2007
- MTO has protected the designated corridor
- Value Engineering (VE) Study initiated in May 2007, improvements identified for further review
- Initial phase of design (the current project), commenced in Spring 2008
- Once completed, this project will provide:
  - a more definitive configuration and footprint of the 2007 EA approved plan and
  - will incorporate acceptable improvements recommended by the VE study
New Highway 7 - Kitchener to Guelph, Recommended Plan

Region of Waterloo, County of Wellington, City of Kitchener, City of Guelph, Township of Woolwich, Township of Guelph-Eramosa

CITY OF WATERLOO
K W E
Riverbend Dr.
Grand River crossing

CITY OF KITCHENER
Shirley Ave.
CNR

CITY OF WATERLOO
K W E
Bridge Street

Greenhouse Rd.
(Woolwich Rd. 72)
Tillich Drain

WOOLWICH TOWNSHIP
Woolwich Rd. 66
Hopewell Creek

CITY OF GUELPH
Woodlawn Rd.

REGIONAL MUNICIPALITY OF WATERLOO
Shantz Station Rd.

COUNTY OF WELLINGTON
Highway 7

Shirley Ave.

CITY OF KITCHENER
Highway 7 (Victoria St.)
Bruce St.

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Project Description - Approved EA Features

• 18 km new 4-lane divided freeway, Kitchener to Guelph
• 6 interchanges including a freeway-to-freeway IC at KWE and partial interchange at Bridgeport
• 5 grade separated sideroad crossings
• 4 major water course crossings
• 34 bridges, including high level Grand River bridge crossing
• Estimated cost of the project is >$400M including both construction and property costs
Work Completed to Date

To date, the following work has been completed:

• Horizontal and vertical design of the new highway
• Extensive foundation investigation for the structures
• Preliminary design of 41 structures
• Environmental inventory and impact assessment of design on aquatic and terrestrial habitat and species, archaeological and built heritage resources
• The overall property requirements identified
• Consultation with First Nations, municipalities and agencies with respect to the project and specifically the recommended VE Options
Current Steps

- Initial engineering work is continuing in areas not impacted by the recommended VE options
- Consultation program initiated to provide a project update and to present the recommended VE options to municipalities, stakeholders and the public.
- Meetings are scheduled during April and May
- Public Information Centres will be held on May 3 and 5 in Kitchener and Guelph respectively
Value Engineering (VE) Study

• VE recommends 10 options, which enhance the value, safety and function of the EA approved plan.

• VE recommendations have performance and cost benefits over the original approved EA plan.

• Options identified in 5 target areas from KWE to Shantz Station Rd.:
  
  ➢ 1: Kitchener-Waterloo Expressway Interchange
  ➢ 2: Grand River Bridge and Bridge Street
  ➢ 3: Regional Road 17 (Ebycrest Rd.) Interchange
  ➢ 4: Woolwich Road 66 (Spitzig Rd.)
  ➢ 5: Regional Road 30 (Shantz Station Rd.) Interchange
Option 1 – Move KWE ramps N-E & S-E to the north of Hwy 7

**EA Approved**
Combined freeway-to-freeway NB and SB to Hwy 7 E ramp bridge crossing is south of Wellington St. and is not constructible due to large skew angle

**VE Recommendation**
Move this ramp crossing north of Hwy 7 to ensure constructability, reduce bridge span and improve geometry of N-E ramp
Options 2 & 3 - Eliminate Riverbend Drive to Hwy 7 On-ramp and W-Shirley Ave. Off-ramp

VE Recommendation

- Eliminate two direct ramps, Riverbend Dr. – Hwy 7 on ramp and exit ramp Hwy7 - Shirley Ave.

- The ramps are redundant because alternate routes are available through local roads at Wellington St., same as existing condition

Advantages: Will eliminate weaving conflicts and reduce potential for collisions on new Hwy 7:

- between traffic crossing over to exit Hwy 7 and enter KWE south and north, and
- between traffic destined to continue on Hwy 7 with traffic exiting at Shirley Ave.

- Reduced footprint
- Maintains access
- Substantial improvement from safety, operations and human factors point of view
Option 4 - Shift Hwy 7 WB Off-ramp to Riverbend Further West and off the Grand River Structure

**Advantages**

- Reduces flare and the associated costs on the bridge
- Reduces fill in the river valley
- Reduces impact to Walter Bean Grand River Trail

**VE Recommendation**

Move Hwy 7 WB ramp to Riverbend Dr. off the Grand River bridge
Option 5 - Move and Reconfigure Direct W-S On-Ramp into Buttonhook

VE Recommendation
Shift terminal of the Bridge St. ramp onto Hwy 7 WB to the east in a buttonhook configuration (intersection connection with Bridge St. replaces the direct movement)

Advantages
- Eliminates flare and variable reversed pavement slopes (due to opposite direction curves)
- Significantly improves visibility at the bridge approach
- Reduces potential for roll-over accidents
- Improves bridge constructability and
- Reduces potential risks and additional costs during construction
Option 6 - Realign Bridge Street at Ebycrest Road to provide greater spacing

Advantages

- Improves visibility and turning movements at intersection, and therefore safety and operations along sideroad
- Improves spacing to the interchange, and therefore potential for vehicular conflicts reduced

Improvements consistent with MTO highway access management best practices

VE Recommendation

Move existing Bridge Street intersection further away from the interchange, improve the angle at the intersection to 90°
Option 7 - Close existing Ebycrest Road north of existing Hwy 7 and Provide Cul-de-Sac

Advantages
- Eliminates potential intra-regional traffic through residential area
- Reduces number of access points in proximity to the interchange, and therefore potential for vehicular conflicts reduced

Disadvantages
- Loss of a direct access from/to interchange for 12 residences

VE Recommendation
- Close existing Ebycrest Road and remove proposed access from the future Fountain St. extension
- Add gated entrance to facilitate emergency vehicle access
Option 8 - Maintain Existing Woolwich Rd 66 (Spitzig Rd) alignment

EA Approved
- Sideroad realigned due diminished sightlines at Hwy 7 intersection
- Results in inferior curved road and bridge geometry, and impacts to property

VE Recommendation
- Maintain existing road alignment (sightlines are same as existing condition)

Advantages
- Eliminates major sideroad realignment and major property impacts
- Improves road and bridge geometry, and therefore improves visibility
- Safer road and major cost savings
Advantages
- Results in cost savings, funds spent when warranted

Disadvantages
- Left turn access may contribute to traffic congestion, but traffic volumes are low

EA Approved
Direct, free flow N-W ramp movement

VE Recommendation
- Replace with a left turn lane onto the S-W loop ramp
- Defer construction of the direct N-W Ramp (protect property for A-4), and associated costs until warranted by traffic volumes
Option 10 - Combine Service Road and Private Residential Access

**EA Approved**
New residential access in close proximity to the interchange

**VE Recommendation**
- Combine this access with existing service road to increase spacing to interchange

**Advantages**
- Reduces number of access points on sideroad
- Reduces potential for vehicular conflicts & traffic delays in close proximity to the interchange
Next Steps

- Consider comments received on the VE options
- Prepare TESR to amend the 2007 approved EA with VE recommendations, publish for review in Spring 2011
- A 30-day public review period will have opportunity to request a Part II order (‘bump-up’)
- Prepare Initial Design Report and submit for review
- If no ‘bump-up’ request, the initial design project will be completed in August 2011
- Review options for construction including:
  - staged construction using the design/bid/build method, or
  - design/build method, which may allow for an earlier project completion
- Move forward with concerted property acquisition
Next Steps

When funded for construction:

- Complete utility relocations, First Nations consultation and obtain EA permits
- Complete outstanding property acquisition and expropriate property if required
- Proceed to construction
Thank you
New Highway 7 - Kitchener to Guelph, Recommended Plan

Region of Waterloo, County of Wellington, City of Kitchener, City of Guelph, Township of Woolwich, Township of Guelph-Eramosa
Sustainable Waterloo’s 2010 Report: Celebrating a Community Built on Action

Tuesday April 12th, 2011

Mike Morrice
Executive Director
AGENDA

Introduction to Sustainable Waterloo

2010 Report: Celebrating a Community Built on Action

Looking Forward
Growing the Regional Carbon Initiative
Climate Collaborative

Working Together
SUSTAINABLE WATERLOO MISSION

To advance the environmental sustainability of organizations across Waterloo Region through collaboration.
OUR APPROACH

To advance the environmental sustainability of organizations across Waterloo Region through collaboration.

- Facilitate Collaborative Dialogue
- Measure Action
- Celebrate Impact
REGIONAL CARBON INITIATIVE

Facilitates voluntary target-setting and reductions of carbon emissions in organizations across Waterloo Region.
REGIONAL CARBON INITIATIVE

REPORTING

EVENTS

RESOURCES

RECOGNITION
MEMBERSHIP TYPES

- Provided with same service offering as Pledging Partners
- Either use alternative programs to track and report emissions or are working towards future participation

- Report on and work towards carbon emission reductions
- Publicly communicates reduction targets

Observing Organizations

Pledging Partner
CURRENT PLEDGING PARTNERS

SUSTAINING PARTNER
Minimum 20% GHG Reduction Commitment and a higher financial investment

GOLD PLEDGING PARTNERS
Minimum 60% GHG Reduction Commitment

BRONZE PLEDGING PARTNERS
Minimum 20% GHG Reduction Commitment
CURRENT OBSERVING ORGANIZATIONS

- Brighton Yards Housing Cooperative Inc.
- CanadaGreenESCO Inc.
- The City of Waterloo
- COBER Evolving Solutions
- EarthFX Energy Inc.
- ECO-SHIFT POWER CORP.
- The Economical Insurance Group
- Gore Mutual Insurance Company
- Grand River Conservation Authority
- Hutton Forest Products
- Regional Carbon Initiative
- Sustainable Waterloo
CURRENT OBSERVING ORGANIZATIONS

- Mennonite Savings and Credit Union
- NDI
- OTIP RAEO
- Quarry
- Quiet Nature
- Read Jones Christoffersen Consulting Engineers
- Region of Waterloo
- Sun Life Financial
- United Way
- The Partnership
- Waterloo Region Record
- Wilfrid Laurier University
- Regional Carbon Initiative
A COMMUNITY BUILT ON ACTION
EVENING OF RECOGNITION
2010 REPORT HIGHLIGHTS

- **Regional Carbon Initiative Membership**: Almost tripled

- **Total GHG reduction commitments**: 1,676.95 tonnes (377 cars off the road)

- **Total sustainability projects reported**: 115
Member Since 2009

Reduction Target: 100% in 10 years
Reductions to Date: 98.66 t CO₂e (43%)
Absolute Emissions in 2010: 130.49 t CO₂e
GHG/empl.: 2.1 t CO₂e
GHGs/ft²: 2.9 kg t CO₂e

Base Year: 2006
Emissions in Base Year: 229.15 t CO₂e

Scope 3 Reporting:
- Business Travel
- Commuting
- Waste
- Water

Org Type: Manufacturing
Bldg. Type: Light Manufacturing
Total Employees: 40

VeriForm’s facility continues to reduce its environmental impact: Electrical usage amounts to just $0.085 per square foot per month and the company won a 2011 Innovation Award, presented by Federal Minister of State and Technology Gary Goodyear.
Ernst & Young has introduced a premium on kilometre reimbursements for carpooling, invested in video conferencing equipment, and embraced digital holiday cards and other electronic paperless communications.
Retrofitting traffic signal lights has resulted in savings of approximately 1,200 tonnes of GHGs and $500,000 per year.

Region of Waterloo

**Member Since 2010**

**Base Year:** 2009  
**Org Type:** Regional Government  
**Bldg. Type:** Mix of Small and Large Offices  
**Total Employees:** 3,100

**Green Team:** Yes  
**GT Members:** 12

Gore Mutual Insurance

**Member Since 2010**

**Base Year:** 2010  
**Emissions in Base Year:** 448.17 t CO₂e  
**GHG/empl.:** 15.9 t CO₂e  
**GHGs/ft²:** 5.98 kg t CO₂e

**Org Type:** Insurance  
**Building Type:** Large Office (entire building)

Gore Mutual has recently replaced all of its old boilers and chillers from one part of their facility, saving an average of 15% on their utilities.
LOOKING FORWARD

• Growing the Regional Carbon Initiative
• Climate Collaborative
• Future Initiatives
COME TO AN UPCOMING EVENT

24th Annual Energy & Environment Forum

Date: Tuesday April 19, 2011
Time: 8:00am – 12:30pm
Location: Wilfrid Laurier University, Paul Martin Centre, 75 University Avenue West, Waterloo

May Educational Forum

Date: May 18th, 2011
STAY IN TOUCH

Mike Morrice, Executive Director

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22 King St S, Suite 405
Waterloo, ON, N2J 1N8
E-Mail: mike.morrice@sustainablewaterloo.org

Sign up for our Community Update:  
www.sustainablewaterloo.org/get-involved/stay-connected

Follow us on Twitter!  www.twitter.com/sustainablewat

Check out our Blog:  www.sustainablewaterloo.org/blog
Thank You!
Second-hand Smoke...GRT
Not Against

• This presentation is not intended to harm individuals who use tobacco industry products.
• I only care for the health of children, families civilians that use the GRT buses, even bus drivers who do not smoke
• ISSUE #1:
• Individuals are smoking mainly tobacco industry products outside and around public buses
• Second-hand smoke is flowing into the buses and effecting the children, students and families.
• ISSUE 2:
• Passengers are irritated by the second-hand smoke near the doors of the buses.
Signitures

- I have collected over 1,400 signatures of youth that want these issues resolved
- Irritated by the smoke.
- Some even have health conditions.
- *Petition can not be shared because the petition did not include publicity.*
• What, WE the youth of the future NEED
• To have bus entrances’ second-hand smoke free
• This can be accomplished by limiting where GRT bus drivers can smoke.
• We want a policy limits the distance in which specially GRT employees and general smokers can smoke from the busses.

• This will help eliminate the amount of second-hand smoke entering the busses, and the amount of second-hand smoke near the entrance.
Waterloo Region
Rapid Transit
Presentation Outline

• Implementation options
• February-March public consultation
• Peer review panel
• Evaluation of options
• Next steps
• April-May public consultation
Implementation Options

10 options
Implementation Options

L1, L2, L3 & L4

36 km of rapid transit from Conestoga Mall to the Ainslie St Bus Terminal

Changes from LRT to aBRT at:
L1 – Ottawa St
L2 – Block Line Road
L3 – Fairview Park Mall
L4 – Sportsworld Dr
Implementation Options

L5, L6, L7 & L8

34 km of rapid transit from Northfield Dr to the Ainslie St Bus Terminal

Changes from LRT to aBRT at:
L5 – Ottawa St
L6 – Block Line Road
L7 – Fairview Park Mall
L8 – Sportsworld Dr
Implementation Options

L9, B10

L9, B10: rapid transit from St Jacobs Farmers’ Market to the Ainslie St Bus Terminal

L9 – all LRT (39 km)
B10 – all BRT (38 km)
Moving Forward Transit Program

- Rapid transit
- GRT re-orientation & expansion
- Integration with GO & VIA
- Intelligent Transportation Systems
- Smart card technology
- Transit stations
- Road improvements
- Park ‘n’ ride facilities
February-March Public Consultation

Which rapid transit option provides the best value?
February-March Public Consultation
February-March Public Consultation

Calvary United Church, St. Jacobs: 58
150 Main Street, Cambridge: 62
United Kingdom Club, Cambridge: 102
150 Frederick Street, Kitchener: 128
Albert McCormick CC, Waterloo: 160
Faith Lutheran Church, Kitchener: 213
First United Church, Waterloo: 261

Number of People Signed In
February-March Public Consultation

Responses:
• LRT / BRT / business as usual
• LRT implementation option
• issues
February-March Public Consultation

705 respondents

- LRT, BRT or business-as-usual: 615
- Other: 90
February-March Public Consultation

615 respondents support LRT, BRT or business-as-usual

- LRT: 451
- BRT: 74
- Business-as-usual: 64
- More than one: 26
**February-March Public Consultation**

<table>
<thead>
<tr>
<th>Topic</th>
<th>LRT only</th>
<th>BRT only</th>
<th>business-as-usual</th>
<th>other</th>
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<tbody>
<tr>
<td>respondents</td>
<td>451</td>
<td>74</td>
<td>64</td>
<td>116</td>
</tr>
<tr>
<td>costs, taxes or value</td>
<td>68</td>
<td>52</td>
<td>45</td>
<td>64</td>
</tr>
<tr>
<td>route or stations</td>
<td>65</td>
<td>9</td>
<td>5</td>
<td>16</td>
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<td>bus system</td>
<td>21</td>
<td>10</td>
<td>11</td>
<td>36</td>
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<td>transit connections</td>
<td>56</td>
<td>4</td>
<td>1</td>
<td>12</td>
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<td>fairness</td>
<td>39</td>
<td>11</td>
<td>7</td>
<td>15</td>
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<td>children/future</td>
<td>64</td>
<td>0</td>
<td>0</td>
<td>3</td>
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</table>
February-March Public Consultation

464 respondents support LRT

- L1: 19
- L2: 18
- L3: 190
- L4: 102
- L5: 9
- L6: 7
- L7: 20
- L8: 18
- L9: 190
- any: 51
February-March Public Consultation

Of all 705 respondents:

• 78% support rapid transit
• 66% support LRT
Peer Review Panel

Expertise in:

• Transportation
• Transit
• Urban planning
• City-building
Peer Review Panel

- George Dark: Partner, Urban Strategies Inc.
- Eric Miller: Director of Cities Centre, University of Toronto
- John Hubbell: Associate VP, HDR iTrans
- Ashley Curtis: Associate, Steer Davies Gleave
- Alan Jones: Director, Steer Davies Gleave
Peer Review Panel

LRT:

a critical step

towards meeting the Region’s growth and revitalization objectives
Peer Review Panel

aBRT
will provide excellent service
in a financially prudent manner

All transit systems
are built in
phases
Peer Review Panel

L3 has the greatest potential to build success
Evaluation of Options

Rapid transit is preferred over business-as-usual
Evaluation of Technology

Index

- 40
- 60
- 80
- 100
- 120
- 140
- 160

BRT

LRT

cost
user
environmental
land use
social

cost
user
environmental
land use
social
Evaluation of Technology

LRT is preferred over BRT
LRT Staging

Build LRT in affordable stages
## Evaluation of LRT Options

<table>
<thead>
<tr>
<th>LRT Option</th>
<th>2031 Annual Ridership (millions)</th>
<th>Increase in Population in Station Areas (thousands)</th>
<th>Increase in Employment in Station Areas (thousands)</th>
<th>Transit Integration</th>
<th>Annual Property Tax Increase for 6 Years</th>
<th>Annual Incremental Household Impact for 6 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>12.6</td>
<td>19.8</td>
<td>12.7</td>
<td>fair</td>
<td>0.97%</td>
<td>$16.01</td>
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<tr>
<td>L2</td>
<td>14.3</td>
<td>20.3</td>
<td>12.8</td>
<td>fair</td>
<td>1.27%</td>
<td>$20.98</td>
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<tr>
<td>L3</td>
<td>15.0</td>
<td>20.3</td>
<td>13.1</td>
<td>good</td>
<td>1.37%</td>
<td>$22.63</td>
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<tr>
<td>L4</td>
<td>15.4</td>
<td>20.3</td>
<td>13.7</td>
<td>good</td>
<td>1.90%</td>
<td>$31.46</td>
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<tr>
<td>L5</td>
<td>12.2</td>
<td>19.3</td>
<td>11.6</td>
<td>poor</td>
<td>0.88%</td>
<td>$14.63</td>
</tr>
<tr>
<td>L6</td>
<td>13.9</td>
<td>19.7</td>
<td>11.7</td>
<td>poor</td>
<td>1.13%</td>
<td>$19.04</td>
</tr>
<tr>
<td>L7</td>
<td>14.7</td>
<td>19.7</td>
<td>12.0</td>
<td>fair</td>
<td>1.25%</td>
<td>$20.70</td>
</tr>
<tr>
<td>L8</td>
<td>15.0</td>
<td>19.7</td>
<td>12.6</td>
<td>fair</td>
<td>1.78%</td>
<td>$29.53</td>
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<tr>
<td>L9</td>
<td>18.0</td>
<td>22.6</td>
<td>16.9</td>
<td>excellent</td>
<td>3.71%</td>
<td>$62.65</td>
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</table>
Stage 1
Preliminary Preferred
Rapid Transit Implementation Option
Stage 2
Rapid Transit System
Affordability

LRT
in the context of the
RTMP
## Options for LRT/RTMP Implementation

<table>
<thead>
<tr>
<th></th>
<th>L3a</th>
<th>L3b</th>
<th>L1a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of RTMP</td>
<td>65%</td>
<td>40%</td>
<td>65%</td>
</tr>
<tr>
<td>Transit Service Hours</td>
<td>211,000</td>
<td>138,000</td>
<td>211,000</td>
</tr>
<tr>
<td>Property Tax Increase</td>
<td>2.0%</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Increase/Avg Household</td>
<td>$33</td>
<td>$25</td>
<td>$25</td>
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</tbody>
</table>
# Financing

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Reduction in tax rate increases</td>
<td>0.15%</td>
</tr>
<tr>
<td>Development charges</td>
<td>0.15%</td>
</tr>
<tr>
<td>Retired debt services &amp; uploaded social assistance costs</td>
<td>0.57%</td>
</tr>
<tr>
<td>Land value uplift</td>
<td>???</td>
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</tbody>
</table>
Stage 2 Implementation

• Stage 2 Transit Project Assessment 2014
• Acquire property
• Transit-supportive development & strategies
• Stage 2 Federal & Provincial funding
• Cambridge multi-modal transit facility
Next Steps

Apr-May: public consultation

June: Council approval

July-Sept: Environmental Project Report

Oct: begin Transit Project Assessment
April-May Public Consultation

- Apr 30: Kitchener Farmers Market
- Apr 30: Cambridge Centre Mall
- May 3: St. Jacobs
- May 4: Kitchener
- May 4: Waterloo
- May 5: Cambridge
- May 10: Kitchener
- May 10: Cambridge
- May 12: Wilmot
- May 12: North Dumfries
- May 14: Fairview Park Mall
- May 14: Conestoga Mall
- May 18: Wellesley
April-May Public Consultation

• Public Input Meetings
  – In Regional Council Chambers
  – Starting at 6 p.m.

• Tuesday, May 31, 2011
• Wednesday, June 1, 2011
Questions?