



# REGIONAL MUNICIPALITY OF WATERLOO PLANNING AND WORKS COMMITTEE MINUTES

Tuesday, September 27, 2011  
1:29 P.M.  
Regional Council Chamber  
150 Frederick Street, Kitchener, Ontario

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

Members absent: G. Lorentz, T. Galloway

## **MOTION TO RECONVENE IN OPEN SESSION**

MOVED by C. Millar

SECONDED by B. Halloran

THAT the meeting reconvene into Open Session.

CARRIED

## **DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT**

J. Haalboom re-declared her pecuniary interest related to an item from the Community Services Closed Session due to her husband's related business.

## **DELEGATIONS**

- a) E-11-063, River Road Extension, King Street to Manitou Drive, Kitchener Recommended Planning Alternative and Amendment to Consultant Services Agreement:

Chair Wideman requested that the staff presentation on this matter be heard prior to the delegations.

Steve Van de Keere, Head, Transportation Expansion Program, provided an overview of the Class Environmental Assessment and the project team's consideration of the planning alternatives for the South Kitchener Transportation Corridor Study. He also provided an explanation of the proposed alternative scheme 4C as contained in the staff report. Subsequently, he highlighted the history of the project and the review of the Jefferson Salamander habitat. He advised that the project team has reconfirmed their recommendation of the proposed alternative 4C. In closing, he explained the benefits of the proposed configuration and the next steps for the project. [A copy of this presentation is appended to the original minutes.](#)

\*S. Strickland entered the meeting at approximately 1:40 p.m.

\*At this point in the meeting there was a power outage and therefore audio visual equipment was no longer available.

- i) Daphne Nicholls, resident, submitted a written copy of her presentation and talked committee through it outlining her concerns with the project. [A copy of the presentation is appended to the original minutes.](#) In addition she proposed the following questions to staff: natural capital assessment; assessment of current air quality and after a large portion of the forest is removed; a financial statement of cost estimates for bringing water via a pipeline from Lake Erie; estimate of increased health costs; and that the parameters of the Environmental Assessment process be improved.

Committee members sought clarification from Ms. Nicholls regarding the City of Kitchener zoning information and her concern for the proposed alignment. Ms. Nicholls advised that she would like to see the road alignment changed and was concerned with future industrial development affecting drinking water.

- ii) Ron and Anne Huckleberry did not come forward when called.
- iii) Duncan Clemens, a Wilfred Laurier University student, had an electronic presentation which he was not able to provide. He explained a number of problems he foresaw with the proposed River Road extension alignment 4C which included damage to the water supply from road salt, degradation to the Hidden Valley natural area, and that the alignment encouraged development in the area which he felt was contrary to the Region's Official Plan designation for the area. He also commented that a portion of the road is proposed to cut off the existing wetland which would have further affects to the Hidden Valley area. D. Clemens explained advantages and disadvantages of the network alternative B as well as using the existing Hidden Valley Road footprint for the extension.
- iv) Neil Taylor, resident, requested a detailed analysis of risks to all life stages of the Jefferson Salamander. He felt that the steps the Region had taken did not adequately review the issue. He advised that he had difficulty obtaining pertinent documentation from the Ministry of Natural Resources (MNR) and the Region of Waterloo regarding the Jefferson Salamander and just recently received very lengthy documents. For that reason, he requested that Committee defer any action on the River Road Extension project for at least four months to allow him time to review the MNR documentation and determine the impact on the Jefferson Salamander.
- v) Gordon Nicholls, resident, requested that this matter be deferred to a future meeting due to the inaccessibility of audio visual aids.

S. Strickland requested that the matter and the delegations be deferred to the next Council meeting on October 5, 2011. Committee agreed.

- b) James Parkin, MHBC Planning and Melanie Horton, CBM Aggregates,  
Bromberg Application ZC-11/08, Lot 33 & 34, Concession 9, 2772 Greenfield Road, Ayr,  
ON

R. Deutschmann requested that this item be deferred to the next Council meeting and that staff prepare a new report for the open session. Mr. Deutschmann felt it would be difficult to respond

to the delegation considering that the matter was discussed in closed session and being unsure of what information could be discussed in open session.

\*D. Craig left the meeting at approximately 2:30 p.m.

- c) Bob Connors, Waterloo Wellington Flight Centre  
E-11-104, Airport Fee Structure Review

Mr. Connors provided a letter outlining how the proposed changes to the Airport fees would impact the Waterloo Flight Centre operations at the Regional Airport. [A copy of his letter is appended to the original minutes.](#) He requested that Committee give consideration to the fact that the flight centre has experienced a number of increases in operating costs since 2007 such as increased property taxes and the Harmonized Sales Tax.

Committee members posed questions to the delegation and staff with respect to how the fees compare to other flight centers and the hourly rate versus the daily rate methodology.

MOVED by C. Zehr  
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve the revised schedule of fees and supplemental charges at the Region of Waterloo International Airport (ROWIA) as per Appendix A of Report E-11-104 dated September 27, 2011, effective January 1, 2012.

AND THAT the notice of the intent to amend the Region's Fees and Charges (By-law 10-001 as amended) as set out in Report E-11-104 dated September 27, 2011, be published in accordance with the provisions of the Municipal Act.

CARRIED

## **REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES**

### **DESIGN AND CONSTRUCTION**

- a) CR-RS-11-059, Authorization to Expropriate Lands (1<sup>st</sup> Report) for Road Improvements to University Avenue (Regional Road 57), in the City of Waterloo

MOVED by J. Mitchell  
SECONDED by S. Strickland

THAT The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the road improvements to University Avenue, in the City of Waterloo, in the Region of Waterloo as detailed in report CR-RS-11-059 dated September 27, 2011:

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

**Fee Simple Partial Taking:**

1. Part of Lot 2, Registered Plan 1050, being Part 1, on Reference Plan 58R-17179, PIN 22691-0047(LT) (251 Glenridge Drive)
  2. Part of Lot 77, Registered Plan 1050, being Part 4, on Reference Plan 58R-17179, PIN 22354-0005(LT) (240 Mayfield Avenue)
  3. Part of Lot 1, Registered Plan 1076, being Part 5, on Reference Plan 58R-17179, PIN 22355-0053(LT) (239 Mayfield Avenue)
  4. Part of Lot 3, Municipal Compiled Plan of Lot 6, German Company Tract, being Parts 1 and 2, on Reference Plan 58R-17180, PIN 22691-0046(LT) (130-140 University Avenue)
  5. Part of Lots 10 and 11, Registered Plan 501, being Part 3, on Reference Plan 58R-17180, PIN 22358-0054(LT) (115 University Avenue East)
  6. Part of Lot 10, Registered Plan 501, being Parts 4 and 5, on Reference Plan 58R-17180, PIN 22358-0055(LT) (119 University Avenue East)
  7. Part of Condominium Element Waterloo North Condominium Plan Number 23, being Part 6, on Reference Plan 58R-17180, PINS 23023-0001(LT) to 23023-0108(LT) (121 University Avenue East)
  8. Part of Lot 5, Registered Plan 1132, being Part 2, on Reference Plan 58R-17172, PIN 22355-0057(LT) (147 University Avenue East)
2. Serve notices of the above application(s) required by the Expropriations Act;
  3. Forward to the Chief Inquiry Office any requests for a hearing that may be received;
  4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
  5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed; and
  6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.
- CARRIED
- b) E-11-063, River Road Extension, King Street to Manitou Drive, Kitchener Recommended Planning Alternative and Amendment to Consultant Services Agreement

See Delegation a) above for discussion of this matter.

- c) E-11-096, Update on the Construction of Townline Road Improvements, Can-Amera Parkway to Gore/Avenue Road, City of Cambridge

Mr. Van de Keere provided an overview of the project. In response to Committee questions, he explained the poor soil conditions and method of peat extraction as well as the frog under pass.

Received for information.

- d) Sawmill Road and Northfield Drive Improvements in the Village of Conestogo, Township of Woolwich - Information Package in Advance of Public Consultation Centre

Received for information.

### **TRANSIT**

- e) E-11-082, GRT - Smoking Restrictions

This item was deferred to the October 18<sup>th</sup> meeting of Planning and Works Committee.

- f) E-11-094, Onboard Mobile Surveillance Systems Policy Update

MOVED by S. Strickland  
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo approve the expenditure of \$215,000 to upgrade the Mobile Surveillance System to allow onboard information to be overwritten after 72 hours.

CARRIED

### **TRANSPORTATION**

- g) E-11-098, Lane Designation on Fischer-Hallman Road (Regional Road 58) at Activa Avenue, City of Kitchener

MOVED by C. Zehr  
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to provide for a right turn lane, with a buses excepted designation, on southbound Fischer-Hallman Road (Regional Road 58) at Activa Avenue, City of Kitchener.

CARRIED

- h) E-11-101, 2011 Association of Ontario Road Supervisors Trade Show

Received for information.

- i) E-11-104, Airport Fee Structure Review

This item was dealt with under delegations.

**WATER**

- j) E-11-102, Approaches to Policies in the Source Protection Plan (*staff presentation*)

This matter was deferred to the October 18<sup>th</sup> meeting of Planning and Works Committee.

\*B. Halloran left the meeting at approximately 2:50 p.m.

- k) E-11-061.1, Fees and Charges By-law for Water Works Upgrade in Lloyd Brown (Township of North Dumfries)

R. Deutschmann requested that this item be deferred to the next Council meeting. He explained that some residents were not aware that the matter would be considered at this meeting and that Regional staff provided forms for residents to complete and submit after the September 15, 2011 public information centre with respect to financing. The additional time would allow those forms to be submitted to staff and the public consultation process to be completed.

Committee deferred the item.

**REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES****COMMUNITY PLANNING**

- l) P-11-073, Monthly Report of Development Activity for August 2011

R. Horne, Commissioner, Planning, Housing and Community Services, provided introductory comments.

MOVED by C. Zehr

SECONDED by T. Cowan

THAT the Region of Waterloo accept P-11-073, Monthly Report of Development Activity for August 2011, dated September 27, 2011.

CARRIED

**COMMUNITY SERVICES**

- m) P-11-075, Building Permit Activity – January to June 2011

Received for information.

**INFORMATION/CORRESPONDENCE**

- a) Memo re: Existing Delegation of Authority to the Commissioner of Planning, Housing and Community Services

Received for information.

- b) Letter dated September 6, 2011 from Neil Taylor re: E-11-063, River Road Extension, King Street to Manitou Drive, Kitchener Recommended Planning Alternative and Amendment to Consultant Services Agreement

Received for information.

**OTHER BUSINESS**

- a) Council Enquiries and Requests for Information Tracking List

Received for information.

**ADJOURN**

MOVED by T. Cowan  
SECONDED by L. Armstrong

THAT the meeting adjourn at 3:00 p.m.

CARRIED

**COMMITTEE CHAIR, *J. Wideman***

**COMMITTEE CLERK, *J. Reid***



Region of Waterloo

# **RIVER ROAD EXTENSION CLASS ENVIRONMENTAL ASSESSMENT RECOMMENDED PLANNING ALTERNATIVE**

**Region of Waterloo  
Planning and Works Committee  
September 27, 2011**



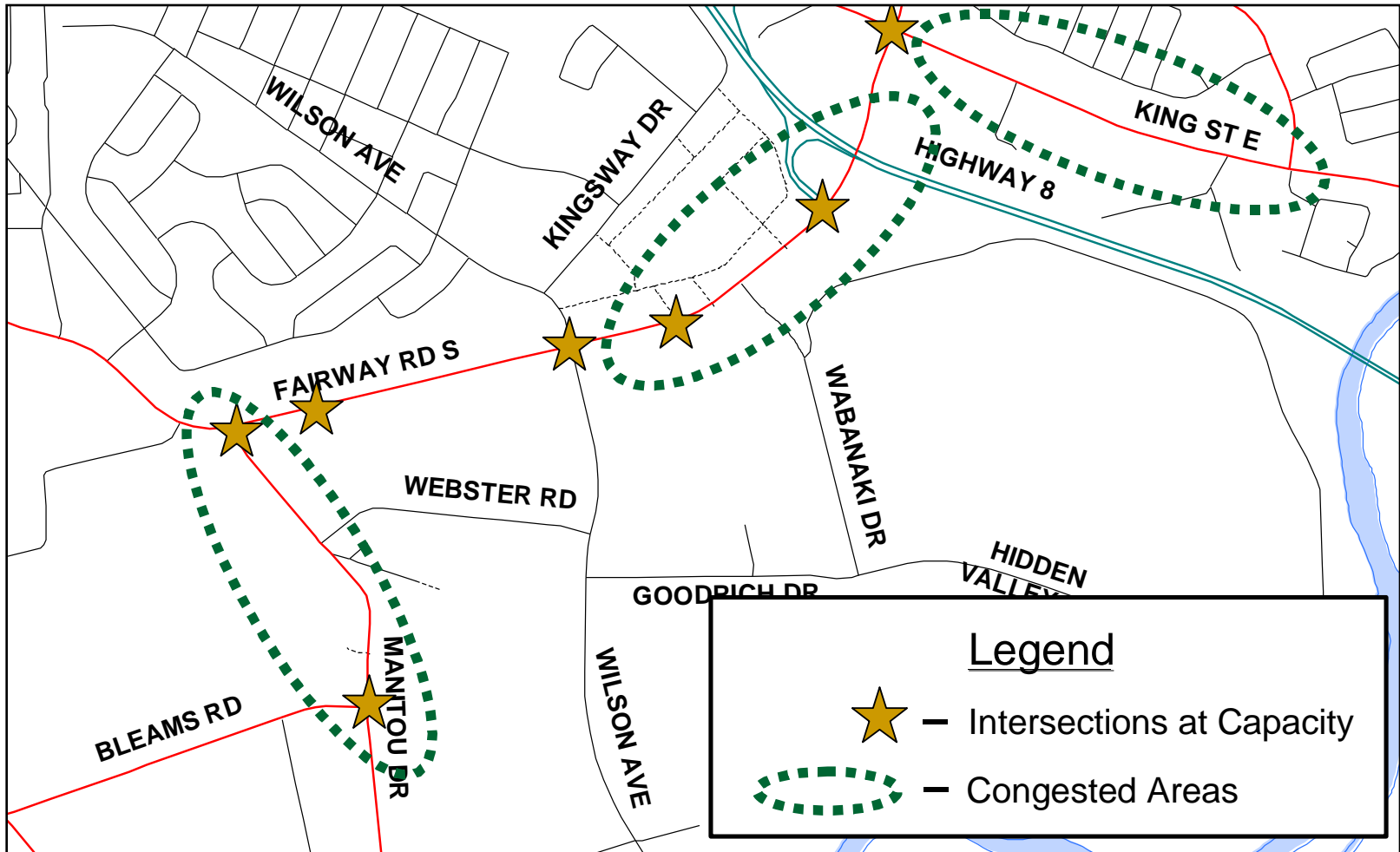


# BACKGROUND

- Class EA commenced in 2004 (South Kitchener Transportation Corridor Study)
- Address current traffic congestion and accommodate future growth



# BACKGROUND



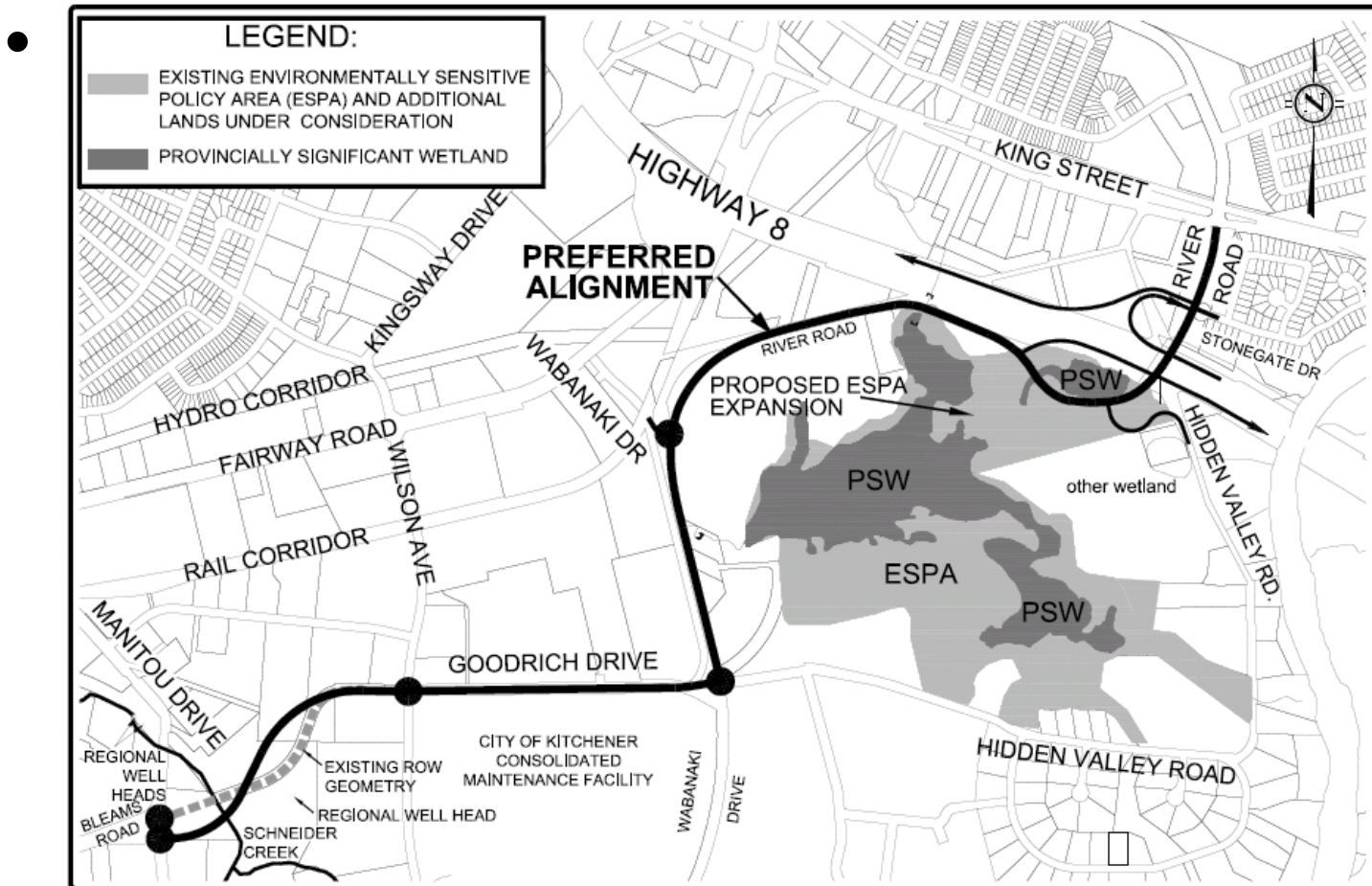
CURRENT TRAFFIC CONDITIONS

# BACKGROUND

- Eleven planning alternatives
- Extensive natural environment inventory
- Evaluation using transportation, natural, socio-cultural and economic criteria



# BACKGROUND



PLANNING ALTERNATIVE 4C

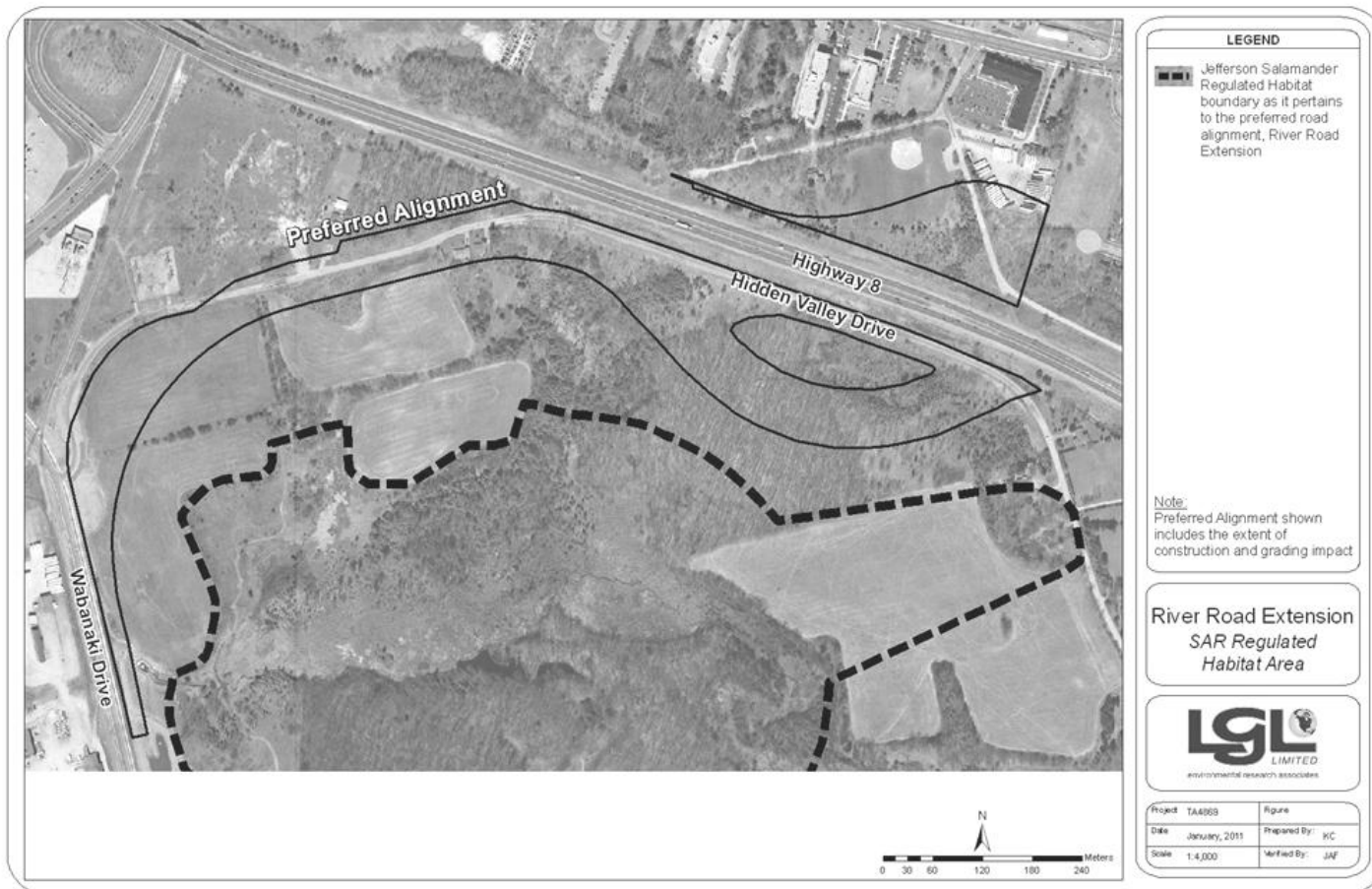
# BACKGROUND

- Jefferson Salamanders discovered in Hidden Valley in Spring 2007
- Region put the Class EA on Hold
  - Conduct additional field studies
  - Await new regulations from MNR
  - Await Regulated Habitat from MNR

# NEW INFORMATION IN 2009/2010

- 2010 Transportation Master Plan
  - Confirmed Need for New Road
  - High Transit mode share
- 2009 MNR released regulations
- 2010 MNR released map showing limits of the Regulated Jefferson Salamander Habitat

# NEW INFORMATION IN 2009/2010



**ALT 4C PROPOSED FOOTPRINT WITH JEFFERSON SALAMANDER REGULATED HABITAT**

# RE-EVALUATION OF PLANNING ALTERNATIVES

- Full re-evaluation of all 11 planning alternatives
- Alternative 4C was confirmed as the Preferred Planning Alternative

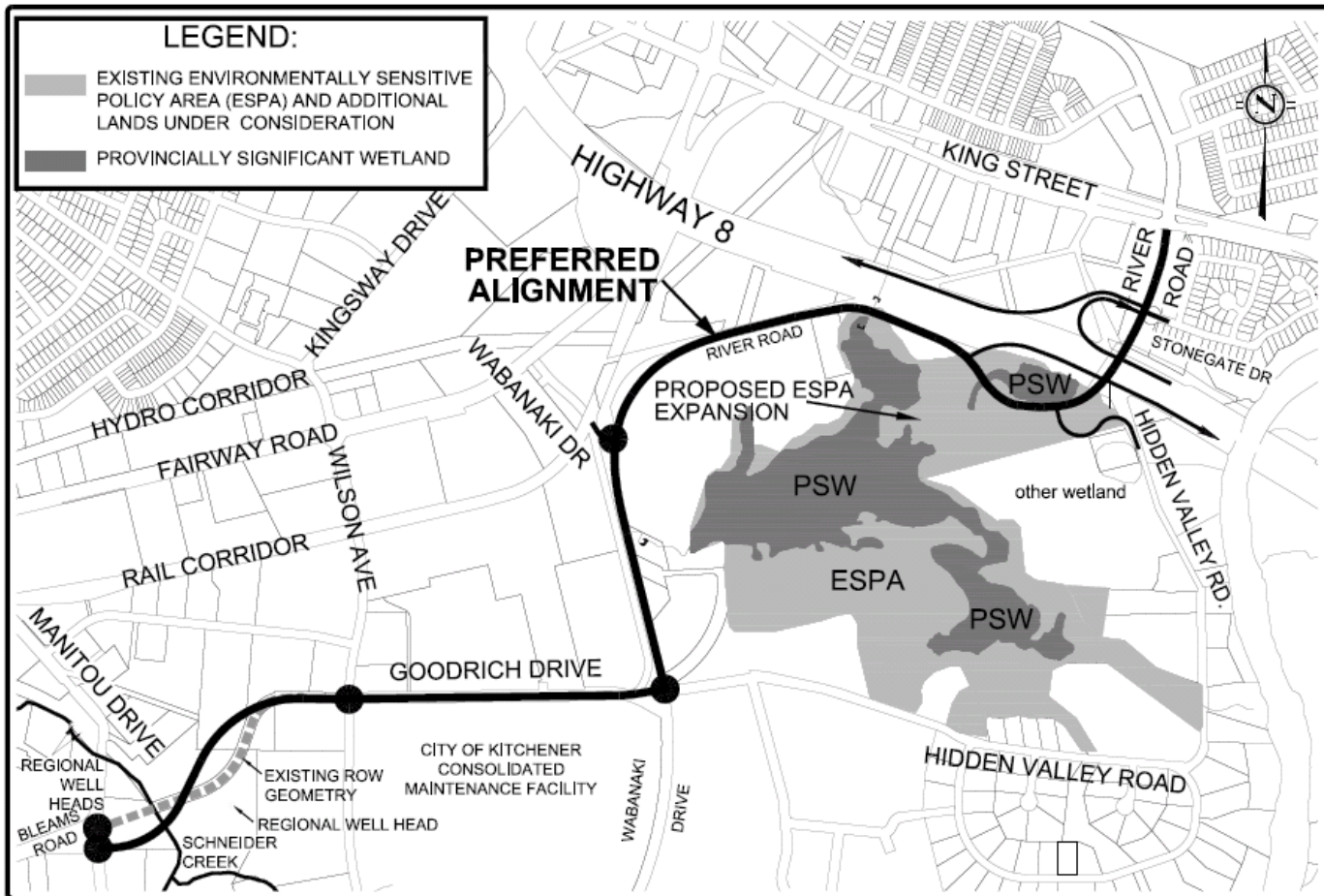


# ISSUES RAISED BY THE PUBLIC

- Public Consultation Centre May 17, 2011
- Main Concerns Raised
  - Need for new road was questioned
  - Jefferson Salamander Habitat
  - Impacts on natural environment
  - Impacts on local neighbourhoods



# RECOMMENDED PLANNING ALTERNATIVE

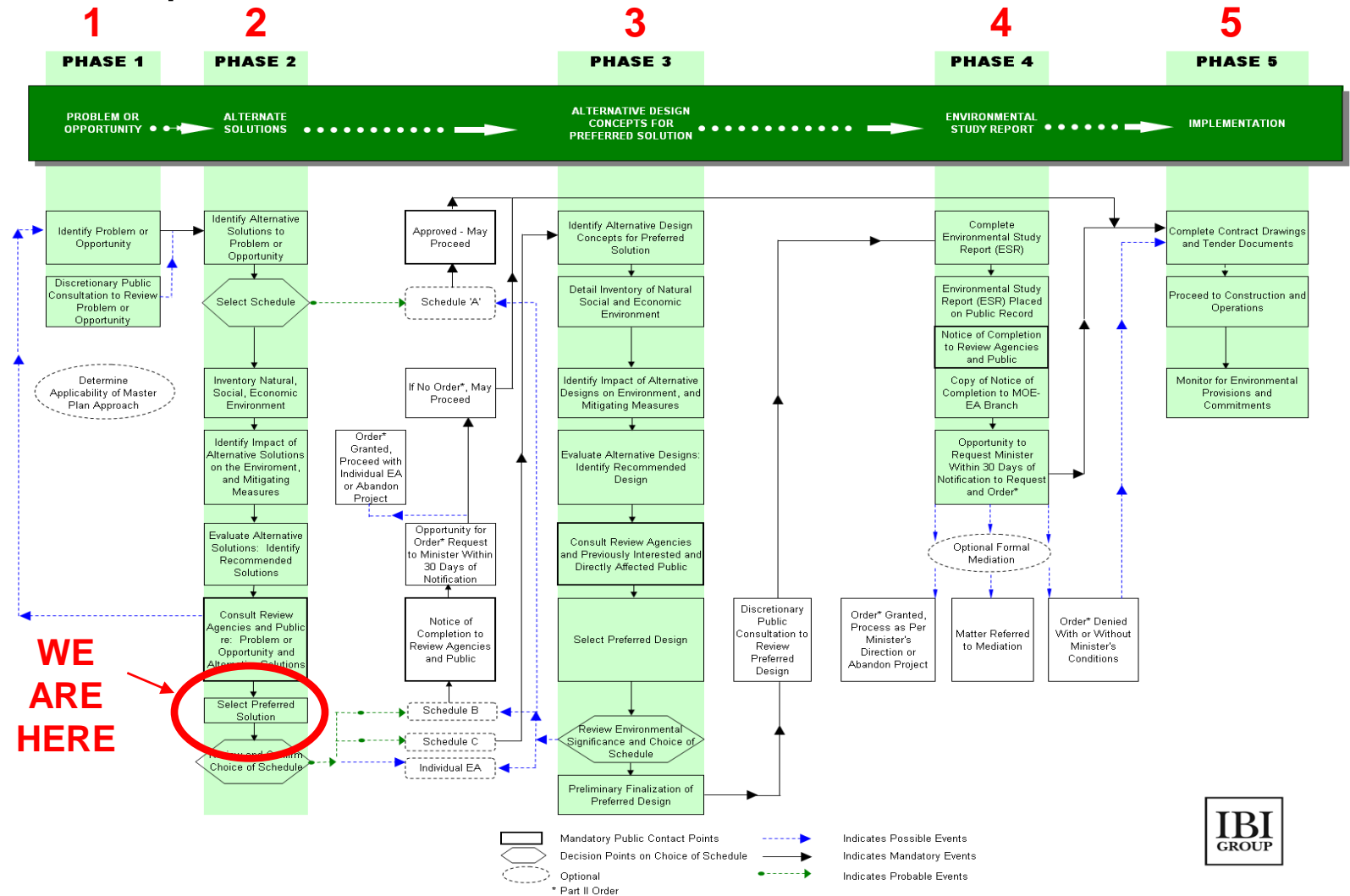


ALTERNATIVE 4C

# RECOMMENDED PLANNING ALTERNATIVE

- Benefits of the Recommended Planning Alternative are:
  - reduced delay
  - New east-west cycling facility
  - Preservation of the core environmental features
  - Additional access to Highway 8
  - Reduced air pollution due to less congestion
  - Controlled access for development lands

# Municipal Class Environmental Assessment Process

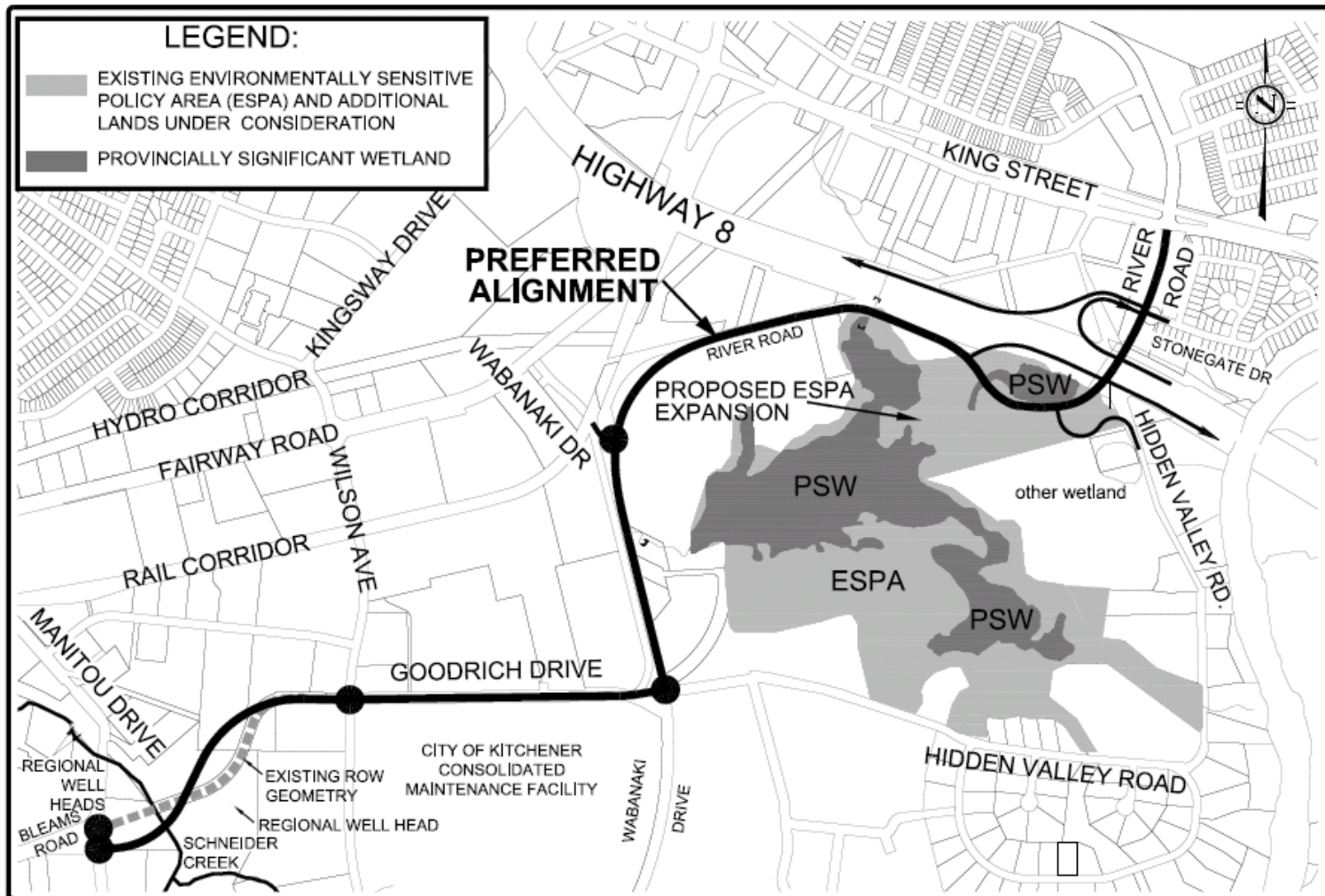


# NEXT STEPS

- Approve increase in consulting fees
- Complete Phases 3 and 4 of the Class EA
  - Alternative design concepts
  - Design concepts impacts and mitigating measures
  - Further public consultation
  - Identification of Recommended Design Concept
  - Recommendation to Regional Council
  - Filing of Environmental Study Report
- Detailed design, property acquisition 2013-2016
- Construction start in 2016



# QUESTIONS?



**RECOMMENDED PLANNING ALTERNATIVE  
ALTERNATIVE 4C**

Draft Presentation re: River Rd. Extension

Regional Planning and Works Committee meeting:

Fall 2011

Chair Wideman, members of Council and staff, ladies and gentlemen:

I would like to thank the staff for the thoroughness of their responses to the comments and questions submitted after the Public Consultation Centre on May 17, 2011. Their responses clarified a number of things. However, the significance of today's meeting was not explained.

I now understand that you are being asked to approve the Preferred Alternative design (4-C) for the proposed River Rd. extension, and that if you approve this design, **then** the research to assess the impact on the environment will occur, but this road design will proceed regardless of what is learned.

I am here as an advocate for 4 things.....

an advocate for safe drinking water for the Region;

an advocate for a place of exceptional natural beauty;

an advocate for a change in an outdated policy; and

an advocate for the entitlement of all the people in the Region.

The River Rd. Extension Information package lists 4 goals for the South Kitchener Transportation Corridor. My comments apply to the fourth goal: *"A River Rd. extension would provide improved access for the Hidden Valley business park and residential development lands designated in the Kitchener Official Plan".*

"Hidden Valley" ..... what a magical, intriguing name. As some of you know, I've been lobbying to have Hidden Valley saved as a natural area park for about 7 years. When I speak to people about Hidden Valley, some ask where it is. Why should they know about it ... it's been "hidden"! It's time to make it better known, as a Natural Area Park, a beautiful oasis in the Region, an area which we can be

excited about like beautiful parks in other cities, not a business and industrial park, facilitated by this council.

May I ask if you've walked through Hidden Valley? If you haven't, you should ask Paul Eichinger of Pearl Valley to through the whole area take you there before you vote on the road design.

Over the last almost 7 years I've used a handy approximate 3-D map of the area, when talking with people, which I'd like to show you. I know you've seen all the maps and charts prepared by staff, but I think that my map gives a better sense of the topography and the context.

Please bear with me and follow along. Put your left arm in front of you, palm up, fingers cupped. Now imagine that 401 is where your elbow is, and the right edge of your arm and hand is highway 8. Fairway Rd. is approximately just beyond your finger tips. The Grand River is across your wrist. The new bridge spans it on the right side. There's a weir, a low dam, across the Grand by the left edge of your wrist. The weir was constructed to create a pool from which about 25% of the Region's drinking water is pumped to the Manheim treatment facility. Your hand represents the 200 acres of Hidden Valley. Now this is obviously an approximate model: it doesn't show that there are 5 major valleys convoluted against each other, all part of the Waterloo Moraine, mainly on the thumb side. Hidden Valley Rd., like a reverse "C" and Wabanaki Rd. along the thumb side, encircle the 200 acres.

This 3-D map doesn't show that there's a beautiful mature forest thriving on those valleys and in the upland woods near highway 8. It doesn't show the fields close to Fairway Rd. or near the south-east. However, it does give a sense of the largest wetland, in your palm.

Here's the important part: the wetlands flow into the Grand, just a short distance above the weir ... about  $\frac{1}{4}$  of the way across your wrist, from the left side. **If there's contamination of the wetlands, the Region's drinking water will be contaminated.**



I understand that zoning is the responsibility of Kitchener, not the Region, but if that zoning puts the Region's water supply at risk, you are responsible for that.

On your map, thanks to out-dated zoning regulations, Kitchener's Official Plan would permit owner Peter Benninger's Pearl Valley, to construct a large subdivision in the section represented by the heel of your hand. (It's currently a grain field that slopes down to the wetland.) Two smaller areas along your thumb could also be developed with houses. A **heavy** industrial site (M-4) and a **light** industrial site (M-2) *could*, according to Mr. Drackley, be built near your finger tips, near the intersections of Wabanaki and Hidden Valley Roads. You'll note that those areas also slope down to the large wetland in your palm.

In the area of your baby finger, he'd construct a business park. The proposed new access ramps on either side of highway 8 would make it so much more convenient to access these developments.

There seems to be conflicting information about zoning in the staff responses and the Public Consultation Centre package. According to Mr. Drackley's response to my question about zoning, The Hidden Valley Industrial Plan of 1988 and the Hidden Valley Community Plan of 1989, on which part of Kitchener's Official Plan is based, allow for the following 6 development categories: B-1, B-2, B-3, R-1, M-2 and M-4, in addition to P-2 and P-3. Those plans were made 23 and 22 years ago. I don't know about you, but I've certainly got a very different sense of the risks of accidental water contamination and the importance of environmental protection in the last 2 decades. Any contamination from those developments will flow down to the wetlands, and then into the Grand, immediately upstream from where drinking water is extracted.

However, according to the Public Consultation Centre information package, you are *just* being asked to approve the River Rd. extension to facilitate access to "**business park and residential development lands.**" Do you need a clarification to make an informed decision?

The bridge across highway 8 and the connecting road are currently designed for 70km an hour, so that means that a large chunk of the upland woods would have

to be cut down for the **4 lane** new road ... you can get a sense of that if you crook your right thumb and insert it across your baby finger and base of your 4<sup>th</sup> finger to represent the road. The amount of land that would be used for the road would actually be larger than your thumb, crooked. According to staff it would be between 19.2% and 30.8 % of the total area... between 1/5<sup>th</sup> and 1/3<sup>rd</sup> of the total area.

We all know that despite the best laid plans, industrial accidents sometimes occur. Any runoff from the industrial areas would likely flow down the slopes to the wetland. Runoff from parking lots and the new 4 lane road would end up in the same place. Salt and road chemicals are not good for our drinking water.

As some of you know, I've lived in the Grand Hill Village subdivision across the Grand from Hidden Valley for many years. I've often remarked that the best thing about our house is its proximity to the river and the ESPA Grand View Woods ... and the chance to appreciate the river and woodland in all seasons.

I'd like to show you a few photos from "our" side of the river.

1. The Grand in winter, with highway 8, the weir and the pumping station
2. The same area in November, 2007
3. Some of the councillors and staff may remember these photos which I sent them about the "gull standard" for measuring water in the Grand. They show gulls standing on the top of the weir. If rainfall has been plentiful, lots of water flows over the weir, but there was a drought in 2007. The gulls could stand on the weir because there was so little water flowing over it. That also means that there's less water to dilute pollution, during times of water shortages. The water statistics for this year up to ..... Show that we again had less rainfall than average.

In my 2007 letter I asked, "Would construction of any sort in the Hidden Valley area impact the quality and quantity entering the Grand River from the 3 Provincially Significant Wetlands in the Hidden Valley area?" I didn't get an answer from any of the councillors or staff at the time.

I'd like to remind you of 3 quotes from the Record's article about the Grand River Watershed Forum two weeks ago.

1. Experts said "the Grand River is running out of time". (K. Swayze)
2. We have to ask "Is this going to have any benefit and not wreck anything?" (R. Gibson)
3. "Sustainability is not easy. It's not doing more---it's doing things differently." (Fitzgibbon)

So, is planning a road according to zoning standards that are 20 years out of date, "doing things differently"? Can this committee, this council stand up for protecting the Region's drinking water, or are you so locked into old ideas and old regulations that stopping development in Hidden Valley is impossible?

The next set of pictures give a quick sense of the beauty of the forest and the diversity of plant life in spring. We have walked through many natural areas in the Region and think that Hidden Valley may well have the largest variety of flowering spring plants.

The last picture is taken in the area where the road would cut into the upland woods near highway 8, where your thumb was crooked. When you step into this part of the forest, carpeted by a Regionally significant plant, woods sedge, you feel like you're in a different world. The traffic noise fades and you look up into a green canopy. Staff have said that the woods adjacent to highway 8 aren't significant, and it is true that there's a 100 m strip with younger trees, but look at this picture and judge for yourselves. This is where 1/5<sup>th</sup> to 1/3<sup>rd</sup> of the total area will be decimated, for a 4 lane road.

I ask you to reject plan 4-C and come up with a less invasive road design.

The final pictures are near Hidden Valley, the abandoned Budd plant, the corner of Wilson and Wababaki, and the back of the Consolidated Management Facility. Are these places where new industrial or business "parks" could be built? Or will you plant these area with trees to compensate for the lack of forest in the region so that in 3 generations time people will stare at these parkettes, and storm-water management pools, like at animals in the zoo, and will say "this is what

we'll call "forest" and a "provincially significant wetland". Just look at those hidden valleys!

I'd like to leave you with a metaphor about frogs. You've probably heard that if you take a frog and put it in hot water it will immediately jump out, but if you put a frog in cold water and begin to heat it, it will remain there till it's boiled. We are the frogs. Government is turning up the heat. Is that what you want to do?



**Waterloo Wellington Flight Centre**

**Concern regarding escalation in airport rent, fees and levies borne by tenants**

WWFC is concerned about the significant increases in all airport fees to us as an existing tenant. The WWFC board has directed that we formally express our concern regarding the proposed fee increases as we believe they will have a detrimental effect on our operation by forcing further increases in our fees to clients.

The overall climate for flight training in Canada (taxes & fees, fuel cost, increased regulatory compliance burden) has contributed to the decline in flight schools across Canada from 227 2002 in to 161 in 2010. WWFC is among the largest flight schools in Canada and has been able to compete for both career students and continue to offer services to the flying hobbyist here in the region. However, the cost of flight training continues to be driven up and at some point the pool of those who can afford it will dry up.

WWFC is a partner with Conestoga College and the University of Waterloo, providing diploma and degree programs for aspiring professional pilots. We have built a solid reputation with aviation employers who hire our grads and with prospective students selecting a training institution. In that respect, we compete with other private schools and three publicly funded colleges in Ontario. Flight training is expensive and the overall cost for families is an important consideration in selecting a school. WWFC employs 40 people and has direct expenditures in the region of over three million dollars a year.

WWFC has been operating at the airport since it opened in 1950 and prior to that at Lexington Field. We have been an important contributor to the aviation community in the region for nearly 80 years.

One of the important contributions of WWFC activity is to the annual traffic at the airport (measured in movements). The annual movements at YKF are just over 100,000 of which approximately 70,000 are a direct result of WWFC operations. Nav Canada requires 60,000 movements to justify tower services at an airport. The continued operation of the tower is an important factor in the airport effort to attract airline traffic and WWFC activity ensures that.

Finally, while the 100 million dollars in capital improvements over the last several years is commendable for attracting new airline business, these improvements do not provide much direct benefit to flight training operations. In fact, during construction of runway 14/32 and taxiway A, the improvement process created a significant constraint on our operations. The proposed re-building of runway 26 – 08 in 2012 will no doubt have the same effect.

The following table illustrates the increases in various rent & fee rates since 1997.

<b>Rental rates</b>	<b>1997 Rate</b>	<b>2008 Rate</b>	<b>2011 Current rate</b>	<b>2012 rate</b>	<b>2013 rate</b>	<b>2018 rate</b>	
Ground	.0324	.04	.04	.05	.05	.05	<b>25% +COLA (.01)</b> 154% increase since 97
Building	.17	.20	.21	.22	.23	.27	<b>35% + COLA (.025)</b> 158% increase since 97
Apron area		.35	.35	.35	.35	.35	no change

Cost of living provision estimate 2 % per year in addition. (Avg. of previous 5 years annually)

	1997		
vgas levy	.025/ltr	.05/ltr (up from .04 per litre in 2009)	<b>25% increase in 2009</b> 100% increase since 97
<b>Based aircraft monthly fees</b>			
Singles	\$ 50 per month (up from \$25 in 2009 and 15.45 in 97)		<b>100% increase in 09</b> 325% increase since 97
Twins	\$ 70 per month (up from \$35 in 2009 and 27.05 in 97)		<b>100% increase in 09</b> 258% increase since 97

It is our view that the appropriate way to narrow the airport's operational deficit is to attract a sufficient amount of the airline type traffic that the majority of the improvements were intended to serve. This will take time. In the interim, burdening WWFC and other existing tenants with increases that are significant to us, but provide little actual gain in revenue to the airport could cause more damage than benefit.

**Our request to Council:**

We request that the council modify the approach to airport fees for existing tenants as follows:

1. Freeze all rents at current rates for existing tenants until 2018  
OR rescind the annual COLA clause in favour of a building rent increase not to exceed 5% per year for five years.
2. Council commit that all future increases in any rate, fee or levy will not exceed the cost of living increase at the time, thereby avoiding the big, inflationary percentage increases that have been implemented in the recent past.

As a final comment, I would also point out that as a result of WWFC investing in expanded facilities, our municipal taxes have increased by \$ 20000 per year and the introduction of the HST in Ontario added approximately \$4000 to the cost to each student in a professional program.

Thank you for your consideration of this request.

Bob Connors  
General Manager  
Waterloo Wellington Flight Centre

September 20, 2011