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

Members absent: J. Brewer and S. Strickland

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

R. Deutschmann declared a pecuniary interest with respect to Report P-13-006, Region of Waterloo King/Victoria Transit Hub Update and Report P-13-007, Central Transit Corridor Community Building Strategy (CBS) – Release of First Draft, due to a pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

K. Seiling declared a pecuniary interest with respect to Report P-13-007, Central Transit Corridor Community Building Strategy (CBS) – Release of First Draft, due to two of his adult children who own residential properties within the proposed light rail transit corridor.

D. Craig declared a pecuniary interest with respect to Report P-13-007, Central Transit Corridor Community Building Strategy (CBS) – Release of First Draft, due to his son owning property within the area of a proposed station on the rapid transit system.

G. Lorentz declared a pecuniary interest with respect to item d) due to his employment.

DELEGATIONS

Graham White, Enbridge Pipelines Inc. appeared before Committee regarding Announced Plans to Reverse the Directional Flow of Line 9 Crude Oil Pipeline between North Westover, Ontario and Montreal, Quebec. He introduced Margery Fowke, Senior Counsel, Regulatory Affairs, Ken Hall, Senior Advisor, Public Affairs, Jeannette Gasser, Team Lead, Environmental Projects, Duane Evans, Manager, Pipeline Asset Integrity and Franz Preugger, Operations Supervisor, Westover Facility. K. Hall provided a presentation that highlighted:

- Line 9 Reversal Project – Background;
- Economic Benefits of Reversal;
- Line 9B Reversal Project Scope;
- Importance of Pipeline Integrity;
- Line 9 Integrity Dig Program;
- Stakeholder Consultation;
- Regulatory Oversight;
- Participating in NEB Proceeding;
- Emergency Preparedness;
- Environmental Considerations;
Environmental Response;
Line 6B Line release (Marshall);
Control Centre Enhancements; and
Summary

A copy of the presentation is appended to the original minutes.

*T. Cowan entered the meeting at 9:10 a.m.

a) E-13-016, Weber Street and Wilhelm Street Intersection, City of Kitchener- Request for Pedestrian Traffic Control Signals

*B. Halloran and J. Mitchell entered the meeting at 9:17 a.m.

Thomas Schmidt, Commissioner, Transportation and Environmental Services noted that late last year staff was requested to look at putting in pedestrian lights at the corner of Weber Street and Wilhelm Street. He stated staff have met with residents, looked at the location and reviewed warrants and at this time are recommending a refuge island be constructed.

Ted Parkinson a resident of 463 Duke Street West appeared before Committee not in support of the staff recommendation to install a pedestrian refuge island. He noted that he met with staff and is aware that lights are not warranted at this location. He stated that he felt the data collected for that location is inaccurate due to weather. He asked that Committee members install the signalized pedestrian crosswalk because of future development in that area, Weber Street being widened to 4 lanes and the potential for a rail trail.

Lane Burman, President of Mount Hope Breithaupt Park Neighbourhood Association appeared before Committee. He showed a diagram of the walking plan from King Edward School, KCI and Margaret Ave School. The diagram showed that Weber Street and Wilhelm Street were lacking pedestrian crossings. He questioned the size of the refuge island and showed a picture of one in front of Breithaupt Centre in poor condition. He asked that the signalized pedestrian crosswalk be installed now instead of revisiting this issue again in the future.

Committee members inquired about the cost of the project and the how much it would cost for the pedestrian refuge island verses the pedestrian crossing signals. Peter Linn, Senior, Project Manager stated that the project budget was $5 million and that a refuge island would be $20,000.00 plus an additional $5,000.00 for the underground provisions for future pedestrian signal to be installed and that a signalized pedestrian crosswalk would be $50,000.00.

Committee members discussed future development in that area including the potential for a rail trail and discussed in length the safety of pedestrians.

Committee members asked staff to clarify the number of pedestrian crossings in this particular area and what are the warrants. Bob Henderson, Manager Transportation Engineering highlighted that a minimum of 200 pedestrians in an 8 hour period warrant traffic signals in this area they observed 40 pedestrians in an 8 hour period.

Committee members inquired about the size and maintenance of a pedestrian refuge island.

Committee members discussed at length the importance of the pedestrian signalized crosswalk in this area even though the numbers did not warrant it. Some members cautioned making an exemption.
MOVED by K. Seiling
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo proceed as planned with the installation of a pedestrian refuge island at the intersection of Weber Street (Regional Road 8) and Wilhelm Street;

AND THAT underground provisions for an intersection pedestrian signal be installed at the time of reconstruction and widening of Weber Street between College Street and Guelph Street (Regional Road 8) in 2013, in the City of Kitchener, as outlined in Report E-13-016, dated January 29, 2013.

MOTION WITHDRAWN

A new motion was brought forward with respect to installing a pedestrian signalized crosswalk at the time of construction.

A recorded vote was requested.

MOVED by C. Zehr
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo install pedestrian traffic control signals, during the reconstruction and widening of Weber Street (Regional Road 8), between College Street and Guelph Street, in the City of Kitchener.

CARRIED

Nays: R. Deutschmann

b) E-13-014, Accessibility Solutions at Intersections and Roundabouts on Regional Roads in the Region of Waterloo

T. Schmidt provided brief comments noting staff has met with the Canadian National Institute of the Blind and Grand River Accessibility Advisory Committee and looked at a number of alternatives to try to improve accessibility and are already testing some of the enhancements.

Dawn Clelland, Kitchener appeared before Committee. She provided background information on herself and her direct exposure to the visually impaired and blind population. She provided positive feedback on the accessibility enhancement recommendations but did have a concern about the amount of time it takes to install an APS after it has been requested. She thanked Bob Henderson, Manager, Transportation Engineering for the time and energy he invested into this project. She encouraged staff to continue to update GRAAC and the CNIB. A copy of the presentation is appended to the original minutes.

Carrie Speers, appeared before Committee on behalf GRAAC. She thanked B. Henderson for working with GRAAC and for the accessibility enhancements already in place. She noted she spoke with B. Henderson with respect to concerns regarding the two crossings compared to the one crossing at roundabouts.
Committee members asked the delegation for clarification with respect to the accessibility enhancement in place on Frederick Street between Lancaster and Bruce Street and the potential concern with the tactile that is installed there. C. Speers noted that the tactile is installed all the way around there is no direct path for the visually impaired.

MOVED by J. Haalboom  
SECONDED by G. Lorentz  

THAT the Region of Waterloo endorse a practice of enhancing accessibility at intersections and roundabouts in the Region of Waterloo as outlined in Report E-13-014, dated January 29, 2013.

CARRIED

c) E-13-017, Proposed Removal of Heavy Truck Restriction on Bleams Road (Regional Road 56) Between Homer Watson Boulevard (Regional Road 28) and Fischer-Hallman Road (Regional Road 58), City of Kitchener

Rob Loewen, resident of 197 Southwood Drive, Kitchener, appeared before Committee stating that his property backs onto Bleams Road. He indicated that he does not have any facts or figures but wanted to remind the Committee that the overwhelming opinion of residents backing onto Bleams Road was not to lift the Heavy Truck Restriction. He referenced a report that Jennifer Robinson a resident at 191 Southwood Drive had submitted in August with respect to statistics and asked that Committee members take that report into consideration when making their decision.

Committee members asked staff if they could provide Committee members with a copy of Jennifer Robinson’s report.

Yvette Lackenbauer, resident of 73 Rushbrook Drive, Kitchener, appeared before Committee not in support of lifting the Heavy Truck Restriction. She pointed out that staff’s report refers to removing the restriction would help eliminate driver confusion and inconvenience. She highlighted that with current GPS systems this should not be an issue and asked that consideration be brought to the residents not just the businesses. She provided background information on noise complaints and conversations she has had with the City of Kitchener with respect to the noise. She stated that the homes were there before some of the businesses.

Committee members asked the delegation for clarification on noise barriers and complaints made to the City of Kitchener.

Gerry Christopher, resident of 93 Rushbrook Drive, Kitchener, appeared before Committee highlighting that driver confusion and inconvenience is not a valid reason to lift a restriction. He stated that the noise is a significant issue in his backyard and pointed out that financially he could not afford to pay for half of the noise barrier even though this would help but not solve the problem. He indicated that noise is bad enough during the day but please give the residents peace during the night.

Paul Singh, City of Kitchener Councillor appeared before Committee highlighting that he has received a number of phone calls from residents stating they are not in support of staff’s recommendation to remove the Heavy Truck Restriction. He pointed out that the majority of his phone calls were from residents not backing directly onto Bleams Road. He asked Committee not to make a decision today and to allow for more time for residents to prepare.
Committee members discussed the long history of noise complaints for this location and pointed out the many alternate routes truck drivers could take.

Committee members asked staff when construction is scheduled to occur on Bleams Road and suggested that Committee look at the noise wall installed on Ira Needles and consider incorporating noise walls during the time of construction on Bleams Road.

Committee members stated with the long history of noise complaints and the number of residents not in support of lifting the Heavy Truck Restriction that no action be taken on this report.

A motion was introduced to take no action.

MOVED by T. Galloway
SECONDED by R. Deutschmann

THAT the Regional Municipality of Waterloo take no action on Report E-13-017, Proposed Removal of Heavy Truck Restriction on Bleams Road (Regional Road 56) Between Homer Watson Boulevard (Regional Road 28) and Fischer-Hallman Road (Regional Road 58), City of Kitchener

CARRIED

d) P-13-009, Proposed Pedestrian Access Improvements to Transit for the Hanson/Hayward Industrial and Alpine Village Areas

Cameron Dearlove, Coordinator, The Family Centre appeared before Committee. He provided background information on The Family Centre, Vulnerable Populations, a list of community resources in the neighbourhood and current businesses. He highlighted the current situation and the need for public transit in the area. He stated that the 550 meter connection is still far away and provides a barrier for some; their ultimate goal is to have a bus stop within their neighbourhood. A copy of the presentation is appended to the original minutes.

MOVED by L Armstrong
SECONDED by K. Seiling

THAT the Regional Municipality of Waterloo initiate an Environmental Assessment Study to improve pedestrian access to transit to the Hanson/Hayward Avenue Industrial and Alpine Village Areas, City of Kitchener, as described in Report No. P-13-009, dated January 29, 2013.

CARRIED

REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

J. Haalboom requested that item 4 e) be removed from the consent agenda.

E-13-010, Victoria Street Improvements from Edna Street to Bruce Street, City of Kitchener – Public Input Meeting for the Preferred Design Concept

Received for Information.

Some Committee members stated they were not in support of spending $1.4 million on the project for a temporary solution when major changes and construction would be happening in
the future to accommodate the Highway 7 interchange.

MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION

MOVED by J. Haalboom
SECONDED by R. Kelterborn

THAT the following items be approved:


- THAT The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Bloomingdale Road between Kraft Drive and Bridge Street, in the City of Kitchener, in the Region of Waterloo as detailed in report CR-RS-13-009 dated January 29, 2013:

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

    Fee Simple Partial Taking:

    1. Lot 25 Small Lots N of Hornings Tract, Kitchener being Part 8 on 58R-17403; PIN 22302-0103 (66 Bloomingdale Road North, Kitchener);

    2. Lot 21 Small Lots N of Hornings Tract, Kitchener being Part 4 on 58R-17403; PIN 22302-0107 (52 Bloomingdale Road North, Kitchener);

    3. Lot 18 Small Lots N of Hornings Tract, Kitchener being Part 1 on 58R-17403; PIN 22302-0110 (40 Bloomingdale Road North, Kitchener)

    4. Lot 22 Small Lots N of Hornings Tract, Kitchener being Part 5 on 58R-17403; PIN 22302-0106 (54 Bloomingdale Road North, Kitchener);

    5. Lot 19 Small Lots N of Hornings Tract, Kitchener being Part 2 on 58R-17403; PIN 22302-0109 (44 Bloomingdale Road North, Kitchener)

    6. Lot 20 Small Lots N of Hornings Tract, Kitchener being Part 3 on 58R-17403; PIN 22302-0108 (48 Bloomingdale Road North, Kitchener);

    7. Lot 31 Small Lots N of Hornings Tract; Part Lot 32 Small Lots N of Hornings Tract, Kitchener as in 657148 being Part 10 on 58R-17403; PIN 22302-0100 (88 Bloomingdale Road North, Kitchener);

    8. Lot 23 Small Lots N of Hornings Tract, Kitchener being Part 6 on 58R-17403; PIN 22302-0105 (58 Bloomingdale Road North, Kitchener);

    9. Part Lot 71, German Company Tract, Township of Waterloo; Woolwich as in 1268832 being Part 5 on 58R-17402; PIN 22710-0140 (155 Bloomingdale Road, Kitchener);
THAT Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of reconstruction of Weber Street West between College Street and Guelph Street, in the City of Kitchener, in the Region of Waterloo as detailed in Report CR-RS-13-010 dated January 29, 2013, described as follows:

Fee Simple Partial Taking:

1. Part of Lot 8, Plan 373 being Parts 4 and 5 on 58R-17416, City of Kitchener, PIN 22332-0021 (LT) (306 Guelph Street, Kitchener);

2. Part of Lot 8, Plan 373 being Part 6 on 58R-17416, City of Kitchener, PIN 22325-0009 (LT) (307 Guelph Street, Kitchener);

3. Part of Lot 8 Plan 373 being Part 11 on 58R-17416, City of Kitchener, PIN 22326-0174 (LT) (26 Blucher Street, Kitchener);

4. Part of Lot 8, Plan 373 being Part 2 on 58R-17416, City of Kitchener, PIN 22332-0019 (LT) (340 Weber Street West, Kitchener);

5. Part Lot 8, Plan 373 being Part 9 on 58R-17416, City of Kitchener, PIN 22326-0176 (LT) (315 Weber Street West, Kitchener);
6. Part of Lot 8, Plan 373 being Part 8 on 58R-17416, City of Kitchener, PIN 22326-0177 (LT) (319 Weber Street West, Kitchener);

7. Part of Lot 8, Plan 373, being Part 3 on 58R-17416, City of Kitchener, PIN 22332-0020 (LT) (336 Weber Street West, Kitchener);

8. Part of Lot 8 Plan 373, being Part 7 on 58R-17416, City of Kitchener, PIN 22326-0167 (LT) (295 Guelph Street, Kitchener); and


**Fee Simple Full Taking:**

1. Lot 24, Plan 131, City of Kitchener, PIN 22326-0193 (LT) (269 Weber St W, Kitchener);

2. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0095 (LT) (296 Guelph Street, Kitchener);

3. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0097 (LT) (345 Weber Street West, Kitchener);

AND THAT staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the *Expropriations Act*;

AND THAT the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation;

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 the property in the amount of the market value of the interests in the land as estimated by the Region’s appraiser in accordance with the Expropriations Act;

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.

- THAT the Region of Waterloo implement a rainwater harvesting promotion campaign in 2013 as detailed in Report E-13-008.1

- THAT The Regional Municipality of Waterloo enter into a License Agreement with Cambridge and North Dumfries Hydro Inc. effective the 1st day of February 2013, for the purpose of the installation, maintenance and operation of radio repeater equipment on the Inverness Water Tower (the “Tower”), in the City of Cambridge, as per Report E-13-015, dated January 29, 2013, to the satisfaction of the Regional Solicitor and that the Commissioner of Transportation and Environmental Services be authorized to execute the same.
AND THAT the following items be received for information:

- E-13-012, GRT Accessibility Update
- Memo: New Canada Post Fees for Developers

CARRIED

REGULAR AGENDA RESUMES

REPORTS - PLANNING, HOUSING AND COMMUNITY SERVICES

COMMISSIONER’S OFFICE

e) P-13-005, Response to Proposed Amendment 2 to the Growth Plan for the Greater Golden Horseshoe

Rob Horne, Commissioner, Planning, Housing and Community Services introduced the report stating the Province is planning to extend its forecast to the year 2041. He noted that staff has some issue with the 2031-2041 numbers and would like the Province to go back and run some scenarios to see whether the proxy is correct.

MOVED by T. Galloway
SECONDED by R. Kelterborn

THAT Report No. P-13-005, dated January 29, 2013, be adopted as Regional Council’s formal response to Proposed Amendment 2 to the Provincial Growth Plan for the Greater Golden Horseshoe;

THAT the Ontario Growth Secretariat be requested to use any revised figures on an interim basis only until the initiation in 2016 of the comprehensive review of the Provincial Growth Plan;

AND THAT the Province of Ontario assess the merits of better coordinating and potentially merging other related Provincial policy with the Growth Plan.

CARRIED

COMMUNITY PLANNING

f) P-13-006, Region of Waterloo King/Victoria Transit Hub Update

R. Horne provided brief comments. He highlighted that with respect to the 1913 Rumpel Felt Building staff received formal confirmation last week from the City of Kitchener that the building is properly secured and that when a large redevelopment proposal is made on the Hub site that alterations or additions to that building may be considered.

MOVED by J. Haalboom
SECONDED by L. Armstrong
THAT the Regional Municipality of Waterloo receive Report No. P-13-006, dated January 29, 2013 for information, and endorse the implementation of recommendations from the Heritage Impact Assessment for the King/Victoria Transit Hub, as summarized in this report.

CARRIED

g) P-13-007, Central Transit Corridor Community Building Strategy (CBS) – Release of First Draft (Presentation)

Received for information.

R. Horne introduced Melanie Hare from Urban Strategies Inc.

M. Hare provided a presentation providing an overview of the process. She highlighted The Goals, The Team, The Outcome, The Process, The Content, Station Area Snapshots, The CBS as a Flexible Framework, and The Next Steps. She showed pictures of what it could look like. A copy of the presentation is appended to the original minutes.

Committee members inquired about working with the local cities with respect to development proposals. M. Hare provided clarification and indicated that collaboration with the local cities needs to continue.

h) P-13-012, Notification of Proposed Wind Turbine Project in the County of Perth

MOVED by R. Kelterborn
SECONDED by T. Cowan

THAT Regional Council submit Report No. P-13-012, dated January 29, 2013, as its comments on the proposed wind turbine project in the County of Perth.

AND THAT this report be forwarded to the Conestogo Wind Power Project proponent and to the County of Perth.

CARRIED

TRANSPORTATION PLANNING

i) P-13-008, Metrolinx Regional Transportation Plan - The Big Move Update

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo request the Province of Ontario establish a Task Force to expand on the current GO rail service mandate by examining the potential deployment of interregional rail services to link commuters with employment opportunities, colleges and universities in the major urban growth centres of Waterloo Region, Guelph and other communities in Southern Ontario, as described in Report No. P-12-008, dated January 29, 2013;

AND THAT the Regional Municipality of Waterloo formally request Metrolinx continue to plan and advance the additional rail passenger service to Waterloo Region identified in this report.

CARRIED
P&W - 11 - 13/01/29

INTER-DEPARTMENTAL REPORTS

j) P-13-004/F-13-007, Recommended Refinements to the Region of Waterloo Brownfield Financial Incentive Program (BFIP)

R. Horne introduced the report noting that at Budget Committee staff alluded to finding sustainable financing for tax increment grants and this is what this report recommends. It also is looking to reallocation of funds for Environmental Site Assessments.

Committee members asked staff to explore the feasibility of providing additional financial assistance to property owners who undertake projects to redevelop properties that involves the restoration or adaptive reuse of heritage resource. R. Horne noted that staff will take that as direction to look at the heritage aspects but did highlight that the increment tax program is focused on Brownfields and remediation however the last recommendation does speak to priorities and heritage can be set as a priority.

Craig Dyer, Chief Financial Officer noted that in March the annual tax policy report will be coming forward and an option could be for staff to include some discussion in that report with respect to the heritage provisions that are found in the Municipal Act to refresh Council and staff on what the Region can do with respect to heritage properties.

MOVED by J. Haalboom
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo take the following action regarding the Region’s Brownfields Financial Incentive Program, as described in Report No. P-13-004/F-13-007, dated January 29, 2013:

a) Approve a sustainable, long term funding model for the financing of the Regional portion of Tax Increment Grant approvals based on funding the grant from the incremental tax revenue following remediation and redevelopment;

b) Approve the allocation of $250,000 from the 2013 Regional Smart Growth Initiative Capital Budget to provide additional funding for the Phase Two Environmental Site Assessment Grant program;

c) Delegate authority for Phase Two Environmental Site Assessment grant approvals to the Chief Financial Officer and the Commissioner of Planning, Housing and Community Services, or their respective designates, jointly and;

d) Direct staff to continue reviewing the Brownfield Financial Incentive Program and report back in the latter part of 2013 with recommendations for program refinements that further align the program with Regional priorities, in consultation with the Area Municipalities.

CARRIED

k) CR-RS-13-001/E-13-018, Surplus Declaration and Conveyance of Easement Interest to Region of Waterloo International Airport in Favour of Waterloo North Hydro Inc.
THAT the Regional Municipality of Waterloo:

a) declare an easement interest in the lands described as Part Lot 102, German Company Tract, being Part 1, Reference Plan 58R-17685, part of PIN 22254-0193 (LT), in the Township of Woolwich surplus to the needs of the Region, as detailed in Report No. CR-RS-13-001/E-13-018 dated January 8, 2013, and provide the standard public notification as required by the Region’s property disposition by-law; and

b) approve, enter into an Agreement for, and execute all documentation related to, the conveyance of a permanent easement to Waterloo North Hydro Inc., for the sum of $1.00, for the installation and maintenance of hydro equipment over the lands described as Part Lot 102, German Company Tract, being Part 1, Reference Plan 58R-17685, part of PIN 22254-0193 (LT), in the Township of Woolwich as detailed in Report No. CR-RS-13-001/E-13-018 dated January 8, 2013, pursuant to the Region’s property disposition by-law and the satisfaction of the Regional Solicitor.

CARRIED

REPORTS - TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

l) E-13-006.1, Recommended Construction Phasing – Ira Needles Boulevard Widening from Highview Drive to Erb Street in the Cities of Kitchener and Waterloo

MOVED by G. Lorentz
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo approve the revised construction phasing for the widening of Ira Needles Boulevard from Highview Drive to Erb Street including the advancement of $5.8 million in funding from 2015 to 2014, all as outlined in report E-13-006.1.

CARRIED

m) E-13-011, Kitchener Wastewater Treatment Plant Request for Proposals for Biosolids Storage Lagoons Decommissioning

Received for information.

Committee members inquired if the neighbourhood would anticipate some unusual odours during the decommissioning process. Phil Bauer, Head, Environmental Engineering stated that there is potential to have odours during the process and requirements as part of the contract will include an evaluation of the methods and will assign additional points to methods that have less odour potential.

TRANSPORTATION

n) E-13-013, Posted Speed Limits Approaching Roundabouts on Regional Roads

Received for information.
Committee members asked for clarification with respect to granting reduction of speed at roundabouts if it is the actual design of the roundabouts that determine the speed entering a roundabout. T. Schmidt noted that speed limits are set with appropriate traffic levels and design of a road so artificially lowering a speed limit doesn’t impact a change and this could allow for speed limits to be ignored.

INFORMATION/CORRESPONDENCE

a) Council Enquiries and Requests for Information Tracking List

Received for information.

Chair Wideman highlighted that the first three items on the tracking list can be removed.

OTHER BUSINESS

T. Schmidt provided Committee members with an update regarding yellow light clearance intervals. He gave an overview, common parameters and conclusion. He highlighted that the Region meets the guidelines and the length of yellow time is appropriate. A copy of the presentation is appended to the original minutes.

NEXT MEETING – February 26, 2013

MOTION TO GO INTO CLOSED SESSION

MOVED by T. Cowan
SECONDED by B. Halloran

THAT a closed meeting of the Planning and Works, Administration and Finance and Community Services Committees be held on Tuesday, January 29, 2013 immediately following the Planning and Works Committee meeting in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal
b) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal
c) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to proposed or pending acquisition of land in the City of Kitchener
d) receiving of legal advice that is subject to solicitor-client privilege related to property use
e) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal
f) proposed or pending disposition of land in the City of Waterloo
g) personal matters about identifiable individuals – financial matters
h) personal matters about identifiable individuals – committee appointments
i) personal matters about identifiable individuals – committee appointments

ADJOURN

MOVED by C. Millar
SECONDED by R. Kelterborn
THAT the meeting adjourn at 11:57 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
About Enbridge

- Enbridge Pipelines Inc. is Canada’s largest transporter of crude oil, with approximately 24,613 kilometres (15,294 miles) of crude pipeline delivering more than 2.2 million barrels per day of crude oil and liquids.
- Enbridge currently employs 10,000 people.
- Recognized as one of the Global 100 Most Sustainable Corporations in the world.
- Products shipped on Enbridge system includes Crude Oil, Refined products (gas, diesel, jet fuel) and Natural Gas Liquids (NGL).
- We're committed to responsible behavior in every community where we operate through:
  - Ensuring safety in every aspect of our operations.
  - Respecting the environment.
  - Building strong relationships with landowners and neighbours.
  - Maintaining communication with municipalities and regulatory agencies.
Eastern Region Assets

9 different liquid pipelines between Sarnia and Montreal (1,760 km) including lines to Nanticoke and Buffalo
Eastern Region Assets
Line 9 Reversal Project
- Background

• Line 9 is an existing Enbridge 30-inch diameter, 831 km-long pipeline with a current capacity of approximately 240,000 barrels per day (bpd) extending from Sarnia to Montreal

• Originally built in 1976 to supply eastern Canadian markets with western Canadian crude oil for the Trudeau government facing an oil embargo

• Reversed in 1998 as oil imports became more affordable

• Currently transports foreign-sourced crude oil in a westbound direction

• Current market conditions support the re-reversal of Line 9

• July 2012: the NEB approved Enbridge’s standalone application for the reversal of the segment of Line 9 between Sarnia and North Westover (Line 9A) based on customer demand for delivery of western Canadian crude oil to Enbridge’s Westover Terminal in Ontario (and the Nanticoke refinery)

• May 2012: Announced plans to move forward with a reversal of the remainder of the Line 9 from North Westover, Ontario to Montreal, Quebec (Line 9B)
  - NEB hearing expected to take place in early 2013
Economic Benefits of Reversal

- Canadian oil for Canadian refineries
- Refineries in Ontario and Quebec would be able to source crude oil from Western Canada that is a more secure supply, and is priced at a discount to the more expensive, and potentially less-reliable foreign-sourced offshore supply (~ $25/barrel)
- This price advantage would deliver significant benefits for these refineries and to Quebec and Ontario economies by:
  - Helping to level the playing field for Canadian refineries;
  - Helping Eastern Canadian refineries be more competitive through increased access to lower-priced Canadian oil;
  - Protecting their long-term viability; and
  - Safeguarding thousands of permanent jobs at Canadian refineries along with other indirect employment
• Expect to flow approximately 300,000 barrels per day of crude oil
  – **Pipeline will carry mainly light crude oil**
  – Shippers will be permitted to ship any crude oil blend or type that meets the quality specifications established in the applicable tariff including heavy crudes such as diluted bitumen, a type of crude oil *sourced* from the oil sands.
  – It is *not* “raw bitumen,” rather, it has been processed and quality tested for Enbridge transmission lines
Line 9B Project Scope (con’t)

- Crude oil shipments received by Enbridge, are transported via our mainline system to refineries in the east, and include both conventional and unconventional oil production, including oil sands production
  - This is true of both heavy and light crude oil
- The increase in capacity will be achieved through the use of Drag Reducing Agent (DRA) and by the addition of new pumps, high flow impellers (inside existing pumps), replacement of piping and valves in existing pump stations
  - DRA is a tested and safe polymer compound (found in wool, amber, nylon and silicone) that will be injected into the crude oil flowing through Line 9 allowing it to flow with less friction
  - This technology allows for increased capacity with minimal requirement for new infrastructure and no increase in operating pressure
Importance of Pipeline Integrity

- Over the last decade we’ve transported almost 12 billion barrels of crude oil with a safe delivery record better than 99.999 per cent.
- We will never stop striving for 100 per cent. Our goal at Enbridge is – and will continue to be – the prevention of all spills.
- The Marshall spill of 2010 further heightened the importance and goal of our pipeline and facility integrity program and we re-organized and enhanced the functional areas that are responsible for pipeline and facility integrity.
- According to the NTSB final report on Marshall, internal corrosion did not contribute to the release (page 24, section 1.7.2).
- Following the Marshall incident, Enbridge substantially increased pipeline integrity management spending to over $450 million in each of 2011 and 2012, and has performed more than 175 inline inspections and nearly 3000 pipeline excavations during that time.
Pipeline Integrity

- Pipeline is monitored 24/7 from Edmonton Control Centre using sophisticated sensing and control systems including automatic leak detection alarms and shut-off valves
- Cathodic protection systems inhibit external corrosion from occurring
- All pipelines are monitored for corrosion, cracks and dents using internal inspection tools. In 2011, Enbridge invested $450 million on integrity programs across our pipeline system
- Inspection tool data forms basis for preventative maintenance program including visual inspection, excavations, repairs and replacements
Line 9 Integrity Dig Program

• In recent months, we have run several in-line inspection tools on the Line 9 pipeline that will provide thorough, current data on the condition of the pipeline

• Analysis of the data will show where further inspection is required and we will carry that out through physical excavation/examinations and repairs (integrity digs)

• These are surface construction projects in which we dig down to the line and visually inspect the line as well as other testing and repair if required to ensure good integrity

• Enbridge will undertake all work required to ensure that the pipeline can continue to operate safely

• We are looking at ways to share this data in a comprehensible format with Municipalities where these integrity digs will occur
Stakeholder Consultation

- Ongoing meetings with Ministry officials at the federal and provincial levels
- Ongoing meetings with Line 9 ROW elected officials including MPPs and Municipal Councils in Ontario and Quebec
- Consultation or engagement with 14 First Nation communities along Line 9 ROW
- Notification and project description letters sent to 2,645 landowners and 110 municipalities
- Five public open house events in Ontario have been held to-date
Regulatory Oversight

- Enbridge’s operations are subject to the jurisdiction of the federal government, and in particular, the National Energy Board (“NEB”)
- In applying for NEB approval of the Line 9B Reversal, Enbridge is required to satisfy the following:
  - Completion and public filing with the NEB of an Environmental and Socio-Economic Assessment which examines the environmental and socio-economic impacts of the Project and establishes relevant mitigation measures;
  - Completion and public filing with the NEB of an Engineering Assessment of Line 9B, which will examine in detail the integrity and safety of the entire Line 9B pipeline; and
  - Construction, maintenance and operation of the Project in accordance with regulations, standards and manuals filed and approved by the NEB. This includes the requirement to develop and implement procedures to promote safety, environmental protection and efficiency in the operation of all Enbridge pipelines.
- Subject to obtaining approval for the Project from the NEB, Enbridge will work with relevant Ontario and Quebec provincial ministries and municipalities to obtain any provincial/municipal permits required for the Project
Participating in NEB Proceeding

- The NEB has a variety of information available to the public regarding how to participate / intervene in an NEB proceeding on its website (www.neb-one.gc.ca), including:
  - NEB Online Workshop: How to Participate in a Public Hearing
Emergency Preparedness

- An incremental $50 million will be spent between 2012 and 2013 (projected) to improve our equipment, training and overall response capabilities across our entire system.
- Develop better tools and techniques for worst case waterborne spills.
- In 2011, a cross-region unit response team was created for large-scale events that would require more resources than a single region could provide.
- In 2011, Enbridge created a dedicated Emergency Response group in Operation Services for increased regional support.
- Conducting an Emergency Response preparedness assessment to enhance abilities to more rapidly respond to and contain a significant release.
- We employ annual equipment drills and exercises with established emergency response plans for all lines in our system.
Emergency Preparedness (con’t)

• Our plans identify various predetermined control points where we would deploy manpower and equipment as well as our pre-identified emergency response contractors in the event of an incident in any given area.

• The Rideau River, for example, has an isolation valve on either side of the river. The valves can be operated remotely to isolate the line within minutes of notification of any abnormal operating condition such as a visible sheen or oil, odour, etc.

• The pipe under the Rideau River is .5” wall thick and concrete coated. We inspect the crossing on a regular basis as per the NEB regulations.

• We have established agreements with Emergency Response Contractors such as the Eastern Canada Response Corp (ECRC), the Response Group (TRG), and numerous small local contractors listed in our regional emergency response directories.

• We exercise with these groups regularly in addition to our own specific local equipment deployment drills.

• We meet annually with Fire and Police responders along the ROW to review Enbridge response procedures.
Environmental Considerations

- Enbridge takes its environmental responsibility very seriously and has programs in place to monitor performance and compliance with regulatory requirements.
- An Environmental and Socio-Economic Impact Assessment was carried out for the project, including the assessment of potential effects on water quality in the vicinity of locations where project work will occur.
- Potential impacts to water quality during construction and operation of the project are predicted to be not significant.
- Environmental protections plans, policies and procedures and environmental training of staff and contractors provide guidance during construction and operation of our facilities.
Environmental Response

- In the unlikely event of an incident, emergency response procedures would be implemented immediately.
- Any release would be addressed through a comprehensive environmental monitoring program appropriate for the site-specific conditions.
- The program follows the NEB's "Remediation Process Guide" (NEB 2011) and accepted best practices for environmental monitoring.
- Contaminants of concern would be identified and monitored in all relevant environmental receptors, which may include surface water, groundwater, soil, sediment, air, and living organisms.
- Analytical results would be shared and discussed with affected stakeholders including landowners and municipalities.
• During the second quarter of 2012, local authorities allowed the Kalamazoo River and Morrow Lake, which were affected by the Line 6B crude oil release, to be reopened for recreational use
• Enbridge continues to perform necessary remediation, restoration and monitoring of the areas affected by the Line 6B crude oil release
• Enbridge Energy Partners expects to make payments for additional costs associated with submerged oil and sheen monitoring and recovery operations, including remediation and restoration of the area, containment management, air and groundwater monitoring, scientific studies and hydrodynamic modeling, along with legal, professional and regulatory costs through future periods
• All of the initiatives Enbridge is undertaking in the monitoring and restoration phase are intended to restore the crude oil release area to the satisfaction of the appropriate regulatory authorities and the community at large
• As at September 30, 2012, Enbridge Energy Partners had revised the total incident cost accrual to US $810 million ($136 million after-tax attributable to Enbridge), from its estimate at June 30, 2012
• This total estimate is before insurance recoveries and excludes additional fines and penalties, which may be imposed by federal, state and local government agencies
Control Centre Enhancements

• Developed a Control Room Management (CRM) plan based on the U.S. Code of Federal Regulations and implemented a number of the sections, October 1, 2011, remaining sections implemented by August 1, 2012.

• Revised and enhanced all procedures pertaining to decision making, handling pipeline startups and shutdowns, leak detection system alarms, communication protocols, and suspected column separations.

• Enhanced the organizational structures to better support our operators and to manage span of control and workloads.

• Augmented CCO (Control Centre Operations) staff, adding training, technical support, engineering and operator positions.

• Prior to the accident, we had embarked on the design and construction of a new, world-class Control Centre in Edmonton, Alberta. This significantly enhances the work environment for our operators and allows greater interaction and support for 7 x 24 hour operations.
In Summary

- Reversing Line 9 between Sarnia and Montreal would provide greater access to the Ontario and Quebec markets for western Canadian producers.

- Currently western crude is priced at a steep discount to Brent crude (~ $23.00 per barrel), resulting in a preference from eastern refiners to access western Canadian crude versus Atlantic basin barrels.

- Pipeline safety and the safety of the public, our workers, and the protection of the environment are our top priorities.

- All project construction work will take place within existing Enbridge properties and right-of-way, except for temporary workspace needed for installation of a new, small metering facility near Enbridge’s North Westover Station.

- We filed a project application with the National Energy Board, including the appropriate environmental studies, engineering assessment, economic analysis and stakeholder consultation on November 29, 2012.

- On December 19, 2012, the NEB issued a decision, determining the application was complete and setting the Project for a public hearing (written evidence, oral final argument).

- The Process Advisor for the Project is Michael Benson and he can be reached at 403-299-1992 and michael.benson@neb-one.gc.ca. NEB toll free number: 1-800-899-1265.
Background Information

For further information visit www.enbridge.com/line9b.

Contact us toll-free at: 1-888-767-3098 or send us an e-mail at line9reversal@enbridge.com
Is Oilsands crude more corrosive and dangerous than other kinds of crude?

- Enbridge has been transporting crude oil produced from Canada’s oil sands region since 1968. There is nothing new about transporting this form of crude oil and after many years of transportation on the Enbridge system, there is no evidence that internal corrosion is caused by transporting oil from the Canadian oil sands.

- The Alberta Energy Resources Conservation Board’s February 2011 News Release states that diluted bitumen is a safe crude to transport in pipelines (see NEB website for this release www.neb-one.gc.ca)

- Two studies conducted by Natural Resources Canada last year indicate that there is a low possibility of corrosion in pipelines that transport diluted bitumen. This is because:
  - Corrosive materials are removed from the product upstream before it enters the pipelines.
  - Conventional and diluted bitumen oils both actually inhibit the corrosivity of brine, a salt solution.
  - Refineries in Canada and the U.S. have utilized Canadian heavy crude for decades. We rely on this safe and reliable source of energy to run our vehicles and to heat our homes, and as a key ingredient in countless products from fertilizers to plastics and asphalt for roads, roofs and runways.
The Facts on Corrosivity

• Claims that oil sands-derived crude, diluted bitumen (Dilbit), causes higher levels of internal corrosion in liquids pipelines are not true.

• The corrosivity of crude oil including Dilbit is extremely low, the potential for internal pipe corrosion is related to water and sediment which predominantly occurs in gathering systems containing up to 50% water.

• Transmission pipelines require the Sediment and Water levels in the oil being shipped, including Dilbit, to be very low, below 0.05%.

• Enbridge has been transporting crude oil from the oil sands since 1968 with the volume of Dilbit shipped exceeding 100k barrels per day.

• Enbridge has not experienced an internal corrosion failure on its mainline pipeline system.

• The Alberta Energy Resources Conservation Board’s February 2011 news release states that diluted bitumen is a safe crude to transport in pipelines.

• Other studies and evidence clearly demonstrates that there is no more risk of corrosion in pipelines carrying diluted bitumen than in pipelines transporting conventional crude oil.
Actions for Corrosion Management

- Enbridge uses many tools and techniques to address the common causes of corrosion, both of the inside of the pipe and outside, including:
  - Lab testing of all crude oil to ensure it meets quality and product specifications;
  - Advanced tools used inside the pipe (“cleaning pigs”) to clean impurities that can lead to corrosion where there is internal corrosion risk;
  - Adding corrosion inhibitors to nullify the corrosive affect of water;
  - Cathodic protection and coatings that protect against external corrosion; and
  - We also continue to pursue and advance new methods and technology to detect and manage corrosion through our Inline Inspection Program or prevent it altogether.
Contributions to our Economy

- Energy is fundamental to our personal and economic well being
- Canadians rely on natural gas and products made from crude oil to meet more than two-thirds of their energy needs each and every day
- 94% of all Canadian transportation energy comes from petroleum products
- They heat our homes and businesses
- They are used to make hundreds of household products
- Our oil and gas resources are large contributors to our economy
- The value of Canadian exports of crude oil and natural gas was almost $60 billion in 2009
- The pipeline and energy industries employ thousands of Canadians coast to coast
A Progressive Approach to Reversal

MHBPNA Presentation on Proposed Wilhelm and Weber Crossing

Lane Burman, President
Ted Parkinson PhD, Communications Director
PROPOSED PEDESTRIAN REFUGE ISLAND

Wilhelm Street

Weber Street

Proposed Pedestrian Refuge Island

Waterloo Spur Line
Damaged Refuge Island in front of Breithaupt Center
Thank you for providing this opportunity to speak. I am Dawn Clelland, President of VIEWS for the Visually Impaired, a provincial not for profit advocacy and support group for children, who are blind or have low vision. I am a member of a national advocacy coalition for the blind. I represent the visually impaired and blind, at the provincial level, on the Ministers Advisory Council for Special Education and, at the regional level, on the Waterloo Regional District School Board’s Special Education Advisory Committee. I am the mother of 14 year old twins, one of which is blind.

Because of my direct exposure to the visually impaired and blind population, I have spent a great deal of time researching best current practices for accessibility, globally. Through this research, I have learned that if accessibility is part of the community plans, blind people do not need to be confined to learned routes. Planning creates consistency in design and location, which is key to the blind traveller. By this, I mean: if all pedestrian signals installed are accessible, the activation button is always in the same location, the edge of the sidewalk is always clearly, distinctly marked, guidestrips embedded in the crosswalks lead you directly through intersections, eliminating challenges caused by skewed corners or wide streets, then the pedestrian, who is blind, can transfer the travelling skills they have learned, within their community. They can use a GPS or smartphone, travelling independently, to their desired location.
Accessibility and consistency being part of the plan, is essential.

January 30, 2012, I approached council with concerns about roundabouts and the danger they present for pedestrians who are blind. Due to challenges and life threatening experiences, I saw my blind daughter face, I brought other accessibility issues, as well. They included no tactile indicators in crosswalks, which often results in the blind pedestrian veering dangerously into traffic. Ineffective tactile indicators in curb cuts, which make it very difficult to detect where the sidewalk ends and the street begins. The lack of Accessible Pedestrian Signals (APSs) makes absolutely no sense to me. If a street crossing requires the sighted pedestrian to have the extra safety afforded by a signal, should not the blind pedestrian require that, even more so? Finally, the roundabouts! They have created such an enormous negative impact on independent travel for the blind! Having a group of people, in our society, confined in their basic right to travel freely, due to public infrastructure our tax dollars pay for, seemed ludicrous.

I realized on January 22nd of this year, that it wasn’t just me. Ontario Finance Minister Dwight Duncan, in his speech at the Canadian Club declared: “Public money used for capital infrastructure or procurement of goods and services should never be used to create or perpetuate barriers against persons with disabilities.”
A year ago, I never really held out much hope for positive change. Blindness is such a low incidence exceptionality, which is wrought with unbelievable misunderstandings. People think that the blind are disabled. I know they are exceptional. They can do anything the sighted can do, simply by using alternative, unique methods. We spend so much time and energy discussing the needs of the blind that we forget about their abilities, and how to develop an infrastructure that includes them.

When I read Mr. Henderson’s Accessibility Enhancement Recommendations, I was delighted to realize that you were listening. Congratulations, Bob, on a great beginning. Thank you for the time and energy I know you invested in this project. I am certain it contained a huge learning curve.

I am here to share my response to these recommendations:

I love the fact that you are doing the accessibility treatments on all upcoming reconstruction projects, future requests and retrofit programs. I would like to know what “where appropriate” and “subject to funding availability” means.

I am delighted that you are adding the tactile element to the audible pedestrian signals, to make it useful for citizens who are deaf-blind. Studies have proven the
importance of a locator tone to identify the location of the activation button, to make it easy for the blind to find. Though Mr. Henderson uses the term “audible pedestrian signals”, I assume that he is planning on installing Accessible Pedestrian Signals, which includes all of the elements of accessibility, currently available.

It is wise of you to install these signals on all new construction, as indicated, as it costs less than having to retrofit them. With the new AODA standards indicating the inclusion of APSs on all pedestrian signals, it is good that we are doing it now.

I have concerns about the amount of time it takes to install an APS, after it has been requested. I know that one was requested by the CNIB over two years ago for the Cedar and King Street intersection, yet it is still not installed. I know there is a budget, but, it is clearly not big enough if people have to wait over two years for an intersection to be accessible.

I think it is reasonable to expect people who are blind or have low vision, to travel in the downtown area and shopping malls, no matter where they live. With that in mind, it is essential that a plan is implemented to install Accessible Pedestrian Signals (APSs) in these locations, in a timely fashion.

I understand the budget dictates discriminate retrofitting for APSs and it is vital that they are installed
in locations which are impacting CNIB clients, the most. Having CNIB identify those locations is logical, however, the end goal needs to be having all pedestrian signals accessible.

The color contrasting Tactile Warning Surface Indicators (TWSIs) on the street corners are brilliant! Thank you for taking this initiative! There has been a lot of very positive feedback from members of the blind community. Mr. Henderson mentioned that this is a pilot project which will monitor “winter maintenance implications, durability and slip resistance when snow is present on these devices”. How long is that study expected to last? Will the GRAAC Committee and CNIB Advisory Group be part of it and will it be published when it is completed?

The tactile guidestrips embedded in the middle of the crosswalk, creating a direct pathway across the road, for the cane user, is absolutely AWESOME! The benefit of guidestrips, spanning the crosswalk has been proven, in many studies, and are commonplace in Japan, France and other European countries. Mr. Henderson, realizing the challenges in our Canadian climate, has wisely chosen to do a pilot project on this accessibility feature. This will enable him to find durable materials and a cost efficient, effective design which will minimize snow clearing concerns before installing them large scale. Once again, will the GRAAC Committee and CNIB Advisory Group be part of that study and will it be
published upon completion? I strongly encourage you to publish it, as many other communities will benefit from your pioneering.

I am certain Mr. Henderson struggled with the roundabout accessibility challenges faced by the blind and low vision community. By planning to install two sets of crosswalks, one with traffic lights and one without, he made some really creative choices, which have the potential to make roundabouts accessible, while still considering the preferences of the majority. The location of the accessible crossing makes perfect sense and would help lower the distraction of the rotating traffic noise from the roundabout.

I think these treatments should be tested on the Homer Watson roundabout, before any new roundabouts are constructed. Just as pilot projects are being completed on other accessibility measures, such as guidestrips and TWSIs, so too, should they be completed on accessibility features of the roundabouts. I also, disagree strongly, with the method of deciding when and what roundabout to install accessibility features. Just as Finance Minister Duncan said, “public money used for capital infrastructure or procurement of goods and services should never be used to create or perpetuate barriers against persons with disabilities.” All roads must be accessible, including roundabouts. People are not static – they move. This basic right should be
available to the members of our community, who are blind, as well.

I am compelled to thank you for considering this marginalized group of people, who have so much to add and give to our community. Every day of my life, I am inspired by my exceptional daughter, as I watch her change other peoples beliefs and values, just by her presence. As you see the blind travel, with new confidence, because of choices you made, you will realize that the cost of isolation is far greater than the cost of accommodation.
FAMILY CENTRE CAMPAIGN
FOR IMPROVED PUBLIC TRANSIT

Presentation to Regional Council
Background on The Family Centre

- The Family Centre was built through a renovation of the old Ainsworth Printing building at 65 Hanson Ave.
- 60,000 sq/f facility
- Funded with 2/3 coming from federal and provincial stimulus ($5.3m) and 1/3 through The Family Centre’s capital campaign ($2.5m) run through the FACS Foundation’s board
- Quiet opening in June 2011; Grand Opening in June 2012
Background on The Family Centre

- The Family Centre is owned by, and is an initiative of, Family and Children’s Services of the Waterloo Region (FACS)
- FACS is the children’s aid society for our Region; as such, they are mandated and funded by the provincial government to provide child protection in our Region
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Background on The Family Centre

• Brief Overview of Family and Children’s Services of Waterloo Region:
  • Family and Children’s Services protects children who are exposed to serious harm or risk:
    • Child abuse (physical, sexual, emotional)
    • Abandonment
    • Family violence
    • Neglect/ Caregiver Capacity due to difficulties with Addictions and or Mental Health
  • In 2011-12 Family and Children’s Services ...
    • Responded to 8000 referrals of children in need of protection
    • Helped 4600 families solve the problems that had placed their children at risk
    • Cared for 900 children needing to be looked after outside of their families
    • Found adoptive families for 65 children
    • Provided Support Services/Asset building opportunities for 1280 children and their parents
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

• The Family Centre was developed because...
  • 80% of families served by Family and Children’s Services need help from 2 – 5 other services to address their needs
  • For families, needing to attend different services in different agencies in different locations can present a logistical nightmare
  • The harder it is to get services, the less likely it is that families are going to get the help they need
  • The centre provides a range of social, educational and recreational services
Background on The Family Centre

- The Family Centre makes possible partnerships of a broad variety of organizations that support the wellbeing and health of families and children.
- Social, educational, sports and other services are available in one location – an approach which is known to be favoured by families and which will encourage participation.
- The centre creates an “incubator” environment for partners working and thinking together > more creative services and solutions.

“A community of interest, where service providers and community groups and organizations, can meet and collaborate around a common interest in building the strengths, resiliency, and wellbeing of children and families in our community.”
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Background on The Family Centre

Currently have 5 in-house partners:

- 7000 sq/f of unfinished space will be taken by KidsAbility for an autism hub

- Community Hub received funding through Jim and Sue Hallman Family Fund – will increase grassroots connections to our diverse community
Background on The Family Centre

Strategic programming

• Where we partner to provide programming with community partners

• Examples include:
  • “Get Ready for School” early literacy (Strong Start)
  • YMCA Settlement Workers holding office hours in The Family Centre
  • KPL Kids’ Club @ The Family Centre
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

3. Community rental of Family Centre Space

- Over 50 organizations have rented space in TFC, including:
  - Waterloo Region Crime Prevention Council
  - Capacity Waterloo Region
  - Grand Valley Institution for Women
  - Our Place Early Years Centre
  - Bereaved Families of Ontario
  - KW Adopts
  - Social Venture Partners
  - Kitchener Waterloo Community Foundation
  - Lyle S. Hallman Foundation
  - KidsLINK
  - Sudanese Community
  - KW Habilitation Services
  - Christian Horizons
  - Big Brothers Big Sisters
  - Nutrition for Learning

- Sexual Assault Response Team Protocol
- Sports for Special Athletes
- Waterloo Minor Soccer
- Community Justice Initiatives
- Kitchener Public Library
- Hummingbird Centre for Hope
- Independent Living Centre
- Interfaith Community Counselling
- Kitchener Minor Hockey Association
- Kitchener Rotary
- Ontario Step It Up Campaign
- Waterloo Region Public Health
- Serene Horizons
- Post-Adoption Support
- Waterloo Region Family Network
- Canadian Association of Gift Planners Roundtable
- Stepping Forward Counselling Services
- And many more…
Vulnerable Populations

• The Family Centre, as a community of interest, is out to serve our entire community’s focus on children and families

• As a community resource, The Family Centre can help to break down the stigma of receiving service from FACS/social service agencies

• Many of The Family Centre’s/FACS’ clients are from low-income households who rely on public transit, including many New Canadians

• To maximize the impact of the investment in The Family Centre, it’s important that it is accessible to the whole community
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Low-density industrial?

• One point often cited against our campaign for improved public transit is that this area is zoned as a “low-density industrial neighbourhood”.

• There are many community resources in this neighbourhood, including:
  • The Family Centre – KidsAbility, Alliance for Children and Youth, Blairview School, WorldWide Opportunities for Women, and a wide variety of programming
  • Family and Children’s Services
  • Activa Sportsplex
  • WRDSB offices
  • Peter Hallman Ball Yard
  • St. Mary’s High School
  • Country Hills branch of KPL
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Low-density industrial?

• There are also more than a few businesses:
  • **Ardelt Avenue**
    • Doug Coleman Trucking
    • Brock Solutions
    • Lehmann Bookbinding
    • United Rentals
    • The Panel Shop Inc.
    • WSI Waste Services Inc.
    • Dentistry – While you sleep
    • Rockway Building Supplies
  • **Hanson Avenue**
    • Firstonsite
    • Accurate Fasteners Ltd.
    • Woodhouse
  • **Hanson Avenue**
    • Wolsley Canada
    • Sharp Bus Lines
  • **Hayward Avenue**
    • Hayward Mini-Storage
    • Grand River Brick and Stone
    • Graybar
  • **Lennox Lewis Way**
    • Royal Autobody
Current situation

• Transit planning consultant Jarrett Walker states that 400 metres is often the distance given as the maximum distance people will walk to use transit.

• Currently our closest stops are Walton/Kipling (#8) at 700 metres, and Ottawa/Homer Watson (#11) at 1.1 kilometres

• Targeting at-risk populations – New Canadians, single parents, youth

• Very poor walking conditions, particularly in adverse weather, and at night
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

- Bus stop at Walton / Kipling (Closest stop; 700m walk)
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

- To the crosswalk at Courtland Ave. and Hanson
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

• Hanson and Courtland
  • (one FACS employee told me she nearly gets hit crossing here at least once per week)
Current situation

- Hanson Ave. (where the sidewalk ends)
  - Where do the strollers go?
  - How walkable is this in the winter?
  - How unpleasant is the blowing dust and sand on a hot day?
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

• Continues without a sidewalk
  • In the winter, do you walk through the snow here, or on the road?
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

• Where the sidewalk begins again
• Becomes a tight squeeze in with traffic – again, imagine with a stroller and children
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

• Intersection without a crosswalk
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

• The view in winter
  • Where’s the sidewalk?
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

Current situation

Arrive at our beautiful facility (or FACS, Activa, Ballyards, WRDSB, KPL, St. Mary’s High School, etc.)
CAMPAIGN FOR IMPROVED PUBLIC TRANSPORT

Our campaign

• We have over 400 signatures on our petition
• What do people say?
  • “I have a mother of 3 young kids and one of my sons diagnose with the Autism. Whenever we have appointment its so difficult to go there. We can't afford the cub so often. If there is a public trasit go through Hanson Avenue it will be helpful for a lot of families.” – Zainab, Kitchener
  • “Our organization provides basketball for challenged individuals, most of them rely on others for transportation or they take public transportation. Have a closer bus stop would be very beneficial to them.” – Sports for Special Athletes
  • “I work as an Occupational Therapist with families who have kids with special needs. Many travel long distances on transit and walk the final KM to get here. Winter is nearly impossible has sidewalks are not snow cleared. Need a stop outside the building.” – Lisa, Kitchener
CAMPAIGN FOR IMPROVED PUBLIC TRANSIT

What message does this send to our Region’s families?

• We support the staff recommendation as it will improve pedestrian access to our Centre and our neighbourhood.

• At 550m the connection will still be a hefty walk and still provide a barrier to many.

• Our ultimate goal is to have a bus stop within our neighbourhood.
The Rapid Transit Initiative has two key goals:

1. Moving People
   (Building Rapid Transit Line)
2. Shaping the Community
   (The Community Building Strategy)
The Team

The CBS is being led by:

• The Region of Waterloo
• The City of Cambridge
• The City of Kitchener
• The City of Waterloo

With the services of:

Project Team

Nelson / Nygaard
Colliers International
The Community Building Strategy will:

- Provide us with a **flexible framework** for the Central Transit Corridor
- Identify **public and private investment opportunities and tools**
- Better define the actual **station areas**
- Provide our community with examples of how we may **grow and change** while respecting and enhancing **stable neighbourhoods**
- Help us **set priorities and build momentum**
- Provide a flexible framework, not a rigid document
The Process
Helping the Community Shape our Future:

• The Project Storefront
• Design Charettes in each City
• City Staff Sessions
• Open Houses
• Speaker Events: international experts
• Traditional Communications and Social Media
The Content

Opportunities

Land Use and Mobility Framework

Development Types

Place-Specific Initiatives

Station Area Snapshots

Implementation Strategies
Station Area Snapshots

e.g. Cedar Street, Kitchener

• Provide an overview of current conditions and future potential for each station area
Station Area Snapshots

- Lists opportunities for planning, partnerships and investment around each station

- A Departure point for Station Area Planning

**e.g. Cedar Street, Kitchener**
What Could It Look Like?
Shaping New Centres
Transforming Hespeler Road
Shaping New Centres
Transforming Hespeler Road

Short Term
Shaping New Centres
Transforming Hespeler Road

Medium Term
Shaping Traditional Centres
Improving The Walk Between RT and The Kitchener Market

Cedar Street Today
Shaping Traditional Centres
Improving The Walk Between RT and The Kitchener Market

Short Term
Shaping Traditional Centres
Improving The Walk Between RT and The Kitchener Market

Medium Term
Shaping Traditional Centres

Improving The Walk Between RT and The Kitchener Market

Long Term
Shaping Employment Areas
Making it Easier to Walk or Take Transit to Work
Shaping Employment Areas
Making it Easier to Walk or Take Transit to Work

Short Term
Shaping Employment Areas
Making it Easier to Walk or Take Transit to Work

Medium Term
Shaping Employment Areas
Making it Easier to Walk or Take Transit to Work

Long Term

Northfield
The CBS as a **Flexible** Framework

- Identifying what *could* be
- Not all items will be budgeted
- Greater community clarity
- An investment tool
- Formal policy and regulation still occurs through Official Plans and Zoning Bylaws
- Will evolve
Next Steps

- Public Open Houses   February 2013
- CBS Refinements   Spring 2013
- Report(s) to Council(s)   As Requested
- Implementation:   Ongoing
Next Steps

• Implementation: Ongoing
  • Priority Planning with Area Municipalities
  • Integration of RT with Planning and CBS
  • Review of Municipal Incentives
  • Regional/Area Municipal Budgets
  • Context-Sensitive Development Proposals
  • Prioritizing and Attracting Investment
  • Ongoing Public Engagement
Thank you!

www.centraltransitcorridor.ca
Yellow Clearance Intervals
• Length of Yellow is critical to safety
• Length of Yellow is based on:
  • Perception /Reaction time (PRT)
  • Deceleration Time
• Speed of traffic, grade, etc. are factors in determining deceleration time
**Common Parameters**

- **Speed of traffic:**
  - Posted speed commonly used
  - National Cooperative Highway Research Program (NCHRP) Report 731 suggests using posted speed plus 7 miles/hour

- **PRT**
  - Ontario – minimum 1 second
  - Ontario – 1.8s for posted speed 80km/h and up
  - NCHRP – 1 second
Conclusions

• Length of Yellow time in Region meets or exceeds
  • Ontario guidelines
  • NCHRP Report 731 suggested times for 40, 50, and 80 km/h

<table>
<thead>
<tr>
<th>Posted Speed (km/h)</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provincial Guidelines (sec.)</td>
<td>3</td>
<td>3.3</td>
<td>3.7</td>
<td>4.2</td>
<td>4.6</td>
</tr>
<tr>
<td>Region of Waterloo (sec.)</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4.2</td>
<td>5.4</td>
</tr>
<tr>
<td>NCHRP 731 (sec.)</td>
<td>3.3</td>
<td>3.8</td>
<td>4.3</td>
<td>4.7</td>
<td>5.2</td>
</tr>
<tr>
<td>KW Record (sec.)</td>
<td>4.1</td>
<td>4.5</td>
<td>5.0</td>
<td>5.4</td>
<td></td>
</tr>
</tbody>
</table>