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

Members absent: D. Craig

MOTION TO GO INTO CLOSED SESSION

MOVED by L. Armstrong
SECONDED by T. Galloway

THAT a closed meeting of the Planning and Works Committee be held on Tuesday, May 28, 2013 at 8:30 a.m. 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 acquisition of land in the City of Kitchener
b) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to an agreement
c) receiving of legal advice that is subject to solicitor-client privilege related to an agreement
d) receiving of legal advice that is subject to solicitor-client privilege related to an agreement
e) proposed or pending acquisition of land in the City of Kitchener

CARRIED

MOTION TO RECONVENE INTO OPEN SESSION

MOVED by C. Millar
SECONDED by T. Cowan

THAT Council reconvene in Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a pecuniary interest with respect to items c) d) and e) on the Closed agenda and Report E-13-062, Region of Waterloo Rapid Transit Project: Hydro One Corridor Study Agreement and E-13-074/F-13-049, Stage 1 Light Rail Project – Request For Proposal Financial Matters, due to two of his adult children who own residential properties within the proposed light rail transit corridor.
R. Deutschmann declared a pecuniary interest with respect to items c), d) and e) on the Closed agenda and Report E-13-062, Region of Waterloo Rapid Transit Project: Hydro One Corridor Study Agreement, E-13-074/F-13-049, Stage 1 Light Rail Project – Request For Proposal Financial Matters and Memo: Planning Approvals Received for the Multi-Modal Transit Hub Property, 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.

DELEGATIONS

Chair J. Wideman announced changes to the dates for the Waste Management Master Plan Open Houses.

a) E-13-071, Green Bin Program Update

Cari Rastas Howard, Project Manager, Waste Management Programs provided a presentation on the Green Bin Program update highlighting:

- Residential program;
- Green bin tonnes collected;
- Residential waste audits;
- Resident feedback;
- Liner choices;
- Green cart demonstration projects;
- Overall diversion from landfill.

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

Some Committee members expressed concerns with the low participation rate and suggested that a bag limit may have to occur in order to help with the diversion program.

C. Howard explained the reasons for higher participation rates in the Townships and responded to Committees questions about the compostable plastic bags vs. biodegradable plastic bags, the participation rate in neighbourhoods, and educating students and residents.

Staff provided clarification on the processing of the green bin waste.

i. Craig Gammie appeared before committee regarding paper and compostable Plastic green bin liners the myths and the facts. He provided a powerpoint presentation and summarized his presentation into four (4) myths. Myth #1 the compostability of compostable bags; myth #2 cost of paper bags, false myth #3 the “yuk factor” and false claim #4 the effect on participation rate. He recommended that the Waterloo Region continues with the paper-only program. A copy of the presentation is appended to the original minutes.

C. Gammie responded to Committee questions about contacting the Guelph plant that the Region uses to process the green bin waste.

MOVED by S. Strickland
SECONDED by T. Galloway

THAT the Region of Waterloo direct staff to:
1. Expand the current Green Bin promotional campaign to allow residents the option to use certified compostable plastic bags to line green bins (those with the Certified Compostable BPI or BNQ logo), beginning July 1, 2013;

2. Investigate the possibility of curbside collection service changes (e.g. bag limits, bi-weekly garbage collection) within the scope of our existing collection contract as a way to increase green bin participation, and report back to Council in the fall of 2013; and,

3. Extend the Green Cart Demonstration Project (which ends October 2013) to align with the end of the current Region-wide collection contract that ends in February 2016.

CARRIED

b) E-13-068/P-13-059, Roseville Road (Regional Road 46) Near Barrie’s Lake Turtle Crossing, Township of North Dumfries

i. Sue Stubley appeared before Committee requesting to lower the 80 km/h speed limit on Roseville Road between Brown and Cambridge and to install turtle crossing signs. She highlighted that residents are asking for the speed limit to be reduced to 60 km/h for safety of their families who walk, run and cycle on that stretch of Roseville Road. She noted that the residents are grateful for staff’s recommendation for turtle crossings but those recommendations do not protect recreational users. She provided detailed information about the protection of the turtles. A copy of the presentation is appended to the original minutes.

Committee members asked the delegation if turtle crossings happen all year or at a particular time. S. Stubley responded that the turtle crossing start in April and continue to cross into October.

S. Stubley responded to questions with respect to staff’s recommendations stating that she is happy with the staff recommendations to help protect the turtles but that there is no protection provided for the safety of pedestrians.

Staff responded to the suggestion of closing that portion of Roseville Road noting that option would require a full process; an Environmental Assessment, traffic studies, advertising and then support from Council.

Thomas Schmidt, Commissioner, Transportation and Environmental Services explained the process the Region takes to investigate the possibility of lowering the speed limit on a road. He highlighted that signs boards will be placed on Roseville Road notifying the public, an on-line survey will be conducted, letters sent to area residents looking for input, traffic and speed studies will be done and then staff will report back to Committee in August and at that point the public is welcome to speak as delegations. He stated this process allows for public input from both sides.

Some Committee members expressed concerns with speed limits in settlement areas and stated that a policy should be in place. It was noted that there will be a section in the Active Transportation Master Plan dealing with settlement areas.

Staff provided clarification on the eco-passages and stated a report will come back in the Fall.
An amendment was made to the recommendation to direct staff to investigate the options of reducing the speed limit to 60 km/h.

MOVED by R. Kelterborn
SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo approve the following actions with respect to Roseville Road (Regional Road 46) near Barrie’s Lake as outlined in Report E-13-068/P-13-059, dated May 28, 2013;

   a) Investigate the feasibility and potential effectiveness of erecting temporary exclusion fencing along Roseville Road to prevent turtles from entering the road and if feasible install the fencing at the earliest opportunity;

   b) Investigate whether suitable turtle breeding habitat conditions could be created along the south side of Roseville Road on the Regional Road right-of-way and adjacent property in collaboration with the adjoining landowner, in order to eliminate the need for the turtles to cross the road to the ploughed farm fields on the other side of the road, and if feasible undertake the work at the earliest opportunity;

   c) Investigate the potential for constructing one or more eco-passages north of Barrie’s Lake across Roseville Road;

   d) Allocate up to $10,000 from the environmental stewardship stream of the Community Environmental Fund for the costs this initiative; and

   e) Direct staff to bring back a report to the August Planning and Works meeting on possibly reducing the speed limit to 60 km/h on Roseville Road.

CARRIED

c) E-13-074/F-13-049, Stage 1 Light Rail Project – Request For Proposal Financial Matters

   i. Robert Milligan appeared before Committee requesting for an RFP delay so that an enhanced-design LRT plan can be considered. He encouraged Regional Councillors to support an ecofriendly RT system that will help serve the Region’s carbon footprint. He summarized his presentation and a copy of the presentation is appended to the original minutes.

T. Schmidt responded to Committee questions regarding Councillor involvement and noted that several Committees will be struck over the next few months.

Some Committee members raised concerns with Private-Public partnerships. T. Schmidt provided clarification and highlighted the variety of ways the Region is protected.

T. Schmidt responded to questions and provided clarification on the scoring found on page 194 of the report.

Committee members noted that this report is a big milestone in the Ion project and thanked T. Schmidt and Darshpreet Bhatti, Director, Rapid Transit and staff for their hard work.
A recorded vote was requested

MOVED by S. Strickland
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo approve issuing the Request for Proposal for the Stage 1 Light Rail Project to the three short-listed bid teams, generally as described previously in Report E-13-048 dated April 9, 2013 and in Report E-13-074/F-13-049 dated May 28, 2013.

CARRIED
Yeas: L. Armstrong, J. Brewer, T. Cowan, T. Galloway, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, S. Strickland, Chair J. Wideman and C. Zehr
Nays: J. Haalboom and J. Mitchell
Excused: R. Duetschmann, and K. Seiling

b) E-13-059, Proposed Sidewalk Construction on Sawmill Road from Harriet Street to Golf Course Road in the Village of Conestogo, Township of Woolwich

Matthew Hilbert a resident of Conestogo appeared before Committee provided background information of the area. He highlighted traffic volumes, heavy truck traffic, traffic speed, pedestrians crossing. He made specific requests to have done in advance of installing the sidewalks on Sawmill Road. He asked that the guardrail be relocated; pave the gravel and grass sections; temporarily reduce the speed; and install “No Engine Breaking” signs. A copy of his presentation is appended to the original minutes.

Committee members directed staff to look at the delegation’s requests.

MOVED by K. Seiling
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo approve the construction of new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road in 2014 subject to the Region acquiring the necessary property in advance of construction and funding approval as part of the Region’s 2014 Transportation Capital Program budget deliberations in 2014, as outlined in Report E-13-059, dated May 28, 2013.

CARRIED

g) E-13-065, Biosolids Heat Drying Facility Class Environmental Assessment - Updated Communication Plan

Committee members stated that residents are very concerned with fires and explosions at the heat drying facility.

Committee members noted that these weren’t the only sites looked at and asked staff to provide pictures of heat drying facilities in Canada.

Committee members asked staff to look at the process for communicating sensitive and important issues and suggested that Corporate Communications be involved in the process.

MOVED by J. Brewer
SECONDED by J. Mitchell
THAT the Region direct staff to implement the communications plan for the Biosolids Heat Drying Facility Class Environmental Assessment (Class EA), as described in report E-13-065, dated May 28, 2013.

CARRIED

REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

J. Haalboom asked that items 6 c) d) and f) be removed from the Consent Agenda

c) P-13-049, Recommended Modifications to the Regional Implementation Guidelines for Transportation Corridor Design – Final Report

Committee members asked how staff ensures the appropriate number of trees and size of trees are planted along the corridors. Rob Horne, Commissioner, Planning, Housing and Community Services indicated the guideline has specific provisions for landscaping areas including medians.

MOVED by J. Haalboom
SECONDED by J. Mitchell

That the Regional Municipality of Waterloo adopt the modifications to the Implementation Guidelines for Transportation Corridor Design outlined in Report P-13-049, dated May 28, 2013, as a Regional Implementation Guideline, in accordance with Section 12.2.2 of the Regional Official Policies Plan and with Section 5A, Policy 5.A.2 of the Regional Official Plan.

CARRIED

d) P-13-056, Draft Ontario Ministry of Transportation Cycling Strategy

Some Committee members suggested that more emphases should be placed on the cyclist with respect to safety. R. Horne pointed out that items 9, 10 and 11 on page 28 of the report do speak to education. He also highlighted that a report will be coming to the June 18, 2013 Planning and Works meeting in response to the coroners report on pedestrian and cyclist deaths in Ontario. The report will include a recommendation to the Province to implement a comprehensive pedestrian and cycling public safety awareness education strategy.

MOVED by J. Haalboom
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo request the Ontario Ministry of Transportation to consider the comments contained in Report, dated May 28, 2013, in the development of the Ontario Ministry of Transportation Cycling Strategy.

CARRIED

f) E-13-058, Consultant Selection 2013-07 – Preliminary Design, Detailed Design and Contract Administration Services, King Street from Bishop Street to Eagle Street, City of Cambridge
Committee members asked what Councillor was sitting on this project team. Staff noted that there is no Regional Councillor but local Councillor Karl Kiefer was assigned to the project team by the City of Cambridge.

MOVED by J. Haalboom  
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with IBI Group of Waterloo, Ontario to provide consulting engineering services for preliminary design, detailed design, contract administration and construction inspection for King Street from Bishop Street to Eagle Street in the City of Cambridge at an upset fee limit of $324,187.42 plus applicable taxes for the preliminary and detailed design phases with contract administration and construction inspection services to be paid on a time basis as described in Report E-13-058 dated May 28, 2013.

CARRIED

R. Duetschmann requested that item 6 m) be removed from the Consent agenda.

Memo: Planning Approvals Received for the Multi-Modal Transit Hub Property be removed from the Consent agenda

MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION

MOVED by G. Lorentz  
SECONDED by L. Armstrong

THAT the following items be approved:


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

- THAT the Regional Municipality of Waterloo:

  (a) Declare surplus the lands shown and described as Part Lot 320, Plan 376, Parts 1 and 4, Reference Plan 58R-17636, City of Kitchener, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region’s property disposition by-law; and

  (b) Approve a transfer of the property to the abutting property owners at 183 Louisa Street, Kitchener, Ontario

- THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to assume Part of Lane, established by Registered Plan 376 abutting Lots 71 to 81, Registered Plan 376, in the City of Kitchener (described as Parts 11, 12 & 13 on Reference Plan to be deposited as attached to report CR-RS-13-049/E-13-075, with registration particulars to be included in the by-law) (Part
of PIN 22319-0189) from the City of Kitchener and add to the Regional Road System to form part of Weber Street West (Regional Road No. 8), effective upon passing of the by-law.

- THAT the Regional Municipality of Waterloo amend Traffic and Parking By-Law # 06-072, as amended, to:
  
  a) Remove from Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from King Street to 17 metres East of Duke Street;
  
  b) Remove from Schedule 1, No Parking Anytime except 7:00 a.m. to 1:00 p.m. on Sundays on the South Side of Frederick Street (Regional Road 6) from 17 metres East of Duke Street to 17.5 metres West of Weber Street (Regional Road 8);
  
  c) Remove from Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from 17.5 metres West of Weber Street (Regional Road 8) to Bruce Street (Regional Road 61);
  
  d) Add to Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from King Street to Bruce Street Street;
  
  e) Add to Schedule 5, Loading Zones, 15 Minute Limit on the South Side of Frederick Street (Regional Road 6) from 13 metres East of Duke Street to 49 metres east of Duke Street.


- THAT the Regional Municipality of Waterloo enter into an Engineering Services Agreement with Stantec Consulting Limited, to provide engineering services for the Construction of Municipal Wells Phase II Project as outlined in Report E-13-066 dated May 28, 2013, at an upset fee limit of $291,859, plus applicable taxes.

AND THAT the following items be received for information:

- E-13-069, Region of Waterloo Traffic Congestion Tracker Project
- Waste Management Master Plan – Materials in Advance of Public Information Centre
- Memo: Region of Waterloo Bike Month

CARRIED

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

a) E-13-057, Approval of Plans for Roadway Improvements on King Street in St. Jacobs (Printery Road to Sawmill Road), Township of Woolwich

MOVED by T. Cowan
SECONDED by S. Strickland
THAT the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on King Street from Printery Road to Sawmill Road in the village of St Jacobs:

i) approve the proposed roadway improvements on King Street (Regional Road 8) from Printery Road to Sawmill Road subject to funding approval as part of the Region’s 2014 Transportation Capital Program budget deliberations in 2014, as outlined in Report E-13-057;

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

a) Remove from Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from High Crest Lane to Cedar Street;

b) Remove from Schedule 1, No Parking on the West Side of King Street (Regional Road #8) from 160 metres South of Henry Street to 307 metres South of Henry Street;

c) Add to Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from Printery Road to Hachborn Street;

d) Add to Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from Front Street to Sawmill Road;

e) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from 105 metres North of Cedar Street to Cedar Street;

f) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from Albert Street to 115 metres North of Cedar Street;

g) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 25 metres South of Albert Street to Cedar Street;

h) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 15 Minutes on the East Side of King Street (Regional Road #8) from Albert Street to 25 metres South of Albert Street;

i) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 20 metres South of Front Street to 73 metres South of Front Street;

j) Remove from Schedule 5, Loading Zone, 15 Minutes on the East Side of King Street (Regional Road #8) from 115 metres North of Cedar Street to 105 metres North of Cedar Street;

k) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the East Side of King Street (Regional Road #8) from Hachborn Street to 39 metres North of Hachborn Street;
i) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from Hachborn Street to 75 metres North of Hachborn Street;

m) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from Cedar Street to 45 metres North of Cedar Street;

n) Add to Schedule 2, Limited Parking, 30 Minutes on the East Side of King Street (Regional Road #8) from 63 metres North of Cedar Street to 100 metres North of Cedar Street;

o) Add to Schedule 2, Limited Parking, 30 Minutes on the East Side of King Street (Regional Road #8) from 100 metres North of Cedar Street to 112 metres North of Cedar Street;

p) Add to Schedule 2, Limited Parking, 30 Minutes on the East Side of King Street (Regional Road #8) from 112 metres North of Cedar Street to Albert Street;

q) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from Cedar Street to 31 metres South of Albert Street;

r) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 15 Minutes on the West Side of King Street (Regional Road #8) from 31 metres South of Albert Street to Albert Street;

s) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the East Side of King Street (Regional Road #8) from 54 metres South of Front Street to 8 metres South of Front Street;

t) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 54 metres South of Front Street to 18 metres South of Front Street;

u) Add to Schedule 24, Reserved Lanes on the East Side of King Street (Regional Road #8) from Printery Road to Princess Street for Bicycles, Horse-Drawn Vehicles;

v) Add to Schedule 24, Reserved Lanes on the West Side of King Street (Regional Road #8) from Printery Road to 47 metres north of Princess Street for Bicycles, Horse-Drawn Vehicles; and

w) Add to Schedule 24, Reserved Lanes on Both Sides of King Street (Regional Road #8) from Front Street to Sawmill Road for Bicycles, Horse-Drawn Vehicles.

CARRIED

RAPID TRANSIT

c) E-13-062, Region of Waterloo Rapid Transit Project: Hydro One Corridor Study Agreement
THAT the Regional Municipality of Waterloo approve an additional $320,000 and enter into a second study agreement with Hydro One Networks Inc. to remove the existing overhead transmission lines and relocate Hydro One infrastructure underground between Courtland Avenue and Fairview Park Mall, at an upset fee limit of $850,000 plus applicable taxes for study agreements 1 and 2.

CARRIED

TRANSPORTATION

e) Memo: Motion of Reconsideration – Grass and Weed Cutting on Regional Roads

THAT the Regional Municipality of Waterloo reconsider the resolutions of the January 16, 2013 Budget Committee concerning budget reductions for weed cutting and maintenance on Regional roads (urban and rural).

CARRIED

f) E-13-072, Grass and Weed Cutting on Regional Roads

Committee members agreed that the grass and weed cutting program be reinstated and discussed in detail the importance of consistency in the service being provided by the Cities.

The Resolution received from the City of Kitchener re: Maintenance Service related to turf cutting was referred to.

Portions of the Region of Waterloo Transportation Division Maintenance Agreement between the Region and the Cities were read and staff provided clarification.

THAT the Regional Municipality of Waterloo reinstate the grass and weed cutting program in 2013 for all Regional roads to the level of service provided prior to the reductions approved on January 16, 2013 at a budgeted cost of $400,000 with funding from under expenditures in the Winter Maintenance Program, other program areas or from the Winter Maintenance Reserve Fund.

CARRIED

INTERDEPARTMENTAL REPORTS

h) E-13-053 /P-13-054, 2013 Water and Wastewater Monitoring Report

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

i) P-13-057, “The Big Shift Toolbox” - Planning, Infrastructure and Financial Assistance Tools to Shape Our Community

Rob Horne, Commissioner, Planning Housing and Community Services provided a presentation. He highlighted what is the Big Shift, what are some of the shifts and what is the Big Shift toolbox. He noted that a link to the area municipalities would be part of the toolbox. A copy of the presentation is appended to the original minutes.

R. Horne responded to Committees questions regarding protecting heritage buildings.

Craig Dyer, Chief Financial Officer provided clarification of the Regional Development Charges by-law and its upcoming review process.

* S. Strickland left the meeting at 12:07 p.m.

MOVED by T. Galloway
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo approve the following recommendations that support “The Big Shift Toolbox”, as described in Report No. P-13-057, dated May 28, 2013:

a) Endorse “The Big Shift Toolbox” to communicate the many initiatives offered by the Region of Waterloo to shape our community;

b) Invite the Area Municipalities to be linked to the Big Shift Toolbox and to explore potential new tools; and

c) Request the Province of Ontario to collaboratively examine regulatory changes that would provide the opportunity for the Region of Waterloo and the Area Municipalities to implement additional tools.

CARRIED

INFORMATION/CORRESPONDENCE

a) Resolution from City of Kitchener re: Maintenance Service related to turf cutting was received for information.

b) Council Enquiries and Requests for Information Tracking List was received for information

NEXT MEETING – June 18, 2013
ADJOURN

MOVED by K. Seiling
SECONDED by L. Armstrong

THAT the meeting adjourn at 12:30 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
Waste Management Division
Green Bin Program Update
Green Bin Program Update

Residential program

<table>
<thead>
<tr>
<th>Year</th>
<th>Households on program</th>
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<tbody>
<tr>
<td>2006</td>
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<tr>
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<tr>
<td>2011</td>
<td>131,000</td>
</tr>
<tr>
<td>2012</td>
<td>132,000</td>
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</table>
Green Bin Program Update
Green Bin Program Update

Residential waste audits

14% recyclables
53% green bin
33% garbage

The green bin program has a 19% capture rate: the ~9,000 tonnes collected is only 1/5th of what we estimate is available.
Green Bin Program Update

Resident feedback

• "I would use the green bin if the region would change its policy and let residents use biodegradable plastic bags, like the majority of other regions in Ontario do." - Letter to the Editor, The Record, April 30, 2013.

• "The green bin program as currently implemented, is completely impractical. Compostable plastic bags MUST be supported before any initiatives to further encourage or enforce green bin usage." - Write-in comment to Waste Management Master Plan survey, October 2012.
Green Bin Program Update

Liner choices

COMPOSTABLE
www.compostable.info

COMPOSTABLE
Bio-plastics

US COMPOSTING COUNCIL
Green Bin Program Update

Green cart demonstration projects

- Launched Fall 2010.
- 34 large multi-residential buildings.
- Seven commercial and institutional properties.
- 51 schools.
- 37 Regional buildings.
- Contribute approximately 40 tonnes of material per month (about 5% of monthly total).
Green Bin Program Update

Green cart demonstration projects

- Similar challenges with participation from apartment buildings, as well as issues with contamination (ongoing problem with recyclables as well).
- Apartments and businesses are required to recycle under provincial legislation; no requirement to recover organics.
- Garbage from these facilities may not come to the Region's landfill.
Green Bin Program Update

Overall diversion from landfill

![Graph showing diversion rate from 2006 to 2012]
Green Bin Program Update

Overall diversion from landfill

• If everyone used the blue box and green bin all of the time, our diversion rate could be as high as 80%, based on residential waste audits (2012 diversion rate was 53%).

• How to get more out of all curbside programs?
  – Bag limits and/or bi-weekly garbage collection:
    • Halton has 6 bag limit and bi-weekly collection (reducing to 3 in 2013).
    • Peel has 2 bag limit every week; bi-weekly collection pilots.
    • Ottawa has 6 bag limit and bi-weekly collection.
    • Hamilton has 1 container limit every week.
    • Niagara has 1 bag limit every week.
Green Bin Program Update

Questions?
Paper and Compostable Plastic Green Bin Liners:
The Myths and the Facts

May 28, 2013

Presentation to the Planning and Works Committee
Region Of Waterloo

By Craig Gammie (for George Colgan)
<table>
<thead>
<tr>
<th>Issues</th>
<th>Myth</th>
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<tbody>
<tr>
<td>1 Compostability</td>
<td>“Compostable plastic bags disintegrate as readily as kitchen waste and as readily as paper”</td>
</tr>
<tr>
<td>2 Cost</td>
<td>Allowing Compostable plastic bags will save residents money</td>
</tr>
<tr>
<td>3 The “yuk factor”</td>
<td>Cellulose-lined paper more prone to leak and give “yuk factor” - if go “choice” will get increased participation as residents feel they can use compostable plastics and avoid the “yuk factor”</td>
</tr>
<tr>
<td>4 Effect on Participation Rate</td>
<td>&quot;[allowing biodegradable plastic kitchen catcher bags] can triple recovery over paper bag only programs&quot;</td>
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Myth #1 (Compostability)

“Compostable plastic disintegrates as readily as kitchen waste and as readily as paper”

• compostable plastic bags carry a logo
• supposedly means biodegrade and disintegrate as readily as kitchen waste and as readily as paper
• do they?
  1. “sun chips” fiasco – double certified yet did not disintegrate
  2. operators say compostable plastic bags do not disintegrate as well as paper or kitchen waste
  3. lab tests
Spec can easily pass materials that reach 90% disintegration in the lab test but don’t reach 90% disintegration in real composters
Implications:

• higher processing costs

• lower compost quality
Myth #2 (Cost):

“Paper bags 5 times more expensive for same service”

Compostable plastic will save residents money

• “5 times” is false
  • On the shelf, cellulose-lined paper is twice the price

• shelf prices only tell part of the cost story
  • compostable plastic = higher processing costs
    • plastic is less compostable
  • lower compost quality (meaning lower revenue)
    • less disintegration
    • infeed also has more regular plastic contamination if compostable plastic allowed
  • plastic no lignin content
“All facility operators noted that certified compostable plastic bags compost more slowly than paper bags, and the processing operations experience higher residue rates from programs that use plastic bags, including biodegradable and certified compostable bags.” (Kellehar-Robins)
Real Costs

• higher processing cost and lower quality compost = higher taxes for residents if plastic bags are allowed

• higher tax costs with compostable plastic need to be set off against the higher shelf costs of cellulose-lined paper

• paper environmentally better
False Myth #3 (the “yuk factor”):

Cellulose-lined paper more prone to leak and give “yuk factor” - if go “choice” will get increased participation as a direct result of residents feeling they can use compostable plastics and avoid the “yuk factor”
**Liners and performance**

thin gauge compostable plastic liners:
- better disintegration than thick gauge
- poorer than cellulose lined paper
- poor performance – leak – yuk!!

thick gauge
- less leaky than thin
- more leaky than cellulose-lined paper – yuk!
- disintegrate slower than thin gauge

paper liners have a water–resistant cellulose liner
- not a plastic
- minimizes leaks
- minimizes the “yuk factor”
- excellent disintegration in composter
• Only cellulose-lined bags provide excellent disintegration in composter processes combined with excellent fluid retention and leak minimization under the kitchen sink

• no evidence of residents associating “yuk factor” with cellulose-lined paper bags
May get less participation because of “yuk factor”

- residents are used to superior performance of cellulose-lined paper bags
- if go “choice” many will not be able to get the superior performance of cellulose-lined paper bags
- will be faced with increase in “yuk factor”
- some or many or all will not appreciate this
- some will respond by reducing participation

- Hamilton experienced some protest
False Claim #4 (Effect on Participation Rate):

"[allowing biodegradable plastic kitchen catcher bags] can triple recovery over paper bag only programs"
(BC data absent)
Cherry Picking data leads to false conclusion
Cherry Picking data leads to false conclusion
False cause and effect claim

“…… many factors impact on the performance of the SSO program:

- Age of the program
- Frequency of garbage collection
- Curbside policies
- Size of curbside Green Bin containers provided
- Extent to which leaf and yard waste is included in the Green Bin

“Choice of a particular type of bag (paper, certified compostable plastic, biodegradable plastic or plastic) did not significantly impact on participation or capture in the program – the other factors had more of an influence on participation and capture.” (Kellehar-Robins)
• Halton never really had a paper-only program.

• Halton has been very successful, but Halton’s success is due to a lot of things other than “choice”.
Public Will vs. Public Interest

It is argued that the *public will* is for choice

But we submit that the *public interest* is best served by a paper-only program
Recommendation:

That Waterloo Region continues with the paper-only program.

(In the public interest)
ROSEVILLE ROAD
Public Safety and Wildlife Management
In The Region of Waterloo

Cyclists and Turtle Rescuers from Cambridge on Roseville Road by Barrie’s Lake ESPA 57
Our Request:

• For many years, we have asked The Region of Waterloo to lower the 80km/h speed limit on Roseville Road between Brown and Cambridge and to install Turtle Crossing signs.
• Until now, the Region has refused.
• During this time, several hundred turtles, including turtles on the Endangered Species List have been killed. We see fewer turtles every year.
• 2 Turtle Crossing signs were installed earlier this month.
• We again ask the Region to lower the speed limit on Roseville Road between Brown and Cambridge from 80km/h to 60km/h to protect the public and the wildlife.
Residents are asking to have the speed on Roseville Road lowered from 80km/h to 60km/h for the safety of their families who walk, run, and cycle between Brown and Cambridge.

A Mother walks towards Cambridge with a baby carriage. As soon as she leaves Brown the speed is raised from 60km/h to 80km/h.
Protect Recreational Users of Roseville Road by lowering the Speed Limit from 80km/h Speed to 60km/h

Residents are grateful for Turtle Crossing options, but they do not protect Recreational Users.
Barrie's Lake Environmentally Sensitive Policy Area

- The speed limit is raised to 80km/h along Barrie’s Lake
- Provincially Significant Wetland
- Part of Environmentally Sensitive Landscape
- Regional Official Plan directs that Barrie's Lake be protected against adverse environmental impacts

Barrie's Lake and its wildlife are experiencing adverse environmental impacts. Turtles that play a significant role in aquatic ecosystems are being killed on Roseville Road.
Research from the University of Guelph supporting a reduction in speed close to wetlands


“Road mortality of animals (roadkill) threatens public safety and wildlife populations.”

"Managers are encouraged to reduce posted road speed limits in areas close to wetlands and through diverse habitats to reduce the incidence of vertebrate roadkill. Such speed reductions may require aggressive enforcement in combination with signage changes"
Protection of Turtle Rescuers

- Residents, including children, are rescuing turtles in 80km/h traffic.
- Drivers, pedestrians, cyclists will rescue turtles regardless of the posted speed.
- Studies show drivers have a better chance of stopping at 60km/h than 80km/h.
- We ask the Region to lower the 80km/h speed limit on Roseville Road to 60km/h.
This is a turtle rescued from 80km/h Roseville Road and returned to Barrie’s Lake ESPA 57

Others have not been so lucky.
Turtle Crossing Signs

- Residents thank the Region for installing 2 Turtle Crossing Signs.
- A minor adjustment is needed.
- Turtles are killed crossing Roseville Road along the entire length of the wetlands.
- The sign drivers see as they leave Cambridge is posted past the border of the wetlands.
- Drivers are hitting turtles before they see the sign. It needs to be moved towards Cambridge.
Residents have been told “drivers travel at a speed they consider to be comfortable”

Turtle on the Endangered Species List Dying, Drivers and Residents at Risk in 80km traffic
The Region says “Traffic flowing at a uniform speed results in increased safety and fewer collisions.”

We agree, and we ask the Region to extend the 60km/h speed limit through Brown another 1300 metres, to create a safe, uniform 60km/h speed through Brown to Cambridge.
Residents have been told that “Speed limit signs do not slow down traffic.” and “In general it is very difficult to control speed.”

Yet, there are MAXIMUM 50 BEGINS and MAXIMUM 60 BEGINS signs as drivers leave the wetlands to enter Cambridge and Brown.
LAW ENFORCEMENT

“posting an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted.”

- If the uniform speed of 60km/h through Brown is extended 1300 metres to Cambridge, it will be easier to spot speeding cars.
- Work of the Police would be simplified.
- Currently, the speed through Brown into Cambridge is not uniform.
- It ranges from 60 to 80 to 50km/h with 70, 60 and 40km/h advised on the curves.
In closing, turtles clean our lakes and wetlands. They have a purpose, they are essential.

7 out of 8 species of turtles in Ontario are at risk.

Endangered species are being killed on Roseville Road.

The public is asking the Region to lower the speed limit to protect the turtles and the wetlands.

We appreciate the Region exploring other turtle crossing options such as eco-passages but these options will take time.

Lowering the speed limit would be a statistically proven, simple, and cost-efficient solution to the turtle crossing issue. Drivers would have a better chance of avoiding a turtle or a person if driving at a lower speed. The turtles are crossing now, the turtles are being killed now, the speed limit could be lowered now.

The public is also asking the Region to lower the speed limit to protect their families, their children, the recreational users from Cambridge and Brown who walk, run and cycle on Roseville Road.

Please lower the speed limit today.
Plea for an RFP delay so that an enhanced-design LRT plan can be considered

So that we can have an enhanced-design LRT plan that halves the cost and more than doubles the effectiveness -- while dramatically decreasing our carbon footprint -- I am making this plea to you, the elected Councillors of the Regional Government of Waterloo (RGW), to put the LRT Request For Proposal (RFP) on hold and do the following:

1. Select an objective and accredited body for purposes of not only evaluating the cost-effectiveness and energy efficiency but also estimating the adjusted project capital costs if the proposed innovative technological precedents are built into the current LRT plan -- to be referred to as the enhanced-design LRT plan. (A good candidate could be Leewood Projects from the United Kingdom, a management and planning firm for rail. Leewood's David Cockle, a project engineer has already reviewed the region's LRT plans -- for background, see http://www.cambridgetimes.ca/news/local/article/1284525.)

2. If the estimated project capital costs (including per km. basis) of implementing the enhanced-design LRT plan are close to being halved and the effectiveness close to being doubled or more, then post haste: a) an addendum to the current Environmental Assessment (EA) should be completed; b) assuming approval of the EA, the revised Request For Proposal should be simultaneously completed; and c) acquire a surplus electric LRT vehicle and start adapting the new type of wire free propulsion system to it with the collaboration of Bombardier, likely Ballard Power and UofW experts in these propulsion technologies.

Here's why you should put the RFP on hold and proceed as just suggested:

At a conference back in 2009, Mike Lazaridis courageously made a very important statement about Humankind's future prospects. He said, "The (carbon) energy sources that we have today are changing our climate and environment catastrophically and irreparably."

While Mike is not a formally trained and experienced expert in these matters, he is obviously so concerned about Humanity's future that he has both educated himself on the
subject and sponsored an international conference on problematic climate change caused mostly by carbon energy sources and on how innovative technologies would be the solution.

Mike's views are supported by media reports indicating that the World's environment, society, and economy are suffering increasingly more frequent and severe climate crises -- mostly caused presently by exponentially increasing carbon dioxide from excessive use of various forms of Nature-sequestered carbon as fuels.

More recently, Prime Minister Harper gave an apparent policy-reversal climate change speech on May 16th in NYC to the Council on Foreign Relations.

Harper said, "The key for every country dealing with climate change is to develop low-carbon technology ... through intense investment ... in the energy sector and beyond. "", Real difficult choices ... have to be made ... (and) everybody has to contribute."

The implications for our the design of our LRT plan from these expressed Climate Change concerns of both Lazaridis and Harper is that we must do more now to innovatively use technological means to reduce carbon.

Given that the general Waterloo Region area is earning more and more recognition around the World for our innovative successes, anything that we can do technologically to significantly decrease our carbon footprint would receive broad attention. We are in a better position than most urban areas in the World to be a very effective World exemplar in innovatively reducing atmospheric carbon.

If we waste this opportunity that God has given us, then we would deserve the negative publicity that a potentially poor performing, few-serving, sub-optimally intensifying, and high-cosing current LRT plan would bring us. But this bad publicity could pollute the now successful image of our economic innovative ecosystem as it grows towards a Quantum Valley.

This potential black mark on our area's innovative technology image would be most deserved since so few easy enhancements would have to be designed into the existing current LRT plan. It is especially concerning since these design enhancements flip the current LRT plan from an at best "almost-failure" to a likely World leading low-carbon exemplar that also exceeds all expectations for intensification and (commuter) ridership.

I sincerely hope that some key Regional Officials are not suffering a form of cognitive dissonance where the more the advantages of a better approach are communicated, the
more one supports the familiar and more comfortable approach -- even irrationally.

Fears of failure expressed by some Regional Officials about the proposed design-enhanced LRT plan are indicated in their statement, "What if it doesn't work"? These concerns are better applied to the current LRT plan because of its many poor design features. These design weaknesses -- a source of high costs, low effectiveness, and many citizen complaints -- are all addressed in the enhanced-design LRT plan as you will see.

What are the main new design features, or innovative technological precedents, in the enhanced-design LRT plan -- all carbon sparing -- which are proven in existing successful transit and energy system? They are:

1. Did you know that the large surplus of inexpensive night-time Ontario Hydro electricity, currently exported cheaply or dumped as heat in our air and water, could be converted by electrolysis to hydrogen "fuel" (Enbridge is adding 10% in its NG pipelines). This not only means a carbon-free, inexpensive and more reliable source of "fuel" for the LRT vehicle but also avoids using Ontario Hydro electrical power during the day which is partially produced from natural gas -- a carbon source.

2. We could operate the electrolyzers during the day by using electricity from a gradually expanding bank of solar electric cells as they increase in cost-efficiency so as to shift towards independence from an increasing blackout-prone electrical power grid. (RGW has a number of bank of solar electric cell they installed 6 or so years like on the Mannheim Reservoir.) Again, hydrogen "fuel" is produced avoiding carbon fuels.

3. To optimally use the hydrogen "fuel" for propulsion, etc, on the LRT vehicle, a combination of hydrogen fuel cells (like Ballard's in various "global" bus fleets) and battery-like supercapacitors (as Bombardier & Siemans do on some LRTs) is proven to work best. Together such a system costs about $1.5 M per LRT vehicle. And it also avoids an ugly overhead wire system saving about 25% of the current LRT plan's total capital costs. Again, no atmospheric carbon is created.

4. A 31 km. rapid and inexpensive LRT Commuter Corridor -- like Portland's MAX LRT uses for great LRT system success -- along the more direct historic rail route from Northfield to Ainslie. The estimated total capital cost would generously be about 3 times Ottawa O-Train's total capital cost per km. ($3.38M) or $10M/km. for a total of $310M. The much shorter transit time (at least 25% less time than the current LRT plan) because of a faster LRT corridor, shorter route, and fewer accident and power outage delays mean more commuters attracted from their cars -- thus less carbon fuel is burned in cars. The shorter transit time also means fewer LRT vehicles are needed.
5. Twelve (12) km. of **LRT Intensification Corridors** whose total capital cost is only $30M per km. -- totaling $360M -- which is 25% less than (see #3 above) the current plan's $40M TCC per km. These corridors temporarily branch off to run along KW's King/Charles/etc. and Cambridge's Hesper/Eagle roads **in the curb lanes** (like the Portland Streetcar LRT) with stopping only at LRT stations in peak periods but also stopping at the more frequent LRT/bus stops in off-peak. The addition of active LRT/bus stops for off-peak periods on the LRT Intensification Corridors would help better intensify generally but especially retail businesses (linear mall) because LRT vehicle access would be closer -- adding to the intensification effect of the current plan's high LRT vehicle frequency and free fares. More intensification means less carbon-fuel vehicle use.

6. Use all the transit system's LRT vehicles only on the LRT Commuter Corridor during peak periods to best meet expected peak demand -- and decrease necessary LRT vehicle purchases. And then use express buses temporarily on LRT Intensification Corridors which can better avoid accident delays especially as at least 4-lanes all-shared would be available. In time the diesel-electric buses would be equipped with the same carbon-free propulsion system as the LRT vehicles -- or acquired with them.

About two or so years ago, Councillor Sean Strickland's insightful courage enabled him to say that LRT project staff lacked the design expertise necessary to complete the LRT plan. Somehow the rest of available councillors joined in Sean's view. Perhaps they were ready but needed a spark!

But if the LRT project's staff was lacking in design expertise, John Shortreed surmised that perhaps that lack also meant the basic design of the current LRT plan was faulty. I agree as explicitly and implicitly indicated above. All the more reason to consider the enhanced-design LRT plan. How about a spark Sean?
Sawmill Rd is the only pedestrian travel route between the east and west sides of Conestogo.
The north shoulder of Sawmill Rd between Conestogo Bridge and Harriet St. currently has no sidewalks and a number of narrow points where pedestrians are in close proximity to traffic flow.
Sawmill Rd continues to see increasing traffic volume leading to an overall reduction in pedestrian safety

1) Traffic volumes on Sawmill Road are on the order of 10,000 vehicles per day;

2) A significant portion of the traffic volume on Sawmill Road is heavy truck traffic;

3) The Region’s traffic speed data presented for the modifications to Sawmill Road does not accurately reflect actually traffic speeds; and,

4) Pedestrians are forced to either cross back and forth across Sawmill Road to face on-coming traffic or to walk with their back to traffic unable to see and react to unsafe situations.
The Region should move forward with the sidewalk as proposed and implement a number of low cost actions to improve pedestrian safety in Conestogo in advance 2014

1) Accept the staff recommendation to install sidewalks in 2014;

2) Immediately relocate the guardrail on the west side of the Conestogo Bridge to provide as much clearance between pedestrians and traffic as possible in advance of the sidewalk installation;

3) Pave the gravel and grass sections on the north side of Sawmill Road between Harriet Street and the Conestogo Bridge in the Spring of 2013 to provide a safer more consistent pedestrian surface;

4) Temporarily reduce the speed on this section of Sawmill Road to 40 km/hr and put signs for drivers alerting them there are no sidewalks and to watch for pedestrians, until the sidewalks are installed; and,

5) Put up a “No Engine Breaking” sign on the east side of Conestogo to increase the percentage of truck traffic that reduces speed at the speed transition point.
What is the Big Shift?

The Big Shift is a series of economic, environmental and social changes that are occurring in our community and are fundamentally 'shifting' how we need to plan and manage growth to maintain Waterloo Region's prosperity and accommodate a growing population.
What are some of the Shifts?

• Growing our knowledge economy
  • 1,800 tech sector jobs in 1997; 35,000+ tech sector jobs in 2012

• Reshaping our community
  • Subdivision density doubled from 15 years ago; 15% of new development in built up areas in 2003, 55% in 2011

• Protecting the environment
  • From islands to systems (35,000 acres of ESLs)

• Sustainable transportation
  • GRT ridership has more than doubled since 2000
What is the Big Shift Toolbox?

The Big Shift Toolbox is a communication initiative designed to make it easier for the community and prospective investors to find information about available Regional (and Area Municipal) planning, infrastructure and financial tools.
The Big Shift Toolbox

"The Big Shift" is a series of economic, environmental and social changes which are occurring in our community and are fundamentally "shifting" how we need to plan and manage growth to maintain Waterloo Region’s prosperity and accommodate a growing population. Specifically, "The Big Shift" is move forward.

The Big Shift Toolbox is a communication initiative designed to make it easier for the community and prospective investors to find promotional material about available Regional and Area Municipal planning, infrastructure and financial tools.

Current Regional Planning and Infrastructure Tools
- The Regional Community Improvement Plan;
- Draft Central Transit Corridor Community Building Strategy;
- The Inter-Modal Transit Hub;
- Support for Alternative Transportation Demand Measures in Developments; and
- Regional Implementation Guideline for Road Allowance Deductions

Current Regional Financial Tools
- Regional Development Charges: Core Area Exemptions;
- Regional Development Charges: Demolition Credits;
- Brownfield Financial Incentives Program;
- Property Tax Class for Multi-Residential (Rental) Developments; and
- The Community Environmental Fund.

In addition, staff is proposing to explore potential new regulatory and financial tools which could enhance the suite of opportunities offered by the Region as part of the "The Big Shift", including:
- The current Regional Development Charge Bylaw review process;
- Development of a new Tax Increment Grant (TIG) incentive program on a pilot basis that promotes large, high density developments on uncontaminated sites in strategic locations to support rapid transit;