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

Members absent: T. Cowan and S. Strickland

**MOTION TO RECONVENE INTO OPEN SESSION**

MOVED by L. Armstrong  
SECONDED by C. Zehr  

THAT Council reconvene in Open Session.  

CARRIED

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

R. Deutschmann declared a pecuniary interest with respect to items g) and h) on the Closed agenda 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.

D. Craig declared a pecuniary interest with respect to items g) and h) on the Closed agenda due to his son owning property within the area of a proposed station on the rapid transit system.

K. Seiling declared a pecuniary interest with respect to items g) and h) on the Closed agenda due to two of his adult children who own residential properties within the proposed light rail transit corridor.

**DELEGATIONS**

a) Biosolids Management

i) Rick Mosher and Dr. Owen Ward, Lystek International Inc. appeared before Committee requesting that Committee members revisit the financial aspects of the recommended long term biosolids management strategy. They provided a handout and presented a powerpoint presentation highlighting:

- Goals of Presentation;
- Why Lystek Offer Now;
- Benefits of Lystek Approach;
- A Local Success Story;
- Lystek's Offering;
- What's in it for the Region; and
• Summary of Presentation.

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

The delegation responded to questions regarding government approvals, combustion concerns, the end product, other biosolid plants and transportation of the product.

ii) Harald Drewitz appeared before Committee stating he was approached by concerned citizens to look into this matter. He expressed his concerns with the Region’s handling of information sessions on the biosolids management and provided a number of suggestions to help improve the process. He asked why the citizens of Kitchener were not consulted on this matter. A copy of the presentation is appended to the original minutes.

b) Frank Monteiro, City of Cambridge Councillor Ward 7, appeared before Committee regarding all roundabouts. He stated that he is in favour of roundabouts but has a concern with the roundabout on Franklin Boulevard at Saginaw Parkway. He highlighted the problems that will occur on Franklin Boulevard if a set of lights are installed at the Saginaw Parkway intersection. He suggested that a steel pedestrian bridge be installed at that intersection. He explained the high volume of pedestrians at that intersection noting majority are kids attending St. Benedicts Catholic High School.

c) E-13-078, Snow Removal at GRT Bus Stops

Received for information.

Andrew Tutty, on behalf of Grand River Accessibility Advisory Committee (GRAAC), appeared before Committee. He summarized GRAAC’s issues with snow removal at bus stops and provided some recommendations. He stressed the importance of harmonizing snow removal with the municipalities of Cambridge, Kitchener and Waterloo. A letter was submitted by GRAAC and is appended to the original minutes.

Thomas Schmidt, Commissioner, Transportation and Environmental Services, noted that the Region is continuing to work with GRAAC and are working on harmonizing those responsibilities.

Some Committee members expressed concerns with the 72 hour snow removal. Eric Gillespie, Director, Transit explained the snow removal process and highlighted the Region’s plan to work with the other municipalities for quicker snow removal at bus stops.

d) Bus Fare Increases, Transit Access for all.

i) Oz Cole-Arnal appeared before Committee on behalf of the Alliance Against Poverty (AAP). He stated that AAP stands firm on poverty elimination not reduction. He highlighted that the majority of transit users are of low income in the Region and any fare increase is a regressive tax on the most vulnerable. He demanded that the Region not only stop rate increases but also provide free monthly transit passes for those living below the poverty line, including minimum wage workers, contract workers and Ontario Works/Ontario Disability Support Program (OW/ODSP) recipients. A copy of the presentation is appended to the original minutes.

ii) Eleanor Grant appeared before Committee on behalf of AAP. She highlighted the Ontario Works Transit Affordability Pass Program (TAPP) and Transit for Reduced...
Income Program (TRIP) passes and stated both programs need to be improved. She provided a pie graph detailing Grand River Transit (GRT) Bus Tickets/Passes noting that the University and Colleges account for 28% of GRT passes and are hugely subsidized. A copy of the presentation is appended to the original minutes.

iii) Nadine Quehl appeared before the Committee as part of the AAP group. She stated that people living in poverty should have free access to transportation. She highlighted that choice of employment, adequate medical care and social services are denied because transit is not accessible for those living in poverty. She expressed her concerns about how the Region uses the upload costs of ODSP funds. She provided suggestions to assist with transit costs. A copy of the presentation is appended to the original minutes.

Regional Chair K. Seiling provided clarification with respect to allocation of provincial funding.

A Committee member noted that at times GRT buses are empty and suggested that a standby option should be considered.

e) E13-096, Roseville Road (Regional Road 46) 80 Km/H Posted Speed Limit Review near Barrie’s Lake Turtle Crossing, Township of North Dumfries

i) Paul Cabral was called upon but did not appear as a delegation.

ii) Anne Stubley appeared before Committee regarding public safety and wildlife management in the Region of Waterloo. She provided a presentation highlighting:
- Request from residents;
- Respondents complaints to the survey;
- Region staff state: lowering the speed limit is not likely to change driver behaviour;
- Residents say: Turtle habitat plans will not protect recreational users of Roseville Road;
- Ministry of Natural Resources Advisory – August 1, 2013;
- Region staff state: reducing the speed will cause people to feel safer as they assume motorists are travelling slower when in reality they will not thus creating a more hazardous environment;
- Region staff state: Waterloo Regional Police Services staff support an 80 km/h speed zone; and
- Summary

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

Committee members expressed concerns about the patchwork of speed limits on Roseville Road as well as on other roads in the Region. It was highlighted that the majority of the local residents are in favour of lowering the speed limit and their voices should be given more weight.

Committee members recommended that the speed limit be changed to 60 km/h and a recommendation was brought forward to reflect that change.

MOVED by J. Brewer
SECONDED by R. Duetschmann
THAT the Regional Municipality of Waterloo reduce the speed limit to 60 km/h on Roseville Road (Regional Road 46) from 150 metres east of Brown Avenue to the City of Cambridge boundary.

CARRIED

f) E-13-090, Reserved Cycling Lanes on Highland Road (Regional Road 6)/Snyder’s Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to 320 Metres East of Notre Dame Drive (Regional Road 12) in the City of Kitchener and the Township of Wilmot

i) Warren Bechthold, a resident on Snyder’s Road, appeared before Committee. He highlighted the need for parking and pointed out the differences with rural and city life. He questioned the Region's process of informing the residents in the area. He asked Committee not to pass the by-law as written but defer it and work to come up with a compromise that allows everyone to be safe together.

ii) Donna Gutscher, a resident on Snyder’s Road, appeared before Committee. She highlighted the need for extra parking for family gatherings and stressed the importance of family. She pointed out that the shoulders have been widened and paved and questioned the lack of residents input on the matter. She stated she is in favour of bike lanes as long as parking remains.

Committee members requested that this item be deferred back to staff to review options to address parking needs on Snyder's Road.

MOVED by J. Brewer
SECONDED by C. Millar

THAT the Regional Municipality of Waterloo defer report E-13-090, Reserved Cycling Lanes on Highland Road (Regional Road 6)/Snyder’s Road (Regional Road 6) from Ira Needles Boulevard (Regional Road 70) to 320 Metres East of Notre Dame Drive (Regional Road 12) in the City of Kitchener and the Township of Wilmot back to staff to review options to address parking needs.

CARRIED

g) Robert Milligan appeared before Committee emphasizing safety at roundabouts. He stated that he liked the bridge idea at the Franklin Boulevard and Saginaw Parkway intersection. He also provided his views on biosolids management.

REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

J. Wideman noted that the date of August 26th, 2013 should be changed to “date will be determined” in Report CR-RS-13-071/E-13-098, Weber Street Improvements and Grade Separation – Open Temporary Detour Road and Temporary Closure of Weber Street between Victoria Street and Wilhelm Street for Construction, City of Kitchener.

MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION

MOVED by C. Zehr
SECONDED by T. Galloway
THAT the following items be approved:


- THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Associated Engineering Ltd. to provide consulting engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for Fountain Street from Kossuth Road / Fairway Road to Cherry Blossom Road in the City of Cambridge at an upset fee limit of $579,368.00 plus applicable taxes for the Class Environmental Assessment and detailed design phases, with construction administration and construction inspection to be paid on a time basis as described in this Report E-13-093 dated August 13, 2013.

- THAT the Regional Municipality of Waterloo direct staff to undertake a review on the associated impacts, benefits, costs etc., of implementing Pavement Degradation Fees for asphalt road cuts on Regional roadways as outlined in Report E-13-076 dated August 13, 2013.

- THAT the Regional Municipality of Waterloo:
  a) Declare surplus the lands shown and described as Part Lot 320, Plan 376, Parts 1 to 5 on 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 close to public passage part of Regional Road 8 (Weber Street) between Victoria Street and Wilhelm Street, during construction of improvements to Weber Street and grade separation at the CN Rail crossing, effective on a date to be determined by the Commissioner of Transportation and Environmental Services, and to authorize the Commissioner of Transportation and Environmental Services to designate reasonable temporary alternate routes for all property owners with access to Regional Road 8 (Weber Street) who cannot obtain access to their property by reason of such closing;

AND THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to:

Effective on a date to be determined by the Commissioner of Transportation and Environmental Services establish and open as part of Regional Road 8 (Weber Street) of the Regional Road System the lands as described below:

  a. Part of Lots 8 and 9, Registered Plan 401, designated as Parts 1 and 2 on Plan WR720017 PIN 22317-0347;
  b. Part of Lots 1, 3, and 4, Registered Plan 389, designated as Part 1 on Reference Plan 58R-17827 being Part of PIN 22315-0011 (LT);
  c. Part of Lots 4 and 8, Registered Plan 389, designated as Part 2 on Reference Plan 58R-17827 being Part of PIN 22315-0020 (LT);
  d. Parts of Lots 8 and 9, Registered Plan 389, designated as Part 3 on Reference Plan 58R-17827 being Part of PIN 22315-0303 (LT);
  e. Part of Wellington Street, Registered Plan 376 being Part 15 on the
unregistered Reference Plan attached as Schedule C to Report CR-RS-10-071/E-13-098, PIN 22319-0188;


g. Part of Lot 267, Registered Plan 376; Part Lot 69 Streets and Lanes being Part 17 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PIN 22319-0104;

h. Part of Lot 320, Registered Plan 376 being Parts 18 and 19 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PINs 22319-0094 and 22319-0093;

i. Part of Louisa Street, Registered Plan 376 being Part 20 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098 PIN 22319-0187;


Notwithstanding By-law No. 13-____ the Subject Lands shall be open to public passage as of the effective date of this by-law;

AND THAT the Regional Municipality of Waterloo pass a by-law effective on a date to be determined by the Commissioner of Transportation and Environmental Services to establish and open as a temporary detour road during construction of improvements to Weber Street and a grade separation at the CN Rail crossing the lands described below:

a) Part Lot 16, Registered Plan 374, Part Lot 19 Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Part 1 on 58R-17826 PIN 22319-0177;

b) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Parts 2 and 3 on 58R-17826 PINs 22319-0165 and 22319-0194;

c) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract; Part Lot 221, Registered Plan 376 being Part 4 on 58R-17826 PIN 22319-0195;

d) Part Lot 221, Registered Plan 376 being Part 5 on 58R-17826 PIN 22319-0171;

e) Part Breithaupt Street, Registered Plan 376, being Part 6 on 58R-17826 PIN 22319-0190;

f) Part Lot 155, Registered Plan 376, being Part 7 on 58R-17826 PIN 22319-0158;

g) Part of Lots 155 and 156, Registered Plan 376, being Parts 8, 9 and 10 on 58R-17826 PINs 22319-0159, 22319-0160 and 22319-0161;

h) Part of Lane, Registered Plan 376 being Parts 11 and 12 on 58R-17826 PIN 22319-0189;

i) Part of Lot 81, Registered Plan 376, being Part 14 on 58R-17826 PIN 22319-0150;

j) Part of Lots 80 and 81, Registered Plan 376 being Part 15 on 58R-17826 PIN 22319-0149;

k) Part of Lot 80, Registered Plan 376 being Part 16 on 58R-17826 PIN 22319-0148;
AND FURTHER THAT the Regional Municipality of Waterloo pass a by-law effective on a date to be determined by the Commissioner of Transportation and Environmental Services to permanently close the existing accesses to Regional Road 8 (Weber Street) from the properties known as: 126, 136, 140 and 142 Weber Street and 111 Ahrens Street in the City of Kitchener.

AND THAT the following item be received for information:

- E-13-077, GRT Marketing and Communications Plan 2013-2016
- Bike Month – June 2013 Results

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

INTER-DEPARTMENTAL REPORTS

b) P-13-080/E-13-097, Regional Approval of the Freeport Creek and Tributary to the Grand Sub-Watershed Study

Rob Horne, Commissioner, Planning, Housing and Community Services, provided introductory comments and introduced Bill Allison from Dillon Consulting Limited.

B. Allison provided a presentation highlighting:

- Project Location;
- Subwatershed Studies and Master Drainage Plan;
- Greenlands Network: Freeport Creek and Tributary and Grand Watershed;
- Hespeler West Greenspace Management Strategy;
- Environmental Contraints;
- “Quick Start” Serving Plan; and
- Important Next Steps.

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

R. Horne provided clarification on the history of the land and the process.

MOVED by J. Mitchell
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve the Final Draft, Freeport Creek and Tributary to the Grand Watershed Study (Aquafor Beech, July, 2013) pursuant to Regional Official Plan policy 7.F.6 to the extent that it addresses matters of Regional interest, and more specifically:

a) That Regional staff collaborate with City of Cambridge and Grand River Conservation Authority staff to incorporate policies in the City’s planning documents for the East Side Lands to implement a Groundwater Management Plan pursuant to the Source Water Protection policies in the Regional Official Plan and the proposed Sourcewater Protection Plan that would, among other matters:
i) Maintain the quantity and distribution of groundwater recharge through the design of stormwater management facilities and buried infrastructure;

ii) Require Salt Impact Assessments that include consideration of the design of storm water management facilities to reduce need for winter de-icing practices for plans of subdivision, new employment and multiple-unit residential land uses;

iii) Require Salt Management Plans that mitigate the risks of winter de-icing for all new employment and multi-unit residential land uses with large parking lots;

iv) Consider requiring the accreditation of private winter maintenance contractors through the Smart About Salt™ program; and

v) Implement a Groundwater Monitoring Program to assess changes to the shallow water table as a result of development and verify that the pre-development water balance is being maintained as imperviousness increases and also document whether local private wells are adversely affected by ongoing development.

b) That the following revisions to the mapping of the Greenlands Network within the study area be incorporated in a future amendment to Map 4 of the Regional Official Plan:

i) Identify woodland areas shown in Attachment A as proposed additions to Significant Woodlands and Core Environmental Features;

ii) Identify the Lower Freeport Creek Wetland Complex as a proposed addition to the northern end of the Grandview Woods Environmentally Sensitive Policy Area (ESPA 73) as shown in Attachment B;

iii) Identify the Freeport Marsh Core Environmental Feature, as shown on Attachment C, as a proposed new Environmentally Sensitive Policy Area, and

iv) Identify the Middle Block Swamp Core Environmental Feature, as shown on Attachment D as a proposed new Environmentally Sensitive Policy Area.

c) That staff continue to work with City of Cambridge staff to reflect linkages and Supporting Environmental Features identified in the sub-watershed study in the City’s planning documents.

d) That staff continue to collaborate with staff of the City of Cambridge, City of Kitchener, and Grand River Conservation Authority to implement recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network

CARRIED

COMMUNITY PLANNING

a) P-13-079, Approval of Amendment 2 to the Provincial Growth Plan for the Greater Golden Horseshoe

R. Horne provided brief comments on the report and pointed out that the forecast figures have been slightly adjusted for 2036 and 2041 in the Growth Plan.

Received for information.
REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

c) CR-RS-13-065, Authorization to Expropriate Lands (1st Report) for Franklin Blvd Improvement Project – Year 1, North Phase (Pinebush Road to South of Bishop Street) and Year 1 South Phase (North of Clyde Road to south of Main Street), in the City of Cambridge

MOVED by C. Zehr
SECONDED by L. Armstrong

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 Franklin Boulevard from Pinebush Road to south of Bishop Street, and north of Clyde Road to south of Main Street, in the City of Cambridge, in the Region of Waterloo as detailed in report CR-RS-13-065 dated August 13, 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 Franklin Boulevard and described as follows:

Fee Simple Partial Taking:

1. PT LT 6-7 PL 837 being Part 1 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being PT 25 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Part 46 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 10 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being PTs 23 and 29 on 58R-17760 being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being PT 3 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being PT 35 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 17 and 23 on 58R-17761, being Part of 03796-0115 (1700 Bishop Stret, Cambridge);
9. PT LT 30 RCP 1379 being Part 36 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Part 31 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56-57, PL 1126 being Part 1 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
12. PT LT 56 PLAN 1126 being Part 4 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
13. PT LT 20 PL 1126 being Part 33 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
14. PT LT 46 RCP 1135 being Part 5 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
15. PT LT 19 PL 1126 being Part 35 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
16. LT 47 RCP 1135 being Part 6 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
17. PT LT 46 RCP 1135 being Part 3 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
18. PT LT 5 CON 11 being Parts 2 and 3 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
19. PT LT 41 and 42 RCP 1135 being Parts 13,14, 16,17 and 20 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
20. PT LT 5 CON 10 being Part 15 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
21. PT LT 22 & 24 PL 1126 being Part 24 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
22. PT LT 9 RCP 1384 being Part 7 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
23. PT of LT 33, RCP 1135 being Part 9 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
24. PT LT 29 & 34 RCP 1135 being Parts 1 and 3 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
25. PT LT 21 RCP 1383 being Parts 12, 15, 16 and 20 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
26. PT LT 5 CON 11 being Part 1 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
27. PT LT 9 RCP 1384 being Part 8 on 58R-17760, being Part of 03796-0032 (1225 Franklin Blvd, Cambridge);
28. PT LT 24, PL 1126 being Parts 25 and 26 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being PT 6 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 44 RCP 1135 being Parts 24,26 and 28 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
31. PT LT 39 & 40 RCP 1135 being Part 10 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
32. PT LT 5 CON 10 being Parts 25 and 28 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
33. PT LT 29 RCP 1135 being Parts 9, 11 and 12 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd, Cambridge);
34. PT LT 5 CON 11 being Parts 40 and 41 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
35. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 33 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
36. PT LT 38 RCP 1135 being Parts 69, 75 and 78 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
37. PT LT 18 PL 1126 being Part 37 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
38. PT LT2 PL837 being Part 8 on 58R-17759, being Part of 03766-0357 (194 Pinebush Road, Cambridge);
39. PT LT 37 RCP 1135 being Part 67 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
40. PT LT 36 RCP 1135 being Parts 64 and 70 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
41. PT LT 35 RCP 1135 being Parts 47 and 51 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
42. PT LT 28 RCP 1135 being Parts 36, 38 and 40 on 58R-17766, being Part of 03824-0084 (364 Franklin Blvd, Cambridge);
43. PT LT 29 RCP 1135 being Parts 7 and 8 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);
44. PT LT 28 RCP 1135 being Parts 17, 18 and 19 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
45. PT LT 28 RCP 1382 being Part 39 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
46. PT LT 28 RCP 1382 being Part 38 on 58R-17760, being Part of 22642-0133 (1220 Pinebush Road, Cambridge);
47. PT LT 2, RCP 1384 being Part 9 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
48. PT LT 2 RCP 1149 being Part 51 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
49. PT LT 1 RCP 1149 being Part 54 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
50. PT LT 3 RCP 1149 being Part 49 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);

Temporary Easement:

1. PT LT 6-7 PL 837 being Part 2 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 22, 24, 26, 27, 30, 33 and 58 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 45 and 47 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 9 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 24 RCP 1383 being Part 2 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
6. LT 29 RCP 1379 being Part 33 on 58R-17760 and Part 1 on 58R-17768, being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
7. PT LT 1 RCP 1380 being Parts 16, 21, 22, and 25 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
8. PT LT 30 RCP 1379 being Parts 33 and 37 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
9. PT LT 56-57, PL 1126 being Part 2 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
10. PT LT 56 PL 1126 being Part 7 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
11. PT LT 20 PL 1126 being Part 32 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
12. PT LT 46 RCP 1135 being Part 4 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
13. PT LT 19 PL 1126 being Part 34 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
14. LT 47 RCP 1135 being Part 7 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
15. PT LT 46 RCP 1135 being Parts 1 and 2 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
16. PT LT 5 CON 11 being Parts 4, 5 and 6 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
17. PT LTS 41 and 42 RCP 1135 being Parts 12, 15, 18, 19 and 21 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
18. PT LT 22 & 24 PL 1126 being Part 23 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
19. PT LT 9 RCP 1384 being Parts 1 and 6 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
20. PT of LT 33, RCP 1135 being Part 8 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
21. PT LT 29 & 34 RCP 1135 being Parts 2 and 4 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
22. PT LT 21 RCP 1383 being Parts 18 and 22 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
23. PT LT 5 CON 11 being Part 42 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
24. PT LT 23 PL 1126 being Part 19 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
25. PT LT 24 RCP 1383 being Part 1 on 58R-17761, being Part of 03796-0100 (116 Franklin Blvd, Cambridge);
26. PT LT 28, RCP 1135 being Parts 26 and 29 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
27. PT LT 24, PL 1126 being Parts 27, 28 and 29 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
28. PT LT 28, RCP 1135 being Parts 21, 24 and 25 on 58R-17766 and PT LT5 CON 11 being Part 8 on 58R-17767, being Part of 03826-0192 (East Side Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being Parts 1, 2, 3, 4, 5 and 7 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 23 PL 1126 being Part 17 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
31. PT LT 44 RCP 1135 being Parts 25 and 27 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
32. PT LT 39-40 RCP 1135 being Part 11 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
33. PT LT 23 PL 1126 being Part 14 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
34. PT LT 23 PL 1126 being Part 13 on 58R-17762, being Part of 03826-0014 (305 Clyde Road, Cambridge);
35. PT LT 23 PL 1126 being Part 12 on 58R-17762, being Part of 03826-0015 (307 Clyde Road, Cambridge);
36. PT LT 23 PL 1126 being Parts 10 and 11 on 58R-17762, being Part of 03826-0016 (309 Clyde Road, Cambridge);
37. PT LT 5 CON 10 being Part 23 on 58R-17762, being Part of 03826-0016 (309 Clyde Road, Cambridge);
38. PT LT 5 CON 11 being Parts 36 and 38 on 58R-17762, being Part of 03824-0043 (500 Main Street, Cambridge);
39. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 34 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
40. PT LT 5 CON 10 being Part 11 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
41. PT LT 38 RCP 1135 being Parts 68, 76 and 77 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
42. PT LT 18 PL 1126 being Part 36 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
43. PT LT 5 CON 10 being Part 9 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
44. PT BLK 40 PL 58M241 being Parts 18, 19, 20, 21 and 22 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
45. PT LT 5 CON 10 being Part 33 on 58R-17767, being Part of 03824-0024 (495 Main Street, Cambridge);
46. PT LT 5 CON 10 being Part 32 on 58R-17767, being Part of 03824-0026 (503 Main Street, Cambridge);
47. PT LT 37 RCP 1135 being Part 65 on 58R-17766, being Part of 03822-0089 (374 Franklin Blvd, Cambridge);
48. PT LT 36 RCP 1135 being Part 62 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
49. PT LT 35 RCP 1135 being Part 48 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
50. PT LT 5 CON 11 being Parts 34 and 35 on 58R-17767, being Part of 03824-0016 (490 Main Street, Cambridge);
51. PT LT 44 RCP 1135 being Part 22 on 58R-17763, being Part of 03821-0379 (460-462 Franklin Blvd, Cambridge);
52. PT LT 44 RCP 1135 being Parts 23, 29 and 30 on 58R-17763, being Part of 03821-0380 (466 Franklin Blvd, Cambridge);
53. PT LT 28 RCP 1135 being Part 35 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
54. PT LT 2 RCP 1149 being Part 53 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
55. PT LT 1 RCP 1149 being Part 55 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
56. PT LT 3 RCP 1149 being Part 50 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);
57. LT 30 RCP 1379 being Part 36 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
58. PT LT 29 RCP 1135 being Parts 5 and 6 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);
59. PT LT 28 RCP 1135 being Parts 15, 16, and 20 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
60. PT LT 5 CON 11 being Part 7 on 58R-17767, being Part of 03826-0199 (620 Main Street, Cambridge);
61. PT LT 23-24 RCP 1383 being Parts 3, 4 and 5 on 58R-17768, being Part of 03796-0095 (1177 Franklin Blvd, Cambridge);
62. PT LT 1 RCP 1380 being Part 9 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge);
63. PT LT 37 RCP 1135 being Part 66 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
64. PT LT 22 RCP 1383 being Part 2 on 58R-17768, being Part of 03796-0094 (1185 Franklin Blvd, Cambridge);
65. PT LT 22 RCP 1383 being Part 31 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
66. PT LT 25 PL 1126 being Parts 8 and 9 on 58R-17762, being Part of 03826-0018 (311 Clyde Road, Cambridge);
67. PT LT 28 RCP 1382 being Parts 40 and 43 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
68. PT LT 28 RCP 1382 being Parts 36 and 37 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);
69. PT LT 2, RCP 1384 being Parts 10, 13, 18 and 21 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
70. PT LT 21 RCP 1383 being Part 25 on 58R-17760, being Part of 03796-0069 (1201 Franklin Blvd., Cambridge);
71. PT LT 29 RCP 1135 being Parts 10, 13 and 14 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd., Cambridge).

Permanent Easement:

1. PT LT 6-7 PL 837 being Parts 3, 4, 5 and 6 on 58R-17759, being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 23, 28, 29, 31, 32, 56, 57, 60 and 61 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 38, 39, 40, 41, 42, 43, 44, 48 and 59 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 42 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being Parts 24, 26, 27, and 28 on 58R-17760 and Parts 5 and 6 on 58R-17769, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being Parts 4, 5, 6, 7, 8, 38 and 39 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being Parts 32 and 34 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 11, 12, 13, 14, 15, 18, 19, 20, and 24 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
9. PT LT 30 RCP 1379 being Parts 34 and 35 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Parts 29, 30 and 32 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56-57, PL 1126 being Part 3 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
12. PT LT 56 PLAN 1126 being Parts 5 and 6 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
13. PT LT 20 PL 1126 being Parts 30 and 31 and 38 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
14. PT LT 5 CON 10 being Parts 13, 14 and 16 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
15. PT LT 9 RCP 1384 being Parts 2, 3, 4 and 5 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
16. PT LT 21 RCP 1383 being Parts 11, 13, 14, 17, 19, and 21 on 58R-17760 and Parts 1, 2, 3 and 4 on 58R-17769 being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
17. PT LT 5 CON 11 being Part 32 on 58R-17766 being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
18. PT LT 23 PL 1126 being Parts 18, 20, 21 and 22 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
19. PT LT 28, RCP 1135 being Parts 27, 28, 30 and 31 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
20. PT LT 28, RCP 1135 being Parts 22 and 23 on 58R-17766, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
21. PT LT 23 PL 1126 being Part 16 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
22. PT LT 23 PL 1126 being Part 15 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
23. PT LT 5 CON 10 being Parts 24, 26, 27, 29, 30 and 31 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
24. PT LT 5 CON 11 being Parts 37 and 39 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
25. PT LT 5 CON 10 being Part 12 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
26. PT LT 5 CON 10 being Part 10 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
27. PT BLK 40 PL 58M241 being Part 17 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
28. PT LT 36 RCP 1135 being Parts 55, 56, 57, 58, 59, 60, 61, 63, 71, 72, 73 and 74 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
29. PT LT 35 RCP 1135 being Parts 49, 50, 52, 53 and 54 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
30. PT LT 28 RCP 1135 being Parts 37, 39, 41, 42, 43, 44, 45 and 46 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
31. PT LT 2 RCP 1149 being Part 52 on 58R-177759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
32. PT LT 15 RCP 1378 being Parts 26, 27 and 28 on 58R-17761, being Part of 03794-0026 (1100 Franklin Blvd, Cambridge);
33. LT 30 RCP 1379 being Parts 34, 35 and 37 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
34. PT LT 22 RCP 1383 being Part 30 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
35. PT LT 28 RCP 1382 being Part 41 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
36. PT LT 2, RCP 1384 being Parts 11, 12, 14, 15, 16, 17, 19, and 20 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
37. PT LT 1, RCP 1380 being Part 10 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge).

Full Taking:

1. PT LT 21-22 PL 1126 being Parts 2 and 3 on 67R-745 except PT 1 on 67R3788, being all of 03821-0151 (289 Clyde Road, Cambridge);
2. PT LT 22 PL 1126 as in WS654737, being all of 03826-0010 (297 Clyde Road, Cambridge);
3. PT LT 56 PL 1126 as in 383969 except 423005, being all of 03825-0139 (300 Clyde Road, Cambridge);

2. Serve notices of the above application(s) required by the Expropriations Act;
3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed; and
6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.

CARRIED

INFORMATION/CORRESPONDENCE

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

*D. Craig and B. Halloran left the meeting at 3:05 p.m.
OTHER BUSINESS

G. Lorentz noted that in report E-13-077, GRT Marketing and Communications Plan 2013-2016 there is no mention of providing free transit for one event a year; this is a suggestion he has made in the past.

E. Gillespie, Director Transit Services stated that staff can provide a presentation to Committee at the next Planning and Works meeting detailing the marketing plan.

NEXT MEETING – September 10, 2013

ADJOURN

MOVED by J. Brewer
SECONDED by C. Zehr

THAT the meeting adjourn at 3:15 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
Offer for Management of Region of Waterloo Biosolids
Goals of Presentation

- Request that Council consider its option to revisit the financial aspects of the recommended long term biosolids management strategy to reduce costs and entertain local, proven solutions

- Present Lystek as a proven technology and good alternative solution
Why Lystek Offer Now?

Biosolids Master Plan

- Good work done in developing Master Plan (BMP) by Region staff and Consultants (over 6 year period)
- Multi-year program to develop the BMP
- Technologies develop and mature over term of BMP
- Appropriate to revisit the economics prior to financial commitments as things do evolve over the term
- Region staff acknowledged key aspects of economics that led to the original recommendation have changed substantively (costs and siting assumptions)
- Precedents by large municipalities to confirm key aspects of economics prior to final commitments to proceed
Benefits of Lystek Approach

Health and Safety Benefits
- Safest option available with no health concerns (dust, pathogens etc.)
- Liquid process – no fire or explosion hazard potential

Existing Approved/Operational Site
- No plant siting concerns or additional public opposition concerns
Benefits of Lystek Approach

Cost Reductions

- Original budget estimate already changed and increased substantively by Region staff earlier in 2013
- Current “estimated” price tag: approximately $250 million over the 25 year lifetime of the project
- Life cycle cost savings of approximately $100 million with potential additional cost reduction options
- Firm pricing with financial security that ensures full risk transfer can be provided over the term of any agreement
- Further cost savings options are available if some in-plant upgrades are made at the WWTP
A Local Success Story

- Incubated at the University of Waterloo

- Established and proven: 5 sites in Ontario processing material from more than 8 municipalities with others coming on line later this year

- A Division of a well respected 60 year old Ontario Company (The Tomlinson Group)

- Award winning, game changing technology
A Local Success Story

- Converts biosolids into market-ready, CFIA (Canadian Food Inspection Agency) registered fertilizer

- A safe and healthy liquid process in demand by the agricultural sector (Member of the Canadian Fertilizer Institute)

- Already recognized by, and working for, the Region:
  - Kitchener (Doon) Lagoon De-commissioning
A Local Success Story

- Recognized by regulators & customers as fiscally & environmentally responsible

- Multiple times awarded:
  - WEAO award (Water Environment Association) - 2x
  - NRC (National Research Council)

- Recognized:
  - Canadian Fertilizer Institute (CFI)
    » The only company from this industry that is a recognized member of the CFI
Lystek’s Offering:

- Would contract with the Region for any multi-year term up to and including 25 years
- Would take title to & manage all or any reasonable portion of the Region-generated biosolids
- Provide security & bonding for a contract
- Annual contract value of only $4.4M (plus HST), all costs included with only partial inflation factor going forward
- Further Cost Reductions from sharing of future fertilizer sales
Facility in Dundalk

Southgate Organic Materials Recovery Centre
Facility in Dundalk

Processing Reactors
What’s in it for the Region?

- Capital and operating cost savings of approx. $100M over ‘preferred’ option in current plan

- Addresses community concerns regarding odour, siting and health and safety

- Safe, proven, flexible technology creates a regulated fertilizer in high demand by farmers

- Additional cost recovery and operational improvement opportunities for the Region
What’s in it for the Region?

- Aligns with goals, needs and forecasted growth identified in the Biosolids Master Plan
- Local economic benefits and job creation
- No financial or other risk
- Fiscally and environmentally sustainable
Summary of Presentation

- Request that Council consider its option to revisit the financial aspects of the recommended long term biosolids management strategy to reduce cost and to consider local, proven solutions.

- Consider locally developed and proven Lystek technology as a Biosolids Service Provider to the Region for the long-term program.
Date: August 13, 2013

Mr. Ken Seiling,
Regional Chair
Region of Waterloo
150 Frederick Street
Kitchener, Ontario

Dear Mr. Seiling,

Re: Unsolicited Offer for the Management of Biosolids from the Region of Waterloo

Lystek International Inc. (Lystek), a division of the R.W. Tomlinson Ltd., Group of Companies hereby submits this fully financially backed offer to undertake the long-term management of the biosolids being generated at the Region’s wastewater treatment plants. This offer is being based on, and is consistent with, the inputs and information developed by the Region of Waterloo (Region) and its Consultants in the existing Biosolids Master Plan.

Lystek’s offering for the first year of the proposed contract is at the unit price of $100/tonne for an estimated annual total in the amount of $4.4 million in today’s dollars (plus HST and an annual price increase equal to the applicable Consumer Price Index or CPI). This unsolicited offer is being put forth for consideration because we believe it would provide a safe, healthy, long-term solution that, if fully leveraged, would provide the Region and its taxpayers with an estimated $100 million dollars in savings over the entire 25-year term for the project when compared to the currently stated “preferred” option of building and commissioning a Heat Dryer.

Additional background information and a more detailed description of the offer is provided in the attachments to this letter.

Lystek is pleased to provide this Offer to the Region of Waterloo. We are prepared to meet and discuss any aspect of this Offer or the Region’s plans in this regard. In the event that the Region elects to solicit other offers for biosolids management, Lystek is prepared to compete in any manner suggested with the proviso that all proven technology approaches are entertained with consideration for sustainable options that ensure beneficial use.

Thank you for your consideration and we hope to discuss this with you in the near future.

Yours truly,

Frederick Mosher, P.Eng.
President
Lystek International Inc.

cc: All Regional Councillors
Attachment A

- Introduction & Background
- Scope Of The Offer
- Financial Offer
- Benefits Of The Offer
- Other Potential Benefits And Cost Savings
1. INTRODUCTION & Background

Lystek International Inc. is a Region of Waterloo technology firm that was initially incorporated in 2000, based on scientific research work undertaken at the University of Waterloo. The objective of the research was to assess the various approaches for the management of organic waste such as biosolids and to develop a healthier more environmentally responsible and cost effective approach to the processing and management of biosolids and other similar organic materials. The goal was also to do so in a safe, sustainable manner that would be ideally suited to continued long-term operations.

Today, Lystek is an established, award-winning, company that is helping municipalities recover valuable nutrients from wastewater biosolids and other similar organic feed stocks to convert them into a Canadian Food Inspection Agency (CFIA) registered fertilizer product for both the agriculture and non-agricultural markets. The Lystek system and approach has also been proven to:

- Significantly reduce costs
- Reduce odours and greenhouse gas emissions
- Divert “waste” from landfills by creating a safe and valuable, end-use product
- Deliver improved operational performance at the wastewater treatment plant
- Contribute to Increased bio-gas production for green energy
- Reduce costs for farmers and contribute to long-term, agricultural sustainability

In addition to the CFIA registration, the Lystek process and end product have also been recognized as environmentally sound, award winning and sustainable by the following:

- Ontario Ministry of the Environment (MOE),
- Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA),
- Canadian Fertilizer Institute, (CFI)
- Universities of Waterloo, Guelph and Western Ontario
- National Research Council of Canada (NRC) – Regional Innovation Award for Sustainable Development, 2005

In 2010, Lystek became part of R.W. Tomlinson Ltd.'s Group of Companies (Tomlinson). This 60-year-old, privately owned company is headquartered in Ottawa, ON. Tomlinson provides environmental services, civil construction, road construction road maintenance, and site development services to a large and ever-expanding customer base primarily in the government (municipal & provincial) and institutional sectors. Tomlinson’s revenues are well into the nine-figure range and it is routinely awarded projects in the eight-figure range. As part of the Tomlinson Group of companies, Lystek has the financial resources to provide financial security and backing for almost any project size and/or essentially any term length.

In 2013, Lystek established a fully permitted, totally enclosed, and operational biosolids-to-fertilizer processing facility in Dundalk ON (Southgate OMRC). This facility is capable of receiving and processing suitable municipal wastewater biosolids and other non-hazardous organic waste from any municipality or organic waste generator in Ontario. The OMRC has an approved capacity to process 150,000 tonnes per year of these organic materials. There are multiple outlets for a CFIA registered fertilizer product within a 50 km radius of the facility in Dundalk. We have more than 240 days of permitted storage in place at the Dundalk facility plus a number of offsite locations that can store the Lystek fertilizer product.
This development, along with all of the factors outlined above, has helped Lystek become a leading biosolids solutions provider for a growing list of municipalities in recent years such as Toronto, Ottawa, Guelph, Peterborough, St Marys, Orangeville, Midland, Centre Wellington (Elora). Most recently, we were also awarded with the contract to decommission the biosolids storage lagoons at the Kitchener Plant (Doon) for the Region of Waterloo.

Based on all of the above considerations, we hereby present this Offer to the Region:

2. SCOPE OF THE OFFER

Although Lystek offers a wide range of solutions and benefits, the primary focus of this Offer is for Lystek to accept full title and long-term responsibility for the management of the biosolids generated at the Region and utilize our award-winning process at the Southgate OMRC to safely convert these materials into a safe, organically-based, Canadian Food Inspection Agency (CFIA) registered, fertilizer product called LysteGro.

Lystek hereby makes a firm offer to manage and process the biosolids for a term of as little as five (5) years to as many as twenty five (25) years. This offer is being made consistent with the quantity projections and material characterization as provided in the Biosolids Master Plan (September 2011). Our price is inclusive of all transportation and conversion of the biosolids into registered fertilizer.

The current quantity of biosolids, being generated by the Region is estimated at approximately 44,000 tonnes per year at a solids concentration of 26% and increasing to more than 64,000 tonnes per year at the projected end of a 25-year term. This quantity would represent approximately 40% of the current rated capacity of Lystek’s fully approved facility in Dundalk. Lystek would take title transfer of the biosolids at point of pickup at each of the respective wastewater treatment plants as identified and described in the Biosolids Master Plan.

3. FINANCIAL OFFER

Lystek’s offering for the first year of the proposed contract is at the unit price of $100/tonne for an estimated annual total in the amount of $4.4 million in today’s dollars (plus HST and an annual price increase equal to the applicable Consumer Price Index or CPI). The entire life cycle cost for this offering to the Region, if extended to a full 25-year term as envisaged in the Biosolids Master Plan is in the amount of $160 million in today’s dollars (plus HST and annual CPI). Lystek is prepared to provide security and bonding to the Region on an annually renewable basis for the value of the projected annual biosolids management cost. Our price is inclusive of all fees related to the project including any finance costs included in our base price. Refer to Attachment B, for bank reference letter, confirming the financial capacity of Lystek/Tomlinson to provide financial securities. This Offer is valid until March 2014.

4. BENEFITS OF THE OFFER

We believe that this Offer provides many direct and indirect benefits to the Region. In addition to the significant short and long-term cost savings for the Region and its taxpayers, consider the numerous other, value added benefits and risk mitigation measures inherent in this Offer, such as:

a) This Offer exemplifies the concepts of sustainability, beneficial end use and risk mitigation due to the game-changing production of a true, CFIA registered fertilizer product.
b) Support for the agricultural sector. In addition to the long-term financial security and savings, there is additional strength and security in the large and rapidly increasing demand from the agricultural sector for the end product. The quantity of biosolids that would be provided from the Region of Waterloo represents a modest amount of land to service in the range of 1700 hectares (4000 acres). This is a small amount of land and there is extensive redundancy in this quantity that can readily be demonstrated and which would be fully secured.

c) Support for the local employment and local economy are also important benefits for the Region. Consider the benefits of job creation that Lystek's continued growth and success can contribute to the community.

d) Positive Public Relations - We are a local, award winning company that was developed and incubated at the University of Waterloo. This is a proud success story consistent with the history of successful technology development firms that have been born in the Region of Waterloo. Supporting this approach also means eliminating the need to locate an alternative facility in the Region.

5. OTHER POTENTIAL BENEFITS AND COST SAVINGS:

In addition to the above, Lystek is also prepared to further reduce the Region's cost of future operations through a sharing of a portion of the financial benefits associated with the increasing value of fertilizer.

For example, we are prepared to rebate to the Region 50% of all of the income from fertilizer sales above the initial $10/tonne that nominally represents the transport and application fee for the material that is a part of our offering. This revenue stream is expected to increase in value substantively over time and could represent a significant supplementary return to the Region in future years.

A further area for consideration is Lystek's patented approach for plant optimization. Essentially, by optimizing the performance of the digesters at the various wastewater treatment plants, the additional savings could be significant and could lead to additional operating cost reductions for the Region. This option would entail some additional capital investment but the payback would be rapid, as would the additional benefits for the Region. We would certainly be prepared to discuss and implement some of these measures if the Region would like to explore these opportunities as well.
Attachment B

- Scotiabank - Bank Reference Letter (Lystek/Tomlinson)
April 18, 2013

Proposal Review Committee (RFP # P2013-09)
Kitchener WWTP Lagoon Decommissioning Project
The Regional Municipality of Waterloo
150 Frederick Street, 2nd Floor
Kitchener ON N2G 4J3

Re. R.W. Tomlinson Limited/Lystek International Inc.
1425 Bishop St. N. Unit 16, Cambridge ON N1R 6J9

Dear Sirs:

Re: RFP # P2013-09

We confirm that R.W. Tomlinson Limited has dealt with our bank for over 15 years and Lystek International Inc. since 2011. R.W. Tomlinson Limited reports revenues in the nine figure range and currently maintains an eight figure revolving line of credit which currently has no balance. The full limit of this facility is available to the company at any time. All term debt facilities have been repaid in accordance with the terms of their agreements.

R.W. Tomlinson Limited and Lystek International Inc. also maintain their current accounts with our bank. There have been no NSF cheques and adequate balances are consistently maintained.

Based on the current cash deposits held and credit facilities available with our bank, they maintain the financial capacity to manage multiple contracts in excess of $15 million.

If you require further details, please call the undersigned.

Yours truly,

B. Lynch
Director, Credit Solutions Group
Tel. 613-564-5177

"YOUR INDEPENDENT VERIFICATION REQUIRED. The information contained in this report is strictly confidential and may not be disclosed by you to any other person other than your customer requesting this report. The report should not be construed by you or your customers as a representation or guarantee by us of the reliability or creditworthiness of the subject of this report. The report is based only on our banking experience with the subject of this report. You and your customer must make whatever further investigations of the subject which you deem necessary or advisable to protect your interests. We are not the only source of information with respect to the reliability or creditworthiness of the subject of this report."
Attachment C

- Lystek Brochure
- 2005 Regional Innovation Award
- Nomination Letter - Water Environment Association of Ontario
- WEAO – Exemplary Biosolids Management Award
- Congratulations Letter – Dr. Rob Leone
- Congratulations letter – Michael Harris - MPP
Lystek Solutions

- Are rooted in scientific research and proven methodologies
- Have low capital, operating and energy costs
- Reduce storage, transportation, and disposal costs for plant operators
- Have a small footprint (100 sq m/1,000 sq ft) - easily integrated with little to no interference to existing plant operations
- Can be customized to suit the unique needs of any WWTP
- Can reduce overall residual volumes and enhance methane gas production
- Produce a nutrient-rich, CFIA registered, liquid fertilizer product with quality controlled NPK values and no set-back constraints
- Produce a valuable fertilizer product for beneficial use on agricultural lands
- Provide an organically-based, low-odor product - at a fraction of the cost of traditional chemical fertilizers
- Offer a stable, homogeneous product that is readily available, easy to store and land apply
- Are safe, innovative and environmentally sustainable

Advance to Lystek to reduce organic waste and recover nutrient-rich resources ... in less time and for less capital investment than you might think!

Nothing wasted. Everything to gain.

1425 Bishop St. N., Unit 16, Cambridge, ON N1R 6J9
T. 226.444.0186  TF. 888.501.6508  E. info@lystek.com
www.lystek.com
Bio-Organic Waste
A Reality and an Opportunity

Each year, over 10 million dry tonnes of bio-organic waste (biosolids) are generated in Canada and the United States alone. Historically, about 75% (or 3/4) of this material has been disposed of via:

1) Land application
2) Landfill
3) Incineration

All three of these primary management approaches are in a state of stress. A combination of technical, regulatory, and financial considerations are rapidly changing the industry landscape.

LAND APPLICATION of partially treated biosolids is under pressure due to perceived environmental and health concerns.

LANDFILL DISPOSAL is increasingly cost prohibitive and, due to shrinking capacity and other concerns, is not considered a sustainable practice.

INCINERATION is capital cost intensive, it does not necessarily further waste diversion goals, and there are concerns with GHG (Green House Gas) emissions with this approach.

Meanwhile, the responsible management of biosolids remains a top priority for Municipalities, Corporations, Elected Officials and the Public. Plus, the world is facing a depletion of natural resources and the need for renewable, nutrient-rich, organic-based fertilizer continues to grow.

These concerns are real but they can be resolved. In order to do so, we must advance. Advance to more sustainable, cyclic solutions. Solutions that reduce volumes and extract much needed high-yielding nutrients. Solutions that are safe, proven, cost effective, and responsible.

Lystek’s patented, award-winning, biosolids management solutions are already advanced; and ready to implement today!
2005 Regional Innovation Award for Sustainable Development
Ontario Region
Awarded to
Lystek International Inc.

In recognition of your innovative contribution to the advancement of Sustainable Development

Tony Rahilly
Director General

Peter Cashmore
Executive Director

National Research Council Canada
Conseil national de recherches Canada

Canada
27 March 2013

Frederick Mosher, President
Lystek International Inc.
1425 Bishop Street North, Unit 16
Cambridge ON
N1R 6J9

RE: Nomination of Lystek International Inc. for the WEAO Exemplary Biosolids Management Award

Dear Mr. Mosher,

The Residuals and Biosolids Committee of WEAO has reviewed your nomination for the Exemplary Biosolids Management Award for 2013 and I am pleased to inform you that Lystek International Inc. will receive the award in the category of Technology Development.

The Lystek process demonstrates sustained excellence in advancing our knowledge of technologies for managing residuals and biosolids, technology with potential for use in many locations, operational proof of performance, improvement of biosolids handling and nutrient recovery, and improvement of biosolids quality for beneficial use.

You will receive a complementary registration to the WEAO Annual Conference, April 7 to 9 at the Toronto Congress Centre. Your award will be presented during the Awards Luncheon on Monday April 8, 12:00 to 2:00 pm. You are also invited to provide a short presentation of your process during the Biosolids Session on Monday afternoon, April 8. If you have any questions please do not hesitate to contact the WEAO office.

Yours sincerely,

[Signature]
Shirley Anne Smyth
Coordinator, Exemplary Biosolids Award Program
Residuals and Biosolids Committee

42nd ANNUAL TECHNICAL SYMPOSIUM & EXHIBITION
APRIL 7-9, 2013
THE TORONTO CONGRESS CENTRE
TORONTO, ONTARIO
Exemplary Biosolids Management Award

Presented to

Lystek International Inc.

In the

Technology Development Category

2013
Congratulations

As the Member of Provincial Parliament for Cambridge, I would like to proudly recognize

Lystek International Inc.

In honour of receiving the award for Exemplary Bio-solids Management from the Water Environment Association of Ontario, celebrated on this, the twentieth day of June, in the year two thousand and thirteen.

“The WEAO has recognized your commitment to excellence in the advancement of technology for the preservation of our environment. Please continue your outstanding work and I wish you all the best in your future endeavors.”

Dr. Rob Leone
Member of Provincial Parliament
Cambridge
July 9, 2013

Mr. Frederick Mosher
President
Lystek International Inc.
1425 Bishop Street N. Unit 16
Cambridge ON N1R% 6J9

Dear Mr. Mosher,

I would like to take this opportunity to extend my sincere congratulations to you on receiving the Exemplary Biosolids Management Award for 2013 from the Water Environment Association of Ontario.

This prestigious award is a well deserved recognition of your outstanding achievements. From its origins at the University of Waterloo in 2000, Lystek is on its way to becoming a market leader in the management and re-use of organic materials. This achievement along with the provision of new jobs and greater prosperity deserves high regard and recognition.

Thank you for developing an innovative approach to solve a growing problem. I wish you luck in the growth of your business and the greatest success in the years to come.

Sincerely,

Michael Harris MPP
Kitchener-Conestoga
Attachment D

- Lystek Building Rendering
- Organic Materials Recovery Center - Pictures
- Process Flow Diagram
Organic Materials Recovery Center

191 Eco Parkway,
Dundalk Ontario,
NOC 1BO
Organic Materials Recovery Center – Storage Lagoon

Organic Materials Recovery Center - Liquid Storage/Receiving Station
Attachment E

- Media Release – July 22, 2013 – Lystek Accepted into Membership of Canadian Fertilizer Institute
- Media Release – May 7, 2013 – Lystek Technology Proven Again
- Media Release – April 10, 2013 - OCWA and Lystek International Inc. Sign Memorandum of Understanding
- Media Release – April 2, 2013 – Waterloo Region Based Lystek International Wins Award For Exemplary Biosolids management & Technology Development
Media Release

Lystek Accepted Into Membership of Canadian Fertilizer Institute

Attention: Business and Agricultural reporters/editors


“CFI is pleased to welcome Lystek as an associate member of our organization,” commented Roger Larson, President of CFI. “CFI is the association representing the fertilizer industry in Canada. Our industry contributes over $12 billion annually to the Canadian economy and plays an essential role in ensuring that world food needs can be met economically and sustainably.” Membership within CFI is by board approval and members are committed to meeting the needs of the agricultural sector and society for a safe and sustainable food supply. Lystek is unique in that it is the first biosolids and organics processing company to be accepted into CFI. The Lystek product (LysteGro) has been successfully registered at the federal level with the Canadian Food Inspection Agency (CFIA). This speaks highly to Lystek’s technology and process.

As the unified voice of the Canadian fertilizer industry, CFI’s mission is to promote safe, responsible, and sustainable, globally competitive fertilizer production, distribution and use. It fulfills this mission by developing and implementing four key strategic initiatives: 1) Issues and policy development 2) Knowledge development and education 3) Product stewardship 4) Industry services. The CFI runs a number of stewardship and awareness programs that help build industry best practices around the use of fertilizer.

“This is yet another example of what sets Lystek apart.” reflected Kevin Litwiller, Director of Business Development at Lystek. “Not only is our patented process simple and cost-effective, but it produces a safe, nutrient-rich, fertilizer product that is remarkably high in organic content. It features predictable NPK values and has a wide variety of uses from agriculture to forestry, soil reclamation and remediation. We are honoured to be accepted into the CFI and we are fully committed to playing an active role in contributing to a more sustainable future.”

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Lystek International Inc. is an organic materials recovery firm that is helping municipalities and others reduce waste, costs, odours and greenhouse gas emissions through its innovative approach to biosolids and organics management. Lystek technology contributes to landfill diversion and agricultural sustainability by transforming non-hazardous, organic materials into a nutrient rich, CFIA registered fertilizer product.

For more information about Lystek, please contact Kevin Litwiller, Director of Business Development Cell: 519.584.5437 | Office: 226.444.0186 x 106 | kevinl@lystek.com

The Canadian Fertilizer Institute (CFI) is an industry association representing manufacturers, wholesale and retail distributors of nitrogen, phosphate and potash fertilizers. Our mission is to be the unified voice of the Canadian fertilizer industry by promoting the responsible, sustainable and safe production, distribution and use of fertilizers.

For more information about the CFI please contact Clyde Graham Vice-President, Strategy and Alliances | Office: 613-786-3033 | cgraham@cfi.ca
Media Release

Region of Waterloo Awards Kitchener Biosolids Lagoon Decommissioning Contract to Team of Lystek & Milestone

Attention: Environmental and business reporters/editors

July 2 – Cambridge ON – For Immediate Release | The Region of Waterloo has awarded Lystek International Inc. (Lystek) and its partners at Milestone Environmental Contracting Inc. (Milestone) with the decommissioning project for the biosolids lagoons at the Kitchener (Doon) Wastewater Treatment Plant. The recommendation memo to council noted that the proposal submission was technically and financially comprehensive, providing great flexibility for managing biosolids as well as clear and proactive strategies to mitigate any potential impacts on the public. The contract is valued at $12.2M.

“We are excited to be working locally with the Region of Waterloo,” commented Rick Mosher, President of Lystek. “This project will be a great opportunity for Lystek and our partners at Milestone to demonstrate our combined knowledge, skills and experience in project management, construction and biosolids handling to complete this important project in a timely, safe and environmentally responsible manner.”

The competitive RFP process ranked the submission from Lystek with the highest overall technical and financial score. The Region’s report described the plan as “(providing) the best value for the Region.”

The project will see the dewatering of the biosolids from Lagoons 1 and 2 at the Kitchener site. This will include all necessary road construction, mechanical de-watering of the lagoons, off-site treatment and management of biosolids, including Lystek’s award winning technology for converting the material into CFIA registered fertilizer product. The project also involves backfilling of the lagoons, construction of a storm water management pond and an ongoing odour monitoring and control program to minimize any potential impact on the public.

Barry Grover, Principle Partner at Milestone was equally excited about this opportunity to work with the Region. “The Milestone team has extensive experience in environmental contracting and is proud to bring our skills and knowledge to this project. We will be working with the region to ensure that this project is completed on time and that it meets or exceeds all expectations”.

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Lystek International Inc. is an organic materials recovery firm that is helping municipalities and others reduce waste, costs, odours and greenhouse gas emissions through its innovative approach to biosolids management. Lystek is committed to diversion from landfill and beneficial use through the transformation of non-hazardous, organic material into nutrient rich, CFIA registered, “market ready” fertilizer products.

For more information please contact Kevin Litwiller, Director of Business Development. Cell: 519.584.5437 | Office: 226.444.0186 x 106 | kevinl@lystek.com

Lystek International Inc.
1425 Bishop St. N. Unit 16, Cambridge, ON, N1R 6J9
226.444.0186 888.501.6508 lystek.com
Media Release

Lystek Technology Proven Again

Attention: Environmental and business reporters/editors

May 7 – Cambridge ON – For Immediate Release | Lystek’s biosolids and organics processing technology has received another registration from the Canadian Food Inspection Agency (CFIA). This further confirms that its end product is a true, organically-based fertilizer. This most recent registration is for the Elora Wastewater Treatment Plant (WWTP) that is currently being expanded by the Township of Centre Wellington.

“Lystek technology is now featured in four facilities across the Province that, combined, are capable of converting biosolids and other organics into a CFIA registered fertilizer for multiple municipalities including Guelph, Ottawa, Peterborough, Toronto and now, Centre Wellington,” commented company president Rick Mosher. “This most recent approval demonstrates, once again, that when treated using advanced science, these materials are not a waste. Our product is already in high demand from the agricultural community and it can also be utilized for soil remediation and other reclamation projects. Plus, our patented, award-winning system has also been proven to reduce volumes while increasing bio-gas outputs for green energy,” he added.

As CFIA registration is attached to a specific facility, the registration process must be undertaken for each site utilizing Lystek technology. This rigorous process requires detailed review and technical evaluation. It is not uncommon for registration to take up to a year to complete.

“Centre Wellington is pleased with its decision to include the Lystek technology at the Elora Wastewater Treatment Plant. This allows us to reduce our off-site management costs while producing a registered fertilizer product that is valuable to the agricultural community. Lystek solutions offer diversity and multiple “wins” both economically and environmentally,” said Managing Director of Infrastructure, Colin Baker from the Township of Centre Wellington.

“Our company, technology and product solutions are future-focused,” commented Lystek’s Director of Business Development, Kevin Litwiller. “Populations continue to grow and the resources required to make chemical fertilizers are being depleted. That is why the demand for our technology and responsible, affordable, organically-based fertilizers, like our LysteGro product will continue to grow. At the same time, regulations around Green House Gas emissions, such as those emitted from thermal based systems, are expected to become more stringent.”

“Lystek is honoured to have been chosen by Centre Wellington for the Elora wastewater treatment plant and we are excited to add them to our growing list of customers and strategic partners,” commented Mosher. “At full capacity, all currently enabled Lystek facilities will be capable of diverting over 200,000(wet) tonnes of biosolids annually from landfills and converting them into nutrient-rich fertilizer. To put that in perspective, that is equivalent to over 16% of all the biosolids produced in the Province of Ontario annually, and we’re just ramping up”.

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Lystek International Inc. is an organic materials recovery firm that is helping municipalities and others reduce waste, costs, odours and greenhouse gas emissions through its innovative approach to biosolids and organics management. Lystek is committed to beneficial use and diversion from landfill through the transformation of non-hazardous, organic materials into nutrient rich, CFIA registered, “market ready” fertilizer products.

For more information please contact Kevin Litwiller, Director of Business Development.
Cell: 519.584.5437 | Office: 226.444.0186 x 106 | kevinl@lystek.com

Lystek International Inc
1425 Bishop St. N. Unit 16, Cambridge, ON, N1R 6J9
226.444.0186 888.501.6508 lystek.com
TORONTO – April 10, 2012 – Lystek International Inc. and the Ontario Clean Water Agency (OCWA) have entered into a Memorandum of Understanding ("MOU") for the co-marketing of products and services to streamline, enhance and improve wastewater treatment plant operations.

Lystek’s patented, award-winning solutions are acknowledged as a leading approach to:

a) Convert biosolids into a CFIA registered, pathogen-free, nutrient-rich, bio-fertilizer product.
b) Optimize wastewater treatment plant operations by reducing costs, volumes of output and increasing green biogas for energy.

The Lystek process uses a unique combination of heat, high-shear mixing and alkali to create a safe, sustainable, low-odour fertilizer in high demand from farmers.

“We are looking forward to working with Lystek to provide our clients with an option for responsible re-use of organic materials that makes sound economic and environmental sense. As the largest operator of water and wastewater treatment facilities in Ontario, we believe this collaboration will be beneficial for everyone involved,” said OCWA President and CEO Jane Pagel.

“As a Canadian company based out of the Region of Waterloo, partnering with OCWA makes perfect sense. We have chosen to work in this field because we understand how sound technology and best practices can help communities utilize biosolids as a resource rather than a waste,” said Kevin Litwiller, Director of Business Development for Lystek. “Responsible, cost effective biosolids management is a major consideration for wastewater treatment plant operators and our proven products and services are helping to address the key issues of concern,” he added.

OCWA and Lystek look forward to working together to provide municipalities enhanced and improved methods of biosolids management.

About OCWA
The Ontario Clean Water Agency (OCWA) provides environmentally responsible and cost-effective water and wastewater services to municipalities, institutions, industry and First Nations. Established as a provincial crown agency in 1993, OCWA operations, engineering, and
technical services provide clean water expertise to communities and businesses all across Ontario. [www.ocwa.com](http://www.ocwa.com)

**About Lystek**
Lystek International Inc. is an organic materials recovery firm that is helping municipalities and companies reduce waste, costs, odours and greenhouse gas emissions through its innovative approach to biosolids management. Lystek technology contributes to landfill diversion and agricultural sustainability by transforming non-hazardous, organic material into a nutrient rich, CFIA registered fertilizer product. [www.lystek.com](http://www.lystek.com)

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For more information please contact:

Nick Reid, Vice-President, Strategic Partnerships, OCWA
Tel: 416.775.0545 or Email: nreid@ocwa.com [www.ocwa.com](http://www.ocwa.com)

Kevin Litwiller, Director of Business Development, Lystek
Tel: (226) 444-0186 or email: kevinl@lystek.com [www.lystek.com](http://www.lystek.com)
Waterloo Region Based Lystek International Wins Award For Exemplary Biosolids Management & Technology Development

Attention: Business and Environmental reporters/editors

April 2, 2013 - Cambridge ON - For Immediate Release | Lystek International, a Cambridge-based biosolid management solutions company, is receiving an award from the Water Environment Association of Ontario (WEAO) in recognition for developing technology that is changing the biosolids industry.

“This award is something that the entire Lystek team can celebrate and be proud of,” commented Rick Mosher, company president. “We have chosen to work in this field because we understand how sound technology and best practices can help communities utilize biosolids as a resource rather than a waste. Being recognized by the WEAO for a second time reinforces what everyone here at Lystek believes and knows; the responsible re-use of organic materials makes sound economic and environmental sense.”

The WEAO awards, recognizing leadership in the water industry, will be presented at its annual conference in Toronto on April 8, 2013. Lystek will be presented with the Award for Exemplary Biosolids Management - Technology Development. This particular award recognizes the development and implementation of advanced solutions with proven operational success that can be replicated in different settings and support a variety of beneficial uses, including green energy production.

In announcing the award, Shirley Anne Smyth, coordinator for the WEAO Residuals and Biosolids Management Awards Committee, stated; “The Lystek process demonstrates sustained excellence in advancing our knowledge of technologies for managing residuals and biosolids, technology with potential for use in many locations, operational proof of performance, improvement of biosolids handling and nutrient recovery and improvement of biosolids quality for beneficial use.”

“The University of Waterloo is pleased to have played a role at the incubation and development stage of Lystek’s growth. We are proud to be able to contribute to Lystek’s world-class technology – a technology that has been recognized by peers and is having a positive impact on the environment,” commented D. George Dixon, vice-president, university research, University of Waterloo.

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About Lystek: Lystek International Inc. is an organic materials recovery firm that is helping municipalities and companies reduce waste, costs, odours and greenhouse gas emissions through its innovative approach to biosolids management. Lystek technology contributes to landfill diversion and agricultural sustainability by transforming non-hazardous, organic material into a nutrient rich, CFIA registered fertilizer product.

For more information about Lystek, please contact Kevin Litwiller, Director of Business Development
Cell: 519.584.5437 | Office: 226.444.0186 x 106 | kevinl@lystek.com

Lystek International Inc
1425 Bishop St. N. Unit 16, Cambridge, ON, N1R 6J9
226.444.0186 888.501.6508 lystek.com
**About WEAO:** WEAO is a member association of the Water Environment Federation (WEF), an international organization with a vision of "Clean Water Everywhere". Membership in WEF is approximately 36,000. Founded in 1928, the Water Environment Federation (WEF®) is a not-for-profit technical and educational organization with members from varied disciplines who work toward the WEF vision of clean water everywhere. The WEF network includes water quality professionals from 75 Member Associations in over 30 countries. WEAO’s membership is comprised of scientists, operators, engineers, suppliers, and students dedicated to improving the water environment. WEAO’s 1,500 members come from consulting firms, industries, equipment manufacturers, municipalities, colleges and universities, and provincial and federal government agencies.

For more information about WEAO, please contact Julie A. Vincent, Executive Administrator
Office: 416-410-6933 x1 | julie.vincent@weao.org
Good afternoon!

To: Mr. Chairman
Regional Chair
Regional Councillors

At the beginning of April, I was asked by a concerned citizen in the Region to look into and hopefully become involved with the Biosolids Plant the Region is proposing in WR. I said I will look into this matter, complete the necessary research and then decide. I did go to the Region’s Information session in Cambridge on April 15 and was appalled at what was taking place. First of all, the room used by the Region, must have been the smallest poorly-lit room the Region could find in Cambridge. There was such great interest from the citizens that they were lined up outside the door of the room waiting for people to leave the room so the people in line could finally get to view the information.

On May 28, I was in the Region’s Council Chambers when this issue was discussed. I was glad to hear Councillor Strickland mention the problems with this meeting was of the Region’s own making (I wish I would hear regional staff also say this). Almost his next statement was something like this - Review the Public Info procedure – for something of this size this should not be handled by the Engineering department but by the Communication Department. I was glad he was quoted in the WR Record the next day saying “the significant concern was that the people didn’t feel that they had proper consultation. We’re trying to mediate a situation that was our own doing”.
At a meeting that took place at Cambridge City Hall on June 17, 2013, when WR Staff made a presentation to the citizens of Cambridge, I was very disappointed that not one, non-Cambridge Regional Councillor, nor any Senior Level Manager from the Region attended. I suggest it would have been good for you to see the passion the concerned citizens expressed at that meeting. This is not just a capital project, this issue will affect citizen’s lives in many ways.

Regional Councillors – I(we) really take exception to the Region’s Information sessions. What is needed is Public Input Sessions! Yes, of course we need information sessions in order that citizens can get the required info. After that, there should be a Public Input Session in which someone from the Region presents, then delegates from the public present and THEN go into a Q & A to hopefully lead to an intelligent discussion between government and taxpayers.

Another issue that needs to be reviewed - why do we really need this plant NOW?? In a WR Record article on April 20, 2013, Regional Chair Ken Seiling is quoted as saying “it all started with local politicians angered about Toronto’s garbage being trucked through this community. Cambridge and others very much objected to the garbage being trucked up the 401 and they were saying they should look after their own garbage. We’ve tried to find local solutions.” In another WR Record article dated May 29, 2013 – it states “until now, biosolids have been trucked out of the region by a private contractor to be landfilled on farmer’s fields in neighbouring municipalities. That costs about $3.4M per year”. My further research indicated this is approx. 3 – 5 trucks a day. I said PARDON ME!! The Region should NOT compare at least 100 trucks going up and down the 401 from Toronto to 3 – 5 trucks a day for this purpose! Why do we need an approx. $80M + plant right now or in the next 5 – 7 years? Let us see what the growth of WR is first! Let’s use actual numbers instead of theoretical numbers. I suggest your assumptions need more realistic actual information applied rather than optimistic data. The citizens of WR can NOT afford wrong assumptions as in the case of the Green Bin Program. By the way, in most organizations – a wrong assumption IS a mistake! Furthermore, this Bio Plant will be completed with borrowed money – the Region is already borrowing approx. $175 M to fund the LRT and this amount will grow! Additionally, the cost of borrowing will ONLY increase!
I have several other points to make but my final point this afternoon – why were the citizens and taxpayers of Kitchener NOT consulted? If Cambridge citizens feel they are NOT being heard, how you think we feel - we are left behind “closed doors” Here we are, about 50% of the population of the Region, paying approximately 50% of the taxes of the Region and there is no consultation with the citizens of Kitchener!! Might I suggest the Region’s accountants remove this cost from the taxes allocated to Kitchener residents! Hey, we all realize this is NOT going to happen.

I will be glad to answer any questions.

Thank you for your time.

Harald Drewitz, CMA
Chairperson, Kitchener Tax Watch Group

CAMBRIDGE BIO PLANT PRESENTATION TO REGION AUGUST 13 2013
July 23, 2013

Regional Council
Region of Waterloo
150 Frederick St.
Kitchener ON N2G 4J3

GRAAC

The Grand River Accessibility Advisory Committee (GRAAC) is an advisory committee to the Region of Waterloo Council as well as 5 other local municipal councils. It was established as a requirement of the Ontarians with Disabilities Act (2001).

Mandate

The Grand River Accessibility Advisory Committee shall assist the participating municipalities in fulfilling the purpose of the Ontarians with Disabilities Act and the Accessibility for Ontarians with Disabilities Act by providing vision and advice with regard to the removal of barriers.

The Issue: Snow Removal at Bus Stops

GRT contracts the snow clearing to a third party company and to the respective cities of Waterloo, Kitchener, and Cambridge. GRT contracts the City of Cambridge to clear bus stops and Cambridge then contracts the work to a third party company. GRT uses a third party company to clear stops in the city of Kitchener. In Waterloo, GRT contracts the City of Waterloo directly. In all cases the bus stop clearing begins after the roadways and sidewalks have been cleared so the resultant snow berms can be removed during bus stop clearance.

The contracts indicate that contractors must start to clear the bus stops within a maximum of 72 hours after the end of a continuous snow fall where the snow accumulates to more than 5 cm. This represents a “worst case” scenario. Snow is not removed from bus stops until after the road surfaces and sidewalks have been cleared. From the time the snow begins to be cleared from bus stops, all bus stops must be cleared within 48 hours.

Current road surface snow removal policy for the cities of Kitchener and Waterloo are 24 hours after the end of a continuous snowfall. Cambridge road surface clearance policy is 36 hours after the end of a continuous snowfall.

Current by-laws for snow removal for residents whose property abuts on public sidewalks in the Cities of Kitchener and Waterloo are 24 hours after the end of a continuous snowfall. The City of Cambridge snow removal by-laws for residents whose property abuts on public sidewalks is 36 hours.
GRT policy is that until bus stops have been cleared customers, including persons with a disability, can use a driveway or roadway intersection area adjacent to the bus stop as a temporary location to board and disembark the vehicle. GRT plans to promote this option this winter so more riders take advantage of this as a temporary alternative.

**GRAAC Response**

GRAAC feels that the current 5 cm, 72 hour plus 48 hour snow removal window is excessive. GRAAC does not feel that it is reasonable to expect persons with disabilities who rely on public transit to get to and from work, medical appointments, prescription fulfillment, food shopping, and other critical activities, to forgo the use of public transit for extended periods of time, potentially 108 consecutive hours (5 days).

GRAAC recognizes that there are alternatives to GRT. According to their website, Mobility Plus must be booked at least 2 weekdays in advance of a trip. During a snow event and due to the unpredictability of such an event, it is not possible to book Mobility Plus services within their stated 2 day timeframe. The increased demand under such circumstances may also cause limited availability, delays or cancellations. The taxi script service cabs can be costly to the individual and may also suffer from unavailability, delays or cancellations, as a result of increased demand. Wheelchair accessible taxi cabs are few and may not be able to keep pace with increased demand.

GRAAC feels the harmonization of the three urban areas residential sidewalk and road surface snow removal timeframes as well as enforcement of residential snow removal by-laws would provide more timely access to public places and transit.

GRAAC feels that the use of alternative temporary bus stops raises concerns for the safety of persons with a disability boarding or exiting GRT vehicles including persons using a mobility device or who are blind or partially sighted. There is no guarantee that such an adjacent temporary alternative is near the stop or clear of ice, snow or berms. Also, people who are blind, partially sighted or navigate using service animals, may not be able to locate such alternatives.

**GRAAC Recommendations**

1. GRAAC would like to see GRT harmonize contracting policy in the three urban areas and feels this would ensure bus stop snow removal timeframes are consistent across the three cities.

2. Optimally, GRAAC would like to see bus stop snow clearance within 24 hours after the end of a snowfall. Given our climatic conditions, this is improbable. However, GRAAC would like to see the current bus stop snow removal timeframe of 72 hours plus 48 hours reduced as much as is practicable. GRAAC is cognizant of the additional costs that could be incurred due to the reduction in snow removal timeframes but believes that a policy that requires a separate
contractor to be solely responsible for bus stop clearance across the three urban areas would help reduce timeframes for snow clearance of bus stops making access to public transit more timely and homogeneous across The Region.

3. GRAAC would like to see The Region work with the municipalities of Cambridge, Kitchener, and Waterloo, to harmonize current road surface snow removal policy.

4. GRAAC would like to see The Region work with the municipalities of Cambridge, Kitchener, and Waterloo, to harmonize residential snow removal by-laws.

5. GRAAC is receptive to a proposal from GRT to work together with GRAAC to create a process to identify bus stop locations being used by persons with a disability where GRT could dedicate resources to clear the stops within 24 hours and to then clear the berms as they occur. This would help to alleviate the need for persons with a disability to use temporary alternatives as bus stops and would help mitigate potential safety concerns.

Yours sincerely,

Anthony Cashin
Andrew Tutty

Co-Chairs,
Grand River Accessibility Advisory Committee
ALLIANCE AGAINST POVERTY (AAP)

Position re: Bus Fares & Their Increases

The Alliance Against Poverty (AAP) by its very name positions itself against all bus fare increases. Indeed, we stand firm in the name of poverty elimination, not poverty reduction, but its elimination as the obscene blemish upon our current society which it is. We have heard ad nauseum talk of both poverty reduction and the need for austerity from the Ontario Liberal government lo these many years. Both are bold-faced lies. In fact, those on “minimum wage”, contract workers, folk on assistance (OW) and disability (ODSP) have less spendable income than under the infamous Harris government with its attack on the poor, an attack continued under more sugary rhetoric by the Liberal governments to follow. Then to add insult to injury a “bankster” economist Donald Drummond has called for an austerity program which assaults poor and vulnerable folk even further while the richest 1% remains under-taxed, whereas the wealth differential continues to expand at an astronomical rate. In fact of the 17 OECD countries Canada ranks in the top 1/3 of highest income inequality, with Ontario holding the silver medal (second place) for any province or territory, yielding first place to oil-glutted Alberta. Whereas the richest 1% of Canadians owned a mere 9x the wealth of our average citizen in 1980, just thirty years later (2010) that gap had leaped to 15x. This same top 1% owns 20% of our national wealth. By the end of 2011 the 100 highest paid CEOs earned on average $7,695,625.00 whereas in that same year the average worker earned a mere $45,488.00, a gap whereby the wealthiest brought home about 235x that of the average worker. Indeed two of the nation’s billionaires are locals MM. Lazaridis and Balsillie, although rumour has it that the latter has fallen on hard times and is now merely a multi-millionaire.
You might wonder what all this has to do with the more down-to-earth issue of bus fares. Plenty is the opinion of our AAP! Perhaps the greatest injustice perpetrated on those with lower income is the community marginalization produced by lack of sufficient income, especially when our society does not have a lack of wealth but rather a highly unethical distribution of the same. MM Lazaridis and Balsillie do not ride the bus, nor do many (if any) of you elected officials, at least on a regular basis. With very few exceptions those who ride our transit system habitually are those with little income, the elderly, the low-income workers, single moms, and students. In short any fare increase, however small, is a regressive tax on the most vulnerable, and FOR THAT REASON ALONE THE AAP finds ANY FARE INCREASE a REPREHENSIBLE ASSAULT ON OUR MOST VULNERABLE CITIZENS.

To underscore the heinous character of this revenue grab on the poor, I offer the following examples: Given the rise in transit costs (for example an adult ticket strip from $10.50 to 11.50 (10%), the rise in food prices and rent hikes, this means a hefty increase in costs for necessities. Hence, every time someone on assistance uses one strip this equals c. .025 % of a single OW Person’s monthly income ($606.00), while a single ODSP recipient buying the same strip spends c. .01%. Now, all this may sound rather trivial indeed until you compare it with our elected officials, let alone our corporate barons. Mr. Sellig at an annual salary a tad under $150,000 would pay only .00009%, or even our local MPPs at annual salaries of $116,000.00, even if they chose to buy such strips, would merely eat up a miniscule .0001%. All this could sound a tad fussy. After all who couldn’t afford to pay less than 1% of monthly income for 5 adult tickets? Put bluntly those on minimum wage, contract workers, those on assistance and those receiving disability! When those on assistance receive a 1% increase in yearly income, while paying a 10% hike in bus fare, that means a 9% decrease in revenue
overall. We have members forced to go to meetings, with government watchdogs, which require buying bus tickets. These same members are constantly juggling tickets, transfers and meetings that have only marginal effects on those of us with stable and middle class incomes, but for those who live on the edge these continual transit increases are a nightmare.

As a result we in the AAP and the Waterloo Region Labour Council demand not only a stop to these rate increases but also free transit monthly passes for those living below the poverty line, including minimum wage workers, contract workers and OW/ODSP recipients. Anything less continues the horrendous tradition of war on the poor. Syd Ryan, president of the Ontario Federation of Labour (OFL) put it clearly in his supportive letter to our AAP on this transit issue: “Actions that raise awareness of the short-sighted decisions of your local council will eventually gain the attention of the media and politicians, and when this happens we will need to put forward alternative revenue generating tools to help sustain and even expand our public transit infrastructure. Congratulations in launching this important campaign, and we look forward to providing our solidarity and assistance.”
ALLIANCE AGAINST POVERTY (AAP) Position re: Bus Fares & Their Increases –
Part 2

We in the Alliance Against Poverty became concerned when it was announced that GRT bus fares were going up by 10% in July. This followed another 10% increase the year before. At the same time, social assistance recipients had only received an increase of 1%. This imbalance can't go on. People will become stuck in their room or small apt, instead of getting back to participating more fully in society. One-tenth of residents of W Reg live below the poverty line - more than 5000 people. We shouldn't be making their lives more difficult.

I'd like to look at a couple of structural problems pertaining to transit fares, to see what can be done to help this situation. Last week I attended a focus group facilitated by Gethyn Beniston, and since then Gethyn has been helping me with some facts and figures.

I understand that Grand River Transit's costs are being met at present mainly by fares and by property taxes, with a small contribution from the provincial gas tax. Fares are now paying for 40% of costs, and you are planning to raise that share even higher. [How much higher? Will one more of these extraordinary fare increases get you where you want to be, or is it going to take many more?]

We think something's wrong with this picture and this goal. The goal SHOULD be to reduce user fees and to treat transit like medicare. That should be our vision.

But at present municipalities don't have that option. Property taxes are just as regressive a form of revenue as user fees are. Other sources of revenue for transit will need to be developed. AND political pressure should be kept on the province by all of Ontario's cities, for a better deal on day-to-day transit costs. As I said in our budget presentation last Nov, don't be helpless. We should be putting up a fight, as well as being more creative.

I've put some numbers that Gethyn gave me, into a pie chart: please refer to following page.

If I've understood correctly, TAPP is a free pass for a specific class of OW recipients who are going to daily classes for high school upgrading. This excludes nearly all people on OW.
And TRIP is a reduced pass for those who can prove low income - whether employed or on assistance. I believe the price of the TRIP pass is the same as the reduced pass for Seniors?

Both of these programs need to be improved, if they are to meet the needs of the lowest income people. TAPP should be extended immediately to all people on OW. They only receive $606/month, yet they are expected to be out there actively seeking work.

The TRIP pass for low income should not cost any more than 3 strips of tickets. At present, people on disability or working part-time have to buy full-price tickets, and then ration themselves to 15 rides a month, because the reduced-price TRIP Pass is way too expensive. The cost of this pass must be reduced immediately.

I understand that the Region allocates apx $300,000 a year to the TRIP programme. This needs to be expanded. Since many of the people who would benefit from it are those on ODSP, we think some of the money the Region saves by ODSP costs being assumed by the province, should be allocated to make transit affordable for ODSP and others on low income.

I'm sure that by studying this chart at greater length, more adjustments can be found - such as doing more to equalize the University and College student passes, and of course by attracting more full-fare payers through the improved service you're bringing in. All of this is a subject for another day.

But right now, money must be found to expand both the TRIP and the TAPP programs immediately.

Eleanor Grant
Alliance Against Poverty (AAP)
Cash and regular Adult tickets and passes (32%)
Miscellaneous (6%)
College student passes (4%)
High school passes (10%)
Reduced tickets and passes, for seniors and children (12%)
Subsidized Rates for low income: TRIP (5%)
Subsidized Rates for low income: TAPP (3%)
University student passes - hugely subsidized (28%)
ALLIANCE AGAINST POVERTY (AAP) Position re: Bus Fares & Their Increases – Part 3

Ultimately, it is our contention that people living in poverty should have free access to transportation; there is a precedent for this in Hamilton, where in the 1980s, bus fare was free for those on social assistance and disability support. If that is not possible in the short term, we are calling for more subsidized tickets and passes for those on ODSP and OW. This is an issue of human rights; indeed, mobility rights are human rights. This was recently addressed in January by Enrique Peñalosa, the President of the Institute for Transportation and Development Policy in his address to the United Nations, where he described the necessity of sustainable transport as a way to eradicate poverty, and the urgent need to address the mobility needs of the poor, who mostly use public transport.¹

The Universal Declaration of Human Rights states:

**Article 13.** (1) Everyone has the right to freedom of movement and residence within the borders of each state.

**Article 23.** (1) Everyone has the right to work, to free choice of employment, to just and favourable conditions of work and to protection against unemployment.

**Article 25.** (1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control.²

I mention freedom of movement and residence, choice of employment and adequate medical care and social services, because all of these rights are denied by making transit inaccessible to those living in poverty. For example, supportive housing is built outside of the city centre, forcing residents to depend on public transit to access needed services. If supportive and low cost housing is intentionally located outside of the city centre, it is incumbent upon us to provide transit access so people can get to the services they need.

People living on Ontario Works are required to go to meetings and search for work; however, their access to transit, because of the cost prohibits this. Research has shown that there are intimate links between the mobility of the poor and their range of housing and employment options. Small changes in public transport prices and service levels can make a large difference to the mobility of the poor. The relative immobility of the urban poor, especially poor women, is a central fact in their lives and severely limits their employment options... the poor must trade-off the time and cost required to access livelihood opportunities against security and quality of housing.³
In terms of medical care, as those in Toronto are already grappling with, we too, are dealing with an aging homeless population. This means that more people who are homeless or living in poverty will have greater need of health care services. With the increase in bus fare, they will also have a harder time accessing said services. Even if you do not agree that access to transportation is a human right, there is no debate about access to health care being a human right. Many people who are homeless or living in conditions of poverty also struggle with issues of mental health, which also requires transit to access much needed support services. Inability to attend health appointments, leading to further complications, ill health and death of even one person is unacceptable, and the failure to address transit access in light of this potentiality would represent a profound moral lapse.

Moreover, it is disingenuous for bus fare rates to be increased, when $1 million dollars per year that Waterloo Region saves by uploading the cost of ODSP from municipalities was diverted toward the LRT – a transit related project. We made the point, in our presentation on Regional budget in Feb 2011, that there was an obligation to direct that savings into other poverty-related needs. Now, the least that could be done is to help make transit more accessible for the poor. We believe that the improvements to transit must not be made on the backs of our most vulnerable community members. In many cases, GRT would not even be losing any money by making bus fare free for the poor; as many wouldn’t have been able to afford tickets/passes to begin with, and the buses are passing, in many cases, with lots of empty seats!

There are other options to create revenue to support the transit system. Parking rates could be increased. There is already a need to find ways to get people out of their cars and use the LRT system when it opens – increasing parking rates is one step. Provincial and federal monies should be demanded to assist with transit costs, rather than trying to fund over a third of it from the fare box. Then there is the taxation system; as the Ontario Health Coalition put it, "Ontario already ranks dead-last in funding all public services, from roads and transit to education, justice and health care. Why? Because we have the lowest corporate taxes and taxes for the wealthy of almost anywhere in North America."

Nadine Quehl
Alliance Against Poverty (AAP)

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3 [http://www.fukuoka.unhabitat.org/docs/occasional_papers/project_a/06/transport-barter-e.htmlhas so far (Gannon and Liu, 1997)](http://www.fukuoka.unhabitat.org/docs/occasional_papers/project_a/06/transport-barter-e.html)
4 [http://ckdp.ca/2013/05/03/ontario-health-coalition-not-impressed-by-budget/](http://ckdp.ca/2013/05/03/ontario-health-coalition-not-impressed-by-budget/)
ROSEVILLE ROAD
Public Safety and Wildlife Management
In The Region of Waterloo

Turtles on Roseville Road Protected by Families and the Waterloo Regional Police
Request:

- For many years, residents asked the Region of Waterloo to reduce the 80km/h speed limit on Roseville Road between Brown and Cambridge.
- Residents asked for a **lower speed limit to protect their families, children**, and recreational users who walk, run and cycle between Brown and Cambridge.
- Residents asked for a lower speed limit **to protect the turtles** that cross Roseville Road to lay their eggs.
- The Region of Waterloo refused.
- During these years, **several hundred turtles were killed**.
- **Regional Council asked** for a survey and a report.
- Region Staff have again refused to recommend lowering the speed limit.
- We ask Regional Council to lower the speed limit on Roseville Road between Brown and Cambridge **from 80 km/h to 60 km/h** to protect the public and the wildlife.
The Survey

Respondents complained:

- they could not connect to the online survey.
- they could not complete the survey at the advertised telephone number.
- that the introduction to the survey was biased.
- respondents were instructed that motorists would continue to travel at the same speed following a speed reduction – before they were asked if they supported a speed reduction.

Even with this methodology, the Majority of respondents asked for a reduction in the speed limit on Roseville Road from 80km/h to 60km/h.

Residents ask that the Regional Council lower the speed limit on this 1300 metre length of road.
Region Staff state: lowering the speed limit is not likely to change driver behavior

- Yet, the speed limit was lowered in Brown to 60km/h.
- There could be less speeding in Brown, if the speed limit on the way to Brown from Cambridge was 60km/h rather than 80km/h.
- Recreational users, including children are at risk.
- The turtle population is being destroyed.
- Do drivers set their own speed limits in the Region of Waterloo?
- University of Guelph Research states “speed reductions may require aggressive enforcement in combination with signage changes”
Residents Say: Turtle Habitat Plans will Not Protect Recreational Users of Roseville Road

Please lower the speed limit from 80 km/h to 60 km/h to protect the residents and their children.
The Ontario Government appears to be **vigilant in its effort to protect at-risk turtles** within the province.

The Ministry of Natural Resources has issued an advisory about one of the **leading causes of turtle mortality** – motor vehicles.

The advisory reminds drivers to **watch the road carefully while driving** – especially areas close to wetlands.

Drivers are advised to **help move turtles off the road in the direction they were headed** if it is **safe** to do so.

Seven of the eight species in Ontario are considered **species at risk**.
Region staff state: reducing the speed limit will not reduce the number of turtle deaths

- Studies show that drivers have a better chance of avoiding a turtle, a car or a person if driving at a lower speed.
- Drivers do not want to hit turtles, they are unable to avoid hitting them because they are driving too fast.
- Lowering the speed limit would make Roseville Road safer for drivers, recreational users and wildlife.

Resident sees large turtle killed crossing Roseville Road to lay her eggs.
Region Staff state: reducing the speed will cause people to feel safer as they assume motorists are travelling slower when in reality they will not thus creating a more hazardous environment.

• Should recreational users, including children, who walk, run, and cycle between Cambridge and Brown be subjected to 80km/h speed limits because some drivers may not obey a lower speed limit?
• The population and the number of recreational users on Roseville Road is increasing.
• Residents ask Regional Council to focus on public safety and the strict enforcement of a lower speed limit.
Region Staff state: Waterloo Regional Police Services staff support an 80 km/h speed zone

One Officer carries a turtle into field north of Roseville Road, another Officer guards a nesting turtle.

• We thank the Police for guarding turtles nesting beside the road.
• We thank the Police for rescuing turtles from Roseville Road and carrying them to safety.
• This is a road through a Provincially Significant Wetlands, an Environmentally Sensitive Policy Area in a designated Environmentally Sensitive Landscape.
• It is the Region of Waterloo that is directed to develop policy that will protect Barrie’s Lake and its wildlife from adverse impacts.
Summary

- Residents are asking Regional Council 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.
- **Turtle habitat options will not protect recreational users**, so please lower the speed limit to protect the residents and their children.
- The speed limit is raised to 80km/h **only for this 1300 metre section** of road which runs through Provincially Significant Wetlands Barrie’s Lake ESPA 57.
Summary

• Turtles play a **significant role in the aquatic ecosystem** of Barrie’s Lake ESPA 57.

• Residents are asking Regional Council to **lower the speed limit to protect the turtles** that cross Roseville Road to lay their eggs.

• Turtle crossing **options such as eco-passages** will take time.
Summary

• Lowering the speed limit would be a University of Guelph research supported, statistically proven, simple, cost-efficient solution to the turtle crossing issue.

• Drivers have a better chance of avoiding a collision with a turtle, a car or a person if driving at a lower speed.

• Please lower the speed limit today.

Thank you.
East Side Lands – Project Location

**EAST SIDE LANDS (STAGE 1)**

- **(1178 acres)**
- **(2112 acres)**

**Stage 1 Study Area**
- **855 ha**
- **(2112 acres)**

**Prime Industrial Strategic Reserve**
- **477 ha**
- **(1178 acres)**
Subwatershed Studies and Master Drainage Plan

- Hespeler West SWS previously completed and approved 2004-2005
- Freeport Creek and Tributary to the Grand River SWS Study and Master Drainage Plan, led by Region of Waterloo, City of Cambridge and GRCA, in consultation with the City of Kitchener is complete
- Region of Waterloo, City of Cambridge and GRCA and MNR staff have thoroughly reviewed and are recommending acceptance of the SWS
Greenlands Network: Freeport Creek and Tributary to the Grand Watershed
Hespeler West Greenspace Management Strategy (as approved)
Environmental Constraints
“Quick Start” Servicing Plan

- Natural environment features assessed and mapped
- Linkages protected
- Buffers identified
- Infrastructure located in existing ROW’s
Important Next Steps

1. SWS is being tabled at Region, City and GRCA (August/September)

2. Region and City staff have agreed to table the MESP with their respective councils in September

3. The MESP will be filed and detailed implementation stage will begin, typical of all projects of this scale (e.g. Master Drainage Plan, completion of EA requirements, local planning requirements and infrastructure requirements)
Thank you