Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, March 24, 2015
9:06 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener

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Members absent: G. Lorentz

Declarations Of Pecuniary Interest Under The Municipal Conflict Of Interest Act

Chair T. Galloway declared a pecuniary of interest with respect to item 6f) TES-TRS-15-07, Renewal of U-Pass Agreements with Post Secondary Students due to his employment at the University of Waterloo.

Delegations

a) TES-DCS-15-04, Fountain Street Improvements, From Kossuth Road / Fairway Road to Cherry Blossom Road, City of Cambridge – Recommended Design Alternative

i) Dan Weinhardt, Royal Oak Road Neighbourhood Association appeared before Committee. He provided background information and highlighted:
   • who is effected by these issues;
   • why the Region is undertaking this project;
   • main concern is misplaced priority;
   • current roads do not support current traffic volume; and

1831355
• consider relooking at the current timeline.

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

Chair T. Galloway clarified that Speedsville Road is a City of Cambridge road and the Speedsville Bridge was a MTO project.

D. Weinhardt had voiced his concern about the lack of communication but did state that communication with staff has improved.

The delegation explained how the expansion of Maple Grove Road would help to offload traffic on the 401.

ii) Thomas Reitzel, Property Owner, 4500 Fountain Street North appeared before Committee stating he had a few questions to ask with respect to the project. He asked which end of Fountain Street the project would start. He asked if sewer and water could be provided to his side of the street and what the overall width is with the center medium, the 2 lanes, plus the multi use trail.

John Stephenson, Senior Project Manager stated the tentative plan is to start at the south end of Fountain Street at Cherry Blossom Road and highlighted the different phases. He stated that he is unsure of where Mr. Reitzel’s property is located but did note that if the sanitary servicing is located on one side of street it could be connected to either side of the street and stated that the City of Cambridge is providing that service and that will have to be discussed with them. He highlighted the overall width would be roughly 30 meters.

J. Stephenson also pointed out that Toyota has been doing a study on internal traffic patterns to potentially make a number of changes and Toyota has been in touch with Regional staff to work together on timelines.

A Committee member suggested looking at the expansion of the whole area in the Fairway Road Bridge stating it could be another access point onto the 401 which would relieve some pressure in the industrial land area.

Committee members expressed the need for another access point onto the 401 on both East side and West side of Kitchener.

Committee members directed staff to report back on all the various road segments in that area up for review in the forecast so that Committee can have a better understanding of what’s happening when and asked that staff report back on a new connection to the 401 whether it be a new access point or connected to an existing access.
Moved by S. Strickland
Seconded by S. Foxton

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment Study for proposed improvements to Fountain Street from Kossuth Road / Fairway Road to Cherry Blossom Road in the City of Cambridge:

a) Approve the Recommended Design Alternative for Fountain Street as outlined in Report TES-DCS-15-04;

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

c) Amend the Traffic and Parking By-law 06-072, as amended, upon completion of construction of the Recommended Design Alternative to:

   i) Add to Schedule 16 - Lane Designation, northbound left turn, northbound through / left-turn, northbound through, northbound right turn on Fountain Street (Regional Road 17) at Maple Grove Road (Regional Road 38);

   ii) Add to Schedule 16 - Lane Designation, southbound left-turn, southbound through / left turn, southbound through / right turn on Fountain Street (Regional Road 17) at Maple Grove Road (Regional Road 38);

   iii) Add to Schedule 16 - Lane Designation, eastbound left turn, eastbound through / left-turn, eastbound through, eastbound right turn on Fountain Street (Regional Road 17) at Maple Grove Road (Regional Road 38); and

   iv) Add to Schedule 16 - Lane Designation, westbound left-turn, westbound through / left turn, westbound through / right turn on Fountain Street (Regional Road 17) at Maple Grove Road (Regional Road 38).

Carried

b) PDL-CPL-15-19, Regional Tourism Organization 4 Inc. Offer to Assist with Further Development of the Kissing Bridge Trailway

   i) Napier Simpson and Doug Cerson appeared before Committee to discuss an opportunity and for the Region’s support on completing the trail from Guelph to Goderich. N. Simpson highlighted the Guelph to Goderich (G2G) rail trail and explained what the Regional Tourism Organization 4 Inc. is. D. Cerson provided
background information on the local groups involved and explained in detail the trail. A copy of the presentation is appended to the original minutes.

Committee members expressed their support of the project and discussed funding from the Province, how other trails connect, and exploring the possibility of adding the Wallenstein Bridge.

The delegations provided additional information on their budget, remaining projects, signage, projects within the Region, the cost to include the Wallenstein Bridge and timelines.

K. Seiling proposed an amendment to the recommendation to include the Wallenstein Bridge during the Environmental Assessment process.

Moved by K. Seiling

Seconded by J. Mitchell

That the Regional Municipality of Waterloo take the following actions with respect to an offer by the Regional Tourism Organization 4 Inc. to assist with the further development of the Kissing Bridge Trailway, as detailed in Report PDL-CPL-15-019, dated March 24, 2015:

a) Allocate up to $40,000 from the Community Environmental Fund in order to attract matching funding from the provincial Regional Tourism Organization 4 Inc. to conduct engineering feasibility studies on replacing the former bridges over the Grand and Conestoga Rivers, and to provide for appropriate wayfinding signage and other necessary improvements to the Kissing Bridge Trailway; and

b) Direct staff to take the necessary steps to take advantage of this opportunity to receive provincial matching funding.

Carried, as amended

c) TES-DCS-15-03, Ottawa Street Improvements, Pattandon Avenue to Imperial Drive, City of Kitchener – Approval of Project

i) Mike Szucs appeared before Committee stating he runs a business located on Ottawa Street. He highlighted that he had a few questions to ask but noted that he could speak with Mike Halloran about his questions. He did raise concerns about the parking since he is losing a portion of his property.
Mike Halloran, Project Manager responded to Committees’ questions regarding segregated bike lanes and snow clearing of those lanes noting segregated bike lanes will create additional maintenance and cost.

Steve van De Keere, Director, Transportation responded to Committees’ question regarding when segregated bike lanes are considered versus multi use trails. He stated that the project team looks at the area and considers the land use, the number of driveways and side streets.

Moved by K. Seiling

Seconded by S. Foxton

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Ottawa Street (Regional Road 4) from Pattandon Avenue to Imperial Drive in the City of Kitchener:

a) approve the Recommended Design Alternative for Ottawa Street (Regional Road 4) as outlined in Report TES-DCS-15-03; and

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

i. Remove from Schedule 1, No Parking Anytime, Except Sunday, on both sides of Ottawa Street (Regional Road 4) from Hoffman Street to Pattandon Avenue;

ii. Remove from Schedule 1, No Parking Anytime, on both sides of Ottawa Street (Regional Road 4) from Pattandon Avenue to the Easterly Limit of Ottawa Street (near Keewatin Avenue);

iii. Remove from Schedule 1, No Parking Anytime, on both sides of Ottawa Street (Regional Road 4) from Fischer-Hallman Road (Regional Road 58) to Hoffman Street;

iv. Add to Schedule 1, No Parking Anytime, on both sides of Ottawa Street (Regional Road 4) from Fischer-Hallman (Regional Road 58) to Keewatin Avenue; and

v. Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of Ottawa Street (Regional Road 4) from Imperial Drive to Pattandon Avenue.

Carried
Presentations

a) Transportation and Environmental Services Departmental Overview
   (Transportation and Transit Services)

Thomas Schmidt, Commissioner, Transportation and Environmental Services provided a presentation to Committee. He highlighted Transit Services and provided information on the facts and figures on conventional transit, ridership, specialized transit and key issues and priorities. T. Schmidt highlighted Transportation, the facts and figures, programs and services, key issues and priorities. A copy of the presentation is appended to the original minutes.

T. Schmidt provided clarification on the proof of payment, technology being used and BusPLUS.

A Committee member asked if there was an update on the transit pilot project funding for the Township of Wilmot. T. Schmidt noted that the Region was not approved for that funding, highlighting there were 54 proposals submitted and only one million dollars in funds.

Committee members asked if the 480 kilometers of bike lanes included both sides of the road. T. Schmidt stated he could not confirm and that staff will follow up.

T. Schmidt provided clarification on the number of roundabouts and sidewalks being installed.

Committee members stressed the importance of the U-pass being provided to the Conestoga College students.

Request to Remove Items from Consent Agenda

S. Strickland asked that Report 5d) be removed from the Consent Agenda

d) TES-TRS-15-06, City of Cambridge - Conestoga College U-Pass Request

Committee members discussed the lack of bus service to the Doon South area, significant cost to implement the U-pass, the budget issue paper for 2016, student accommodations, and making sure all Conestoga College Campuses are considered. Committee members were reminded that implementing the U-pass will be a long process noting that the students will need to hold a referendum.

A Committee member requested that the report from last term regarding Conestoga College U-Pass be circulated to the new Councillors for reference.
A Committee member suggested slowly implementing the U-pass stating as service ramps up, so does the U-pass term and fee.

Committee members suggested that this matter be referred to the Business Plan Working Group, to report back as soon as possible. Eric Gillespie, Director, Transit Services noted that staff are waiting for the results of the service review and that staff should be able to report back in the middle of the summer.

Committee members referred this report to the Business Plan Working Group

**Motion to Approve Items or Receive for Information**

Moved by K. Redman

Seconded by J. Mitchell

That the following items be approved:


- TES-WAS-15-09.1, Water Efficient Restaurant Certification Program (Approval)


- TES-WAS-15-10.1, Water Efficiency Advisory Committee Terms of Reference 2015 (Approval)


And that the following items be received for information:


- PDL-CPL-15-17, 2014 Building Permit Activity and Growth Monitoring
• TES-TRS-15-08 Update on Bike Sharing Initiatives in the Region of Waterloo

   Carried

Regular Agenda Resumes

Reports - Planning, Development and Legislative Services

a) PDL-CPL-15-18, Provincial Review of Various Provincial Planning Documents

Received for information.

Rob Horne, Commissioner, Planning, Development and Legislative Services introduced the report and provided background information. He noted that the Province will be hosting a series of town hall meetings the first being at Bingemans on Wednesday, March 25th, 2015. He stated that once those meetings are concluded the Province will produce a series of recommendations in the form of potential amendments to the various plans and will hold a second round of public consultations.

b) PDL-LEG-15-28, Proposed Amendments to the Planning Act by Bill 73 – Smart Growth for Our Communities Act, 2015

Received for information.

R. Horne introduced the report stating the report provides a summary of the proposed amendments that relate directly to the Region’s role in the land use planning process. He noted that Region staff is working with Provincial Staff to better understand the proposed changes and will complete a detailed review of the proposed amendments and report back to Committee in May, 2015 on implementation matters, potential financial impacts and recommendations for formal comment on Bill 73.

A Committee member asked for clarification regarding if all municipalities are required to appoint a planning advisory committee. R. Horne said that staff is looking into that and will follow up.

Reports - Transportation and Environmental Services

Design and Construction

c) TES-DCS-15-05, Approval of Additional Contract Expenditure -Contract T2013-015, Church Street Reconstruction, Town of Elmira

A Committee member inquired about feedback received regarding traffic calming. T. Schmidt stated that staff are currently doing some field work and are waiting for the
weather to improve and staff will be bring a report back in May or June with respect to those issues specifically.

Moved by K. Seiling

Seconded by J. Nowak

That the Regional Municipality of Waterloo approve an additional expenditure of $358,744.69 plus HST on Contract T2013-015 Reconstruction of Regional Road No. 86 (Church Street), Herbert Street to Barnswallow Drive to cover extra costs as a result of an increase in the required scope of work determined after construction had commenced.

Carried

Transit Services

d) TES-TRS-15-07 Renewal of U-Pass Agreements with Post Secondary Students

Chair T. Galloway removed himself as Chair and K. Kiefer took over as Chair for this report.

Moved by B. Vrbanovic

Seconded by W. Wettlaufer

That the Regional Municipality of Waterloo enter into agreements with the University of Waterloo Federation of Students, the University of Waterloo Graduate Students Association, the Wilfrid Laurier University Students Union, the Wilfrid Laurier University Graduate Students Association and the English Language Institute at Renison College at the University of Waterloo to implement universal transit pass programs (U-Pass), in a form satisfactory to the Regional solicitor, as described in Report No. TES-TRS-15-07, dated March 24, 2015.

And that the Regional Municipality of Waterloo amend the Region’s Fees and Charges By-law 15-019 with respect to the U-Pass agreements with full-time students at the University of Waterloo and Wilfrid Laurier University, as described in Report TES-TRS-15-07, dated March 24, 2015 to increase U-Pass fees to $81.15 per school term for eligible students, effective September 1, 2015.

Carried

Waste Management

e) TES-WMS-15-03, Big Music Fest Update: McLennan Park/Former Kitchener Landfill

1831355
Received for information.


Susan White, Manager, Waste Collection and Diversion provided Committee members with a presentation. The presentation is appended to the original minutes. She highlighted the history of the programs. She talked about recycling collection, garbage collection, inconsistencies in garbage collection, green cart demonstration pilot and provided recommendations.

S. White provided clarification on student housing and it was noted that student housing is being addressed.

A Committee member also pointed out that multi residential collection is a separate program from residential collection.

Moved by S. Strickland

Seconded by S. Foxton

That the Regional Municipality of Waterloo:

a) Confirm the existing policy of limiting multi-residential garbage collection services to dwellings consisting of six units or fewer, unless collection vehicles can drive through the complex freely;

b) Direct staff to report back to Planning and Works Committee in the summer of 2015 with a plan to address existing waste collection inconsistencies at multi-residential complexes that currently receive curbside collection in advance of the next waste collection contract; and

c) Direct staff to review multi-residential policies and services as part of the Waste Management Master Plan (WMMP) second level priority recommendations (years 2019 – 2023) and to report back to Planning and Works Committee no later than 2021 with an update on possible collection service options.

Carried

Water Services

g) TES-WAS-15-12, Revised Source Protection Policies for Waterloo Region

Eric Hodgins, Manager, Hydrogeology and Source Water Transportation and Environmental Services provided a presentation that is appended to the original minutes. He highlighted the Source Protection Planning, The Assessment Report, Significant Threat Areas, Policy Toolbox, Policies for Waterloo Region, Policy 1831355
Principles, Changes to Policies Risk Management Office, Impacts to Region Activities, Implications and the Next Steps.

E. Hodgins provided clarification on ground water supply, the 100m from supply wells, how aggregate affects water quality, and road salt.

Moved by J. Mitchell
Seconded by W. Wettlaufer

That the Regional Municipality of Waterloo support the revised policies that apply to Waterloo Region in the proposed Grand River Source Protection Plan as presented in Report TES-WAS-15-12 dated March 24, 2015.

Carried

Information/Correspondence

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

Next Meeting – April 14, 2015

Motion To Go Into Closed Session

Moved by K. Redman
Seconded by H. Jowett

That a closed meeting of the Planning and Works and Administration and Finance Committees be held on Tuesday, March 24, 2015 immediately following the Planning and Works Committee meeting in the Waterloo County Room, in accordance with Section 239 of the “Municipal Act, 2001”, for the purposes of the following subject matters:

a) potential litigation and advice that is subject to solicitor-client privilege related to an agreement
b) advice that is subject to solicitor-client privilege related to agreements
c) advice that is subject to solicitor-client privilege related to an agreement
d) litigation and advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal

Carried

1831355
Adjourn

Moved by L. Armstrong

Seconded by K. Kiefer

That the meeting adjourn at 11:35 a.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling
Presentation
TES-DCS-15-04 Fountain St. Improvements
Adverse Impacts of Traffic on Royal Oak Rd. and Cherry Blossom residents

Royal Oak Road/ Cherry Blossom Neighbourhood Association
Presenter: Dan. Weinhardt
Who is Effect by these traffic issues?

- We represent over 40 homes on Royal Oak Rd and Cherry Blossom.
- Many Residents have been living here since before the industrial development.
- Over 10,000 employees within a 1 KM Radius of our homes.
TES-DCS-15-04: “Fountain Street Improvements from Kossuth to Cherry Blossom”

“Why Is the Region Undertaking this Project ?” (Report E-14-120)

- Poor Pavement Conditions
- Discontinuous Sidewalks
- No Cycling lanes
- Limited access to Transit
Far worse Pavement Conditions on Speedsville Rd. and most other roads in the area.

- Connect the Sidewalks to the residential areas first.
- Connect the Cycling lanes to the residential areas first.
NEW SPEEDSVILLE BRIDGE
SIDEWALKS AND BIKE LANES TO NOWHERE
Our Main Concern is Misplaced Priority

“Why is this project taking precedence over more urgent infrastructure needs?”

- Widen Maple Grove Rd to HWY 24.
- Expand to 4 lanes at the bottom of Cress Hill.
- Complete Speedsville Rd.
- Connect the sidewalks and Bike Lanes along Speedsville Rd. from Eagle St. to new Business Park.
- Widen Kossuth to HWY 24.
Current Roads do NOT support current Traffic Volume

- “401 expansion to 10 lanes is needed because of the lack of Regional roads sufficiently carrying local traffic” (MTO)
- Traffic is backed up every day on Maple Grove Rd east bound and Fountain St. South bound during shift change.
- Improvements to the South end of Fountain St. are inadequate.
Summary:

- 250 + Residents and 10,000 + employees use these roads everyday.
- Traffic being backed up every day on Maple Grove Rd. Fountain St. and the south end of Fountain St. on Cress Hill, are a dangerous and an avoidable annoyance to many.
Please Consider:

- Re looking that the current time line for this project.
- Consider accelerating the widening of Maple Grove Road to 4 lanes (currently planned for 2020 or later.
- Consider looking at other ways to move traffic in and out of the area more effectively before improving roads inside the business parks.
Thank You
Trail Highlights

- 127 km rail line from Guelph to Goderich
- Great access from major urban centres
- Runs through many rural towns like West Montrose, Elmira, Millbank, Blyth, Auburn Goderich (economic opps)
- Terminates right on the shores of Lake Huron (CPR station)
- CPR line abandoned in 1988, unfortunately most bridges sold for salvage
- Asset for local rec access and eco-tourism opps
- Inspiration le pet’t train du nord (Montreal to Mont Tremblant), 200 km, 500,000 annual users
- Off road, family friendly, 3% max grade

Trail Progress

- More than 50% completed – 22 km west from lake and 45 km Millbank > Guelph
- G2G incorp as a NFP, charitable 2014
- First major project 2014 – 20 metre bridge replacement at Millbank and related upgrades: ($92,000)
- 2015 two projects/close gap:
  - Grand River bridge (east)
  - Blyth Brook (west)
- Push to secure lease for remaining trial from province (promised) and launch major fundraising and awareness programme
- RTO4 matching financial support for year:
  - $55,000 2013 + 2014
  - $40-50,000 expected
- RTO4 also assisting with admin and planning
Departmental Overview
Transportation and Transit Planning and Works Committee
March 24, 2015
Commissioner: Thomas Schmidt
Facts and Figures

- 70 local bus routes in Cambridge, Kitchener and Waterloo.
- 3 smaller bus (BusPLUS) routes in growing neighbourhoods
- 4 express bus routes (iXpress)
- 1 bus route into St. Jacobs and Elmira
- 240 low floor buses with bike racks (12 Hybrid Electric-Diesel)
Facts and Figures

• Advanced customer information systems:
  • EasyGO on-line trip planner and next bus text messaging
  • Automated onboard bus stop announcements
  • Launching EasyGO real-time bus tracking, and Mobile App
  • 22 million rides annually (up from 9 million in 2000)
Specialized Transit (Mobility PLUS)

• Door to door service for customers with physical or cognitive disabilities
• Mobility PLUS provides this service in the urban areas and North Dumfries
• Kiwanis Transit provides this service in Wilmot, Wellesley and Woolwich
• A weekday commuter bus is provided to six (6) adult day programs
• 30 specialized MobilityPLUS vehicles
• One third of Specialized service is delivered by local taxi contractors
• Specialized transit customers can ride Conventional transit for free
• In 2013 Conventional low floor buses provided 145,000 Specialized trips
Specialized Transit Ridership
(Includes 145,000 trips on Conventional Low Floor Buses)

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<tr>
<th>Area</th>
<th>2010 Trips</th>
<th>2013 Trips</th>
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<tbody>
<tr>
<td>Urban Areas</td>
<td>375,284</td>
<td>448,500</td>
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<tr>
<td>Wilmot, Wellesley and Woolwich</td>
<td>35,304</td>
<td>43,290</td>
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<tr>
<td>North Dumfries</td>
<td>1,376</td>
<td>2,182</td>
</tr>
<tr>
<td>TOTAL</td>
<td>411,964</td>
<td>494,602</td>
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Annual Ridership has grown from 190,000 trips in 2001
Transit Services – Key Issues

Key Issues and Priorities

• Create a seamless integration of service for GRT and ION customers
• Add more iXpress routes and redesign local bus routes to better serve ION stations
• Launch an Electronic Fare Payment System (similar to Presto)
• Prepare for a "Proof of Payment" fare program for the ION service
Transit Services – Key Issues

Key Issues and Priorities

- Continue with a fare strategy to improve revenue equity between riders and tax base
- 2015 Service Expansion
- Increase transit service levels and ridership in a cost efficient manner
- Review options for expansion of transit pilots to Townships
- Develop the next Transit Services Business Plan for 2016 to 2018
Transportation

Facts and Figures

- 125 staff
- 705 Kilometres of road
- 480 Kilometres of cycling lanes
- 480+ Traffic signals
- 26,000 Signs
- 170 Bridge structures
- 19 Roundabouts
- 16 Red light cameras
- 6,000 km of pavement markings per year
Transportation

Programs and Services

- Summer - asphalt repairs, grass cutting, cleaning
- Winter - snow and ice control
- Traffic signals and street lighting
- Pavement markings and road signs
- Transportation demand forecasting
- Transportation master plans
- 10-year capital programs
- Provincial transportation network and regulatory improvement advocacy
Transportation

Key Issues

• Enhance roadway safety for all users
• Manage road congestion
• Prioritize capital projects to:
  • Meet community needs
  • Ensure sustainability
• Implement outcomes of Transportation Operations program review and the Region's Organizational Review
• Implement master plans
  • Regional Transportation Master Plan (RTMP)
  • Active Transportation Master Plan (Walk Cycle Waterloo Region)
Transportation

Key Issues and Priorities

• Modernize Asset Management
  • Rehabilitation versus maintenance – best value?
  • Aging infrastructure
    • More maintenance, rehabilitation, replacement

• Transportation Master Plan
  • Meeting community needs and expectations
    • Facilities, condition, congestion, safety, affordability

• Timing of new development
  • Demand for new infrastructure

• More active transportation infrastructure
  • Pedestrian, cyclist and transit enhancements

• Climate Change - Winter storms – frequency and severity?
Multi-Residential Waste Collection Service Level Policies and Practices

Planning and Works Committee
March 24, 2015
Recycling cart program began in the early 1990's

- Legislated to provide services to sites with six or fewer units; decision to offer service to more properties to support their recycling efforts
  - condos (homeowners) - 321 sites/16,695 units
  - rental properties (businesses) - 990 sites/38,566 units

- Weekly collection, recycling carts, promotion and education, training, recycling carry out bags
  - Challenges: volume and quality of materials collected, transient population, storage, cart locations, inconvenience
Garbage collection

- When the Region assumed garbage collection, various collection practices/rebates were in place
  - Generally, most properties had private collection
  - Assumed the area municipal service levels
- In 2002, Council approved:
  - Curbside garbage collection to 6 or fewer units (mirroring recycling), and
  - Garbage collection to sites where our trucks could drive through freely; rebates to all others
Garbage collection, inconsistencies

- 120 sites (7,000 units) now receive curbside collection
- Rebates of $1.3 million in 2014
- 2007 policy review, no changes made by Regional Council
- $4 million/year estimate for full garbage collection service
- Inconsistencies
  - Large multi-residential sites piling to the curb, collection where contractors cannot drive through freely, etc.
  - Majority of multi-residential sites comply with policy and are frustrated with inconsistent and inequitable practices
- Prior to the new contract, staff will report back to Council with a plan to align service with Regional policy
Green cart demonstration pilot

- To assess the suitability of organics collection at multi-residential properties
- To demonstrate to businesses that diverting organics is a viable option in their waste disposal strategy
  - Province discussing organics ban at the time
- 34 sites, 7 commercial (+ Regional buildings and schools)
- Multi-res challenges: quality/volume of organics, transient population, inconvenience, storage, location of drop off areas, identifying those that need further education
  - Propose that any additional sites be included in an overall multi-residential waste collection service review
Recommendations

• Confirm existing collection policy

• Report back to Council with a plan to address the inconsistencies in advance of the new collection contract

• Separate from the new contract, initiate a full review of multi-residential services and report back to Council no later than 2021
Revised Source Protection Plan -
Policies For Waterloo Region

Planning and Works Committee
March 24, 2015

Eric Hodgins, M.Sc., P.Geo
Manager Hydrogeology and Source Water
Transportation & Environmental Services
Source Protection Planning

• Clean Water Act passed in 2006 to implement recommendations in the Walkerton Report
• Defines a multiple step process
  – Assessment Report – technical work
  – Source Protection Plan (SPP) – policies to mitigate existing and future risks to municipal drinking water sources
• Proposed SPP submitted for approval in February 2013
• Report TES-WAS-15-12 presents revised policies based on MOECC comments
Source Protection Planning

• Process led by Source Protection Committee for Lake Erie Source Protection Region
  – One Assessment Report and Plan per watershed

• Joint responsibility with GRCA for technical work and policy development
  – Water Services staff took lead
The Assessment Report

- Maps Vulnerable areas
- Significant threats
  - Scoring: Significant if high vulnerability and threat hazard scoring
  - Water Quality Issue: all threats in all WHPA are Significant

- Threat/Activity Examples
  - Application/storage of salt or manure
  - Sanitary sewers, stormwater ponds & waste water plants
  - Storage of solvents/fuel

- Results:
  - 2650 properties with Significant threats
  - Chloride, nitrate and TCE issues
Significant Threat Areas
Issue Contributing Areas
Policy ‘Toolbox’

• Clean Water Act Tools:
  – Prohibitions
  – Restricted Land Uses
  – Risk Management Plans
  – Prescribed Instruments
    • Permits under Pesticide Act, Nutrient Management, EPA

• Traditional Tools:
  – Land-use planning policies
  – Incentive Programs
  – Education and Outreach
  – Specific actions

Activities ✖️ Land Uses
Policies for Waterloo Region

- Numerous reports to council
  - Principles for policy development - November 2011
  - Draft policies and budget implications - August 2012
  - Continued support for draft policies following public and stakeholder consultation - January 2013
  - Revised policies based on comments from MOECC - March 2015
Policy Principles

• Use experience from Water Resources Protection Master Plan
• Balance protectiveness, legal requirements and financial impacts
• More protective closer to well e.g. risk management plans verses incentives/awareness further from well
• Use provincial instruments first where available
• Implementation spanned over 10 years
Changes to Policies

• General
  – Reformatted to improve readability

• Major changes
  – Definition of Existing
  – Revised policies for conditions in recognition that MOECC retained jurisdiction for enforcement
  – Removed prohibition of some types of hazardous wastes
  – New sanitary sewer policies
  – Application of fertilizer
Risk Management Office

• Identification of Activity does not mean improper handling/storage
• Activity confirmation commenced in November 2014
• Over 700 risk management plans to be negotiated
• Designate Official and Inspectors delegated to Commissioner Transportation and Environment
• Anticipated costs added to Water operations/capital budget in 2013
## Impacts to Region Activities

### Threats/Policy

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<thead>
<tr>
<th>Threat</th>
<th>Policy approach</th>
</tr>
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</table>
| Salt application - parking lots | - No new large in 100 m.  
- Risk Management Plan = smart about salt Accreditation |
| Salt application - roads | - Risk Management Plan = existing Salt Management Plan + minor refinements     |
| SWM ponds               | - No new in 100 m  
- Municipal led assessment as basis for changes to ECAs                         |
| Snow Storage            | - No large in 100 m  
- Risk Management Plan = MOE guidance                                            |

### Estimated Annual Cost

- Estimated Annual Cost = $44,000

### Funding

- Funded through applicable department budget
Implications

• Existing property owners may have to undertake measures to reduce risk
• ROP/Official Plans may have to be amended
  – Maintain overall approach as in current ROP with minor adjustments for Plan policies
• Region/Area Municipality implementation responsibilities
  – Region – risk management and incentive programs
  – Area municipalities – septic inspection programs
  – Education programs
  – Annual reporting of progress
Next Steps

• Public Meetings
  – April 9 @ WRESTRC – 6:30
  – April 15@ GRCA – 6:30

• Anticipate MOECC approval of SPP by end of 2015

• Future Committee reports:
  – Principles for incentive program
  – Incentive program details