



## **Regional Municipality of Waterloo**

### **Planning and Works Committee**

#### **Minutes**

Tuesday, September 15, 2015

1:10 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener

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Present were: Chair T. Galloway, L. Armstrong, S. Foxtan, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, \*K. Seiling, S. Shantz, \*S. Strickland and B. Vrbanovic

Members absent: D. Craig

#### **1. Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act**

None declared.

#### **2. Delegations**

**2.1** Benjamin Revoy did not appear as a delegation.

**2.2** Bryan Smith appeared before the Committee regarding a Traction Power Sub-Station at the corner of Breithaupt Street and Waterloo Street. He highlighted that he is a resident of the area. He provided drawings that showed the location and provided a description of what that area will look like once the Traction Power Sub-Station is installed. He highlighted that Committee members passed a resolution for enhanced pedestrian access for Waterloo Street and he wondered how that was going to occur with the sub-station being located there. He expressed concerns about the area being unsafe for pedestrians because of the trucks and provided many examples of how that access will be blocked from

pedestrians using it. He urged Committee members to find a new location. A copy of his [presentation](#) is appended to the original minutes.

Chair T. Galloway noted that a special group has been meeting on this topic to help satisfy all individuals involved and hopes to have additional recommendations for this site.

**2.3** Andrew Elliot appeared before the Committee requesting changes to Grand River Transit (GRT) Route 15. He highlighted that since the recent changes to GRT routes it is difficult for him and others in the neighbourhood, including seniors, to get to downtown without multiple transfers. He stated that he has contacted GRT to ask for assistances and they have had difficulty explaining a possible route.

It was noted that Eric Gillespie, Director, Transit Service, would speak with the delegation regarding his concerns.

#### **2.4 TES-WMS-15-11, Rural Waste Transfer Station Update**

- i. Frank Rattasid appeared before the Committee noting he is the owner of 86 Auto and Metal Recyclers located in Huron County. F. Rattasid stated that he would like to open a second facility in Woolwich Township and the Township is not allowing him too. He noted that he currently holds a Salvage Yard Licence through the Region of Waterloo and doesn't understand why he needs to apply for a new zone change. He provided a description of the work his company does and asked why the Township is working against him, stating residents could get money for their waste. He asked why a recycling facility is such a bad idea and why the Township keeps putting up a fight and not embracing the idea.

Chair T. Galloway informed the delegation that this is a Township matter but that Rob Horne, Commissioner, Planning, Development and Legislative Services, could meet with the delegation and discuss zoning issues and jurisdiction.

A Committee member asked the delegation how this issue ties in with the transfer stations. F. Rattasid stated that if the transfer stations close residents will have somewhere to take their scrap metal.

A Committee member provided clarification on the zoning issue stating that the Township is asking Mr. Rattasid to reapply for proper zoning.

- ii. Patrick Merlihan, Ward 1 Woolwich Councillor, appeared before Committee stating that keeping the Woolwich transfer station open is a priority. He highlighted that he is not advocating for the Region to

continue operations but to consider the Township's desire to continue the service through transferring ownership to a private operator. He talked about the business case, farmers, residents, seniors, subsidization and doing the right thing. He noted that the residents are willing to pay costs associated with private ownership and that removing the transfer station is not an option. A copy of the [presentation](#) is appended to the original minutes.

A Committee member provided clarification on Think Plastic stating that the company has been closed for two years and that bail wrap is being sent to the landfill.

A Committee member asked the delegation if the transfer station was privately operated would there be open transfer station privileges and if the Township is prepared for the increased truck traffic that would bring. P. Merlihan stated he does not know the particulars of the business case and that currently the Township is looking for a truck by-pass.

Chair T. Galloway highlighted that on page 12 of the agenda staff have outlined 2 options and are asking Council for direction.

Committee members discussed the various options stating that Option 2 would need an amendment to include any arrangements are made would require the Region's approval.

Some Committee members highlighted that the transfer stations should have been closed in 2009 when enhanced curbside collection was implemented and that businesses in Elmira should not receive special treatment. Committee members noted the consequences associated with the transfer stations being transferred to a third party stating increased truck traffic, the additional tonnage coming from other areas, and environmental issues.

Committee members discussed in detail options available to the Townships, stating it is the Township's responsibility to come up with a business case whether it is a third party operating or continued Region operation funded by the Townships.

A Committee member asked what will happen to the land if the rural stations are closed. Thomas Schmidt, Commissioner, Transportation and Environmental Services, said that if there were land disposal issues they would come to Committee for approval and in one case the Township owns the land and an option would be to return those lands to that Township.

Jon Arsenault, Director, Waste Management, provided clarification on the approval authority of the private operating options stating that waste disposal is regulated under

the Ministry of Environment and Climate Change and that would be the primary operating permit body.

A Committee member commented on the Township of Woolwich exercising their reversionary rights on the property that would allow them to take the property back and do what they want with it.

Debra Arnold, Regional Solicitor, provided clarification on the regulations surrounding waste disposal sites in the Region of Waterloo. She highlighted that under the "Municipal Act" the Region has passed a by-law (By-law 98-87 A By-law to Regulate the Receiving, Dumping and Disposing of Waste) which prohibits a waste operation to operate without the consent of the Region of Waterloo.

A Committee member asked what type of proposal would be acceptable and if there would be any unreasonable road blocks for the Townships to move forward. It was noted that a business case, a Request for Proposal (RFP), or a proposal for the Townships to pay net operating cost including the future capital costs of maintaining the site would be acceptable.

Committee members agreed to amend Option 1 to include options for the Townships.

G. Lorentz requested a recorded vote.

Moved by S. Strickland

Seconded by G. Lorentz

That the Regional Municipality of Waterloo approve the closure of all four (4) rural transfer stations at the end of 2015;

And that Regional Municipality of Waterloo review and consider operating alternatives brought forward by any of the Townships including private sector operations or continued Region operation funded by the Townships.

Carried, unanimously

**2.5 TES-TRP-15-20, Pedestrian Access Improvements for the Hanson/Hayward Industrial and Alpine Village Area, Kitchener, Class Environmental Assessment – Project Update**

Received for information.

- i. Fauzia Mazhar appeared before Committee and provided a presentation that highlighted background information on Family and Children's Services, transit history, the first public consultation centre, the second public consultation centre, concerns about the progress report, and their

requests to the Committee. A copy of the [presentation](#) is appended to the original minutes.

A Committee member highlighted that a proposed bus route along Homer Watson Boulevard is a great option and may help access to that area.

- ii. George Doerr appeared before Committee stating that his concerns have not been mitigated nor will they be if the pathway is installed. He stated that if the walkway proceeds he will be forced out of business.

A Committee member talked about visiting the area and provided clarification on Mr. Doerr's land that could be expropriated.

- iii. Heather Bagg appeared before Committee and provided a presentation that highlighted: the project history, intended changes to justify path, neighbourhood busing, lack of safety and security, maintenance issues, environmental concerns, and lack of demand for the path. She stated that busing is the solution and a path is not. A copy of the [presentation](#) is appended to the original minutes.
- iv. Ron Esch appeared before Committee stating his concerns with the proposal of the pathway noting that no positive response has come from that proposal. He noted there needs to be improved access to the high school, library, sports complex and the Family and Children's Services building.

A Councillor requested information on the GRT ridership in that area. Steve van De Keere, Director, Transportation, stated he didn't have that information on hand but could provide that information after the meeting.

Some Committee members stated they don't see a need for the pathway and stated the pathway proposal should be shelved permanently and a solution needs to be found for the real problem which is providing transit to Hanson/Hayward Industrial Area.

\*K. Seiling and S. Strickland left the meeting at 3:18 p.m.

Committee members discussed in detail the need for transit service to Family and Children's Services and surrounding area. It was requested that an issue paper come forward during this year's budget regarding providing some sort of transit service to that area whether it be bus plus or another bus service.

T. Schmidt provided clarification on the area and stated that the hydro corridor is a viable solution for a pathway but it's not the perfect solution.

G. Lorentz brought forward a motion that takes no action on the pathway and directs staff to find a solution for transit in that area.

Moved by G. Lorentz

Seconded by B. Vrbanovic

That the Regional Municipality of Waterloo take no action on the pedestrian walkway proposed for Alpine Court in Kitchener;

And direct staff to continue to look at alternatives for pedestrian access and transit to the Hanson/Hayward Industrial Area.

Carried

**2.6 TES-TRP-15-19, Proposed Lane Configuration Changes on Westmount Road (Regional Road 50) at Glasgow Street, in the City of Kitchener**

- i. Beverly Harris appeared before Committee stating that she lives on Claremont Avenue and that she is representing a number of residents in that area. She stated they support the withdrawal of the restriction of left turns onto Glasgow Street but that they still have questions and concerns about the installation of lights at Union Boulevard and Westmount Road. She expressed concerns that the data collected is flawed and about the impact lights would have on Union Boulevard. B. Harris also expressed concerns about how the residents were notified and the lack of time residents had to respond.

Bob Henderson, Manager, Transportation Engineering, provided background information on the area and the reasons for the purposed changes. He noted the traffic signals at Union Boulevard and Westmount Road are warranted and are scheduled to be installed in 2016.

Committee members discussed the traffic congestion in that area, the geometry of the road and possible solutions.

Committee members asked that an amendment be made to the current recommendation that includes that the lights not be installed at the intersection of Union Boulevard and Westmount Road until after the lane configuration is completed and after construction in that area is completed in order gather proper data.

The delegation asked staff to provide her with the new data once it has been collected.

Moved by K. Redman

Seconded by S. Foxton

That the Regional Municipality of Waterloo amend the Traffic and Parking By-law 06-072, as amended, to remove from Schedule 16, Southbound Left-turn, Through Lane Designation on Westmount Road (Regional Road 50) at Glasgow Street; in the City of Kitchener, as outlined in Report TES-TRP-15-19, dated September 15, 2015;

And that an additional review for the need of traffic control signals be conducted at Union Street and Westmount Road in 2016.

Carried, as amended

### **3. Request to Remove Items From Consent Agenda**

No items were removed from the Consent Agenda.

Chair T. Galloway noted that Report PDL-LEG-15-65, Authorization to Expropriate Lands (1<sup>st</sup> Report) for Ottawa Street (Regional Road 4) Improvements Project (Dreger Avenue to Midland Road), in the City of Kitchener has been removed from the agenda and will come back to the Planning and Works Committee at a later date.

\*K. Seiling and S. Strickland returned to the meeting at 4:04 p.m.

### **4. Motion To Approve Items Or Receive for Information**

Moved by K. Kiefer

Seconded by H. Jowett

That the following items be approved:

- **PDL-LEG-15-17**, Authorization to Expropriate Lands (2<sup>nd</sup> Report) for Phase 2 of Manitou Drive Improvements (Homer Watson Boulevard to Bleams Road), in the City of Kitchener

That the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of construction of road improvements to Manitou Drive (Regional Road 69), in the City of Kitchener, in the Region of Waterloo as detailed in Report PDL-LEG-15-17 dated September 15, 2015 described as follows:

#### **Fee Simple Partial Taking:**

Part Lot 1, Registrar's Compiled Plan 1521, being Part 1 on 58R-18262, being part of PIN 22731-0020 (LT), in the City of Kitchener (262 Manitou Drive, Kitchener)

And that staff be instructed to register a Plan of Expropriation for the property, or such lesser portions of any of the said properties as may be determined through the design process, within three months of the granting of the approval to expropriate the property, as required by the *Expropriations Act*;

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

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region's appraiser in accordance with the Expropriations Act;

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete the transaction, or if otherwise deemed expedient by the Commissioner or Transportation and Environmental Services and the Regional Solicitor.

- **TES-DCS-15-24**, Amend Traffic and Parking By-Law 06-728 – Designated Cycling Lanes, 2-Way Centre Left-Turn Lanes and Lane Designation on Manitou Drive between Fairway Road and Bleams Road

**Recommendation:**

That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended upon completion of construction to accommodate the road improvements, to:

- a) Add to Schedule 16, Lane Designation:
  - a. Manitou Drive (Regional Road 69) southbound, through and through/right turn movements at Bleams Road, (Regional Road 56)
  - b. Manitou Drive (Regional Road 69) northbound, through/left turn and through movements at Bleams Road (Regional Road 56)
  - c. Bleams Road (Regional Road 56) eastbound, left turn and left turn/right turn movements at Manitou Drive (Regional Road 69)

- b) Add to Schedule 20, Centre Lane: Two-Way Left-Turns on Manitou Drive (Regional Road 69) from 100 m south of Fairway Road (Regional Road 53) to 740 m south of Fairway Road
- c) Add to Schedule 24, Reserved Lanes for Bicycles on Both Sides of Manitou Drive (Regional Road 69) from Fairway Road (Regional Road 53) to Bleams Road (Regional Road 56)
- **TES-RTS-15-09**, Lane Designations and Reserved Lanes on Hespeler Road (Regional Road #24) at Various Intersections, City of Cambridge

**Recommendation:**

That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

- a) Remove from Schedule 16, Southbound Right-turn Lane Designation on Hespeler Road (Regional Road 24) at Dunbar Road;
- b) Remove from Schedule 16, Northbound Left-turn, Right-turn on Hespeler Road (Regional Road 24) at Pinebush Road/Eagle Street (Regional Road 39);
- c) Add to Schedule 16, Northbound Left-turn, Left-turn, Right-turn on Hespeler Road (Regional Road 24) at Pinebush Road/Eagle Street (Regional Road 39);
- d) Add to Schedule 16, Northbound Right-turn on Hespeler Road (Regional Road 24) at Munch Avenue/Isherwood Avenue;
- e) Add to Schedule 24, Reserved Bus Lane, Southbound Hespeler Road (Regional Road 24) from Coronation Boulevard/Dundas Street (Regional Road 8) to 20 Metres North of Coronation Boulevard/Dundas Street (Regional Road 8);
- f) Add to Schedule 24, Reserved Bus Lane, Southbound Water Street (Regional Road 24) from Coronation Boulevard/Dundas Street (Regional Road 8) to 25 Metres South of Coronation Boulevard/Dundas Street (Regional Road 8);

in the City of Cambridge, as outlined in Report TES-RTS-15-09, dated September 15, 2015.

- **PDL-LEG-15-63**, Surplus Declaration and Conveyance of Easement Interest in Favour of Cambridge and North Dumfries Hydro Inc. - Preston Waste Water Treatment Plant 358 Montrose Street South, Cambridge

**Recommendation:**

That the Regional Municipality of Waterloo:

- a) declare an easement interest in the lands described as Part Lot 230, Plan 716, part of PIN 03861-0119 and Part Lot 241, Plan 716, part of PINs 03774-0350 and 03774-0351, as shown as Parts 1, 2 and 3, on attached draft Reference Plan, in the City of Cambridge surplus to the needs of the Region, as detailed in Report No. PDL-LEG-15-63 dated September 15, 2015, and provide the standard public notification as required by the Region's property disposition by-law; and
  - b) approve, enter into an Agreement for, and execute all documentation related to, the conveyance of a permanent easement to Cambridge and North Dumfries Hydro Inc., for the sum of \$1.00, for the installation and maintenance of hydro equipment on, over and under the lands described as Part Lot 230, Plan 716, part of PIN 03861-0119 and Part Lot 241, Plan 716, part of PINs 03774-0350 and 03774-0351, as shown as Parts 1, 2 and 3, on attached draft Reference Plan, in the City of Cambridge as detailed in Report No. PDL-LEG-15-63 dated September 15, 2015 pursuant to the Region's property disposition by-law and the satisfaction of the Regional Solicitor.
- **PDL-CPL-15-43**, Monthly Report of Development Activity for July 2015

**Recommendation:**

That the Region of Waterloo accept PDL-CPL-15-43, Monthly Report of Development Activity for July 2015, dated September 15, 2015.

- **PDL-CPL-15-44**, Amendment of Terms of Reference of the Kissing Bridge Trailway Advisory Board and Authorization to Sign Agreements with Kissing Bridge Trailway Steward Groups

**Recommendation:**

That the Regional Municipality of Waterloo, in concert with the Corporation of the County of Wellington, take the following actions with respect to the Kissing Bridge Trailway, as described in Report No. PDL-CPL-15-44, dated September 15, 2015:

- a) Amend sub-section 2.1(c) of the Terms of Reference to delete the reference to the Village of Millbank Association, as requested by this group, and add two representatives of the Guelph Trail Club, one for each

segment of the Trailway stewarded by the Guelph Trail Club, and make other editorial amendments as shown in Attachment 1; and

- b) Authorize the Commissioner of Planning, Development, and Legislative Services to execute agreements to the satisfaction of the Regional Solicitor with the following Kissing Bridge Trailway Steward Groups to outline the roles and responsibilities of each Trailway Steward Group for its respective segment of the Kissing Bridge Trailway, as well as role and responsibilities of the Regional Municipality of Waterloo and the Corporation County of Wellington:
- Guelph Trail Club,
  - The Lions Club of Elmira
  - Linwood & District Lions Club,
  - Golden Triangle Snowmobile Association.
- **PDL-CPL-15-46**, Amendment to Regional Municipality of Waterloo Controlled Access By-Law #58-87 for Access to Regional Road #58 (Fischer-Hallman Road), City of Kitchener

**Recommendation:**

That the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a permanent emergency access on the west side of Regional Road #58 (Fischer-Hallman Road) approximately 240 metres north of the Seabrook Drive/Fischer-Hallman Road roundabout, in the City of Kitchener as described in Report No. PDL-CPL-15-46, dated September 15, 2015.

And that the following items be received for information:

- **PDL-CPL-15-45**, Seventeenth Annual Report of the Kissing Bridge Trailway Advisory Committee for 2014
- **PDL-CPL-15-47**, Building Permit Activity – January to June 2015

**Regular Agenda Resumes**

**5. Reports – Transportation and Environmental Services**

**Commissioner's Office**

**5.1 TES-15-03/COR-15-02, Corporate Asset Management Strategy Project Update**

This item was deferred until the October 6<sup>th</sup>, 2015 Planning and Works Committee meeting.

**5.2 TES-15-04, Moving Ontario Forward – Outside the GTHA**

Moved by K. Redman

Seconded by H. Jowett

That the Regional Municipality of Waterloo endorse Report TES-15-04 as the Region's submission to the "Moving Ontario Forward – Outside the GTHA" consultation process.

Carried

**Design and Construction**

**5.3 TES-DCS-15-23, Consultant Selection – Detailed Design and Services during Construction for the Waterloo Landfill Leachate Forcemain City of Kitchener**

Moved by L. Armstrong

Seconded by S. Foxton

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with MTE Consultants Inc. (MTE) to provide engineering services for detailed design and services during construction for the Waterloo Landfill Leachate Forcemain in the City of Kitchener, at an upset fee limit of \$403,793.00 plus applicable taxes.

Carried

**Rapid Transit**

**5.4 TES-RTS-15-08, Highway 401- Highway 8 to Hespeler Road, Bus Bypass Shoulders**

Moved by K. Redman

Seconded by K. Kiefer

That the Regional Municipality of Waterloo enter into an agreement and operating protocol with Her Majesty the Queen in Right of Ontario (by its Ministry of Transportation) to the satisfaction of the Commissioner of Transportation and Environmental Services, and the Regional Solicitor to allow for the use of the bus bypass shoulders by Grand River Transit on Highway 401 between Highway 8 and Hespeler Road, as described in Report No. TES-RTS-15-08, dated September 15, 2015.

Carried

## **Transit Services**

### **5.5 TES-TRS-15-15, Go Train Update**

Moved by H. Jowett

Seconded by D. Jaworsky

That the Regional Municipality of Waterloo endorse in principle the findings of the “Feasibility Study and Business Case of Constructing the Missing Link” as described in report TES-TRS-15-15, dated September 15, 2015;

And that the Regional Municipality of Waterloo continue to encourage the provincial and Federal governments to take all necessary steps as quickly as possible to implement two-way GO train service to Kitchener (especially morning inbound and afternoon outbound trips) and to initiate GO train service between Milton and Cambridge.

Carried

## **Transportation**

### **5.6 TES-TRP-15-16, Standardization of Traffic Signal Controllers**

Moved by S. Shantz

Seconded by J. Mitchell

That the Regional Municipality of Waterloo authorize the Manager, Procurement to enter into negotiations with Econolite Canada Incorporated for the supply of traffic signal controllers and related control equipment at an annual cost not to exceed \$400,000 as outlined in report TES-TRP-15-16.

Carried

## **Water Services**

### **5.7 TES-WAS-15-26, License Agreement with Kitchener-Wilmot Hydro for the Sole Purpose of Installation, Maintenance and Operation of Radio Repeater Equipment on Top of Sportsworld Tower in the City of Kitchener**

Moved by D. Jaworsky

Seconded by H. Jowett

That The Regional Municipality of Waterloo enter into a License Agreement with Kitchener-Wilmot Hydro Inc. effective the 1<sup>st</sup> day of October 2015 to the satisfaction of the Regional Solicitor, for the purpose of the installation, maintenance, and operation of radio repeater equipment on the Sportsworld Tower (the “Tower”), in the City of Kitchener, as per Report TES-WAS-15-26, dated September 15, 2015, and the Commissioner of Transportation and Environmental Services be authorized to execute the same.

Carried

#### **5.8 TES-WAS-15-28, Water Services Energy Management Plan**

Moved by H. Jowett

Seconded by J. Mitchell

That the Region Municipality of Waterloo endorse the Water Services Energy Management Plan according to report TES-WAS-15-28 dated September 15, 2015.

Carried

### **Reports – Planning, Development and Legislative Services**

#### **5.9 PDL-CPL-15-48, Greenlands Network Implementation Guideline**

Moved by J. Mitchell

Seconded by L. Armstrong

That the Regional Municipality of Waterloo take the following actions with respect to the Greenlands Network Implementation Guideline, as described in Report PDL-CPL-15-48, dated September 15, 2015:

- a) Direct staff to circulate a draft of the Greenlands Network Implementation Guideline to the Area Municipalities, Grand River Conservation Authority, Ministry of Natural Resources and Forestry, and local consulting firms for a period of at least sixty days for final review and comment; and
- b) Direct staff to provide public notification as required by Regional Official Plan policies 10.B.11 through 10.B.13 prior to consideration of the Greenlands Network Implementation Guideline by the Planning and Works Committee at a future date.

Carried

**6. Information/Correspondence**

**6.1** Council Enquiries and Requests for Information Tracking List was received for information.

**7. Other Business**

No items were discussed.

**8. Next Meeting – October 6, 2015**

**9. Adjourn**

Moved by S. Shantz

Seconded by K. Redman

That the meeting adjourn at 4:10 p.m.

Carried

**Committee Chair, T. Galloway**

**Committee Clerk, E. Flewwelling**

## **Letter to Region of Waterloo Chair and Councilors regarding the need to change the proposed location of Traction Power Sub-Station (TPSS) Site 7 at Southeast–East corner of Breithaupt and Waterloo Streets**

August 18, 2015

Dear Chair Seiling and Members of Regional Council,

I am writing on behalf of some concerned residents of our local neighbourhood regarding a recent planning decision that has been made in haste by Regional staff and, if implemented, will have serious negative consequences for our community's planned Transit Hub, for the local businesses, and adjacent residential neighbourhood.

It is concerning one of the ION LRT TPSS locations, which was originally going to be built in a location that made sense, but now the plan is to place it in a location that for several reasons is completely wrong. Today I am not appealing to you with emotional arguments (although we have no shortage of those), but rather with logical ones.

In the following text, I will map out the following reasons why it is of utmost importance that you intervene in the location of this location. I have divided my key points into sections for your convenience.

### **Relevant background on Transit Hub planning**

Residents of Waterloo Region eagerly anticipate the completion of the ION LRT, and subsequently the Transit Hub, because the majority view this plan as forward thinking, bold, and important to the growth of our community. We have bought into the notion that we need to become less reliant on cars to get around, so the Region is investing in infrastructure to ensure that we can do just that, and use pedestrian, cycling, and transit routes for our transportation.

On May 27, 2014, the Planning and Works Committee of the Region of Waterloo endorsed Report P-14-061, "as the basis for advancing development of the King-Victoria Multi-Modal Transit Hub."  
minutes of meeting

Excerpts from this report include:

The "Preliminary Site Design and Station Access Plan ... prioritizes pedestrian and cyclist connections" p.5

"Pedestrian access is the priority mode of access (to the Hub) ... and require ... high quality pedestrian environments ... safe and accessible sidewalks ... for people with disabilities" p. 22

Excerpts specifically related to the Waterloo Street access:

“two key design elements ... Maintain Pedestrian Access Along Waterloo Street ... a new pedestrian underpass ... would serve as the main entrance from Breithaupt Block and the residential area north of the Transit Hub.” p. 23

Wide sidewalks, landscaping, pedestrian level lighting and street furniture ... to form a strong pedestrian connection” p. 23

“Waterloo Spur Line Trail ... and the recommended Waterloo Street Pedestrian Underpass would significantly enhance existing opportunities to cycle to the Transit Hub.” p. 23

On April 1, 2014, the Planning and Works Committee carried a motion to “approve the commencement of the process to transfer Part of Waterloo Street ... between Victoria Street and ... Breithaupt Street ... from the City of Kitchener to the Regional Municipality of Waterloo as described in Report E-14-026/P-14-035” minutes of meeting

Excerpts from this report include:

“The preliminary preferred option for Waterloo Street is to include a new pedestrian underpass along the Waterloo Street corridor to provide a direct entrance into the Transit Hub. Pedestrian improvements could also be extended to Breithaupt Street to form a strong pedestrian and cycling connection through the Transit Hub to the adjacent neighbourhood.” p. 3

Appendix C of this report - from the City of Kitchener – advised that:

“The City of Kitchener supports the transfer of Waterloo Street from Breithaupt Street to Victoria Street ... *provided that the transferred road ... is used primarily for pedestrian or vehicular movement;*” (emphasis mine) Appendix C

On June 16, 2015, The Planning and Works Committee approved actions to permanently close Waterloo Street lying between Victoria Street and Breithaupt Street recommended in Report TES-TRP-15-14. The Report noted, as previously, that:

“The portion north of the railway would continue to provide commercial driveway access to the Breithaupt Block and Boehmer Box loading facilities.” p. 3

and reiterated that:

“Waterloo Street is anticipated to be a primary access point for pedestrians and cyclists to the Transit Hub.” p. 3

So far, so good. Waterloo Street is a primary access point to the Transit Hub “following best practices in universal design”, “held to the highest standard.” Report P-14-061 p. 23

## **Relevant background on TPSS location planning**

Sometime, probably in late 2014, Grandlinq had apparently found that the site for the location of the Traction Power Substation (TPSS) Site 7 (originally Site 6) was contaminated.

The then site was located on the west side of King Street behind the School of Pharmacy after being originally located directly on the Transit Hub site. According to an e-mail from Derick Finn, Manager of Engineering at ION rapid transit, the Region would have had “unlimited liability” for cleanup of the contamination and that “abandoning the contaminated site was a no brainer.”

He says that the substation was “relocated to the road allowance on Waterloo and Breithaupt.”

Relocated? By who? Under what authority? Mr. Finn says that there was no “decision document” for the relocation. (Exhibit B – attachment)

What considerations were taken into account concerning the new location?

The Region proceeded with a Site Plan for the new location in March of 2015. (Exhibit A – .pdf attachment)

The description in Grandlinq literature Let's Build It: Traction Power Substation (TPSS) is of “a steel building similar in size to a double car garage.” The plan instead shows a 13' by 42' structure that has to be housed in an immense 31' by 92' penitentiary fence. This is a 2,852 square foot compound!

To accommodate this structure, the plan calls for:

- 1 Removal of the sidewalk on the east side of the street
- 2 Moving the easterly curb 17 ¾ feet to beyond the centre of the existing road bed
- 3 Reducing the road width to 6 meters, the minimum allowed for Fire Department access
- 4 Provision of only 7 feet clearance from the road to the Breithaupt Block building
- 5 Building a 6 foot retaining wall to handle grade differences

## **Implications of the currently planned TPSS location:**

### **1. Loss of a strong pedestrian and cycling connection through the Transit Hub to the adjacent neighbourhood.**

Where are the wide sidewalks (i.e. more than one)? Where is the landscaping? And where is the Street Furniture going to go?

The substation occupies 39 feet of the 67 foot road allowance (fifty-eight percent) leaving only 27 feet for both vehicular and pedestrian access. Is this a “high quality pedestrian environment”?

The total area of the roadway available for vehicular and pedestrian access represents only 53% of the entire road allowance with the substation taking up a massive 47%. Is this roadway really used “primarily for pedestrian or vehicular movement” as the City of Kitchener required? The only area not taken up by pavement, directly south of the substation, cannot be used for furniture or bicycle parking because it will be largely taken up by management of the 6 foot grade difference between the substation and the property next door. This is not to mention access to the two electrical vaults below.

All the while, the Planning and Works Committee continued to re-iterate the importance of Waterloo Street as “primary” access to the Transit Hub.

Grandlinq and the Region were instead turning that entrance into a concrete jungle that is unsafe and routinely unusable for the pedestrians it is intended for.

## **2. Creation of a very unsafe environment where pedestrians, bicycles and trucks compete for access and are forced to crisscross at the very entrance to the underpass**

- a. **Sidewalk Blockage:** With only one sidewalk directly beside the east wall of the Breithaupt Block, pedestrian traffic will be entirely prohibited under a number of routine conditions:
  - 1 Window washing on the east side will completely (officially) stop all pedestrian and especially wheelchair access for hours or perhaps a day at a time.
  - 2 Any routine maintenance on the east side of the building will have the same result.
  - 3 Any requirement by Bell Canada to access the telephone vault adjacent to the building will prevent access.
- b. **Tight, constricted area:** Since the substation requires Waterloo Street to be relocated to the west, all vehicle traffic is forced to maneuver directly in front of the pedestrian underpass and, indeed, on the apron of the underpass. Not safe. What about winter?
- c. **Routinely unusable pedestrian underpass:** The requirement for vehicle access to the Breithaupt Block loading dock will particularly have an impact on all access to the pedestrian tunnel because it is so far south. The loading dock parking area extends onto Metrolinks property. The dock is 40 feet deep. A standard trailer on a tractor-trailer truck rig is 53 feet long. A dual axle tractor will extend 16 feet in front of that.

The truck, while maneuvering will completely block access the tunnel. While parked, it will cover 20 feet of the 28 foot underpass apron until the tractor is unhitched. Even then, the trailer alone will block the sidewalk and 5 feet of the apron. The same happens when the trailer is picked up. This will mean the underpass is unusable for 10 to 20 minutes at arbitrary times. How will pedestrians emerging from the underpass know that a truck is about to back over them? Very unsafe.

## **Conclusion**

In closing, if the TPSS goes in the planned location, it will be simply for engineering convenience, and to appease the accountants running away from liability. It will destroy the vision of pedestrian entrance as “major”, “high quality” or “safe”. There will certainly no longer be “wide sidewalks”, “street furniture” or long and short term bike parking. It will be bereft of basic urban planning concepts, any sort of “vision”, and a distinct lack of public consideration.

It will also abrogate the only condition imposed by the City on the transfer of the site.

---

I, together with others, call for the TPSS at the southeast corner of Breithaupt and Waterloo Streets to be relocated to another site. This should be as simple as being relocated from its previous two sites - after all - no decision documents need be prepared.

---

Thank you for your consideration of this important matter. Should you have any questions regarding this letter, feel free to contact me.

I also plan to come speak to Council at the next Planning and Works Committee meeting in September.

Sincerely,

Bryan Smith

**Supplemental to Letter to Region of Waterloo Chair and Councilors  
regarding the need to change the proposed location of Traction Power Sub-  
Station (TPSS) Site 6 at Southeast–East corner of Breithaupt and Waterloo  
Streets**

September 8, 2015

Dear Chair Seiling and Members of Regional Council,

I am enclosing material additional to that of my letter of August 8 on this subject that I would hope to discuss at your meeting of September 15.

Included is an annotated plan of the proposed TPSS at the above site. This was referred to as “Exhibit A” in the original material. This plan is the central 42% of the site drawing S-1215-ESC-1070 sent to me by Derick Finn.

The e-mail to which this plan was attached is included marked as Exhibit B. This is the document from Mr. Finn quoted in the original letter.

Finally the attachment referred to as “Appendix C”, is a copy of the letter from the City of Kitchener supporting the transfer of Waterloo Street to the Region and the condition attached thereto originally included in Report E-14-026/P-14-035 to your Committee.

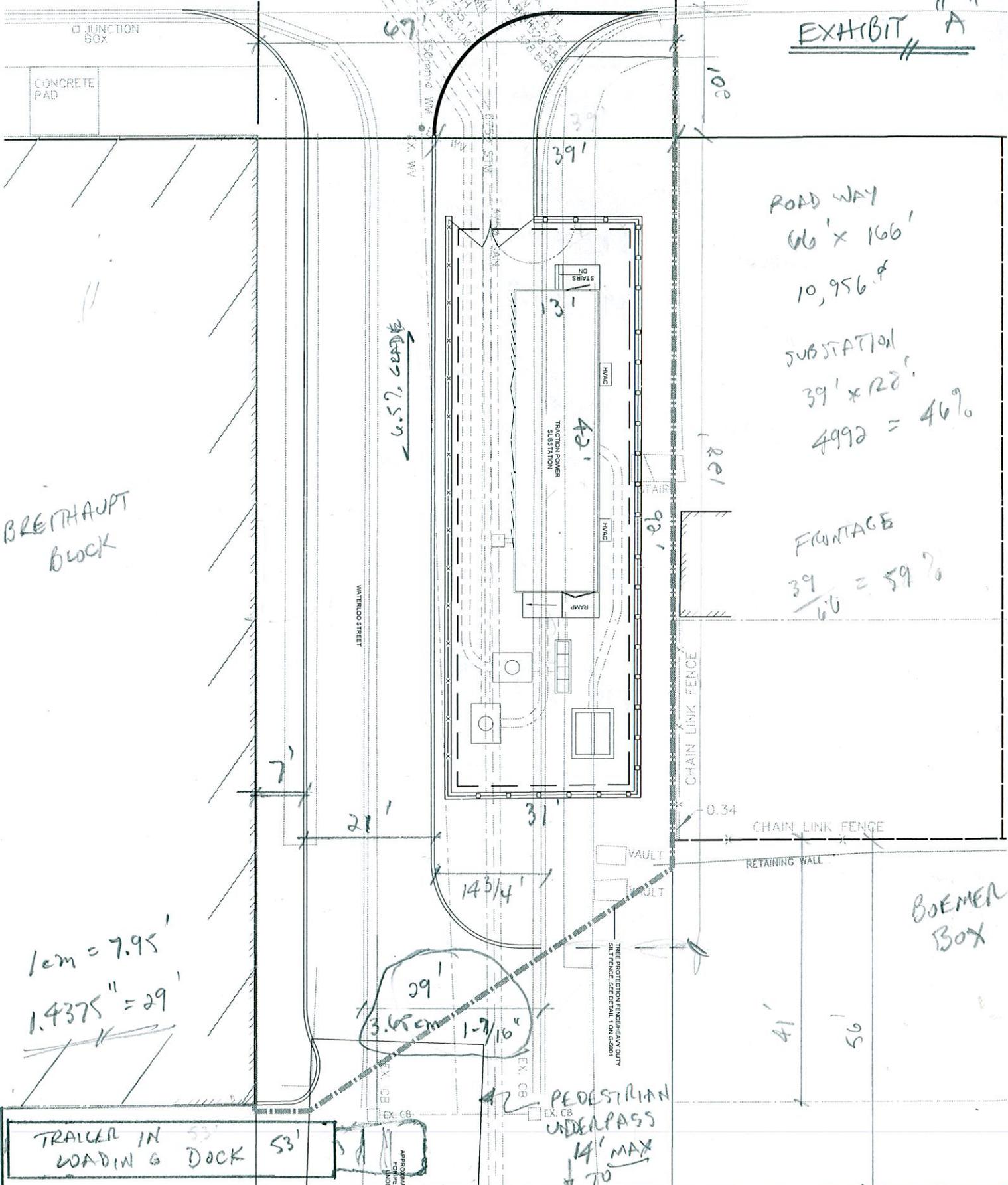
Sincerely,

Bryan Smith

BREITHAUPT STREET

BREITHAUPT STREET

EXHIBIT "A"



BREITHAUPT BLOCK

ROAD WAY  
 66' x 166'  
 10,956.4

SUBSTATION  
 39' x 128'  
 4992 = 46%

FRONTAGE  
 $\frac{39}{66} = 59\%$

1cm = 7.95"  
 1.4375" = 29'

29'  
 3.69cm 1-7/16"

TRAILER IN LOADING DOCK 53'

31'-10" TO TRACKS

PEDESTRIAN UNDERPASS  
 14' MAX TO ENTRANCE

BOEMER BOX

PART PLAN  
 S-1215-ESC-1070

Hello Bryan,

I can answer any questions or deal with any concerns you have concerning the TPSS at Waterloo/Briethaupt. Please give me a call at your convenience.

The original site near the School of Pharmacy was not suitable due to contamination being present. If the Region had purchased this property for the TPSS, Regional taxpayers would have had unlimited liability for cleanup of the site. It was abandoned for that reason and relocated to the road allowance on Waterloo and Briethaupt. There was no "decision document", abandoning the contaminated site was a no brainer.

Regards

Derick Finn, P. Eng  
Manager, Engineering | ION rapid transit  
Region of Waterloo | Transportation and Environmental Services  
50 Queen Street North, Suite 830 | Kitchener | ON | N2H 6P4  
519-575-4757 x3448 | Mobile: 519-501-6265 | [DFinn@regionofwaterloo.ca](mailto:DFinn@regionofwaterloo.ca)  
ION Construction website: [www.rideion.ca](http://www.rideion.ca)  
ION website: [www.regionofwaterloo.ca/rapidtransit](http://www.regionofwaterloo.ca/rapidtransit)  
Construction Hotline: 1-844-625-1010



**From:** The Smiths  
**Sent:** Thursday, July 30, 2015 4:01 PM  
**To:** Derick Finn  
**Subject:** TPSS documentation

Derick Finn, P.Eng  
Manager of Engineering,  
Rapid Transit  
Region of Waterloo

Mr. Finn,

Andrew Doman of your office suggested that you may be best positioned to reply to a request.

I would like to obtain a copy of the decision document that approved the relocation of the Traction Power Sub-Station (TPSS) to the SE corner of Waterloo and Breithaupt Streets from its original location near the School of Pharmacy. I believe the decision was made in September or October of 2014.

Thank you,

Bryan Smith  
Resident

## Appendix C



**DAPHNE LIVINGSTONE**  
 Committee Administrator  
 Finance & Corporate Services Department  
 Kitchener City Hall, 2<sup>nd</sup> Floor  
 200 King Street West, P.O. Box 1118  
 Kitchener, ON N2G 4G7  
 Phone: 519.741.2200 x 7277 Fax: 519.741.2705  
 daphne.livingstone@kitchener.ca  
 TTY: 519-741-2385

March 5, 2013

Kevin Eby, Director of Community Planning  
 Regional Municipality of Waterloo  
 150 Frederick Street, 8<sup>th</sup> Floor  
 Kitchener ON N2G 4J3

Dear Mr. Eby

Re: Council Resolution:  
 Official Plan Amendment - OP/12/02/K/HH  
 Zone Change Application - ZC12/15/K/HH  
 490-520, 510 King Street West and 16, 50 and 60 Victoria Street North  
 (Multimodal Hub), Regional Municipality of Waterloo

This is to advise that the Council of the Corporation of the City of Kitchener at its meeting held on Monday, March 4, 2013 passed the following resolution:

"That Official Plan Amendment Application OP12/02/K/HH (Regional Municipality of Waterloo, 490-520 King Street West, 16-60 Victoria Street North) requesting a new Special Policy Area and associated policies be adopted, in the form shown in the Official Plan Amendment attached to Community Services Department report CSD-13-009 as Appendix "A", and accordingly forwarded to the Region of Waterloo for approval; and,

That Zone Change Application ZC12/15/K/HH (Regional Municipality of Waterloo, 490-520, 510 King Street West, 16, 50, 60 Victoria Street North) for the purpose of changing the zoning from Warehouse District Zone (D-6) with and without site-specific provisions to Warehouse District Zone (D-6) with Special Regulation Provision 638R, Special Use Provisions 426U and 427U and Holding Provision 68H be approved in the form shown in the "Proposed By-law" dated January 18, 2013 attached to Report CSD-13-009 as Appendix "B"; and,

That the Urban Design Brief for the Region of Waterloo Multi-Modal Transit Hub, dated January 2013, and attached to Report CSD-13-009 as Appendix "C", be adopted; and,

That the City of Kitchener supports the transfer of Waterloo Street from Breithaupt Street to Victoria Street North to the Region of Waterloo, pursuant to Section 52 of the Municipal Act, provided that the transferred road is retained in Regional ownership and is used primarily for pedestrian or vehicular movement; and further,

C - 2

Page 2  
March 5, 2013

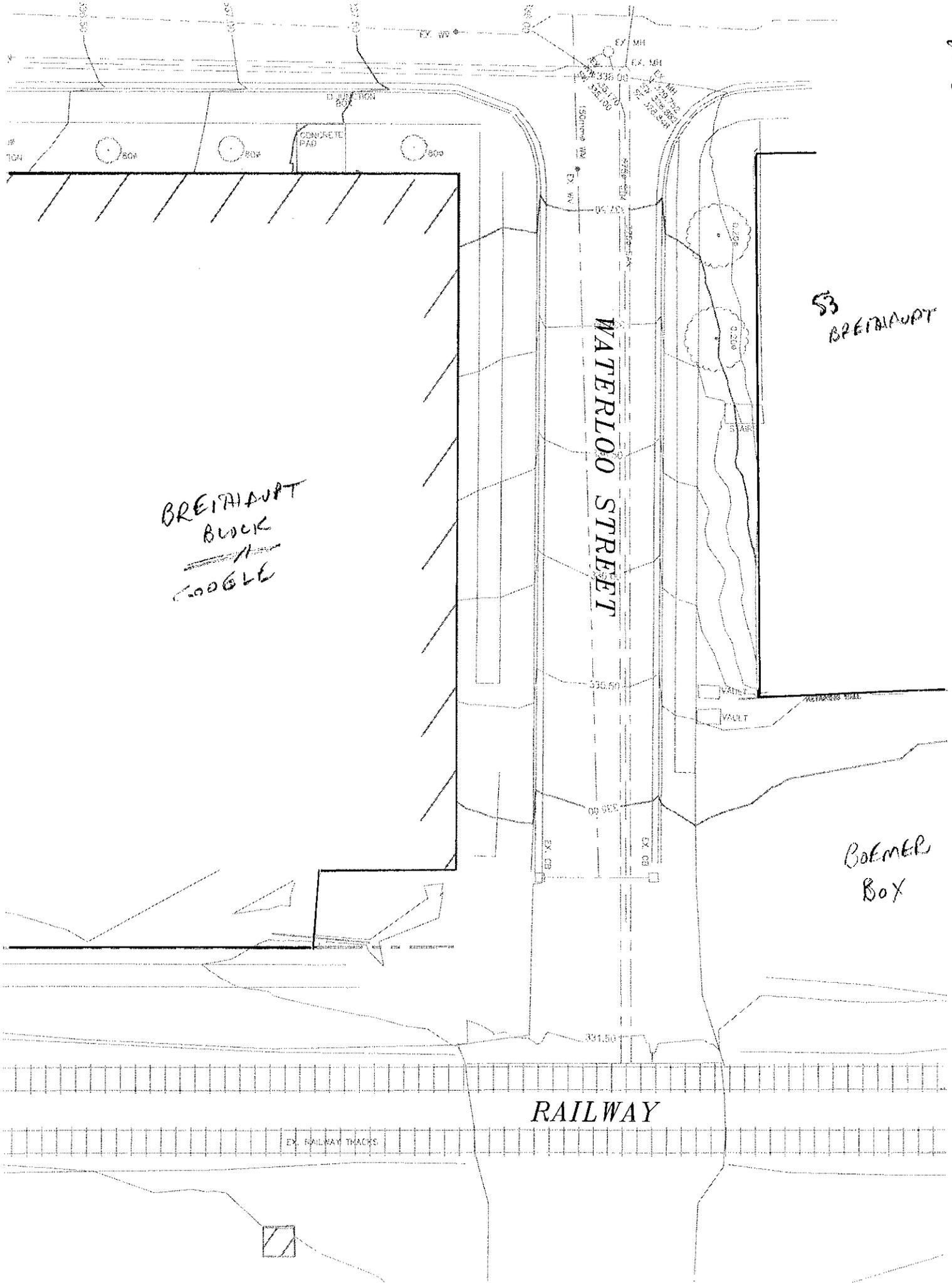
That the City of Kitchener participate in the procurement process to be undertaken by the Regional Municipality of Waterloo for the selection of a private sector development partner(s) for future development of the site."

Yours truly,



D. Livingstone  
Committee Administrator, Legislated Services

cc: H. Holbrook  
A. Pinard



BREITHAAPT  
BLOCK  
~~GOOGLE~~

WATERLOO STREET

S3  
BREITHAAPT

Boemer  
Box

RAILWAY

EX. RAILWAY TRACKS

CONCRETE PAD

VAULT

REPAIRS DIAL

EX. CB

EX. CB

EX. WV

EX. MH

EX. MH

EX. WV

EX. CB

EX. WV

#  
TGA

804

804

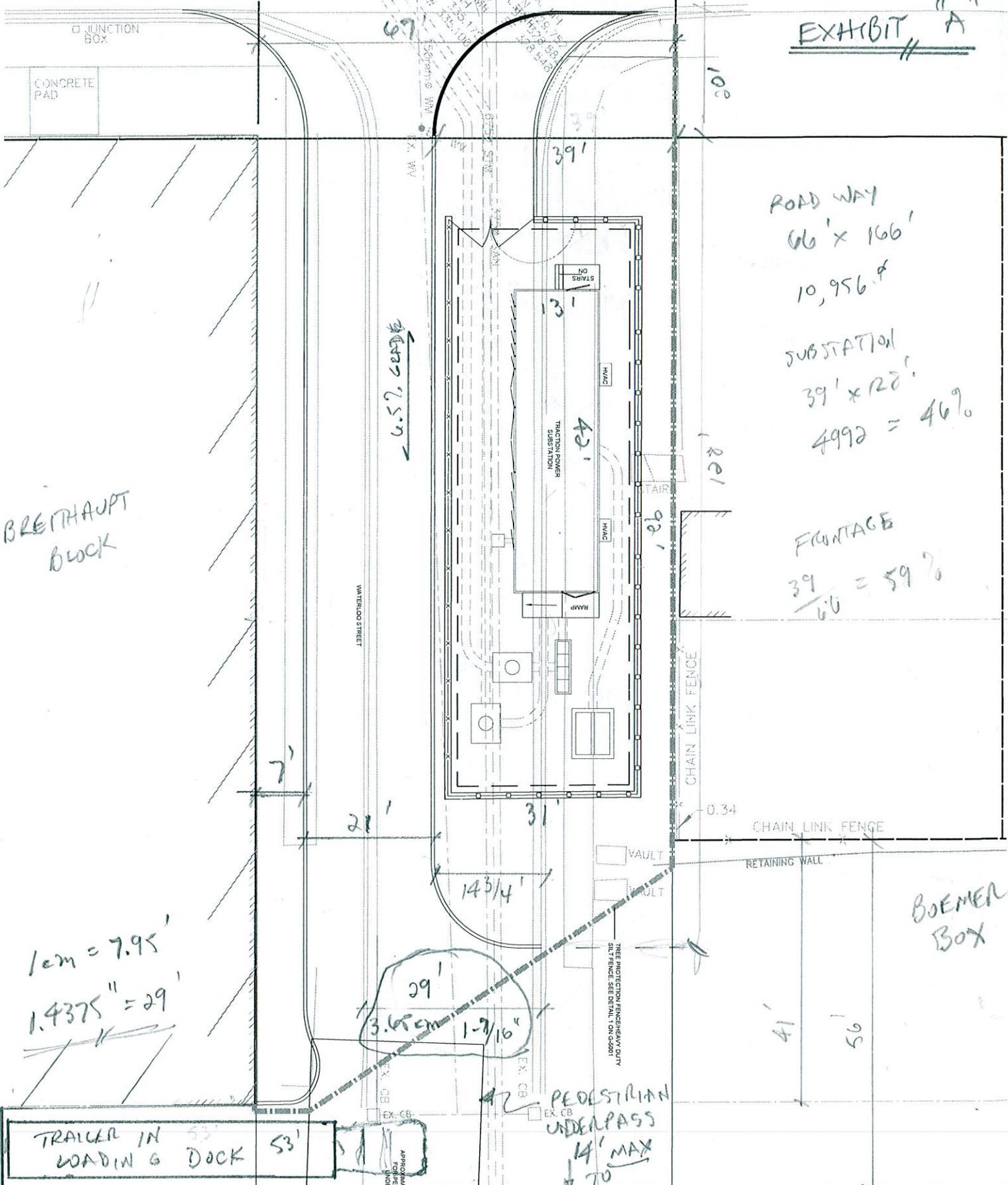
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EX. WV

BREITHAUPT STREET

BREITHAUPT STREET

EXHIBIT "A"



BREITHAUPT BLOCK

ROAD WAY  
66' x 166'  
10,956.4

SUBSTATION  
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4992 = 46%

FRONTAGE  
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14' MAX TO ENTRANCE

BOEMER BOX

PART PLAN  
S-1215-ESC-1070

31'-10" TO TRACKS

**Regional Council - Transfer Station**  
**Tuesday September 15, 2015**

Regional Chair Ken Seiling, Chair Tom Galloway, Mayors, Regional Council

Thank you for your time this afternoon to listen to a priority need for the residents of Woolwich. I use the word priority deliberately because keeping the Elmira Transfer Station open is a priority to Woolwich citizens.

When I was elected last October, the pending closure of the Elmira Transfer Station was the number one issue for residents. It remains the number one issue. We are dismayed that a service so well-utilized in our Township is being shuttered simply because the Region has lost its desire to provide it. As citizens we feel this closure will have wide reaching impacts on our businesses, farms, and residents. I am here to discuss those with you today as they were not addressed in the staff report provided to you for today's meeting.

In February I stood before you and gave you reasons to extend the life of the Elmira Transfer Station. At the time you thought there was enough reason for a second look at the numbers, despite a staff report recommending immediate closure. I thank you for that extension, but if you vote based on the information contained in the report before you, you are only seeing one side of the story.

I am here today to give you our side of the story. The Woolwich side of the story.

The Elmira Transfer Station is one of the most successful ventures the Region provided Woolwich citizens more than 25 years ago. It is a place where business is done -- yes, having a reliable waste stream for our growing small business sector makes good business sense. Farmers are big business in our Township. They are also your customers, and they depend on a reliable, affordable and convenient waste stream. Our citizens are your customers too, they want a convenient, reliable waste stream and are willing to pay for it.

**WHAT I AM ASKING FOR**

Let me make this perfectly clear. I am not advocating that the Region continue to maintain operations at the Rural Transfer stations. I want you, as Regional representatives to consider Woolwich Township's desire to continue this service through transferring ownership to a private operator. Please consider the perspective of rural people that do not have all of the conveniences and services enjoyed elsewhere in the Region.

Are there complications? A few. Are there potential negatives? A couple. Is this impossible? Not at all.

I wouldn't be before you today if I didn't feel this Council has the 'Barn-raising' attitude the Region proudly embraces to make things happen for its citizens. Barn-raising is a trait ingrained in Woolwich Township citizens. We help our neighbours. We get creative to find solutions that work for our citizens. We build up what was there before and the whole community gets involved. Take the re-opening of the St. Jacobs Farmers' Market as the most recent example of what great things happen when Woolwich citizens are involved.

## **THE BUSINESS CASE**

So what are our arguments?

There's a business case for a continued viable operation that will serve our business and residents needs. How do I know that? Because at least 2 private operators that Woolwich has spoken to have stated that they would make the business case to continue serving our community. There could be others too, including Frank Rattasid who is also a delegate before you today.

The waste management field sees continued viable potential in Elmira. The original Elmira numbers supplied by staff, prior to reducing hours, support their assertion that this would be a good business decision. Elmira alone was responsible for 70% of all waste business in all of the Townships, had 30,000 car visits, and most of the revenue was generated in Elmira. These new numbers provided by staff are not surprising. The compromise to keep all transfer stations open 2 days a month was a mistake. That created the conditions that set up the busiest transfer station up for failure.

Even then, it still outperformed the others by more than double. Imagine what those numbers would look like if staff were serious about finding out the site's true potential. Expanding the hours over the past year and creating a positive climate for business would have shown real numbers Council could use to make this important decision. The staff assumption that these new numbers support greater use of curb side pickup is false. The types of materials and amount that our businesses dispose of cannot be put out with the trash. Our farmers, many of whom use original horse-power for transportation, are not making the trip to Waterloo to dispose of their waste. Forcing businesses and residents to Erb St., is hardly a choice.

Our small businesses are bearing the brunt of the reduced hours, and closure. Not only has this decision increased pressure on costs to dispose of waste,

productive man-hours are squandered in driving through congested Waterloo roads to Erb St. I have spoken to some of your customers that say this decision costs them upwards of \$10,000 in wages and associated transport costs to Waterloo. Convenient access to waste disposal is an important factor in why small businesses choose to locate in Woolwich. Closure will deter the development of new small business and will impact Woolwich's competitive advantage.

## **FARMERS**

I mention our farmers in Woolwich because they are an important part of our local economy. There is an interesting side project that Regional Council may not be aware of that originated in Elmira.

I learned a little bit about bale wrap this week from Dennis Martin who is a farmer east of Winterbourne. He considers his farm on the small side of industry standards and told me about a very big problem for he and area farmers. Mr Martin would consider himself an environmentalist, he is an original member of TWEEC (a Township of Woolwich Environmental Committee), and through his advocacy brought the bale wrap program to Woolwich.

What is bale wrap and what does it have to do with the Transfer Station you ask?

Bale wrap is the white petroleum-based heavy plastic that wraps hay which you will see scattered throughout the countryside if you're taking a nice Sunday drive away from the city. It is designed to reflect light, and applied tightly around the hay it eliminates air to create anaerobic fermentation in wet hay. This plastic is an essential product to farmers. It eliminates the need for a silo, and if there is an abundance of crop it is an easy solution and still creates a good end product. The wrap is scrap after one use and the traditional practice was to burn or bury it. Burning or burying petroleum-based products is not environmentally friendly, of course.

The Federation of Agriculture recognized the growing use of the wrap, and problem associated with its disposal. Through grants, involvement with the Waterloo Federation of Agriculture and negotiation with a private enterprise, Think Plastics in New Hamburg found a waste stream that could be repurposed into other products. One of their products is Bale Board, a heavy wood-type composite used in making outdoor furniture or decks.

Mr Martin, as a representative of TWEEC, championed the education of his fellow farmers promoting the new arrangement. There was a lot of buy in. The Elmira Transfer Station is the only Woolwich location for farmers to dispose of

their bale wrap. Mr Martin is concerned that without a viable disposal stream for bale wrap, and the need to travel such a distance to take it to landfill, farmers will revert back to "traditional methods" - which isn't good for any of us.

## **RESIDENTS**

Our residents have concerns about the fallout from the closure of the Elmira transfer station. They've read recent headlines like "Private firm steps in to cleanup dumped waste," "Last of toxins cleared from Conestogo site," and "Police make arrest in dumping toxins in Conestogo." I don't believe the Elmira Transfer station being open would have prevented this type of dumping in our community. But the fact that it happened, the fact that roadside dumping is on the rise, and the fact that our communities have wide open spaces for dumping to go undeterred is unsettling for those residents who may become the next victims. Michelle Shannon and John Weber in Conestogo were the victims of waste barrel dumping and it polluted their rural property. It was a private Woolwich enterprise that came to their rescue, not either level of local government.

Heidi Wagner, a community health worker that lives near Maryhill, has found an increase in the number of people who dump their garbage roadside. Wagner isn't alone, her story is shared with residents throughout Woolwich Township. You won't find these stories in your report. You won't find the Region taking responsibility for the cleanup either.

## **SENIORS**

The population in Woolwich is growing, and none of us are getting any younger. Something that often goes unconsidered are services for our aging population. Region services to the rural townships are becoming fewer and access increasingly difficult. Seniors groups have expressed frustration with the loss of this particular service. The Township of Woolwich currently is undergoing an Age-Friendly study to look at how the Township can better support our senior citizens -- a key feature of the report will be access to services. Asking seniors to travel out of town to dispose of garbage is creating a barrier to access.

In 2014, research was conducted through in-depth community engagement via Woolwich Community Health Centre. The resulting Community Wellbeing Report had a section on the loss of the transfer station. A senior's group was quoted saying "The dump is being closed. This will lead to more littering and people just dumping anywhere." In our experience, that has certainly been the case.

Through my own duties as Councillor I have talked to residents and businesses across the Township about the closure of the transfer station. I participated in a

"Strat Chat" session for the Region to discuss the Region's Strategy of delivering services from a township perspective. There were close to 20 people representing various services, industries and perspectives. These were people who take a genuine interest in the community they serve and live in. When the discussion turned to the transfer station closure the emotions started to show. No one in that room was compelled by the Region's arguments or could reasonably justify this well-used service being shut down.

## **SUBSIDIZATION**

As a local government we put a value on the services we provide. A lot of those services don't generate revenue, cost a lot to provide and are a burden on a growing tax bill. We try for balance, but Council decides the need for the services is worth the cost because there is a direct benefit to the community. A lot of time the rationalizations for providing these services make little sense to the public. The benefits of Economic Development strategies can be difficult to quantify. However, those on Council found compelling reasons to pursue the endeavour.

Take our bus route in Elmira as an example. This is a service with low ridership that costs Woolwich Township residents half a million to operate annually. Only 25% of this route is paid for through ridership, which the Region deems a success. The Council of the day believed the subsidization of the route had a greater community good. Most municipalities that operate pools also realize that the community benefit of swimming serves the greater good.

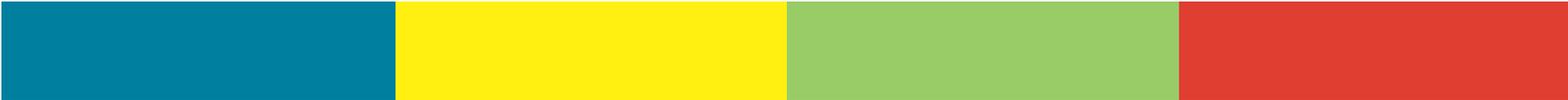
Woolwich isn't looking for special on-going subsidization. We are asking Regional Council to do the right thing. We need a positive environment for a successful transition of a Regional service into private hands that continues to serve both our businesses, our farmers, our residents, our seniors and our environment.

## **DO THE RIGHT THING.**

As a Councillor representing Woolwich Township, I consider myself an expert on the local pulse of my community. I'm part of it. I'm connected, I'm engaged, I'm in-the-know. I'm your eyes and ears right now as to what Woolwich Township is requesting. We want to keep a transfer station service open for our residents.

There is only one taxpayer. Most of our taxpayers don't know which level of government provides the waste transfer station. However, what they do know is they value the service and want the transfer station to remain open. It's important for all of us to consider the feedback from our constituents amongst all the statistics that attempt to paint a different picture.

The report in front of you shows numbers, but those numbers don't paint the entire picture. People in Woolwich Township need the transfer station. If Woolwich Township was able to get into the business of waste management, we would. Our residents are willing to pay the costs associated with private ownership, but removing the transfer station is not an option for us. Please do the right thing.



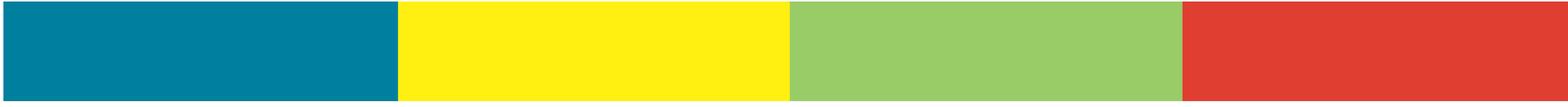
# **Presentation to Waterloo Regional Council Planning and Works Committee**



**February 11, 2015**

**Fauzia Mazhar  
on behalf of  
Family & Children's Services of the Waterloo  
Region**





- **Background and about the Family Centre**
  - **History of transit discussion**
    - **Changes to the FC**
  - **Request for update and next steps**



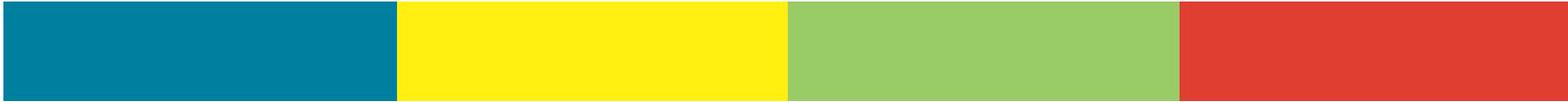


# Background



- Family & Children's Services of the Waterloo Region (FACS) is a NFP organization mandated to carry out child welfare activities in our region.
- In 1991 FACS' main offices were moved to a new building at 200 Ardel Ave., Kitchener
- In 2011, The Family Centre (an initiative of FACS) opened. This 60,000 square foot facility is a community and service hub where FACS work with community partners to support children, youth, and families in our region.
- The Family Centre was built through a renovation of the old Ainsworth Printing building at 65 Hanson Ave.
- Funded with 2/3 coming from federal and provincial stimulus (\$5.3m) and 1/3 through The Family Centre's capital campaign (\$2.5m) run through the FACS Foundation's board





- The Family **Background** was developed because...

- 80% of families served by Family and Children's Services need help from 2 – 5 other services to address their needs
- For families, needing to attend different services in different agencies in different locations can present a logistical nightmare
- The harder it is to get services, the less likely it is that families are going to get the help they need
- The centre provides a range of social, educational and recreational services
- The vision for the Family Centre is now evolving beyond better service provision...to a place that can build resiliency in families and communities, a place that fosters belonging, a place that welcomes and facilitates empowerment for families and communities





# Background



- In 2011, The Family Centre opened with 4 partners: FACS, KidsAbility, Alliance for Children and Youth, Waterloo Region District Schoolboard
- Today, we have **19** partners:
  - **General Partners:** Canadian Red Cross; Family and Children's Services; KidsAbility; Morning Glory Café; While Owl Native Ancestry Association, Grand River Metis Council
  - **Centre for Autism:** Autism Services Waterloo Region; Facile Waterloo Region; KidsAbility Autism Services; Waterloo Region Family Network
  - **FC Community Hub:** African Family Revival Network, Bereaved Families of Ontario; Hummingbird Centre for Hope; KidSport KW; Muslim Social Services; Najda Now; Planned Lifetime Networks; World Wide Opportunities for Women
- Each partner brings unique services and supports to children and families

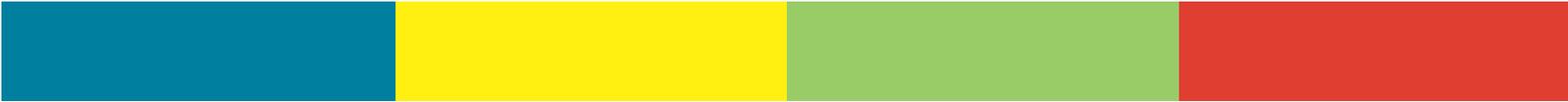


# Background



- The Family Centre includes unique projects, including:
  - Morning Glory Café (youth employment program)
  - FC Community Hub project (incubator project for small non-profits)
  - New \$350,000 investment from Lyle S. Hallman Foundation to create the Child and Youth Resilience Project (drastically increasing programming for vulnerable children and youth both in care and in the community)
- Additionally, we have had over 80 community groups and organizations who have held meetings, events, and programs at The Family Centre.
- Ongoing partnerships with Strong Start, KPL, and YMCA Immigrant Services
- This incredible growth (and array of community supports) has happened despite our lack of transit; services would be significantly stronger with transit access.

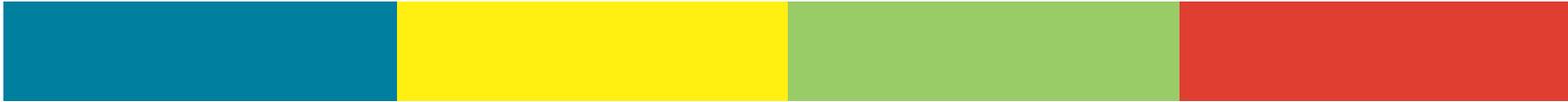




# Who goes here?

- Between The Family Centre and FACS offices, there are 327 employees (286 FT, 41 PT)
  - We have no capacity to track the number of visitors to our centre each day, but it can easily climb into the hundreds. Please see attached handout for employment and visitor numbers provided to Region of Waterloo in March, 2014.
    - Many of our partners and services work with newcomers to Canada who are twice as likely to use public transit.
    - Many of our services are for people with disabilities who are also more likely to use public transit.
    - We also have partners serving our First Nation communities, again more likely to use transit services
    - Children and Youth Resiliency Project starting this fall. We will be offering many programs for children and youth with the aim to build resiliency. We are working with partners such as Reception House Waterloo Region and area community centres. Access to public transit will be a key factor in successful broader participation
    - Our work is often with people experiencing poverty and financial challenges





# Who goes here?

The following are some of the businesses and institutions in the Ardelt/Hanson area that would benefit from improved access to Grand River Transit. The larger public facilities are in bold.

## **Ardelt Avenue**

### **Waterloo Region District School Board Office**

Doug Coleman Trucking

Brock Solutions

Lehmann Bookbinding

United Rentals

The Panel Shop Inc.

WSI Waste Services Inc.

Dentistry – While you sleep

Rockway Building Supplies

Firstonsite

Accurate Fasteners Ltd.

Woodhouse

Sharp Bus Lines

## **Hanson Avenue**

**The Family Centre**

**Family and Children's Services**

Wolsley Canada

## **Hayward Avenue**

**Peter Hallman Ball Yard**

Hayward Mini-Storage

Grand River Brick and Stone

Graybar

## **Lennox Lewis Way**

Royal Autobody

**Activa Sports Complex**





# Transit History

- When FACS built on Ardel in 1991, the City of Kitchener's long-range plan proposed some bus service in 1995, 1998, 2001, and 2004 to meet the needs of a planned residential area.
  - Despite significant changes to this area, and expansion of transit service under GRT, this neighbourhood remains without transit and with poor pedestrian access.
- 2012, we met with Transportation staff; told no plans to expand transit to this neighbourhood.
- We engaged in a campaign to raise awareness; collected hundreds of signatures provided to RoW council, letters of support, etc.
- In January 2013, Regional Council endorsed initiating a Pedestrian Access Improvements Environmental Assessment between the Hanson/Hayward Industrial and Alpine Village Areas
  - Was to be completed in fall 2013 in time for consideration in 2014 budget.
- In fall 2013, we inquired on the status of the EA and were told that it had not been conducted due to staffing changes
  - Therefore it was not presented for 2014 budget

# Transit History-First Public CC (June 2014 @FC)

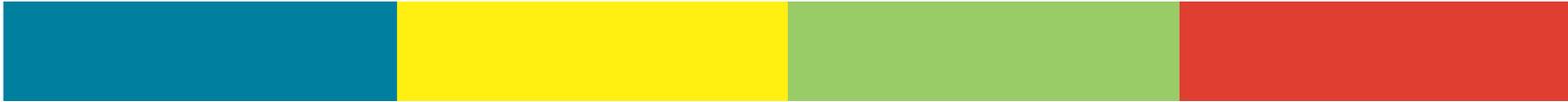


- We saw strong level of engagement; within 1 hour
- Following the session, we received feedback expressing disappointment from many people. Many hoped to see a proposed bus route, this was not presented as an option; instead, there was a display board explaining why this was not feasible (cost).
- Presentation to the Council's Budget Committee in Feb 2015, drawing attention to the delay in process (already 24 months) as well as our dismay on seemingly inaccurate assessment of the business case for transit modifications.
- The EA did not look at creating a new route to meet a specific need
  - Seeking clarification, we received an estimate that annual operating costs on a new route would run between approximately \$150,000 (8 hour service day, Monday to Friday) and \$300,000 (12 hour service day, Monday to Saturday).
  - Based on our partners' feedback we suggested a Monday to Saturday route, with evening access,
  - Feedback shared with the RoW, along with a suggested route for this new service.
- As a new route would meet the community need while improving access to an underserved area of the city, we asked the Council to give full consideration to an option that **includes a bus route** while fully considering issues of access, equity, and the importance of services and supports to the people

# Transit History-Second Public CC (June 2015)



- We regret the fact that the notice about the PCC were made public very late (started on June 8<sup>th</sup>). As a result, engagement numbers went down from the first PCC. Actually the delay in the whole process has been disappointing to say the least
- We appreciated and supported the staff recommended “Alternative #2” because:
  - It will reduce the walking distance from route 11 up to 520 and 645 meters (still fall short of recommended 450 meters)
  - Increased and enhanced pedestrian connections promote active living, a sense of belonging to the community, and environmental sustainability.
- We also appreciated that the staff “investigated” multiple transit options, including a new route, with both Full Services or BusPlus options
- We shared that we supported “Alternative#2” for the reasons mentioned above, however, it was not a viable solution to the issue that this EA was implemented for, “to improve pedestrian access to transit for the FC and FACS” for the following reasons:
  - The proposed walkway is still longer (up to 645 meters) than the recommended walking distance (450 meters)
  - This longer walking distance becomes extra clanging for our clients / visitors / program participants-families with children on strollers and individuals using mobility devices walking that long, especially in adverse weather conditions



# Our Concerns about the Progress Report

- **Ruling out a BusPlus service based on cost and future possibilities**
  - Out of 24 written comments provided by the public as part of the second PCC, 16 advocated for a BusPlus option. The rest either shared no objections on the transit options or questioned “Alternative #2” as the viable option for providing access to the Family Centre.
  - The progress report does not record the public feedback about the BusPlus option formally on the report
  - The staff did not consider the overwhelming support for the BusPlus option shown in the second PCC before preparing the progress report that we are discussing today
  - The responses to the comments were not provided to the members of public until last Friday (were provided only through the report posted on the website)
  - The language used in the response is discouraging and somewhat misleading for example: “A potential BusPlus Service.....has been added as a Transit Service option.....however it has not been approved the Region and would require Council’s approval to implement” OR “ A new transit route, or route modifications cannot be implemented at this time.....(for reasons of potential low ridership and inconvenience of existing customer)
- **Asking for two more years to complete the EA**
  - It has already been almost 2 years this EA started and it started late than expected already. How long we are prepared to see this process drag before some of the most vulnerable among us can have equitable access to public transit?
  - There is no guarantee that the two initiatives (pedestrian connection as part of ION and CRT as part of ION) will be completed on time



# Our Requests to the Council



- **Implement a BusPlus option by early 2016**
  - Both PCCs strongly supported a new transit route option
  - The cost is relatively low and can be easily justified by considering the equity and inclusion related benefits
  - It is interesting that the report mentions availability of \$150,000 as possible funding resource for this EA (besides other potential studies). Even if we are to assume that the Region will spend another 50-75,000 dollars for this EA to be completed in 2017 , then we just need to contrast it to estimated \$166,000 needed to run a BusPlus service annually.
  - The new BusPlus service contract will be five years (as suggested by the report), and if we start the contract in 2016, with everything else on time, we would be able to use the contracted vehicle for at least 2 years for this route. It can be reallocated to another route if not needed for this route anymore.
- **Please do anything and everything that you can to make the process faster.**



# Thanks For Your Time!



- Please come visit us!
  - Family & Children's Services Main Offices – 200 Ardelt Ave.
  - The Family Centre – 65 Hanson Ave.
- Please get in touch!
  - [Fauzia.mazhar@facswaterloo.org](mailto:Fauzia.mazhar@facswaterloo.org)
  - 519-7576-0540 ext. 2762
  - [www.thefamilycentre.ca](http://www.thefamilycentre.ca) / [www.facswaterloo.org](http://www.facswaterloo.org)
  - @TheFamilyCentre on Twitter

Proposed  
\$.5 MILLION  
Walkway  
(not including annual  
maintenance fees etc.)

# PROJECT HISTORY

- Path been on back burner and proposed for many years and not proceeded due to considerable objections and lack of need
- Path originally started out as:

*a pedestrian access to the FAMILY CENTER:*

\*quote from June 17, 2014 “an effort to bring pedestrian and transit access to the Hanson/Hayward Industrial area and specifically the **Family Centre**”

*Solutions were either path or bussing:*

\*\*quote from June 17, 2014

“#7: Pedestrian Connection Options” with #2 option the one before you today...and

“#8. Transit Route Modification Options: with these options “screened out from further consideration.

# PATH'S INTENT EVOLVES IN ORDER TO JUSTIFY IT

- Once Region realized that people really wanted bussing and not the path to get to the Family Center, they expanded their audience the following year to justify the path to:
  - **High School and library (which is in the High School—hence redundant) \*\*** (yet path and existing crossing at Block Line is equidistant so no advantage to having path)
  - **Sports Complex**—which is close to the same end as the school where Block Line is accessible—and there is already a trodden path from Homer Watson to the complex so again—no great advantage distance wise to having the path
  - **Industrial area** --most people make good wages in industry and are driving from all over KW—seldom a person would walk to industry just from our small neighbourhood
  - **Nearby neighbourhood**—our condos and identical ones as well as other condos and detached homes make up the mature neighbourhood (hence no room for development). Freure condo owners are fairly well-to-do (own condo + condo fees) and many are retirees and we have one or more vehicles. We are the wrong target market for those wanting to use the Family Center and sports complex. The apartment buildings further down where there is already a hydro line path going right up to Kingswood, and could be easily continued to Homer Watson IS the intended audience
  - **Include cyclists** (quoted from June 18<sup>th</sup>, 2015 info. Pkg.: “provide a new walking and cycling link”). Are we spending \$.5 million to save someone 4 minutes off their cycle times in the non-winter months?

\*\* quoted from June 18<sup>th</sup>, 2015 info pkg.: “provide link for Alpine Village residents to specific destinations including St. Mary’s **High School**, Country Hills Community Library, the Activa **Sportsplex...**” and also “providing access between Alpine Village Area and Hanson/Hayward **Industrial Area**”

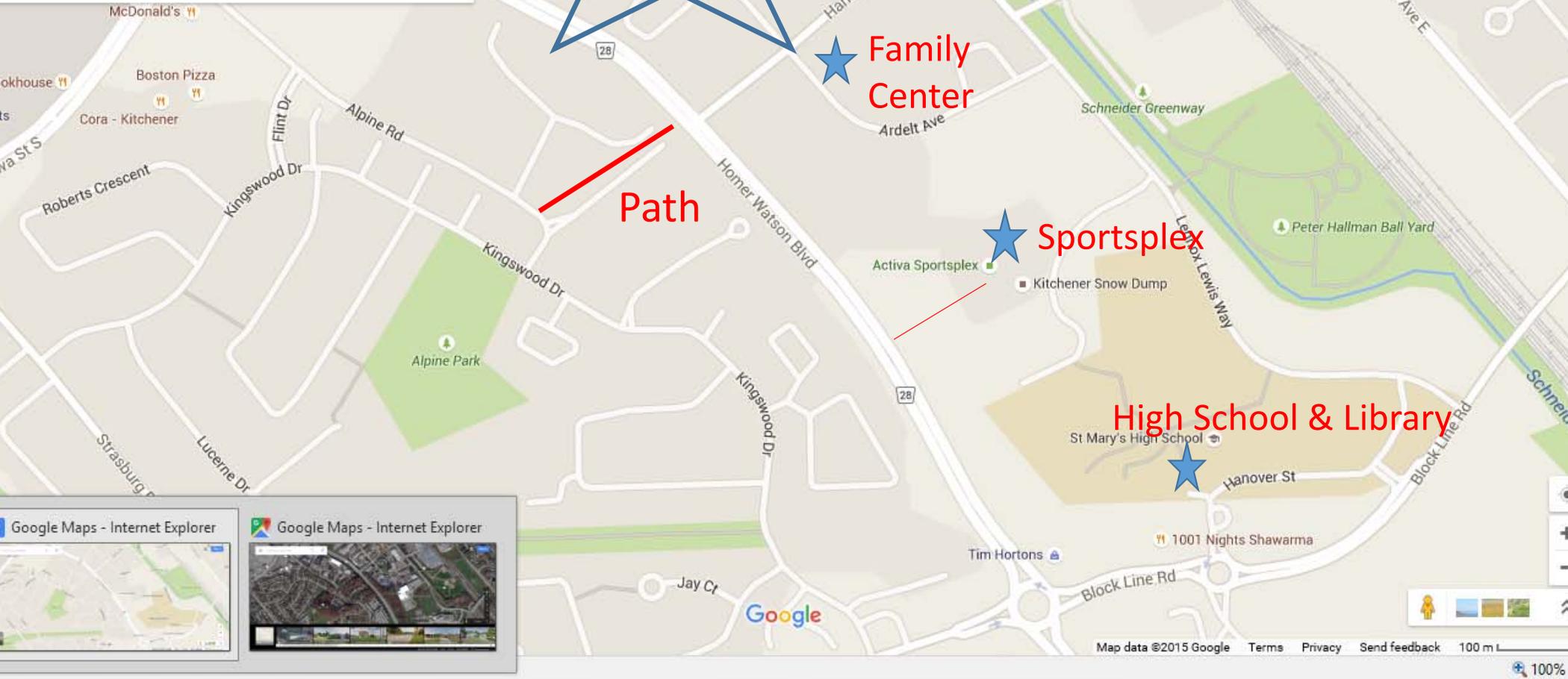
INDUSTRY

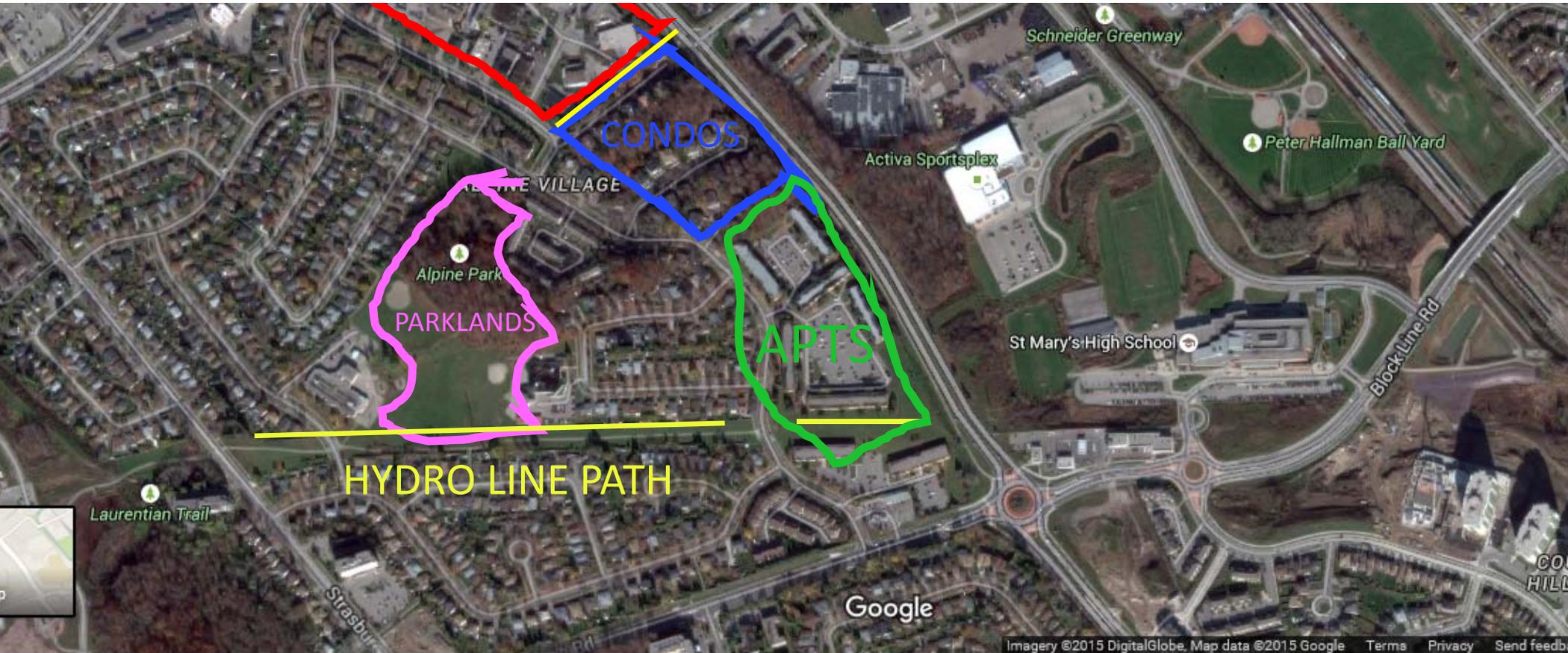
Family Center

Path

Sportsplex

High School & Library





- Apartments ARE the right target area for the family center, given their lower income (as evidenced by this photo of shopping carts always outside of the buildings because they can't afford a car)...



- There is an existing hydro path between both apartment buildings that would satisfy the need of these people accessing the Family Center at a far lesser cost...as the path is in place already. All you need to do is rid of the fence at the one end.



And the path is already continued on the other side...so the natural link would be complete

# INTENT CHANGES YET AGAIN TO JUSTIFY PATH

- Proposal has now changed from:

in order to get to Family Center\* let's have either path or bus\*\* —

To rather:

let's have a path to get to the buses\*\*\*. With that logic, we should have a path leading up to every bus stop in the city!

\*quote from June 17, 2014 “an effort to bring pedestrian and transit access to the Hanson/Hayward Industrial area and specifically the **Family Centre**”

\*\*quote from June 17, 2014

**“#7: Pedestrian** Connection Options” with #2 option the one before you today...and

**“#8. Transit** Route Modification Options: with these options “screened out from further consideration.

\*\*\*quote from today's agenda: “consider options to improve pedestrian access to transit for the Family Centre”

# “BUSSING SOLUTIONS ARE IN THE WORKS”

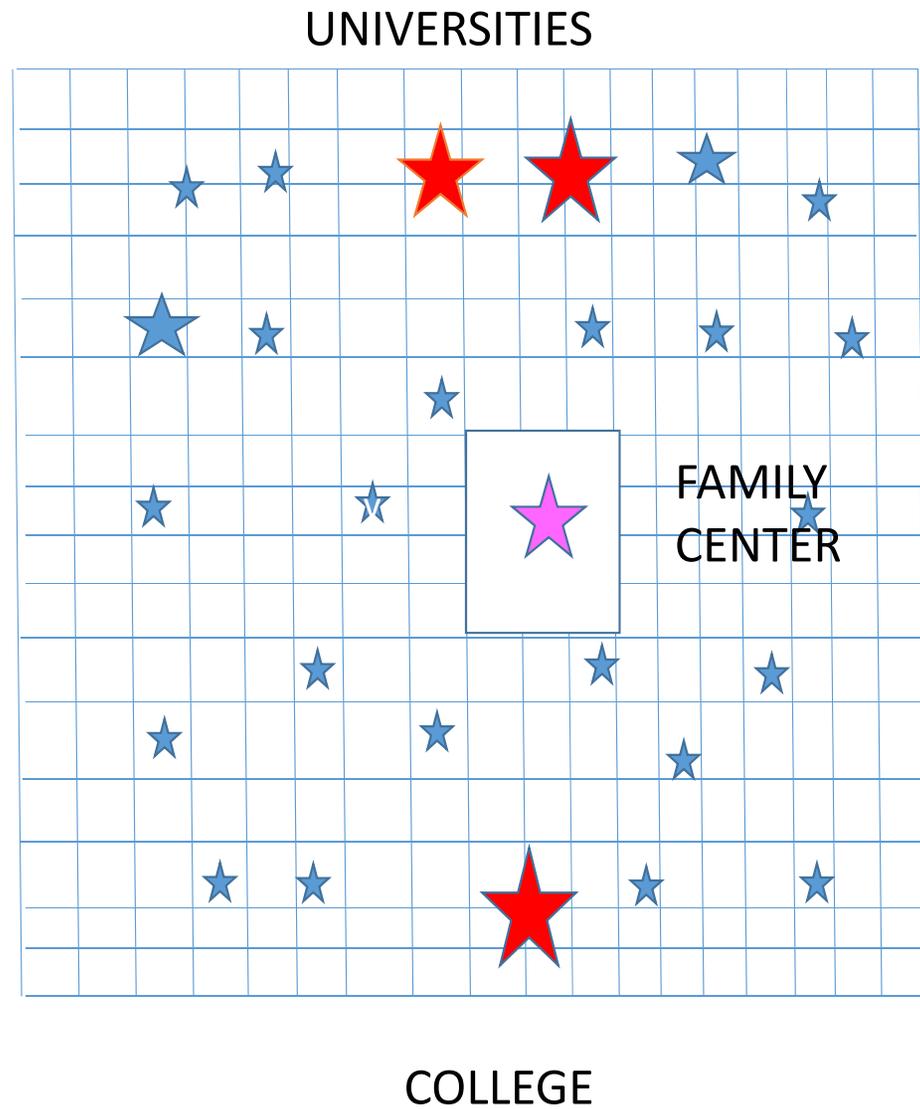
- At the last meeting when I spoke in person (as it wasn't presented in writing) to the GRT representative,

5 proposals/solutions were on the table:

1. Bus from Conestoga College will come up Homer Watson...asked where it would stop: “it will stop at **Homer Watson and Hanson**”
2. Bus will go directly in front of both the **Family Center and Sports Complex**
3. With ION transit needing better linkage to GRT, the **bus hub from Strasburg will move to the other side of Homer Watson closer to ION Transit**. Hence, busing will automatically be made closer to the Alpine industrial area with busses having now to travel west (i.e. Alpine neighbourhood) to east (i.e. to industrial area)
4. Kitchener is naturally growing westward and so will **need more busing to travel in from west to east** to get to the new hub on other side of Homer Watson near industrial area.
5. With ION transit in the works, **bussing is inevitably going to have route changes/modifications and additions**- so the Region can't keep using the argument: “*A new route or route modifications cannot be done at this time...*”
6. With Alternative 6 in the works, there is now improved access from ION to the Family Center as paths will have been put in place. As busing can come from all over the city, then the Alpine neighbourhood now has ‘better’ access to the Family Center

# NEIGHBOURHOOD BUSSING

- Current neighbourhood bussing going to most neighbourhoods



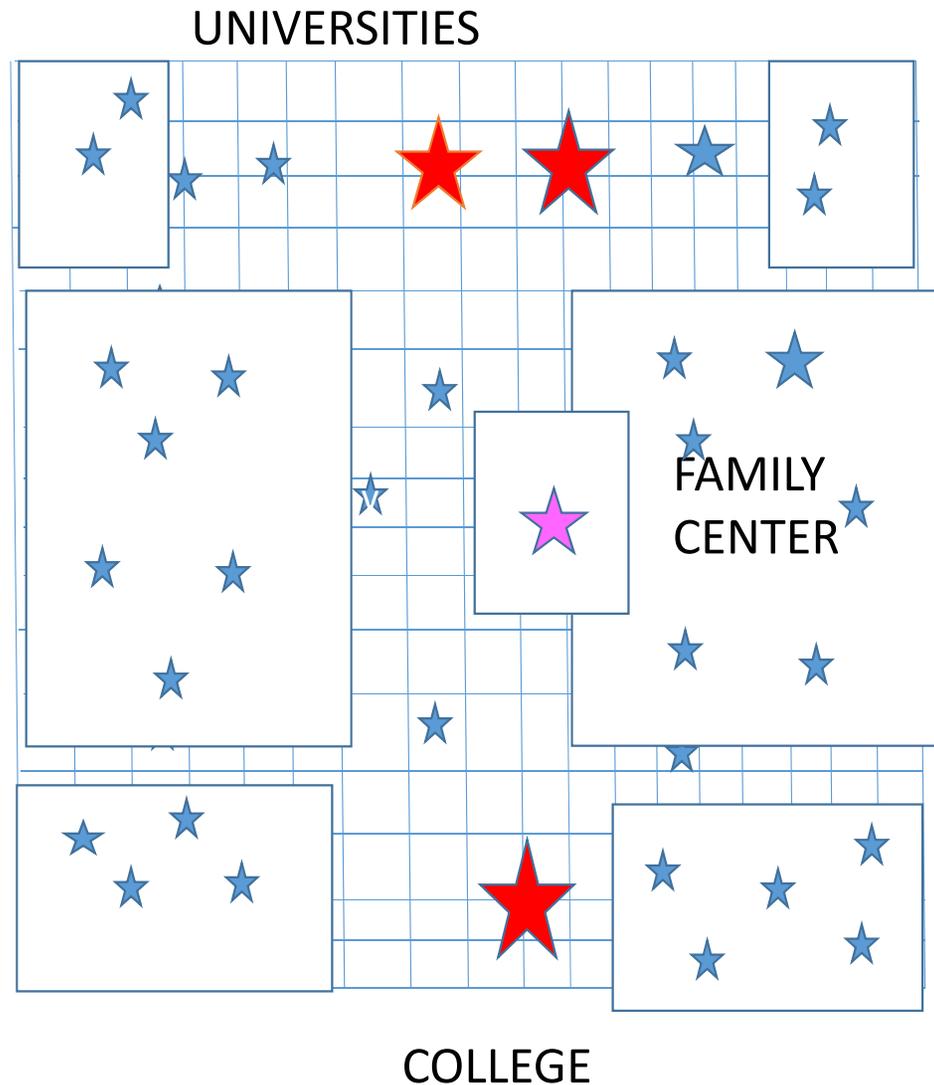
# NEIGHBOURHOOD BUSSING

- Let's not consider\* routes not making money
- Let's get rid of routes in neighbourhoods\*\* ...

\*Revenue very low...therefore this alternative was screened out

\*\*shifting routes away from the local roads...

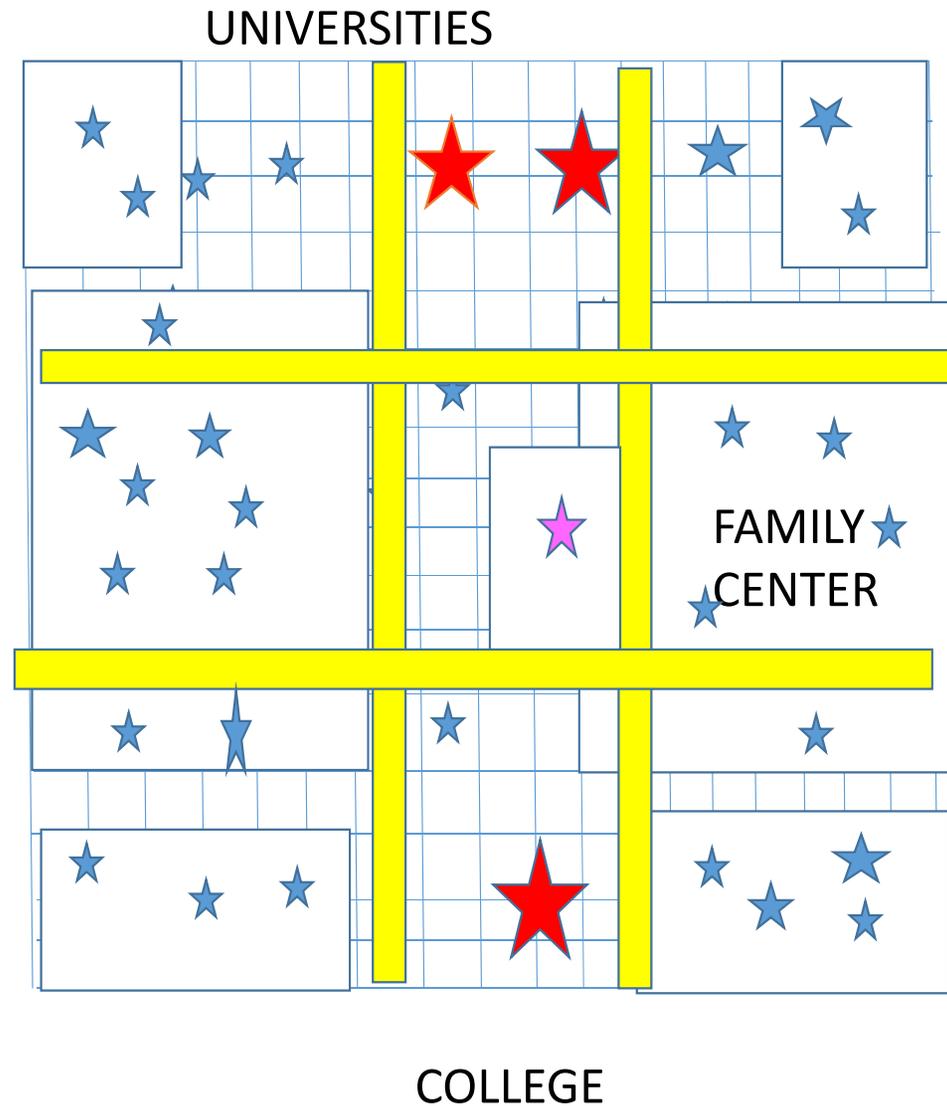
i.e. neighbourhoods where your schools and community Centers are)... to regional roads with higher frequency (higher VEHICULAR frequency...not the source of the people)



# NEIGHBOURHOOD BUSSING

- ...and only have major street bussing\*

\* ...to regional roads with higher frequency  
(higher VEHICULAR frequency...not  
the source of the people who  
live in neighbourhoods)



# BUSSING CONTRADICTIONS

- With the bussing hub/station perhaps being moved from Forest Glen Terminal to closer to ION transit\* ...the logic of “not enough room at Forest Glen Terminal for a new bus”\*\* can’t be applied
- The original purpose of getting better access to the Family Center—be it bus or path—has been false changed to improve pedestrian access to transit to the Family Center (as mentioned earlier). Now they want pedestrian access between Hanson/Hayward industrial area and GRT Route 11 on Kingswood Drive\*\*\* and yet they want to get rid of the Route 11 on Kingswood Drive\*\*\*\* so this logic again doesn’t apply

\*as quoted by GRT rep at meeting

\*\*Capacity at the Forest Glen Terminal is limited and space may not be available for an additional bus

\*\*\*the proposed connection would have provided pedestrian access between the Hanson/Hayward industrial area and GRT Rout 11 on Kingswood Drive...shifting routes away from local routes like Kingswood Drive

\*\*\*\*removing transit service on Kingswood Drive

## THE TIMING IS ALL WRONG

- Although bussing modifications “*can’t be done at this time*” according to quotes from responses to public at June 2015 meeting...

—there will be inevitable

**BUSSING CHANGES AND MODIFICATIONS** because of ION transit—new or changed routes to Alpine and Hanson/Hayward industrial areas will be studied in 2016\* and ION will be completed in **2017\*\***

- The **PATH** is proposed to be done in **2018\*\*\***

\*You will have solutions in the works possibly next year...2 years before the path is even constructed. Save half million dollars by waiting for the natural solutions come into play. You’ve already attempted several years (8) of proposing this path, one or two more year won’t make any difference.

\*GRT routes will be examined to determine new or changed transit routes to access both the Alpine Village area and Hanson/Hayward industrial area. This study is to be complete by 2016

\*\*quoted from LRT is on the way booklet: “ Stage 1 LRT services begins in 2018”

\*\*\* quoted from June 2015’s info. Pamphlet: “the earliest the walkway would be open would be 2018”

# Bussing ...coming soon...

- Interesting to see responses to public's concerns from June 2015's meeting found in this agenda. When the public said:

*“needs a bus option”* (quoted from Camero, Lisa, Fadhwe and others in today's agenda) the response was:

*“new route or modifications can't be done at this time”*

- Yet when public (Fauzia Mazhar—co-ordinator of the Family Center and myself ) used specific terminology i.e. the less expensive

*“BusPlus option”* then the responses on the same day changed to:

*“A potential BusPlus Service to serve the Family Center has been added as a transit service option, however, it has not been approved by the Region and would require Council approval to implement. “ (please DO APPROVE this!)*

And when I mentioned:

*“Route changes with the LRT (on the horizon)”* then the response on the same day changed to:

*Routes will be redesigned in southwest Kitchener to integrate transit with the ION LRT station at Courtland Avenue and Block Line Road. The redesigned network may provide more direct access to transit service for Family Center*

We used this terminology, “Bus Plus”, because we had pressed GRT for details (the 5 bussing solutions previous slide) that were not publically disclosed in writing at the meeting regarding multiple possible bussing solutions GRT was considering in the near future.

# CITY'S MANUAL SAYS TO IMPROVE BUSSING

- According to the city's own urban design manual:

**“bussing distance is to be less than 450 meters to community facilities”**

And it is more like 800 meters right now...and so the city needs to ensure that these bussing proposals ARE approved. Spend the half million on the bus, not the path!

## BUSSING COSTS & IMPLEMENTATION

You don't necessary have to buy a bus outright...quite often, the buses like Bus Plus are **leased for a far lesser cost** and so can be put into **circulation almost immediately**.

Also, buses makes revenues, paths do not 😊

# PATH CONFLICTS WITH CITY'S OWN URBAN PLANNING

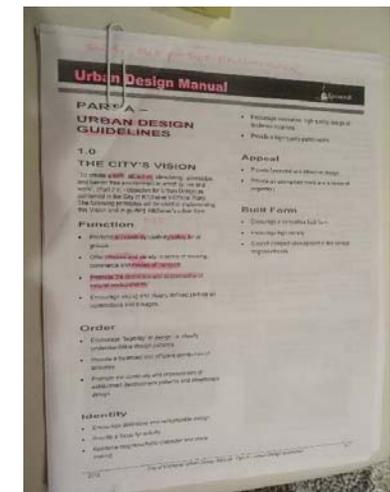
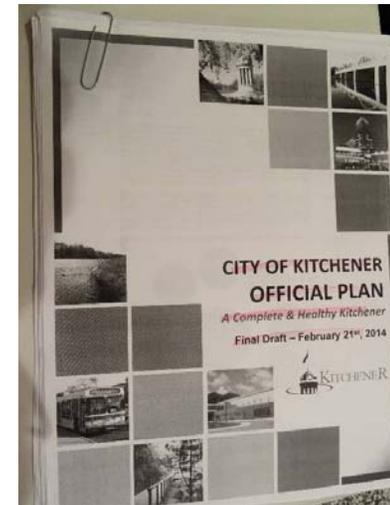
- The proposed path **conflicts** with at least **66 excerpts** from both the

CITY OF KITCHENER OFFICIAL PLAN:  
A COMPLETE AND HEALTHY KITCHENER

and

Kitchener's URBAN DESIGN MANUAL

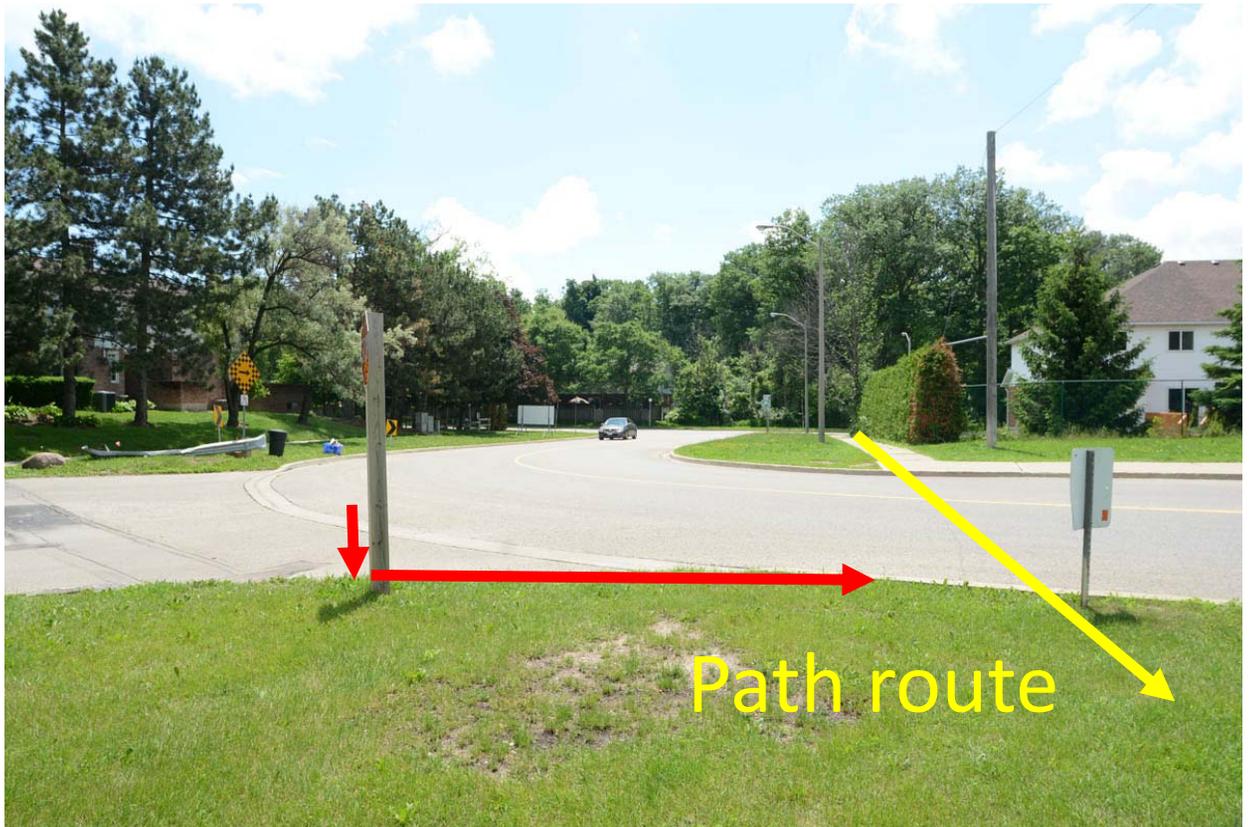
(all Regional Councillors were e-mailed my letter with all excerpts included)



# LACK OF SAFETY AND SECURITY

- Dangerous high accident corner for 2 reasons:

1. BLIND  
CORNER



- 2. High accident corner:

Barrier broken numerous times... it's a standing order with the city for it to be replaced.

Barrier was smashed at least twice within a few months leading up to one of the meetings



**BARRIER MOVED SEVERAL FEET WITH CRASH**



- With talks of cyclists sharing the path with pedestrians, and the path is only 1.8 meters wide, accidents are bound to happen



- Path proposed by Food Bank was discounted due to

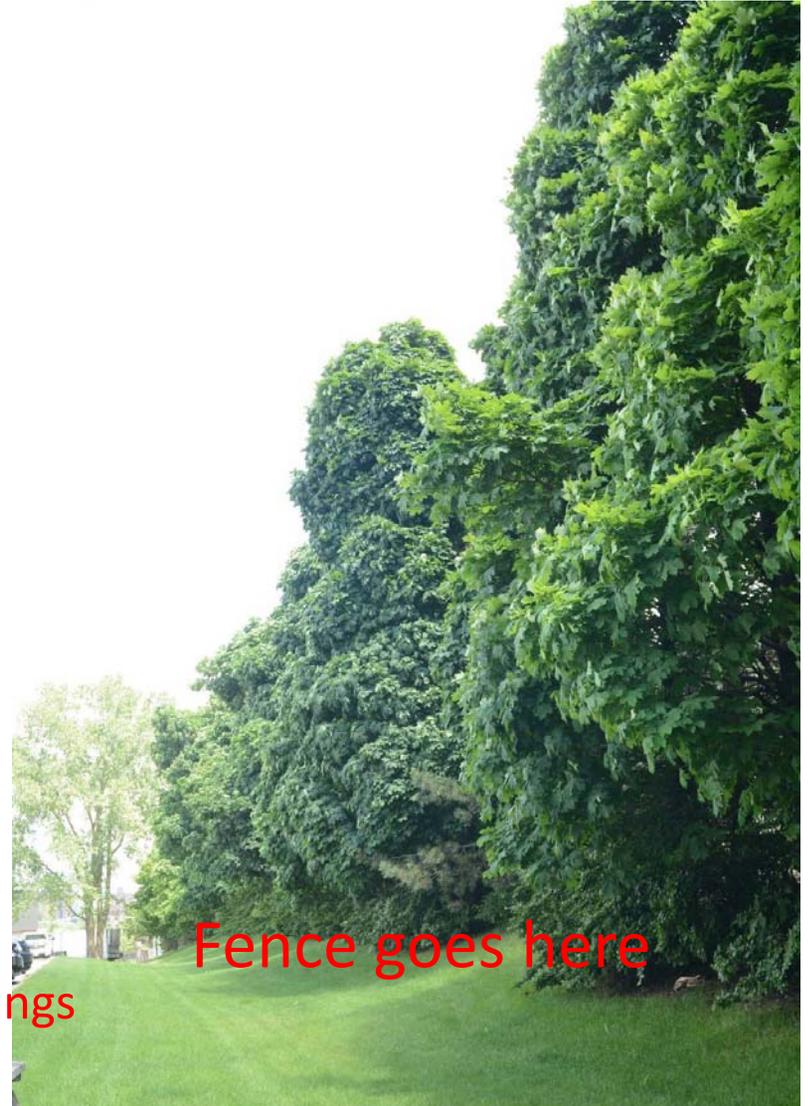
**heavy truck traffic** ...and yet current proposal on Alpine has heavy trucks backing into the pathway area, so the same logic wasn't applied here

- **Every inch of the land** where the pathway is behind some of the businesses **is critical to the business's survival** as land would be expropriated and **no longer usable** for trucks...the heart of the business.

# EASY TARGET FOR CRIME AND VANDALISM

- Pathway is narrow and confined with trees and fence on the one side and industry on the other
- The fence and narrow path will create an area of entrapment
- urban planning manual suggests a path should have multiple points of entry...  
As without this, entrapment increases—  
this urban planning suggestion won't be adhered to
- Pathway doesn't follow guidelines of CPTED (Crime Prevention through Environmental Design) according to a policeman living in the vicinity

Industry buildings



There is already crime in terms of:

- Drinking
- Vandals into parking lot cars in broad daylight
- Lovemaking as evidenced by condoms

A path like this will only increase, not decrease the criminal opportunities

- With the industries not having much in the way of windows looking onto the path, **vandals, criminals and intruders** can easily get away with their acts as **they're not easily observable and so more likely to commit criminal acts and break into cars**



- Now with students and others coming down a path, there is great potential for curious onlookers to see opportunities such as garage contents, and BBQ's and furniture on our patios to be **stolen**, cars within a few feet of the pathway on either side that could be **broken into**, and simply easier visibility for buildings that could be burglarized into, that currently are not in public view.



- Regarding the pathway's site: "site is to ensure that emergency vehicles (i.e. firetrucks, medical vehicles, police etc.) can gain easy access" to minimize emergency response time.
- The **pathway was already declared too narrow** for waste collection vehicles to use to empty waste receptacles (hence no waste receptacles along path interior) and **too narrow for emergency vehicles** by region's own admission **\*\*and so the path is too narrow for them to gain easy access to minimize emergency response time...vehicles such as:**

firetrucks

medical vehicles

police

not to also mention:

hydro vehicles

and access to cut down trees

**\*\*quoted from today's agenda: "emergency vehicles typically do not typically access 1.8 m. wide walkways. Any emergency response would be provided from either Alpine or Homer Watson"**

# BUILDING A PATH WHERE IT'S INTENDED AS A DRAINAGE SLEW

- The path's location is serving as a drainage slew which currently helps with stormwater management. The building of the path will change the intent of the land (would you build a house on a floodplain?)



# POLLUTION ISSUES

## WASTE:

We were told there would be **no waste receptacles along the entire interior of the path**. The only waste receptacles we might hope to get will only be placed at either end. This means that we will get:

- Litter along the path, especially along the chainlink fence
- Dog doo by dog walkers
- Cigarette boxes and butts



# NOISE POLLUTION

The condos and industry have **up to now** enjoyed a **peaceful neighbourhood** free of pedestrians as the condos have their own private driveway entrances not visible from the street. With the path, expect noise from:

- Dogs
- Students and other noisy groups
- Snow maintenance

## LIGHT POLLUTION

Half the condo owners have their bedrooms facing the path. Added lighting (as well as any noise) will be a **sleep disruption** to many of our residents

## OTHER MAINTENANCE ISSUES— SNOW REMOVAL

- Besides best stormwater practices being altered and waste management being ignored, a major issue of concern is snow and its removal. Especially given the harsh winters we've had recently, **one can't guarantee timely removal.** For a path that's intended to help people in strollers and wheelchairs, winter snow will put an end to accessibility for these people, and **so a bus is the only real solution.**

- **There's no place to put excess snow**
- Our own condo was told we had so much snow that it would have to be carted off site...no doubt the city is not willing to do this without a huge added expense (but the path is probably too narrow to accomodate equipment capable of carting snow off premises)
- Industry on the other side of the path also has issues regarding snow removal...they shouldn't be the ones to lose parking spaces and use of their land (huge trucks backing into their bays) because it's the most logical place to put snow

- Don't be surprised if we have **NO SNOW REMOVAL** either now or in the future. The path a few blocks away has this sign posted...despite the path being nice and flat and wide enough for snow removal

Notice the reference to **INJURIES OR DAMAGES** that could occur due to the lack of snow maintenance



# MAINTENANCE ISSUES STILL UP IN THE AIR

- Discussing maintenance issues with the Region has been a problem all along for this project with lack of definitive answers along the way regarding costs and implementation--as the the Region proposed the path ... but it's the city that will maintain it—and yet the region went to a lot of effort to go to another organization to get bussing costs, both initial and annual, and yet they couldn't make the same efforts to give us the annual costs (only gave us the initial cost) in order to compare costs and make timely decisions. Apparently costs would not be available until AFTER the Environmental Assessment was complete\*, so **we've had no written estimated maintenance costs** at any of the meetings held up to date. Similarly, issues surrounding implementation of snow removal, waste, etc. have been delayed or absent.

\*quoted in today's agenda "*the maintenance costs would be prepared once the Environmental Assessment is complete*"

# WILL THESE MAINTENANCE PRACTICES BE ADHERED TO?

In order for maintenance to be done properly, according to the City's Urban Design manual etc., these costly measures should be done once the path has been completed. Again, little or no discussion of costs or implementation of these practices:

- Maintain **landscaping** to a high standard in all seasons
- Ensure exterior **lighting is inspected** regularly and burnt-out bulbs replaced
- **Removal of trees** will be regulated (can cost \$1000 per tree)
- **Preserve, protect, manage, replace tree stands, hedgerows**
- Accommodate winter **snow storage**
- **Remove graffiti** and **repair damage caused by vandalism** within 1-2 days or sooner
- Ensure trails Inspected to **remove debris, garbage, deadfall**
- City's vision is to be attractive and so **lawn maintenance** and **sidewalk maintenance**

# HOW TO KILL 80 TREES...

- Again, when asked about saving our environment, the Region wasn't able to commit to an answer regarding use of salt or sand on the path. Salt applied to the root area of the 80 trees would undoubtedly kill them all



...and 200 Shrubs



# ACCESSIBILITY ISSUES

- Couldn't help but overhear one of the public meeting attendees discussing the lack of accessibility. One of the path entrances has a **steep hill** where they've proposed only 2 switchbacks...which will still be a steep barrier to anyone with strollers or in a wheelchair-- people whom the Family Center was trying to target. Add snow, ice or a wet walkway into the picture and accessibility will be nil.
- **Sidewalks are also missing** on one side of the street at both ends of the path— making those sides inaccessible to strollers or wheelchairs.



# ENVIRONMENTAL CONCERNS

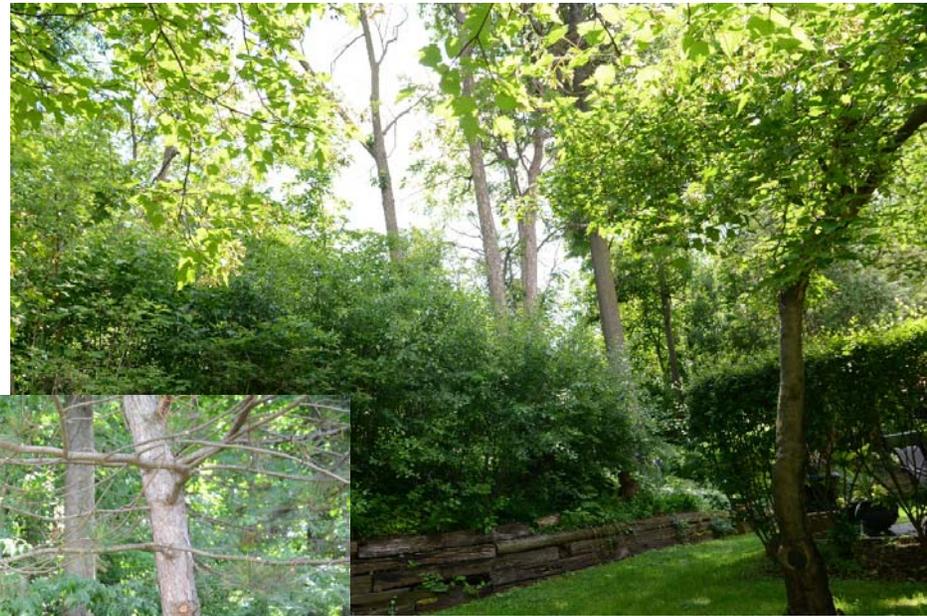
- The path site has 80 trees and 200 shrubs (immediately adjacent to the path), as well as several other trees within a few feet off the path...



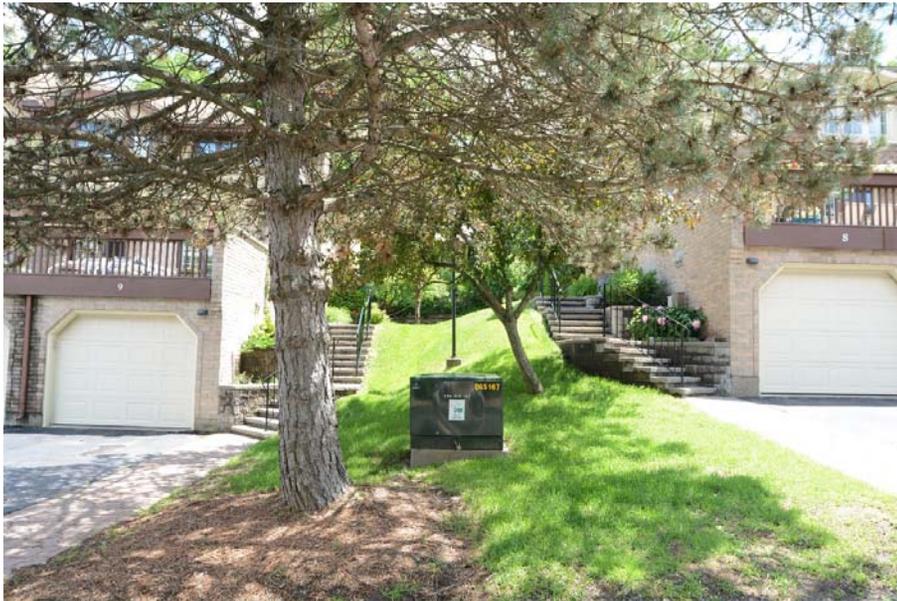
...and 44 trees at one end and 23 trees at the other linking the path to the forest out back of the condos.



- This forest behind our condos is a “locally significant woodland” ...



...with trees and shrubs linking the path and the forest between each building



- These linkages (“wildlife corridor”) and habitat in the immediate vicinity has been the home to many permanent and migrant species, including:
- “vulnerable species” inhabiting the area on a permanent basis (Cooper’s hawk)
- “threatened” species (hooded warbler)
- as well as around 90 other species of birds including orioles, warblers, catbirds, pileated woodpeckers, various hawk species, wild turkey, scarlet tanagers, rose-breasted grosbeaks
- chipmunks, red squirrels, rabbits, coyotes, racoons and yes...even deer

There are numerous references in the Urban Planning manual and City of Kitchener's Plan for a Complete and Healthy Kitchener relating to protecting the environment:

- “City collaborates with governments to ensure that habitat of endangered or threatened species on lands adjacent to any proposed development, redevelopment or site alteration is properly identified
- no adverse environmental impacts
- **protect the habitat and species from disturbance**
- protect hedgerows especially where they link other elements of the natural heritage system
- **minimize impact of development on woodlands by selecting alternate locations**

And so many factors can contribute to the disruption and **disappearance of wildlife** in the area:

- fence acting as a barrier to wildlife passage (especially birds going from shrub to shrub and tree to tree)
- Added human and dog presence, both in body movement and in noise and loiterers
- waste pollution
- light pollution
- Salt could kill the many trees and shrubs that house these species

# AESTHETIC BEAUTY OF THE LANDSCAPE CHANGED FOREVER

As you should be able to judge from previous photos, we have what many have called “a jewel in the city”.

- Putting up chain-link fence and light standards,
- having snow removal and mower machines,
- having non-resident people wandering in our area,
- accumulation of waste and dog doo,
- replacing grass with sidewalk,
- creating potential for graffiti and vandalism,

-- is all creating an eye-sore to our lovely serene and private area with admirable landscape...not to mention the addition of noise and light pollution.

# PROPERTY VALUES DECREASED? CONDOS NOT AS ATTRACTIVE TO BUY?

- Besides making the properties less desirable in terms of their aesthetics, the properties could lose value given that privacy has now been eroded and attractiveness less appealing
- What attracted me to the condos originally was the privacy, not having school kids around, habitat friendly for wildlife, safe from the snooping eyes of vandals and burglars, and the aesthetics of the landscape. All those reasons for wanting to buy our condos would now be changed.

AND PERHAPS MOST IMPORTANT OF ALL...

NO ONE WANTS THE PATH

NOR IS THERE DEMAND...

# NO ONE wants the path...

- If you look at the feedback from June 2015's meeting, here's the results of the attendees:
- **13 people wanted bussing** as the solution (not the path), including admin from the Family Center itself
- 14<sup>th</sup> Wants **bus** rerouted just an extra few hundred meters (230) from Flint Drive to Alpine Court
- 15<sup>th</sup> **Will put industry owner out of business**
- 16<sup>th</sup> Industry owner doesn't want path or to expropriate for at least 13 listed reasons
- 17<sup>th</sup> Path too narrow for cyclists and pedestrians to share...and safety concerns regarding trying to cross Homer Watson from path
- 18<sup>th</sup> **Better bus access** plus the issue of snow removal
- 19<sup>th</sup> **Better bus access** plus 12 other flaws with the path
- 20<sup>th</sup> Better vehicular access
- 21<sup>st</sup> Safety and litter along path
- 22<sup>nd</sup> Reconsidering path where half is already paved (by Foodbank)
- 23<sup>rd</sup> **Insufficient need for the walkway**, crime considerations

- 24<sup>th</sup> Pathway doesn't follow guidelines of CPTED (Crime Prevention through Environmental Design)
- 25<sup>th</sup> Salting and disturbing natural environment and habitat
- 26<sup>th</sup> Business still awaiting detailed designs and wondering about reconsidering other proposals
- 27<sup>th</sup> Who is driving the project, demands of locals...or probably just the Region... and dangerous corner to place a path

In other words, to sum up the feedback from the meeting's attendees:

- 27 PEOPLE WERE ANTI-PATH, including 15 people pro-bussing and

0 PEOPLE WERE  
WANTING THE PATH...  
NO ONE!!!!!!!!!!!!!!!!!!!!

# LACK OF DEMAND FOR PATH...

- Other meetings had the same problem...no one was present who wanted the path
- ALL RESIDENTS OF CONDOS 190 AND 192 (ALMOST 30 HOMES)  
AND ALL BUSINESSES ON THE OTHER SIDE OF THE PATH  
DO NOT WANT THIS PATH!!!

# AGAIN...PATH TARGET MARKET DOESN'T EXIST IN IMMEDIATE NEIGHBOURHOOD

And so to reiterate about targeting the wrong people/areas:

- Path to high school doesn't help in decreasing walking distance since high school has crossing at Block Line so equidistant
- Industry unlikely to use it as workers would be driving from all over KW
- Family Center especially, needs door-to-door access (i.e. bussing) as it solves the problem for accessibility (strollers, wheelchairs) especially in winter and bad weather and for people coming in from all over KW
- Numerous condo owners in immediate area and industry wouldn't be needing path—wrong target audience
- Apartments—the right target area—need a path already right beside them along the exiting hydro line that would continue the existing bike and pedestrian path
- People in strollers and wheelchairs don't want the path so much as bussing from all areas of the city, especially with accessibility issues of the path
- Cyclists would probably prefer a natural continuation of the existing bike path further down, not a new path leading to industry

# AND FINAL PROOF OF NO ONE NEEDING THE PATH...

- I performed a **traffic study**, mid week, on a beautiful day for walking, during the school year. When tallying the number of pedestrians that would have benefited from the proposed path in terms of shortening their distance from the neighbourhood to Hanson, by counting these pedestrians going up and down Hanson, the results were blaringly **clear...hardly anyone one would have benefited from the path**. Even fewer people than counted would have actually benefitted from the path if they were instead heading to the grocery store or plaza, or McDonalds (all on Ottawa, not in the neighbourhood) and so the results would be even less than counted...

Less than one person per hour!!!!!!!!!!!!!!!

- ...the proof is in...less than one person per hour would have benefited from the path...and again, not knowing their intended destination means even fewer people than counted would have benefited from the path.

- There were hours where there was

**NO ONE**

- And so the project proposes spending half million on these few people (about \$50,000 or more per person) ...

## *BUSSING IS THE SOLUTION*

- Please consider instead, putting the money into bussing which will all change inevitably anyways with ION—even before the path would be built. There were 6 bussing solutions on the table-- and 2 of them go to the Hanson/Homer-Watson corner or Family Center.

- Please **LISTEN TO THE DEMANDS OF THE PEOPLE**, and not just push through a project because of time and money spent on diagrams and project work to satisfy a person's vision.

**WE WANT BUSSING...**  
**... NOT A PATH THAT NO**  
**ONE NEEDS NOR WANTS**

# THANK YOU!

- Thank you so much for your time and consideration and listening to our concerns. Hoping your heart tells you to do what is best.



- (And I do appreciate the efforts for the project members to attempt to accommodate our needs should the path be a go-- unfortunately, the path isn't the answer)