Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, May 26, 2015
9:00 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener, ON


Members absent: D. Craig and T. Galloway

Motion to Go Into Closed Session

Moved by S. Foxton
Seconded by J. Nowak

That a closed meeting of Planning and Works and Administration and Finance Committees be held on Tuesday, May 26, 2015 at 8:30 a.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) potential litigation and receiving of advice that is subject to solicitor-client privilege related to a legal matter

b) potential litigation and receiving of advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal

c) personal matters about identifiable individuals related to committee appointments

Carried
Motion to Reconvene Into Open Session

Moved by S. Foxton
Seconded by L. Armstrong

That Council reconvene into Open Session.

Carried

Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

None declared.

Delegations

a) TES-TRS-15-09, Recommended 2015 Grand River Transit Service Improvement Plan

i. Mary Ann Wasilka appeared before Committee to talk about transit cuts. She showed a map that highlighted the route that is being cut. She highlighted that staff should use the proper language when talking about program cuts noting the report indicates service improvements. She highlighted the users of transit and talked about her experiences using transit.

Committee members highlighted that expanding GRT is improving service and clarified the process for M. Wasilka to get in touch with staff in the future to discuss her concerns.

ii. Peter McAllister did not appear as a delegation when called.

iii. Mark Jackson-Brown appeared before Committee speaking to the 204 Crosstown iXpress. He explained that this route will drastically change his life, it will provide easy access to the Boardwalk. He provided background information on the decision to place a stop on Queen Street between King Street and Highland Road. He highlighted that staff is recommending that the stop on Queen Street be located at Mill Street. M. Brown asked that Committee reconsider the location of that stop suggesting it be moved to Courtland Avenue. He explained why that location would be better suited for a stop.

A Committee member asked the delegation if he has spoken with staff. M. Brown noted he was unable to attend the last public consultation centre but submitted his comments.

Some Committee members agreed with the delegation that the stop may be more suitable at Courtland Avenue and asked staff for the rational of having the stop at Mill
Street. John Cicuttin, Acting Director, Transit Development clarified the stop location explaining that Mill Street was selected because it was safe for the bus to pull over and there is room for a bus shelter. He highlighted that the residents located near Courtland Avenue are in close proximity to the Charles Street Terminal and can catch the 204 there.

A Committee member talked about the demographics in the area of Courtland Avenue pointing out there are a few senior buildings with potential mobility issues and accessing the Charles Street terminal may be challenging.

Thomas Schmidt, Commissioner, Transportation and Environmental Services highlighted that the report is looking for approval on routes and that the stops can be discussed later.

iv. Tim Mollison appeared before Committee. He highlighted that the public was presented with a different plan. He explained that the stop location for iXpress 204 should be located at Courtland Avenue which is the entrance of downtown Kitchener and Victoria Park where multiple festivals are held. He showed a map of the location that showed the building and units in each building highlighting there are over 888 units with the potential of over 1,000 residents living in one small block. He talked about making taking transit easy explaining that if you want fewer people to drive then you need to make it easy for them to get around. He asked that Committee not make people walk up the hill on Queen Street or down Queen Street to Mill Street to access the 204 iXpress.

J. Cicuttin responded to Committees’ question with respect to other transit routes travelling Queen Street and provided clarification on the East Avenue route.

A Committee member asked about route 20 changing and eliminating traveling Hazelglen Drive. J. Cicuttin explained that continuing route 20 down Hazelglen Drive would be detrimental to the timing explaining that route will be improved because it is running from the Boardwalk to Stanley Park Mall with limited stops. J. Cicuttin highlighted that the change will affect a small percentage of people and they will still be within the 600 meters to the stop. He talked about the pedestrian access from Hazelglen Drive to Fischer-Hallman Road stating enhancements are being considered for that walkway that include transparency of existing noise wall and pedestrian lighting.

*S. Shantz left the meeting at 10:00 a.m.

B. Vrbanovic introduced a motion to refer route 20 back to staff to review and report back at the next Council meeting.
A Committee member highlighted that two City of Kitchener Councillors were part of the Steering Committee and they didn’t raise concerns with the changes to route 20 and stated that it takes a long time to establish good transit routes and lesser stops and a more direct route is beneficial.

A recorded vote was requested

Moved by B. Vrbanovic

Seconded by D. Jaworsky

That the Regional Municipality of Waterloo refer Route 20 back to the Steering Committee.

Failed


K. Seiling brought forward an amendment to the recommendation that states that staff review the Courtland Avenue and Queen Street stop on route 204 iXpress.

A recorded vote was requested.

Moved by K. Seiling

Seconded by S. Strickland

That the Regional Municipality of Waterloo approve the following transit service improvements to be implemented effective Monday, September 7, 2015, as described in Report No. TES-TRS-15-09, dated May 26, 2015:

a) New 204 Highland-Victoria iXpress – would provide limited-stop service between The Boardwalk and the Ottawa Street and Lackner Boulevard intersection, via Highland Road West and Victoria Street North. Service would be provided every 15 minutes during the day on weekdays, with 30-minute evening and weekend service.

And that staff evaluate the potential for a 204 stop in the vicinity of the Queen Street South at Courtland Avenue intersection.

b) New Route 1 Queen-River – would provide an east-west crosstown route between The Boardwalk and Fairview Park Mall, via Downtown Kitchener. Direct service would be provided along Ira Needles Boulevard, Queens Boulevard, Krug
Street, River Road and Fairway Road. Service would be provided every 15 minutes during weekday peak periods, with 30-minute service during other periods, including weekends.

c) New Route 2 Forest Heights – would provide service between Downtown Kitchener and the Forest Heights and Forest Hill neighbourhoods, with service to Highland Hills Mall. Two-way service would be provided on Westheights Drive, Greenbrook Drive, Stirling Avenue South and Highland Road East. Service would be provided every 30 minutes, Monday to Saturday.

d) New Route 20 Victoria-Frederick – would provide an east-west crosstown route between The Boardwalk and Stanley Park Mall, via Downtown Kitchener. Direct service would be provided along Victoria Street South and Frederick Street, every 15 minutes during weekday peak periods, with 30-minute service during other periods, including weekends.

e) New Route 23 Idlewood service through the Lackner Woods neighbourhood, with service travelling between Fairview Park Mall and Stanley Park Mall via Fairway Road North, Zeller Drive, Oldfield Drive, Ottawa Street North, and Holborn Drive. Service would be provided every 30 minutes, Monday to Saturday.

f) New Route 34 Bingemans to serve the employment area along Wellington Street North, Shirley Avenue, Bingemans Centre Drive and Centennial Road. Service would be provided every 30 minutes during weekday rush hour periods, with one late-night run.

g) Realign the 7B branch of Route 7 Mainline along Weber Street East between Kinzie Avenue and Fairway Road North, to provide more direct travel between Downtown Kitchener and Fairview Park Mall.

h) Operate the Route 8 Franklin branch via Weber Street East between Borden Avenue and Frederick Street at all times, including evenings and Sundays, to provide more consistent and direct travel between Downtown Kitchener and Fairview Park Mall.

i) New Sunday service on Route 22 Laurentian West between Highland Hills Mall and Forest Glen Plaza, from approximately 10 a.m. to 6:30 p.m., every 60 minutes.

j) New 201 iXpress stop at Fischer-Hallman Boulevard and Queen’s Boulevard, to allow transfers between Route 1 Queen-River, Route 2 Forest Heights, and the 201 iXpress.
k) Additional 200 iXpress stop at Parkside Drive and Northfield Drive, to build ridership patterns for ION and improve access to transit in the North Waterloo Industrial Park.

l) Improve the service frequency of Route 27 Chicopee on weekday evenings and weekends from every 60 minutes to every 30 minutes.

Carried Unanimously


b) TES-WMS-15-06, Curbside Service Levels - Next Waste Collection Contract

i. Mary Ann Wasilka appeared before Committee expressing her concerns with bi-weekly garbage collection. She asked about garbage becoming a health hazard. She talked about her experiences with garbage living in an apartment pointing out that frequently there are maggots, smell and liquid running from the garbage cans. She suggested that staff look at alternatives to recycling and suggested community drop off sites to donate household items.

A Committee member pointed out that garbage at apartment buildings is picked up by a private operator.

ii. Uwe Kretschmann appeared before Committee. He talked about tax on tax and stated that there was a loss of $1.5 million in waste due to the green bin program. He noted that the tipping fees were raised which forced contractors to go elsewhere. He talked about the green bin program and making people participate doesn’t work. He pointed out that no one wants to generate garbage and that the packaging industry is to blame. He talked about bag tags and the problems that will cause. He stated bi-weekly pick up isn’t worth it for only a 2 year extension on the landfill. A copy of his presentation is appended to the original minutes.

Committee members discussed with the delegation changing behavior, bag tag apps, finding a new landfill location, recycling and using the proper tools to help increase green bin participation.

U. Kretschman stated that annoying the public doesn’t force participation in the green bin program and suggested implementing a 1 bag a week limit to help reduce and use the green bin.
A Committee member asked staff to provide the delegation with the handout that was given to the Councillors that showed all the other municipalities’ that have bi-weekly garbage collection.

iii. Chuck Kruse appeared before Committee stating that he feels public consultation is a waste of time and provided examples of other projects that were approved with lack of public input. He expressed concerns with the survey, stating it was slanted towards option 1 or option 2. He talked about bag tags, using bigger garbage bags; he provided examples of other municipalities and their garbage collection.

iv. Joyce Palubiski appeared before Committee. She provided a handout that is appended to the original minutes. She expressed her concerns that bi-weekly pick-up will not increase green bin users. She provided examples of areas in Kitchener and Waterloo where she has observed very little green bin users.

A Committee member pointed out that not everyone uses green bins because they compost.

A Committee member asked staff if they thought of weekly garbage pick up in the summer months. Jon Arsenault, Director, Waste Management stated that keeping a consistent routine is easier for the public to adjust to.

J. Arsenault responded to Committees’ questions regarding recycling styrofoam, the continued use of garbage bins, the handling of meat packaging, bag tags, large family exemptions, unlimited green bin and blue bins, and the length of garbage collection contracts.

A Committee member raised concerns about increase in roadside dumping. J. Arsenault noted that majority of dumping is from commercial businesses.

Committee members discussed in detail the importance of education and reaching out to children.

Some Committee members highlighted the importance of this change explaining it will reduce odours at the landfill, reduces greenhouse gases, increases the life of the landfill, and it saves money.

A Committee member provided background information and clarification on the Provincial guidelines for garbage.

A recorded vote was requested.

Moved by S. Strickland

1880282
Seconded by J. Nowak

That the Regional Municipality of Waterloo approve the following residential curbside collection service levels for the next waste collection contract, commencing March 6, 2017:

a) Bi-Weekly Garbage Collection (**new standard**)

   Four garbage bag/container limit per bi-weekly collection (**new standard**); Unlimited weekly blue box and green bin collection (**new standard or service in some rural Township areas**); Bi-weekly yard waste collection (April to November); (**new service in some rural Township areas**); Bi-weekly appliance and bulky item pick-up, three item limit (**new standard**); and Existing special and downtown business services.

b) Approve, in principle, a garbage bag/container tag program to accommodate garbage bag/container set-out beyond the four bag/container limit, and direct staff to report back to Council in the spring of 2016 with a detailed plan on implementing a bag/container tag program, including an exemption program for special circumstances; and

c) Reduce the garbage bag/container limit to three bags per bi-weekly collection period within the first two years of the new waste collection contract.

Carried


Nays: S. Foxton

S. Strickland brought forward a motion that any net savings from the revised waste management contract be used to reduce the 2017 operating budget.

S. Strickland explained that the motion states net savings because there is going to be communication requirements, education requirements, and enforcement issues as detailed in the report.

Some Committee members suggested putting the savings into a long term reserve to address future issues such as new landfill or an incinerator and noted that they would like staff to come back with some options.

1880282
Mike Murray, Chief Administrative Officer highlighted that it is Council’s decision and this can be referred to the 2017 budget process.

K. Seiling brought forward a friendly amendment to S. Strickland’s motion to say any savings from the new tender be identified specifically in the preparation of the 2017 waste management budget and be presented as an issue paper.

Moved by S. Strickland

Seconded by W. Wettlaufer

That that Regional Municipality of Waterloo approve that any savings from the new tender be identified specifically in the preparation of the 2017 waste management budget and be presented as an issue paper.

Carried

c) PDL-CPL-15-32, Blue Dot Declaration

i. Jim Marston, Co-organizer of the Waterloo Region Blue Dot Movement appeared before Committee. He provided a presentation that highlighted: the need to protect our environmental rights; how we can protect our environmental rights; and achieving municipal declarations in the Waterloo Region. He requested support for Waterloo Region’s Blue Dot declaration. A copy of the presentation is appended to the original minutes.

Committee members noted that the Blue Dot Declaration has had a very collaborative approach that has come up with something that meets their organization needs and fits in within the scope of Area Municipal and Regional environmental planning.

Some Committee members cautioned the use of the terminology used in the recommendation stating “the right” can be open to interpretation.

Moved by B. Vrbanovic

Seconded by J. Mitchell

Whereas the Regional Municipality of Waterloo and its constituent Area Municipalities, have for many years striven within their respective areas of jurisdiction to maintain a healthy environment for all our citizens through initiatives including, but not limited to, official plan policies and by-laws protecting agricultural land and natural areas, making efficient use of urban land and infrastructure, the provision of clean and safe drinking water, sustainable use of water and energy, air quality and climate action plans, waste reduction strategies, transit and active transportation, promoting food safety, and providing outdoor recreational opportunities;

1880282
And Whereas the Municipality operates under provincial and federal statutory authority, and does not have constitutional authority to confer human rights, but nonetheless endeavours to respect and promote the rights and quality of life of its citizens and pursues the public interest in all its actions;

And Whereas the Municipality understands that people are part of the environment, and that a healthy environment is inextricably linked to human health and the social and economic well-being of our community;

And Whereas the Municipality within its jurisdictional mandate supports in principle the right of all people to live in a healthy environment, including:

(a) the right to breathe clean air  
(b) the right to drink clean water  
(c) the right to consume safe food.  
(d) the right to access nature  
(e) the right to know about pollutants and contaminants released into the local environment.  
(f) the right to participate in decision-making that will affect the environment

Therefore Be It Resolved:

(a) That the Regional Chair, on behalf of Regional Council, be directed to forward this resolution to the Prime Minister of Canada with the request that the right of all citizens to live in a healthy environment be enshrined in appropriate federal legislation and the Canadian Charter of Rights and Freedoms;

(b) That the Regional Chair, on behalf of Regional Council, be directed to forward this resolution to the Premier of Ontario with the request that the right of all citizens to live in a healthy environment be enshrined in appropriate provincial legislation including the Ontario Environmental Bill of Rights;

(c) That a copy of this resolution be forwarded to all local Members of the Parliament of Canada and the Legislative Assembly of Ontario; and

(d) That a copy of this resolution be sent to the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.

Carried
d) PDL-CPL-15-30, Regional Road #58 (Fischer-Hallman Road) Traffic Operations at Proposed West Oak Trail Drive North of Huron Road, City of Kitchener

i. Chris Pidgeon, GSP Group appeared before Committee. He stated that they appeared as a delegation on May 5 and noted that they have a slightly different recommendation that they feel is a compromise. He provided a presentation that highlighted: the purpose of the delegation; Regional Staff’s response; City of Kitchener’s original response; City of Kitchener’s revised response; Fisher-Hallman Road Access; Response to Region/City; and a draft recommendation. C. Pidgeon also showed a simulation of the 2 roundabouts and accessing West Oak Trail Drive. Andrew Tepperman appeared before Committee highlighting that they started the process in October 2009 looking for the proper location for his family business. He talked about the process in picking the location and stated that they focus on the customer experience externally and internally. A copy of the presentation is appended to the original minutes.

C. Pidgeon provided clarification on the left turn lane, the concrete median and removal of the inbound left-turn movement at that intersection.

A. Tepperman provided detailed information about the Tepperman Business highlighting that Teppermans will provide approximately 50 permanent jobs.

K. Seiling brought forward a motion to refer this item to staff to report back to Council on June 3rd to allow staff time to work with the delegation to come up with a compromise.

Moved by K Seiling
Seconded by S. Foxton

That the Regional Municipality of Waterloo refer this back to staff to prepare an additional report to be presented at Council on June 3rd, 2015.

Carried


i. Bill Green, GSP Group representing the Waterloo Region Home Builders Association appeared before Committee. He stated that they did not have time to prepare written notes or to meet with staff but noted they have made arrangements to meet with Rob Horne and they will wait until after that meeting to submit their comments. He highlighted some key points within the report that they agree with and share similar concerns.

Rob Horne, Commissioner, Planning, Development and Legislative Services stated that the report is a prescription of issues and stated that in the Fall the Province will be 1880282
looking for positions on the issues and at that time staff will come back to Committee for advice.

Moved by K. Redman

Seconded by G. Lorentz

That the Regional Municipality of Waterloo forward Report No. PDL-CPL-15-31, dated May 26, 2015, to the Ministry of Municipal Affairs and Housing as Regional Council’s formal response to the first stage of the Province’s co-ordinated review of the Growth Plan for the Greater Golden Horseshoe, the Green Belt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan.

Carried

Presentations

a) TES-TRP-15-10, New Highway 7 Construction Activity for 2015

   Robert Bakalarczyk, Ministry of Transportation appeared before Committee with a presentation that highlighted background, recent steps, current steps, project funding, next steps, and MTO Regional Project Updates. A copy of the presentation is appended to the original minutes.

   A Committee member asked when the construction of the Victoria Street Bridge will start. R. Bakalarczyk stated they hope to start construction early Spring 2017.

b) New EasyGO Real-Time Desktop Map and Mobile App was deferred until the next Planning and Works Committee meeting.

c) Waste Management’s New Green Bin Promotion Video, the Mommy Blog Campaign was deferred until the next Planning Works Committee meeting.

Request to Remove Items from Consent Agenda

No items were removed from the Consent agenda.

Motion to Approve Items or Receive for Information

Moved by K. Seiling

Seconded by W. Wettlaufer

That the following items be approved:

1880282

• That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for an access on the west side of Regional Road #33 (Townline Road), approximately 328 metres south of Saginaw Parkway in the City of Cambridge, as describe in Report No. PDL-CPL-15-29, dated May 26, 2015.


And that the following items be received for information:

• Erb Street Improvements - Fischer-Hallman Road to Wilmot Line, City of Waterloo - Information Package in Advance of Public Consultation Centre No. 1

• Northumberland Street, Stanley Street and Swan Street Improvements, Township of North Dumfries- Information Package in Advance of Public Consultation Centre No. 2

• Fountain Street Improvements, Blair Road to East of Preston Parkway, City of Cambridge - Information Package in Advance of Public Consultation Centre No. 1

   Carried

Regular Agenda Resumes

Reports – Transportation and Environmental Services

Rapid Transit

a) TES-RTS-15-06, Recommended ION LRT Stop Names

B. Vrbanovic brought forward a motion to the change the name of King Central to Central Station-Innovation District explaining it is important for the City of Kitchener to have innovation in the name since Kitchener has invested a significant amount of money in that area for their Economic Development.

Moved by B. Vrbanovic

Seconded by G. Lorentz

That the Regional Municipality of Waterloo approve the name of Central Station – Innovation District.

1880282
Carried

Moved by K. Redman

Seconded by B. Vrbanovic

That the Regional Municipality of Waterloo approve the ION LRT stop names as outlined in Report TES-RTS-15-06, dated May 26, 2015.

Carried

**Transportation**

b) TES-TRP-15-05, Consideration of Traffic Control Signals at the Intersection of Herrgott Road (Regional Road 10) and Lobsinger Line (Regional Road 15), in the Township of Wellesley

Moved by K. Redman

Seconded by B. Vrbanovic

That the Regional Municipality of Waterloo maintain the current 2-way stop control at the Herrgott Road (Regional Road 10)/Lobsinger Line (Regional Road 15) intersection, in the Township of Wellesley, as outlined in Report TES-TRP-15-05, dated May 26, 2015.

Carried

c) TES-TRP-15-09, Homer Watson Boulevard (Regional Road 28) and Block Line Road Roundabout Operational Review

Received for information.

d) TES-TRP-15-11, Installation Criteria for Bike-box Facilities at Signalized Intersections on Regional Roads

Moved by K. Redman

Seconded by B. Vrbanovic

That the Region of Waterloo adopts the recommended bike-box installation criteria as outlined in Report TES-TRP-15-11, dated May 26, 2015.

Carried

**Water Services**
e)  TES-WAS-15-14, Conestogo Plains Water Supply Class Environmental Assessment: Notice of Completion

Moved by K. Redman

Seconded by B. Vrbanovic


And that the Regional Municipality of Waterloo publish the Notice of Completion for the EA and provide the Environmental Study Report for public review and comment for a 30-day period, in accordance with the Municipal Engineers Association’s Class Environmental Assessment process

Carried

Adjourn

Moved by K. Redman

Seconded by B. Vrbanovic

That the meeting adjourn at 1:00 p.m.

Carried

Committee Vice-Chair, K. Kiefer

Committee Clerk, E. Flewwelling
The 204 Crosstown iXpress is coming!

This new route will be the best way to go shopping on Highland Ave W, and Victoria St N! It will even go direct to The Boardwalk!

But GRT wants to put our local stop at Mill St!

Instead of closer to everyone, at Courtland!

Putting the stop at Mill St instead of Courtland Ave means a 200m longer walk to and from the new 204 iXpress, for everyone living here!

100s of people in Conestoga Towers, Victoria Towers, Bread & Roses, the seniors at Victoria Place, and many more are about to be underserved!

Please e-mail or call our regional councillors to fix this mistake before it happens!

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berry Vrbanovic</td>
<td><a href="mailto:bvrbanovic@regionofwaterloo.ca">bvrbanovic@regionofwaterloo.ca</a></td>
<td>519-575-4404 x3403</td>
</tr>
<tr>
<td>Tom Galloway</td>
<td><a href="mailto:Tgalloway@regionofwaterloo.ca">Tgalloway@regionofwaterloo.ca</a></td>
<td>519-575-4404 x3401</td>
</tr>
<tr>
<td>Karen Redman</td>
<td><a href="mailto:Kredman@regionofwaterloo.ca">Kredman@regionofwaterloo.ca</a></td>
<td>519-575-4404 x3409</td>
</tr>
<tr>
<td>Geoff Lorentz</td>
<td><a href="mailto:glorentz@regionofwaterloo.ca">glorentz@regionofwaterloo.ca</a></td>
<td>519-575-4404 x3413</td>
</tr>
<tr>
<td>Wayne Wettlaufer</td>
<td><a href="mailto:Wwettlaufer@regionofwaterloo.ca">Wwettlaufer@regionofwaterloo.ca</a></td>
<td>519-575-4404 x3402</td>
</tr>
</tbody>
</table>
The current proposal by the region to restrict and/or charge for our waste disposal is, simply put, a tax on a tax. What are the benefits to the tax payer the regions proposal is to achieve?
The current waste site’s life is to be extended by two years, based on the assumption that four bags every two weeks is less waste than unlimited bags every week. Judging from my own observation, most people have only two bags every week. Yes, there are weeks when they put more bags curbside, generally during "spring" cleaning. That is the only benefit, a two year extension of the life span of the current waste site.
So how did we get to where we are?
The region lost, about, $1.5 million on the waste operation last year and of course we know about the losses incurred by the green bin contract.
Part of the losses in the waste management division is also due to the increase in dumping fees. Many local manufacturers are paying disposal firms to truck their waste a longer distance, at a greater cost, to save on dumping fees; meaning, the increase costs are more then offset by the savings achieved because other jurisdictions dumping fees are much lower then in the region of Waterloo.
In fact, I submit that the diversion of industrial waste, due to the high dumping fees, contributes more to the two year extension of the current dump site, then residential user fees.
The debate would be incomplete if we were to ignore the societal aspects of waste.
Our politicians, and the environmentalists, want us to belief that we create more waste then we need to, if we would only change our lifestyle.
Well, yes and no.
As with any position, very rarely can we speak in absolutes.
I suggest, that citizens do not create waste because it is a joyful experience.
We as consumers are victims of the manufactures and retailers, who as members of our society have a responsibility to reduce packaging and engage constructively in the waste debate. A lot of the packaging at the retail level is cumbersome to discourage shop lifting. We all know what I'm talking about. Therefore, citizens waste is not going to be reduced by, either, charging for garbage bags or reducing the pick up schedule.
This is recognised by our politicians, since they are contemplating to allow "large" families to put more free bags curbside, then the two contemplated.
In addition, the downtown businesses will continue to have weekly pickup, because we cannot have restaurant waste sitting for two weeks, and retailers, it is accepted, create more waste then a residential customer.
So, all of this because our politicians do not want to increase our property taxes by three or six dollars a year to pay the increased cost of our waste management division..and most of the cost increases are due to poor decision making.
## Curbside Waste Collection Services Comparison

<table>
<thead>
<tr>
<th>MUNICIPALITY</th>
<th>Garbage</th>
<th>Recycling</th>
<th>Organics</th>
<th>Yard Waste</th>
<th>Bulky/ Appliances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ajax (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Aurora (York Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>no</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Barrie</td>
<td>bi-weekly</td>
<td>2</td>
<td>yes ($3)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Brock (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Burlington (Halton Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Clarington (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Georgina (York Region)</td>
<td>bi-weekly</td>
<td>1</td>
<td>yes ($1)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Guelph</td>
<td>bi-weekly</td>
<td>cart limit</td>
<td>no</td>
<td>bi-weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Halton Hills (Halton Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>King (York Region)</td>
<td>bi-weekly</td>
<td>2</td>
<td>yes ($1)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Markham (York Region)</td>
<td>bi-weekly</td>
<td>no (clear bags)</td>
<td>no</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Milton (Halton Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Newmarket (York Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2.40)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Oakville (Halton Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Oshawa (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Ottawa</td>
<td>bi-weekly</td>
<td>6</td>
<td>no</td>
<td>bi-weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Pickering (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Richmond Hill (York Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>MUNICIPALITY</td>
<td>Garbage</td>
<td>Recycling</td>
<td>Organics</td>
<td>Yard Waste</td>
<td>Bulky/ Appliances</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Scugog (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Toronto</td>
<td>bi-weekly</td>
<td>cart</td>
<td>$3.30</td>
<td>bi-weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Uxbridge (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Vaughan (York Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($1.10)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Whitby (Durham Region)</td>
<td>bi-weekly</td>
<td>4</td>
<td>yes ($2.50)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Whitchurch-Stouffville (York Region)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>London</td>
<td>every 6 days</td>
<td>4</td>
<td>no</td>
<td>every 6 days</td>
<td>none</td>
</tr>
<tr>
<td>Brampton (Peel Region)</td>
<td>weekly</td>
<td>2</td>
<td>yes ($5)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Brantford</td>
<td>weekly</td>
<td>5</td>
<td>no</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Caledon (Peel Region)</td>
<td>weekly</td>
<td>2</td>
<td>yes ($5)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Dufferin County</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>East Gwillimbury (York Region)</td>
<td>weekly</td>
<td>2</td>
<td>no</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Fort Erie (Niagara Region)</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Grimsby (Niagara Region)</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Hamilton</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>Lincoln (Niagara Region)</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
</tr>
<tr>
<td>MUNICIPALITY</td>
<td>Garbage</td>
<td>Recycling</td>
<td>Organics</td>
<td>Yard Waste</td>
<td>Bulky/ Appliances</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>---------------</td>
<td>-----------</td>
<td>-----------</td>
<td>------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Mississauga (Peel Region) BI-WEEKLY 2016</td>
<td>weekly 2</td>
<td>yes ($5)</td>
<td>weekly</td>
<td>weekly</td>
<td>weekly as part of garbage, appliances by appt</td>
</tr>
<tr>
<td>Niagara Falls (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Niagara-on-the-Lake (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Pelham (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Peterborough</td>
<td>weekly 2</td>
<td>no</td>
<td>weekly</td>
<td>none</td>
<td>weekly by appt ($15)</td>
</tr>
<tr>
<td>Port Colborne (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Sarnia</td>
<td>weekly 3</td>
<td>yes ($1.50)</td>
<td>weekly</td>
<td>none</td>
<td>bi-weekly monthly</td>
</tr>
<tr>
<td>Sault Ste. Marie</td>
<td>weekly 2</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>none</td>
<td>bi-weekly none</td>
</tr>
<tr>
<td>Simcoe County (Incl. 15 lower-tier)</td>
<td>weekly 1</td>
<td>yes ($3)</td>
<td>weekly</td>
<td>bi-weekly</td>
<td>seasonal, by appt</td>
</tr>
<tr>
<td>St. Catharines (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Thorold (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Thunder Bay</td>
<td>weekly 3</td>
<td>no</td>
<td>bi-weekly</td>
<td>none</td>
<td>2x/year</td>
</tr>
<tr>
<td>Wainfleet (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Welland (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>West Lincoln (Niagara Region)</td>
<td>weekly 1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td>weekly</td>
<td>by appt</td>
</tr>
<tr>
<td>Windsor</td>
<td>weekly none</td>
<td>no</td>
<td>bi-weekly</td>
<td>none</td>
<td>4 coll’ns in spring, summer and fall</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>none</td>
</tr>
</tbody>
</table>
PRESENTATION to REGIONAL COMMITTEE

on PROPOSED GARBAGE COLLECTION CHANGES

First off, public consultations at the Regional level are a waste of time as the die has been cast before an issue gets to that stage.

In fact, at the last public consultation I spoke at, Ken Seiling spent most of his time going through a raft of papers rather than looking at the presenters, or showing interest.

Bi-weekly garbage collection of 4 bags to start, going down to three bags within two years of the start of the new garbage collection contract - suggested by regional staff

...when does it drop further to the point that we are told to eat our own garbage to save further on collection costs  ...but still be taxed for the service?

Bag tags  ...no matter how you try to sugar coat this it’s a revenue grab or, as the now politically correct saying goes: “a revenue tool”  ...and, imposed on top of that portion of our property taxes that are already ear-marked for waste management services!

And, what will the cost be to start?  ...and, what guarantee will we get that the fee won’t balloon like has been done with the drop off/tipping fee that has gone from $0 to $5 in a matter of a couple years at the landfill?

And exemptions? This is a beauty, as Don Cherry would say.

1 – Are you going to need to create a new department/hire staff to input the exempted properties, to get a report out bi-weekly to the truck drivers on which homes are exempt?

2 – Instead of easily just going up and down a street and picking up at every house, as is the case now, will the need to look at an exempted properties list not slow the collection process down?
3 – How will exemptions be handled?

- on a phone-in or e-mail basis from the citizen?

- regional employee checking out exempted households?

- and, if the collector is unsure of a bag situation, will he just collect 4 and leave the rest?

And, in conclusion:

How can you rely on - and citizens be confident in - the savings projections presented by regional staff in nice power point presentations when, I suspect, it was the same staff who presented the back-up figures for the green bin cow paddy you stepped in.

And, what happens if these diversion and tonnage goals aren’t achieved?

Tell us now, not 3 years down the road, because I sure don’t want to be blamed again by the likes of Strickland and other councillors here for not embracing green bins and thus being responsible for the Region having to pay Guelph $2million a year because the tonnage and plan was miscalculated.

And, tell us again why the pay-as-you-go option with Hamilton was not pursued?

Chuck Kruse

Kitchener ON
Thoughts on Garbage Collection for the Region of Waterloo

Goal of Council: to increase use of green bin initially so the result will be...

- Increased green bin waste to meet the goals of contract with Guelph recycling
- By increasing this use of green bin waste a short prolonged period of further use of landfill site into the future
- By further use of green bin the cost of the green bin program will be lessened resulting in a savings

Positive: The use of the Blue Box recycling continues to improve with more and more households taking a initiative and using this service.

Negative: Green bin use although a positive initiative was not introduced to the public so that it would be continued by most, expanded to those not interested, and fully understood and explained as the green bin became available and encouraged by council and staff.

The Waterloo Region Council bought into the idea that green bin waste through Guelph contract would result in i) savings at the landfill – a prolonged extension period ii) an increased use by residents iii) a dollar saving over the long run when budgets were being prepared

Solution:

Make some small changes now to increase green bin use in 2017

- *Continue weekly service of green bin and blue box*
- *If possible: evaluate small changes before a weekly or biweekly decision is made*

How this can be done with as much support for each and every household and still increase the savings, better use of green bins by resident households across the Region

- extend the use of landfill site not dramatically but a positive increase in years left,
- increased use of green bin would assist in meeting the goal of green bin waste contract,
- The savings would then make weekly garbage pickup possible
- Eliminate the **NEW financial cost of tags and ongoing management staff to handle this increased expense** through change and not calculated as I understand it in the initial cost of change. Initiate as soon as possible (before this contract ends) the use of clear plastic bags to pick up waste and do not accept if the bags contain recycle blue box items, or hazardous waste materials. **This would not increase green bin use but would add or extend life at landfill. This suggested change reminds me of the initiative to the Green bin and it will not have the success each and everyone wants: Status quo service and no decrease in service while saving money and expanding the program.**
Declaring support for Canadians’ Environmental Rights

Presented to the Waterloo Region Planning & Works Committee
On May 26th, 2015
By Jim Marston
Agenda

- Why we need to protect our environmental rights now
- How we can protect our environmental rights
- Achieving municipal declarations in the Waterloo Region
- Request for your support for Waterloo Region’s Blue Dot declaration
Why we need to protect our environmental rights now

- I am worried about my 2 year old grandson Harrison’s future. Will he have a safe and healthy environment? Will he have the opportunity to enjoy nature?
- Are you also worried about your child’s or grandchild’s future? I think we all need to be.
- Our environment has been and is being harmed at an alarming rate – which we must slow down and reverse now, if we want to protect our future generations.
Why we need to protect our environmental rights now

- More than 20,000 Canadians die prematurely every year because of exposure to environmental hazards.
- On any given day, there are about 1,000 boil water advisories in effect.
- Half of all Canadians live in areas where they are exposed to unsafe levels of air pollution.
- Canada has no national safety regulations for drinking water or binding air quality standards.
- We need to protect our environment now!
How we can protect our environmental rights

- More than 110 nations recognize their citizens’ right to live in a healthy environment. In over 80 per cent of those countries, those rights have led to stronger environmental laws and improved protection.

- Canada isn’t one of those 110 nations! **The goal of the Blue Dot movement is to protect Canadians’ environmental rights at the national level** – through our Charter of Rights and Freedoms.
Steps to protect our environmental rights

1. Inform Canadians and get their support.
2. Have municipalities make declarations in support of the Right to a Healthy Environment.
3. Get provinces to show their support, potentially by implementing or improving provincial environmental bills of rights.
4. Get the federal government to extend the Canadian Charter to support environmental rights.
Key Waterloo Region BD activities

- **Events**
  - Waterloo Open Streets
  - Climate Change March
  - The Blue Dot Tour
  - Municipal Election All Candidates Meetings
  - Night/Shift 2014
  - Kitchener Market
  - Bring on the Sunshine
  - Cambridge Grand River Flea Market
  - Screening of “The Force of Nature” movie at the Kitchener Public Library
  - Tim Hortons Community Clean-up event – in Waterloo Park
  - Blue Dot Postcard Making Party

- **Media**
  - Social media (e.g., our WR BD FB page)
  - Local newspapers (e.g. Kitchener Post)

- **Outreach**
  - University of Waterloo
  - Presented at Ignite Waterloo
  - Wilfred Laurier University
  - Conestoga College
  - Kitchener-Waterloo Collegiate & Vocational School
  - Eastwood Collegiate Institute
  - Community Garden Council of Waterloo Region
  - Bailey's Local Foods

- **Partnering**
  - Transition Kitchener/Waterloo
  - Divest Waterloo
  - Community Renewable Energy Waterloo
  - Sustainable Waterloo Region
Blue Dot Support

• Across Canada
  • Over 73,000 Canadians have added their names to the Blue Dot petition.
  • Over 50 municipal governments have made Blue Dot declarations.

• In the Waterloo Region
  • About 2,000 citizens have added their names to the Blue Dot petition.
  • Our WR BD Extended Team has over 250 members and our Core Team over 30.
Achieving municipal declarations in the Waterloo Region

- We contacted and received advice and support from environmental planning staff:
  - Waterloo Region Environmental Planning Manager
  - Waterloo Sustainability Coordinator
  - Kitchener Senior Environment Planner
  - Cambridge Senior Environmental Planner
- We presented to citizens’ environmental advisory committees (EACs):
  - Waterloo Citizens' Environmental Advisory Committee
  - Kitchener Citizens' Environmental Committee
  - Cambridge Environmental Advisory Committee
- We informed the region chair, mayors, and most of the councillors in the region, tri-cities, and townships.
- All of the above contacts we spoke with were supportive of the Blue Dot Movement’s intent.
Achieving municipal declarations in the Waterloo Region

- Our Blue Dot national office, working in conjunction with Ecojustice, provided a model declaration, which we shared with the environmental planners and EACs. There were some concerns about some content and wording of the model.

- The environmental planners collaborated to produce a shared “Made-in-Waterloo-Region” declaration that they could tweak and then forward to their senior management for review. We really appreciate their efforts!

- Kitchener’s declaration, staff report and recommendation was reviewed by their Planning & Strategic Initiatives Committee last night. Outcome? Will it be declared by the Kitchener Council on June 1st?

- The Region’s declaration is being reviewed tonight.

- We hope that Waterloo’s and Cambridge’s declarations will be reviewed soon.
The essence of the “Made-in-Waterloo-Region” Blue Dot declaration

1. Recognizes that our municipalities have and will continue to strive to maintain a healthy environment for their citizens

2. Declares that all people have the right to live in a healthy environment, and that such rights are best protected at the federal and provincial levels; and

3. Directs that the declaration be forwarded to: Stephen Harper and local MPs, Kathleen Wynne and local MPPs, the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.
Request for your support for the Waterloo Region’s Blue Dot declaration

• The proposed declaration supports the Blue Dot Movement’s goal of legally protecting Canadians’ environmental rights, ultimately at the federal level; while not making any new local municipal commitments.

• Please pass the motion to have this declaration made by the Waterloo Region Council – hopefully on June 3rd – during Canadian Environment Week.

• And encourage Waterloo, Cambridge, and the townships to make their own declarations, to strengthen the Waterloo Region’s voice.
Thank You

• Waterloo Region citizens are proud to live in communities that value our environment – and now we need your support to better protect Canadians environmental rights - ultimately at the federal level.
• Protecting our environmental rights will help make Canada a healthier and happier place in which our future generations can thrive.
• Thank you for considering our request and for providing any support that you can.

Jim Marston
Co-organizer
Waterloo Region Blue Dot Movement
519-954-9205
jimmarst@gmail.com

Add your name to the Blue Dot petition here
http://bluedot.ca/join-us/

Like and Follow our WR Blue Dot Facebook Page here
https://www.facebook.com/waterloobluedot
BLUE DOT
Hey earthlings!

Keep your planet clean, man!
Fresh air
Fresh food
Fresh water
Blue Dot
BLUE DOT
FOR OUR KIDS
R2HE
BLUE DOT
Biodiversity Rules
#R2HE
We have a right to clean air, clean water, and clean food.

Who will protect these rights?
Help our Blue Dot

by Taylor, aged 4.
Give me a word where I can breathe. BLUE DOT

Make my world safe.

PRE SERVE
One World
Our Blue Dot
Support the Movement
Region of Waterloo
Planning & Works Committee
May 26, 2015

1271395 Ontario Inc. &
Schlegel Urban Developments
Purpose of Delegation:

“That the Regional Municipality of Waterloo approve right-in, right-out and left-in only traffic movements to/from West Oak Trail Drive onto Regional Road #58 (Fischer-Hallman Road) north of Huron Road, City of Kitchener;

That the Regional Municipality of Waterloo if requested be provided with an update to traffic turning movements at this intersection from the Developers as a requirement of any Site Plan Application for subsequent phases of development;

That the Regional Municipality of Waterloo, at the discretion of the Regional Supervisor of Corridor Management, remove the inbound left-turn movement at this intersection should the inbound left-turn demand reach 120 movements per hour during weekday peak periods or the intersection operates with unacceptable delays, queues, or collisions.”
Regional Report:

Regional Staff response:

- Wish to preserve the carrying capacity of FHR, reduce potential collisions
- The site should be adequately serviced by three accesses from Huron Road
- Propose traffic can use the roundabouts for access (i.e. 360 degree movements)
- Did not review the “Technical Merits” of the Traffic Impact Study
- Relied on City of Kitchener response
Regional Report:

**Sent:** May-20-15 7:21 AM  
**To:** Chris Pidgeon  
**Subject:** FW: West Oak Trail Access at Fischer Hallman Road REVISED COMMENTS

Hi Chris,

As an FYI, in my report for May 26 there is a section for Area Municipal Consultation and Coordination. I received the email below from City of Kitchener staff with respect to the transportation impact study and the Region’s recommendation to restrict the FH Road/West Oak Trail Drive intersection to right-in, right-out only traffic movements. At the Environmental Coordinating Committee yesterday where the report was reviewed, they indicated that this email should be included as an attachment to the report and the Kitchener staff response noted within the report.

I will forward you a copy of the final approved report when it is ready.

Regards,

Bruce Erb  
Supervisor, Corridor Management
Regional Report:

- Regional Staff reached out to City of Kitchener Staff to bolster their position
- City’s position sent to Region on May 15th
- No copy to Developers
- We found out on May 20th about the City’s response
- Immediately requested a meeting with City Senior Staff

The City of Kitchener Transportation Services has reviewed the Traffic Impact Study for the Bromberg/Pumpkin Patch Lands and provides the following comments.

1. Transportation Services has reviewed the Traffic Impact Study and supports the findings on a technical level. However, Transportation Services takes the position not to support the proposed “Left Turn Lane” northbound Fischer Hallman Road at West Oak Trail.

   I. Transportation Services initially was not in support of the 3 accesses granted along Huron Road, the decision to allow the accesses was based on a number of factors of which the Regions Decision to only support a “Right in/Right out” at West Oak Trail and Fischer Hallman Road. Additionally the design elements of West Oak Trail were considered based on the “Right in/Right out” access. If the provision for a left turn lane along Fischer Hallman Road at West Oak Trail is granted, The City of Kitchener will need to re-address the three (3) accesses along Huron Road and the need to redesign West Oak Trail will have to be conducted.

   II. The City of Kitchener, has approved three (3) full moves access points to the development lands along Huron Road, based on the Regions “Right in Right out” at Fischer Hallman Road and West Oak Trail, and acknowledges the spacing of the roundabouts at Seabrook Drive and Huron Road are within a reasonable distance of the access at West Oak Trail to accommodate any need for a left turn movement at this location.

   III. The central Access along Huron Road is the primary access for Heavy Truck Traffic to and from this development. Additionally, the main access and drive aisle through the development on the northwest corner of Fischer Hallman Road and Huron Road has an mutual access agreement in place for the other adjacent developments along West Oak Trail.

   IV. The design and location of the angle parking along West Oak Trail was supported based on the Right in – Right Out access control at Fischer Hallman Road and West Oak Trail. If the left turn lane is granted the design and location of the angled parking be need to be addressed and a full redesign of the West Oak Trail right of way will need to be conducted.

   V. The City of Kitchener supports the Region of Waterloo and its position regarding this proposed left turn lane, as Fischer Hallman Road is under the Jurisdiction of the Region and its Policies and Technical Staff decisions.

2. Transportation Services reviewed the three (3) proposed access locations along Huron Road and will support the full moves access at each location. However, Huron Road will be widened to an Ultimate width of 30m and a four lane cross section, which may impact design features of the roundabout at Huron Road (extension of the centre median along Huron Road) which may restrict the access nearest the roundabout at Fischer Hallman Road and Huron Road to a “Right in – Right out”, and it is unlikely to have any impact on the remaining two (2) access points along Huron Road based on the distance from the roundabout. The central Access to the development lands has been identified as the primary heavy truck access for the large scale commercial development at the North west corner of Fischer Hallman Road and Huron Road.

The City of Kitchener is providing the above comments with regards to the access and proposed “Left Turn Lane” at West Oak Trail only, and any other development along Fischer Hallman Road seeking changes in access will be addressed on a case by case basis.
City Original Response:

Outcome of May 22 meeting between City Senior Staff & Developers:

- City Staff agreed to rescind previous email/comments
City Revised Response:

Revised City Comments:

(1) Decision with respect to permitted turning movements at this location is a Regional Decision and City Transportation Services does not have a comment on whether a left turn should be permitted

(2) If a left turn movement is required, the City will require a review of angled parking design on north side of West Oak Trail Drive and work will all parties to determine an appropriate design

(3) City will not require the elimination of any of proposed three accesses off Huron Road. These will be reviewed when Huron Road is widened.

(4) City unable to attend Regional P & W Committee meeting on May 26th
Fischer-Hallman Road Accesses:

There are three (3) Mixed Use Developments proposed on Fischer-Hallman Road:

All are proposed at full turn movement roundabouts:
(1) Big Spring Farm / Activa
(2) Mattamy
(3) Becker Estates/City District Park

Bromberg/Schlegel/Tepperman's is the only 22 acre Mixed Use Development proposed by Regional Staff to be restricted to Right in/out access only.
Fischer-Hallman Road Accesses:

Schlegel agreed to a Right-in and Right-out only access to Fischer-Hallman Road
Response to Region/City:

Regional Staff believe 3 accesses to Huron Road adequately service the site:

- 2 accesses have limited direct development

- City has indicated Full Turns access may be restricted in future
Response to Region/City:

Regional Staff believe customers wishing to access the site will travel northbound to the Seabrook roundabout (i.e. 380 metres both ways = 0.75 km)
Response to Region/City:

City will revisit some of the angled parking on West Oak Trail Drive
Response to Region/City:

Salvini Peer Review of Traffic Impact Study
Response to Region/City:

Salvini:

“It is my recommendation that you consider presenting the Region with a revised proposal for interim left turn access from Fischer-Hallman Road to West Oak Trail Drive with the intention of having it closed in the ultimate development scenario. . . . an appropriate trigger would be 120 vehicles in the weekday afternoon peak hour. . . . queues on Fischer-Hallman Road between Huron Road and West Oak Trail Drive will not impact on the traffic operations at the two intersections.”
Response to Region/City:
Tepperman’s Site Plan Application
Respectfully request P & W Committee consider the following Draft Recommendation:

“That the Regional Municipality of Waterloo approve right-in, right-out and left-in only traffic movements to/from West Oak Trail Drive onto Regional Road #58 (Fischer-Hallman Road) north of Huron Road, City of Kitchener;

That the Regional Municipality of Waterloo if requested be provided with an update to traffic turning movements at this intersection from the Developers as a requirement of any Site Plan Application for subsequent phases of development;

That the Regional Municipality of Waterloo, at the discretion of the Regional Supervisor of Corridor Management, remove the inbound left-turn movement at this intersection should the inbound left-turn demand reach 120 movements per hour during weekday peak periods or the intersection operates with unacceptable delays, queues, or collisions.”
Highway 7 New – Kitchener to Guelph
Background

- Highway 7, from Kitchener to Guelph, is currently a 2 lane, rural highway with signalized and un-signalized intersections. It is a significant commuter route with traffic volumes of approximately 26,000.

- In March 2007, EA approval was obtained for a New 17.8 km 4 lane highway with a freeway to freeway interchange, four full interchanges, two partial interchanges, and four grade separated sideroad crossings. It connects in Kitchener to Highway 85 (Kitchener Waterloo Expressway) and to Highway 6 (Hanlon Expressway) in Guelph.
Recent Steps

- May 2007, a Value Engineering (VE) Study was undertaken. Acceptable VE recommendations have been incorporated into the initial phase of design.
- August 2007, the new 17.8 km route was designated.
- April 2008, an engineering consultant was retained to undertake the initial phase of design of the project so it would be “design-build” ready.
- Summer 2012, a Risk and Cost Estimate Workshop was undertaken to determine the major risks to the project and to update the project cost estimate.
Recent Steps

- Fall 2012, EA clearance was received for amendments to the approved Individual Environmental Assessment.
- April 2014, an Initial Design Report, which was an EA commitment, was published for public review with no opportunity for “bump up”.
- Discussions/consultation with First Nations have been on-going since 2004. These discussions are expected to continue as the project continues to be advanced.
Current Steps

- The ministry has obtained the property for the new highway corridor.
- An engineering consultant assignment has been started for additional pre-engineering field work within the corridor.
- Design is nearing completion of early contracts that will ease the overall construction of the new highway. The work is expected to begin in 2015 and includes:
  - Widening of the Guelph Street structure
  - Municipal utility relocations at the Victoria Street structure
  - Realignment of Shirley Avenue in Kitchener
  - Replacement of the Victoria Street structure
Current Steps

- Region of Waterloo and City of Kitchener staff have worked closely with the ministry to support our work on Highway 7 and identify opportunities to minimize disruption to traffic.
- It is planned to include the Region’s planned widening of Victoria Street from Highway 85 to Edna Street with our contract to replace the Victoria Street structure over Highway 85 to minimize disruption to traffic and gain economies of scale.
Current Steps
Current Steps
Current Steps
Funding

- This project formed part of the approved 2014 Ontario Budget.
- Highway 7 New was specifically identified in the mandate letter from the Premier to the Minister of Transportation.
Next Steps

• Complete further pre-engineering work along corridor including archaeology, utility investigations, and updating traffic/noise modelling.
• Finalize project phasing and delivery models for remainder of the project.
• Continue First Nation consultation.
• Complete detailed design for remaining advance work scheduled to commence in 2015.
MTO Regional Project Updates

Highway 7/8 Fischer Hallman Road to Courtland Avenue

- Construction commenced in 2011 and expected completion is 2016. Work includes widening from 4 to 6 lanes and structure replacements and rehabilitation.
- Safety improvements include median barriers, illumination and paved shoulders.
- 2015 work includes replacement of Homer Watson Blvd and Ottawa Street bridges.
- MTO currently reviewing Region’s request for a multi-use trail crossing near Chandler Drive.
Highway 7/85 – Krug Street to Lancaster

- Work includes rehabilitating structures at Frederick Street, Wellington Street, Guelph Street, Franklin Street and the Spring Valley Culvert.
- Contract also includes the widening of the Guelph Street overpass for the Highway 7 New project.
- Work is expected to be completed in late 2015.
Highway 401 Bridge Rehabilitations and Replacements

- Speedsville Road Bridge replaced and the Highway 8 southbound to Highway 401 eastbound bridge rehabilitated in 2014.
- Fountain Street Bridge demolished on May 2. New bridge is expected to be open to traffic in fall 2015.
MTO Regional Project Updates

Highway 401 Widening – Highway 8 to Hespeler Road

- Construction to widen Highway 401 from six to ten lanes expected to commence in June. Work to be completed over 4 years.

- Work in 2015 includes widening CN Rail and Speed River bridges, construction of new eastbound and westbound outer lanes, and rehabilitating the southbound Hespeler Road bridge.
MTO Regional Project Updates

Highway 401 Widening – Hespeler Road to Townline Road

- Detailed design for the Hespeler Road and Franklin Boulevard interchanges is underway.
- Preliminary design for widening of Highway 401 from Hespeler Road to the Townline Road was completed in June 2014.
- This work is identified in the 2014-2018 Southern Highways Program under Planning for the Future.