

**Regional Municipality of Waterloo
Planning and Works Committee
Addendum Agenda**



Date: Tuesday, June 6, 2023
Regular Session: 9:00 a.m.
Location: Council Chambers

Should you require an alternative format please contact the Regional Clerk at Tel.: 519-575-4400, TTY: 519-575-4605, or regionalclerk@regionofwaterloo.ca

Pages

The Committee will consider a motion to go into Closed Session at the start of the meeting. The Planning and Works Committee will resume immediately following the Closed Session at approximately 10:00 a.m.

- 1. Call to Order**
- 2. Land Acknowledgement**
- 3. Motion to go into Closed Session**

Recommended Motion:

That a closed meeting of the Planning and Works, and Administration and Finance Committees be held on Tuesday, June 6, 2023 at 9:05 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:

1. Receiving advice that is subject to solicitor-client privilege related to a proposed acquisition of lands in the Township of North Dumfries;
2. Receiving advice that is subject to solicitor-client privilege related to a proposed acquisition and disposition of lands in the City of Waterloo;
3. Receiving advice that is subject to solicitor-client privilege related to ongoing litigation;
4. Labour relations;
5. Receiving advice that is subject to solicitor-client privilege related to potential litigation; and
6. Receiving advice that is subject to solicitor-client privilege related to a proposed acquisition of lands in the City of Waterloo.

- 4. Motion to Reconvene into Open Session**

Recommended Motion:

That the Planning and Works Committee reconvene into Open Session.

- 5. **Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”**
- 6. **Presentations**
- 7. **Delegations**

- 7.1 **Dan Hendry and Burkhard Mausberg, Small Change Fund**
re: Kingston's Youth Transit Story

- *7.2 **Vaughn Bender, COO, Schlegel Urban Developments**
re: 1950 Fischer-Hallman Road - Access to Regional Road 58/Fischer-Hallman Road

- 8. **Consent Agenda**

Items on the Consent Agenda can be approved in one motion of Committee to save time. Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.

Recommended Motion:

That the Consent Agenda items be received for information and approved.

- 8.1 **Strategic Focus - Sustainable Transportation**

- 8.1.1 PDL-LEG-23-026, Authorization to Expropriate Lands (2nd Report) for Installation of the remaining Farmers Market Trail Works, in the City of Waterloo

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Recommended Motion:

That the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of completing the remaining Farmers Market Trail works (Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection), in the City of Waterloo, as detailed in Report PDL-LEG-23-026 dated June 6, 2023, described as follows:

Fee Simple Partial Taking:

i. Part of Lot 10, German Company Tract, being Parts 1, 2, 4 and 5 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).

Temporary Easement – Grading:

The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2024, for itself, its successors and assigns, and anyone authorized by it, on, over, under and through the following property for the purposes of excavation, construction, installation, replacement, alteration,

grading, and landscaping as required in connection with the construction and access of the multi-use trail along Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection, and all related improvements, and works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

ii. Part of Lot 10, German Company Tract, being Part 3 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).

And that staff be instructed to register a Plan of Expropriation for the property 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 the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the *Expropriations Act*;

And that the Regional Solicitor is authorized to enter into an agreement with the registered owners, or to make an application under Section 39 of the *Expropriations Act*, to adjust the date for possession specified in the Notice of Possession as may be required;

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the *Municipal Act, 2001*;

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 that the Regional Solicitor be authorized to execute any Indemnity agreement or other document related to payment of the statutory Offer of Compensation;

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 determined by the Commissioner, Transportation Services, that such lands, or any part or interest thereof, are not required for the subject Project

- 8.1.2 PDL-LEG-23-027, Authorization to Expropriate Lands (2nd Report) for Construction of a Roundabout at the Intersection of Cedar Creek Road and Trussler Road, in the Township of North Dumfries, and County Road No. 8, in the County of Oxford

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Recommended Motion:

That the Regional Municipality of Waterloo approve the expropriation of lands for improvements at the intersection of Cedar Creek Road (Regional Road No. 97) and Trussler Road (Regional Road No. 70), in the Township of North Dumfries, in the Regional Municipality of Waterloo, and County Road No. 8, in the County of Oxford as detailed in Report PDL-LEG-23-027, dated June 6, 2023, described as follows:

Fee Simple Partial Taking:

- Part of Lot 1, Concession 13, being Parts 2 and 4 on 41R-10418, (Part of PIN 00297-0021 (LT)), Township of Blandford-Blenheim, County of Oxford (3541 Trussler Road, Blandford-Blenheim);
- Part of Lot 1, Concession 12, being Part 5 on 41R-10418, (Part of PIN 00296-0025 (LT)), Township of Blandford-Blenheim, County of Oxford (927762 Oxford Road 8, Blandford-Blenheim);
- Part of Lot 38, Concession 11, being Parts 1 and 2 on 58R-21584, (Part of PIN 03847-0461 (LT)), Township of North Dumfries, Regional Municipality of Waterloo (3434 Trussler Road, North Dumfries);
- Part of Lot 38, Concession 10, being Part 3 on 58R-21584, (Part of PIN 03850-0282 (LT)), Township of North Dumfries, Regional Municipality of Waterloo (3704 Trussler Road, North Dumfries);

Temporary Easement – Grading:

The right and easement, being a temporary easement in gross,

for the free and unobstructed, right, interest and easement terminating, for the subject property set out below, on the 31st day of December, 2024, for itself, its successors and assigns, and anyone authorized by it, on, over, under and through the following property for the purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the improvements at the intersection of Cedar Creek Road, Trussler Road and County Road No. 8, and all related improvements, and works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

I. Part of Lot 1, Concession 13, being Parts 1 and 3 on 41R-10418, (Part of PIN 00297-0021 (LT)), Township of Blandford-Blenheim, County of Oxford (3541 Trussler Road, Blandford-Blenheim);

And that staff be instructed to register a Plan of Expropriation for the properties within three months of the granting of the approval to expropriate the properties, 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 properties after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the *Expropriations Act*;

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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 properties 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 that the Regional Solicitor be authorized to execute any Indemnity agreement or other document related to payment of the statutory Offer of Compensation;

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 determined by the Commissioner, Engineering & Environmental Services, that such lands, or any part or interest thereof, are not required for the subject Project.

8.1.3 TSD-TRP-23-008, Proposed Intersection Pedestrian Signal on Arthur Street (Regional Road 21) at Mill Street, in the Township of Woolwich

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Recommended Motion:

That the Regional Municipality of Waterloo approve the removal of the existing Level 1 Pedestrian Crossover at the Arthur Street and Mill Street intersection and replace it with an Intersection Pedestrian Signal, in the Township of Woolwich, by amending the Region’s Traffic and Parking By-law 16-023, as amended, to:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Mill Street;

And that, the Regional Municipality of Waterloo, as a By-law “housekeeping” measure, approve the removal of the following non-existent Level 1 Pedestrian Crossovers from Schedule 9 of the Region’s Traffic and Parking By-law 16-023, as amended:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Park Avenue; and
- Remove from Schedule 9, Level 1 Pedestrian Crossover on Courtland Avenue (Regional Road 53) at Kent Avenue;

As outlined in Report TSD-TRP-23-008, dated June 6, 2023.

8.2 Strategic Focus - Environmental and Climate Action

8.2.1 PDL-CPL-23-015, 2023 Community Environmental Fund Grants

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Recommended Motion:

That the Regional Municipality of Waterloo approve funding allocations totalling up to \$99,995.00 from the Community Environmental Fund to support 20 stewardship and sustainability projects as described in Report PDL-CPL-23-015, dated June 6, 2023.

- 8.2.2 PDL-CPL-23-014, rare Charitable Research Reserve - Funding Agreement 42

Recommended Motion:

That the Regional Municipality of Waterloo extend the Funding Agreement with the *rare* Charitable Research Reserve for an additional five-year period requiring a contribution of \$50,000 annually over the next five years (2023 – 2027) as outlined in PDL-CPL-23-014 dated June 6, 2023.

9. Regular Agenda

9.1 Strategic Focus - Thriving Economy

- 9.1.1 PDL-CPL-23-017, Minister's Decision on Regional Official Plan Amendment No. 6 (ROPA) (Staff Presentation) 46

For information.

- 9.1.2 PDL-ECD-23-010, Charles St. Terminal, Risk Assessment and Record of Site Condition Approach 67

Recommended Motion:

That the Regional Municipality of Waterloo take the following actions as part of the Charles Street Terminal Visioning process:

1. Direct staff to proceed with a municipally led Risk Assessment (“RA”) and Record of Site Condition (“RSC”) process to address identified soil and groundwater contamination on the property in advance of a future Request for Proposal on the lands for redevelopment, as outlined in report PDL-ECD-23-010, dated June 6, 2023.

- 9.1.3 PDL-CUL-23-010, Doon Heritage Village Utilities Project Update 98
- For information.

9.2 Strategic Focus - Sustainable Transportation

- 9.2.1 TSD-TRP-23-009, Automated Speed Enforcement - 5-Year Expansion Plan 103

Recommended Motion:

That the Regional Municipality of Waterloo approve the following in order to expand the Automated Speed Enforcement Program to all School Zones within the Region, subject to 2024 budget approval and as outlined in report TSD-TRP-23-009,

dated June 6, 2023:

- a. Implement Automated Speed Enforcement at 25 to 30 new School Zones per year starting in 2024 with completion of all 175 schools by the end of 2028;
- b. Direct staff to prepare and submit staffing and budget requirements as part of the 2024 Plan and Budget and as needed in subsequent budget years; and
- c. Direct staff to develop criteria for identifying and prioritizing Community Safety Zones for the purpose of implementing Automated Speed Enforcement near certain schools and at other critical locations around the Region.

9.2.2 TSD-TRS-23-006, GRT Route 2 and 73 Service Change Mitigation 115

Recommended Motion:

For direction.

9.3 Strategic Focus - Environmental and Climate Action

9.3.1 EES-WAS-23-006, 2023 Water and Wastewater Monitoring Report 121

Recommended Motion:

That the Regional Municipality of Waterloo receive the 2023 Water and Wastewater Monitoring Report summarized in Report EES-WAS-23-006, dated June 6, 2023 as the account of water supply and wastewater treatment capacity as of December 31, 2022.

10. Information/Correspondence

10.1 Council/Committee Tracking List 127

11. Other Business

12. Next Meeting - August 15, 2023

13. Adjourn

Recommended Motion:

That the meeting adjourn at x:xx x.m.

Region of Waterloo

Planning, Development, and Legislative Services

Legal Services

To: Planning and Works Committee

Meeting Date: June 6, 2023

Report Title: Authorization to Expropriate Lands (2nd Report) for Installation of the remaining Farmers Market Trail Works, in the City of Waterloo

1. Recommendation

That the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of completing the remaining Farmers Market Trail works (Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection), in the City of Waterloo, as detailed in Report PDL-LEG-23-026 dated June 6, 2023, described as follows:

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- ii. Part of Lot 10, German Company Tract, being Part 3 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).

And that staff be instructed to register a Plan of Expropriation for the property 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 the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the *Expropriations Act*;

And that the Regional Solicitor is authorized to enter into an agreement with the registered owners, or to make an application under Section 39 of the *Expropriations Act*, to adjust the date for possession specified in the Notice of Possession as may be required;

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the *Municipal Act, 2001*;

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 that the Regional Solicitor be authorized to execute any Indemnity agreement or other document related to payment of the statutory Offer of Compensation;

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 determined by the Commissioner, Transportation Services, that such lands, or any part or interest thereof, are not required for the subject Project

2. Purpose / Issue:

Council approval of the expropriation is sought to: (i) permit registration of the Plan of Expropriation in the Summer/Fall of 2023, and (ii) provide possession of the required lands and interests in the Fall/Winter of 2023, to facilitate the commencement of the works in early 2024.

3. Strategic Plan:

The Farmers Market Trail project supports Strategic Focus Area 2 (Sustainable Transportation) and, specifically, Strategic Objective 2.3: to increase participation in active forms of transportation (cycling and walking).

4. Report Highlights:

a) Project Overview

The trail serves as a high quality active transportation connection between Farmers Market Road in the Township of Woolwich, and the Research and Technology ION Station in the City of Waterloo (connecting to the existing Laurel Trail), with the potential

to: (i) improve high-frequency transit access for residents and workplaces near the corridor; (ii) increase ridership outside of traditional peak periods; (iii) mitigate traffic concerns and travel/parking demand on market days; (iv) realign the Trans-Canada Trail route to make it easier to navigate; and (v) foster local tourism.

b) Project Timing

Construction of the trail is proceeding in two (2) stages. Stage 1 consists of the trail section along the railway line between Northfield Drive and Farmers Market Road; which work was completed in 2021, and opened to the public in 2022. Stage 2 consists of the trail section between the intersection of Northfield Drive and Parkside Drive and the railway line (behind the Fire Hall). The property that is the subject of this Report is required for Stage 2; which work is scheduled to commence in early 2024.

c) Impacted Properties

The installation of the trail directly impacts two (2) properties. A map of the impacted property that is the subject of this Report is attached hereto as Appendix "A". The Region will acquire a fee simple interest and temporary easement from the subject property for construction / connection of the trail, and associated works, from the railway corridor to the Northfield Drive / Parkside Drive intersection. Regional staff has already acquired an easement interest from the second impacted property, thus avoiding the need to expropriate.

5. Background:

Council approved the commencement of expropriation of the subject property on February 7th, 2023 as detailed in Report PDL-LEG-23-006. The appropriate forms under the Expropriations Act (the "Act") were served on or about April 14, 2023, in order to initiate formal proceedings under the Act for the subject property.

A Hearing of Necessity was not requested within the statutory timeframe by the impacted property owner in connection with this expropriation process.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

The City of Waterloo has been advised that this expropriation is moving forward to complete the connection between the railway corridor and the Northfield Drive / Parkside Drive intersection. City staff is supportive of completing the connection of the trail.

Public:

The affected property owner was previously contacted by Legal Services staff and informed of the project as well as the Region's intention to commence the expropriation process, and the Region's Expropriation Information Sheet was provided to them. Legal Services staff contacted the property owner and informed them of the Region's intention to continue with the expropriation process in order to ensure that the construction timeline is maintained, including this Report being presented to Council, as detailed in the Region's Expropriation Information Sheet.

Legal Services staff is willing to negotiate the property acquisition with the property owner in an effort to achieve settlements of their claims under the Act.

7. Financial Implications:

The Region's approved 2023-2032 Public Transit Capital Program includes a budget of \$415,000 in 2023 for the Farmers Market Northfield Station Trail (project # 66125), to be funded from the Investing in Canada Infrastructure Program (73%, \$302,900), the Transit Capital Reserve (16%, \$66,400) and the Transit Regional Development Charges Reserve Fund (11%, \$45,700). This funding is sufficient to cover associated costs.

8. Conclusion / Next Steps:

Council approval of the expropriation is required to advance this project within the noted timelines.

The by-law to approve the expropriation of the subject property will be presented to Council at its meeting on June 21, 2023, to be passed upon Council approval of the expropriation.

Upon Council approval of the expropriation of the subject property, such approval will be endorsed upon a certificate of approval that will be registered on title and upon an expropriation certificate on the Plan of Expropriation for the said property if not acquired under agreement. The Plan will then be registered within three months of the approval. Ownership of the property vests with the Region upon the registration of the Plan. Notices of Expropriation and Notices of Possession are then served upon the registered owner, including tenants as shown on the assessment roll. The Region will take possession of the required lands at least 3 months after service of the Notice of Possession.

After the registration of the Plan of Expropriation and prior to the taking of possession of the property, the expropriating authority is required to serve the registered owner with an offer in full compensation for their interests in the land. The offer must be accompanied by the immediate payment of one hundred percent (100%) of the appraised market value of the land to the registered owner as estimated by the Region's appraiser. The registered owner is also to be served with a report appraising the market

value of the property, which report formed the basis for the offer of compensation.

9. Attachments:

A list of the corporate owner of the fee simple interest in the subject lands is attached as Appendix "B". Regional staff have conducted corporate profile searches of the affected corporate property owner and the directors and officers are listed. This list does not include tenants, easement holders or holders of security interests in the subject lands.

Appendix A: Map of the Subject Lands

Appendix B: Corporate Profile of Corporate Owner

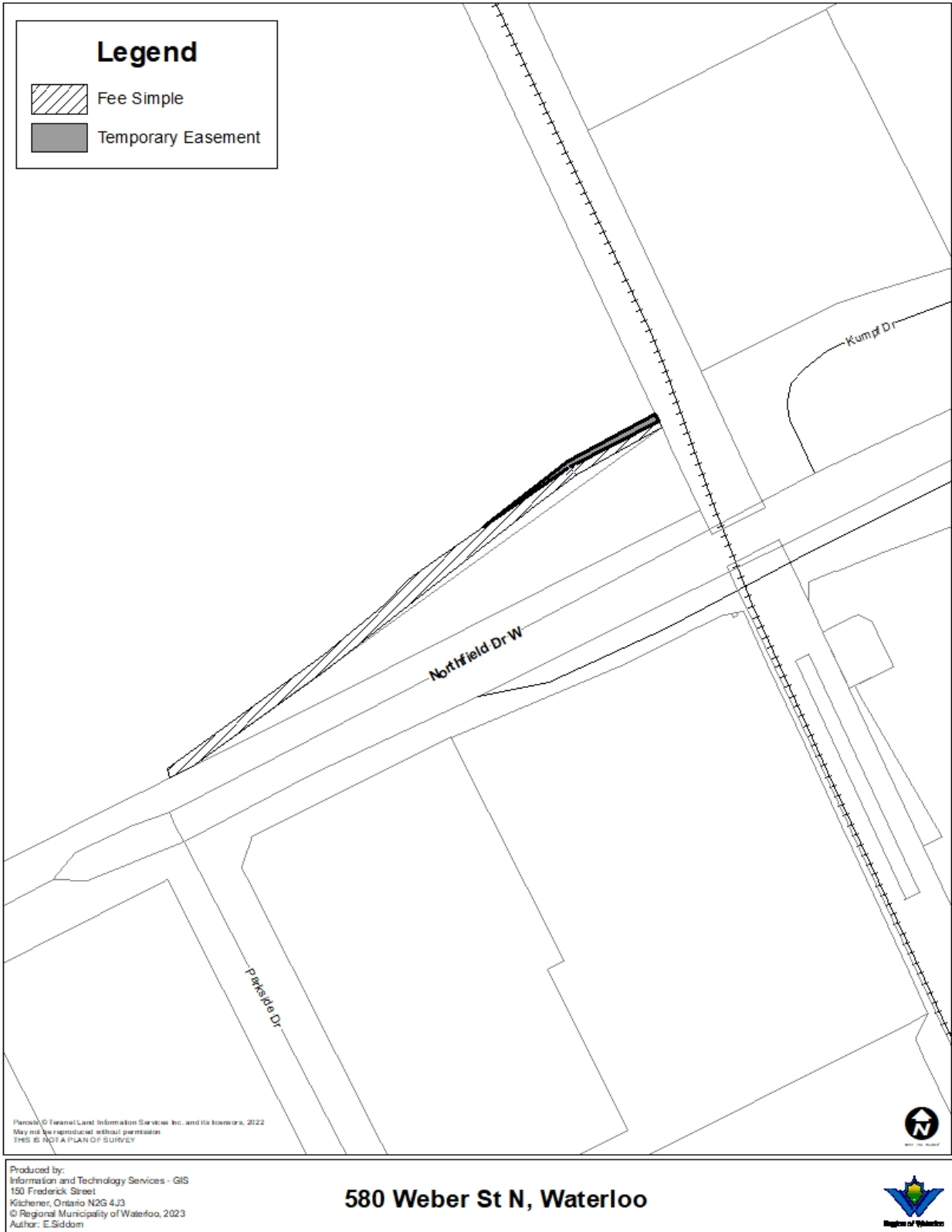
Prepared By: Quinn Martin, Real Estate Consultant

Andy Gazzola, Solicitor (Property)

Reviewed By: Mei Schneider, Financial Analyst

Approved By: Fiona McCrea, Acting Regional Solicitor and Director of Legal Services

Appendix "A" – Map



Appendix "B" – Corporate Profile of Corporate Owner

1. Property: 580 Weber Street North, Waterloo
Owner: Northfield Equities Inc.
Address: 333 Bay Street, Suite 2400, Toronto, Ontario M5H 2T6
Directors/Officers: U. Dwight Chase, Mark R. Cooksley, Matthew G. Sych, Jeffrey D. Tripp
Annual Return: June 10, 2022

Region of Waterloo

Planning, Development, and Legislative Services

Legal Services

To: Planning and Works Committee

Meeting Date: June 6, 2023

Report Title: Authorization to Expropriate Lands (2nd Report) for Construction of a Roundabout at the Intersection of Cedar Creek Road and Trussler Road, in the Township of North Dumfries, and County Road No. 8, in the County of Oxford

1. Recommendation

That the Regional Municipality of Waterloo approve the expropriation of lands for improvements at the intersection of Cedar Creek Road (Regional Road No. 97) and Trussler Road (Regional Road No. 70), in the Township of North Dumfries, in the Regional Municipality of Waterloo, and County Road No. 8, in the County of Oxford as detailed in Report PDL-LEG-23-027, dated June 6, 2023, described as follows:

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- I. Part of Lot 1, Concession 13, being Parts 2 and 4 on 41R-10418, (Part of PIN 00297-0021 (LT)), Township of Blandford-Blenheim, County of Oxford (3541 Trussler Road, Blandford-Blenheim);
- II. Part of Lot 1, Concession 12, being Part 5 on 41R-10418, (Part of PIN 00296-0025 (LT)), Township of Blandford-Blenheim, County of Oxford (927762 Oxford Road 8, Blandford-Blenheim);
- III. Part of Lot 38, Concession 11, being Parts 1 and 2 on 58R-21584, (Part of PIN 03847-0461 (LT)), Township of North Dumfries, Regional Municipality of Waterloo (3434 Trussler Road, North Dumfries);
- IV. Part of Lot 38, Concession 10, being Part 3 on 58R-21584, (Part of PIN 03850-0282 (LT)), Township of North Dumfries, Regional Municipality of Waterloo (3704 Trussler Road, North Dumfries);

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purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the improvements at the intersection of Cedar Creek Road, Trussler Road and County Road No. 8, and all related improvements, and works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

- I. Part of Lot 1, Concession 13, being Parts 1 and 3 on 41R-10418, (Part of PIN 00297-0021 (LT)), Township of Blandford-Blenheim, County of Oxford (3541 Trussler Road, Blandford-Blenheim);

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And that the registered owners be served with a Notice of Expropriation and a Notice of Possession for the properties after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the *Expropriations Act*;

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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 determined by the Commissioner, Engineering & Environmental Services, that such lands, or any part or interest thereof, are not required for the subject Project.

2. Purpose / Issue:

Council approval of the expropriation is sought to: (i) permit registration of the Plan of Expropriation in the Summer/Fall of 2023, and (ii) provide possession of the required lands and interests in the Fall/Winter of 2023, to facilitate the commencement of the works.

3. Strategic Plan:

This Project supports the 2019-2023 Corporate Strategic Plan under Strategic Focus Area 2 (Sustainable Transportation) and, more specifically, Strategic Objective 2.4 “Improve road safety for all users – drivers, cyclists, pedestrians, horses and buggies.”

4. Report Highlights:

a) Project Overview

The proposed improvements at the intersection of Cedar Creek Road and Trussler Road, Township of North Dumfries, and County Road No. 8, County of Oxford, will improve road safety and reduce delays to motorists.

The scope of work to be completed includes the following:

- Construction of a single lane roundabout, including designated pedestrian crossings therein; and
- Reconfiguration of existing drainage for the road.

The recommended roundabout would replace temporary traffic signals that were installed as an interim measure. The main issues raised by the public and adjacent property owners, and addressed within the proposed improvements, are: passage of large agricultural equipment; volume of commercial truck traffic; and, cost and impacts of construction of a roundabout. The roundabout, including the entrance and exit thereof, would be designed geometrically to accommodate all identified users. The Region has constructed other roundabouts in rural settings (recently at Hergott Road and Ament Line) where agricultural equipment, commercial trucks, and horse and buggies frequently use the roundabout with no concerns.

b) Project Timing

Early works, including utility relocations, are scheduled to commence in Fall 2023. Road construction is scheduled to commence in 2024.

c) Properties Impacted

The implementation of the recommended improvements directly impacts four (4) properties. A map of the impacted properties is attached as Appendix “A”. Land

acquisitions are required from all four (4) of the properties to accommodate the said improvements. These acquisitions include fee simple partial takings from all four (4) of the properties and a temporary easement from one (1) property for grading purposes. Two (2) of the impacted properties are within the boundaries of the County of Oxford.

It should be noted the expropriation of the lands is on an “as is” basis and, upon acquisition, the Region assumes all responsibility for the lands.

5. Background:

Council approved the commencement of expropriation of the subject properties on March 22nd, 2023 as detailed in Report PDL-LEG-23-011. The appropriate forms under the Expropriations Act (the “Act”) were served on or about April 21, 2023, in order to initiate formal proceedings under the Act for the subject properties.

A Hearing of Necessity was not requested within the statutory timeframe by the impacted property owners in connection with this expropriation process.

6. Communication and Engagement with Area Municipalities and the Public:

Area Municipalities:

A meeting was held with North Dumfries Township staff and the Region of Waterloo Project Manager to review the scope and timing of the project. North Dumfries Township staff were in favour of the roundabout.

Meetings have been held with Oxford County staff to review the scope and timing of the project. Oxford County also conducted Public Consultation on their own website. Oxford County’s website provided a link that directed the public to the Region of Waterloo Engage website for an opportunity to complete a survey.

Regional staff has provided updates to staff of North Dumfries Township and Oxford County that the Region of Waterloo is proceeding with expropriating the lands required for construction of this project.

Public:

The affected property owners were previously contacted by Legal Services staff and informed of the project as well as the Region’s intention to commence the expropriation process, and the Region’s Expropriation Information Sheet was provided to them. Legal Services staff contacted the property owners and informed them of the Region’s intention to continue with the expropriation process in order to ensure that the construction timeline is maintained, including this Report being presented to Council, as detailed in the Region’s Expropriation Information Sheet.

Legal Services staff is willing to negotiate the property acquisition with the property

owners in an effort to achieve settlements of their claims under the Act.

7. Financial Implications:

The Region's approved 2023-2032 Transportation Capital Program includes a budget of \$350,700 in 2023 and \$1,117,500 in 2024-2025 for the Trussler Road at Cedar Creek Road (Project #07612) to be funded from the Roads Regional Development Charges Reserve Fund. There is sufficient budget to accommodate expropriation costs. As this is a boundary road, Oxford County will share the costs 50/50 with the Region. Oxford County staff have indicated that there is sufficient budget and would like the Region to proceed with the project.

8. Conclusion / Next Steps:

Council approval of the expropriation is required to advance this project within the noted timelines.

The by-law to approve the expropriation of the subject lands will be presented to Council at its meeting on June 21, 2023, to be passed upon Council approval of the expropriation.

Upon Council approval of the expropriation of the subject properties, such approval will be endorsed upon a certificate of approval that will be registered on title and upon an expropriation certificate on the Plan of Expropriation for the said properties if not acquired under agreement. The Plan will then be registered within three months of the approval. Ownership of the properties vests with the Region upon the registration of the Plan. Notices of Expropriation and Notices of Possession are then served upon the registered owners, including tenants as shown on the assessment roll. The Region will take possession of the required lands at least 3 months after service of the Notice of Possession.

After the registration of the Plan of Expropriation and prior to the taking of possession of the properties, the expropriating authority is required to serve the registered owners with an offer in full compensation for their interests in the land. The offer must be accompanied by the immediate payment of one hundred percent (100%) of the appraised market value of the land to the registered owners as estimated by the Region's appraiser. The registered owners are also to be served with a report appraising the market value of the properties, which reports formed the basis for the offer of compensation.

9. Attachments:

A list of the corporate owners of the fee simple interest in the subject lands is attached as Appendix "B". Regional staff have conducted corporate profile searches of affected

corporate property owner and the directors and officers are listed. This list does not include tenants, easement holders or holders of security interests in the subject lands.

Appendix A: Map of the Subject Lands

Appendix B: Corporate Profile of Corporate Owners

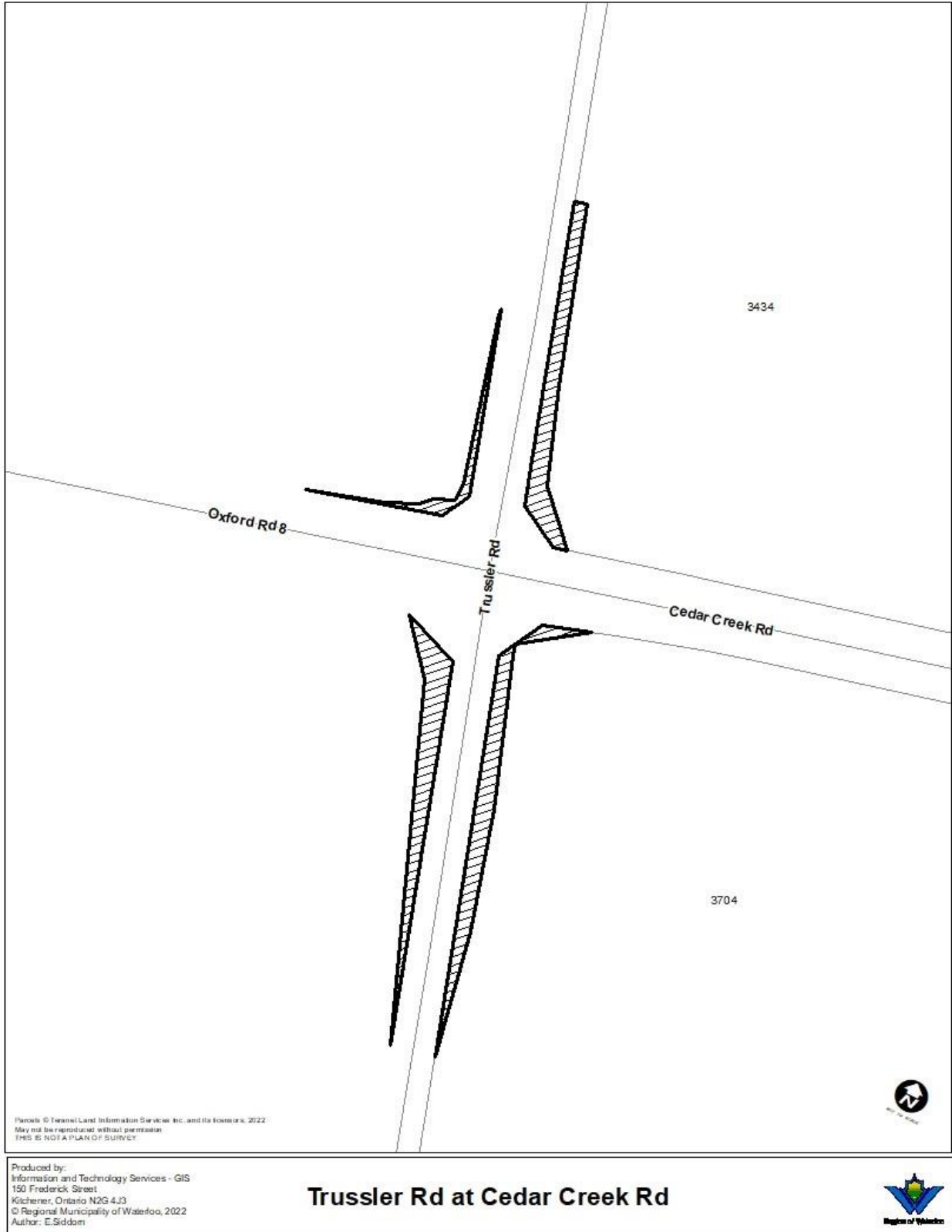
Prepared By: Quinn Martin, Real Estate Consultant

Andy Gazzola, Solicitor (Property)

Reviewed By: Erin Gray, Financial Analyst

Approved By: Fiona McCrea, Acting Regional Solicitor and Director of Legal Services

Appendix A – Map of the Subject Lands



Appendix “B” – Corporate Profiles of Corporate Owners

1. Property: 3541 Trussler Road, Blandford-Blenheim
Owner: Coleman Equipment Inc.
(Amalgamated from: (i) O.T. Coleman Farm Equipment Inc., (ii) O.T. Coleman Holdings Ltd., (iii) Coleman Equipment Inc.)
Address: 3541 Trussler Road, RR 1, New Dundee, Ontario
Directors/Officers: Bevin Otterbein, Bradley Otterbein, Clifford Elwyn Otterbein, Erma Irene Otterbein, Karen Otterbein, Kimberly Otterbein,
Annual Return: June 11, 2021

2. Property: 927762 Oxford Road 8, Blandford-Blenheim
Owner: Follingdale Farms Limited
(Amalgamated from: (i) Textile Salesroom-Galt Limited, (ii) Follingdale Farms Limited)
Address: RR 1, Ayr, Ontario, N0B 1E0
Directors/Officers: John Follings
Annual Return: May 9, 2021

3. Property: 3434 Trussler Road, North Dumfries
Owner: Cleave View Inc.
Address: 3434 Trussler Road, Ayr, Ontario, N0B 1E0
Directors/Officers: Deanna J. Cleave, David R. Cleave, Paul R. Cleave
Annual Return: September 14, 2022

Region of Waterloo
Transportation Services
Transportation

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: Proposed Intersection Pedestrian Signal on Arthur Street (Regional Road 21) at Mill Street, in the Township of Woolwich

1. Recommendation

That the Regional Municipality of Waterloo approve the removal of the existing Level 1 Pedestrian Crossover at the Arthur Street and Mill Street intersection and replace it with an Intersection Pedestrian Signal, in the Township of Woolwich, by amending the Region’s Traffic and Parking By-law 16-023, as amended, to:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Mill Street;

And that, the Regional Municipality of Waterloo, as a By-law “housekeeping” measure, approve the removal of the following non-existent Level 1 Pedestrian Crossovers from Schedule 9 of the Region’s Traffic and Parking By-law 16-023, as amended:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Park Avenue; and
- Remove from Schedule 9, Level 1 Pedestrian Crossover on Courtland Avenue (Regional Road 53) at Kent Avenue;

As outlined in Report TSD-TRP-23-008, dated June 6, 2023.

2. Purpose / Issue:

To seek Council approval for the replacement of the existing Level 1 Pedestrian Crossover (PXO) at the intersection of Arthur Street and Mill Street in Elmira (Woolwich Township) with an Intersection Pedestrian Signal (IPS), including applicable updates to Region’s Traffic and Parking By-law.

3. Strategic Plan:

This report addresses the Region’s goal to build infrastructure for, and increase participation in, active forms of transportation (cycling and walking) (Strategic Objective 2.3).

4. Report Highlights:

- The Level 1 PXO at the intersection of Arthur Street and Mill Street was proposed to be replaced with an IPS as part of the Region's upcoming Arthur Street reconstruction project in 2027. However, Transportation Operations staff are finding it challenging to maintain the Level 1 PXO at the Arthur Street and Mill Street intersection. Equipment to keep the Level 1 PXO operational is increasingly more difficult to obtain in a timely manner. Failure to address the ongoing maintenance issues could potentially result in the Level 1 PXO becoming inoperable prior to the 2027 reconstruction;
- Since the Level 1 PXO has reached the end of its service life, it should be replaced with an IPS as per Regional practice to ensure a controlled crossing for pedestrians crossing Arthur Street and Mill Street;
- The Level 1 PXO at Arthur Street and Park Avenue (Woolwich Township) and at Courtland Avenue and Kent Avenue (City of Kitchener) have previously been replaced with an IPS; however, staff have discovered that the By-law updates to reflect these changes had not been completed. Therefore, staff is proposing the updates to the Traffic & Parking By-law Schedule 9 to reflect those changes as a retroactive By-law "housekeeping" task; and
- The cost to complete the work outlined in this report is estimated to be approximately \$10,000. The Region's 2023-2032 Transportation Capital Budget includes sufficient budget capacity in Project 07478 funded from the Transportation Development Charge Reserve Fund to complete the work outlined in this report.

5. Background:

In, 1991 the Region installed a Level 1 PXO on Arthur Street at its intersection with Mill Street. The Level 1 PXO provides push buttons that activate amber beacons; warning motorists of crossing pedestrians. In recent years, the Region has moved away from using Level 1 PXO's and is replacing them with IPS. Currently, the Arthur Street at Mill Street is the only remaining Level 1 PXO within the Region of Waterloo. All others have been removed and/or replaced with an IPS.

IPS's are being used to replace Level 1 PXO's because an IPS is a more recognizable traffic control device to motorists and is a more cost-effective solution that provides a more accessible and standardized pedestrian crossing facility.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Staff from Woolwich Township are supportive of the planned replacement of the existing

Level 1 PXO with an Intersection Pedestrian Signal.

7. Financial Implications:

The cost to remove level 1 PXO and install an IPS, including pavement marking and signs is estimated to be approximately \$10,000. The Region's approved 2023-2032 Transportation Capital Program includes sufficient budget capacity within the New Traffic Control installation Project (#07478) funded from the Roads Regional Development Charge Reserve Fund.

8. Conclusion / Next Steps:

If the Level 1 PXO is approved for removal, an IPS will be installed at the Arthur Street and Mill Street intersection in 2023.

Attachments:

Appendix A: Arthur Street and Mill Street Existing Level 1 Pedestrian Crossover

Appendix B: Example of an Intersection Pedestrian Signal (IPS)

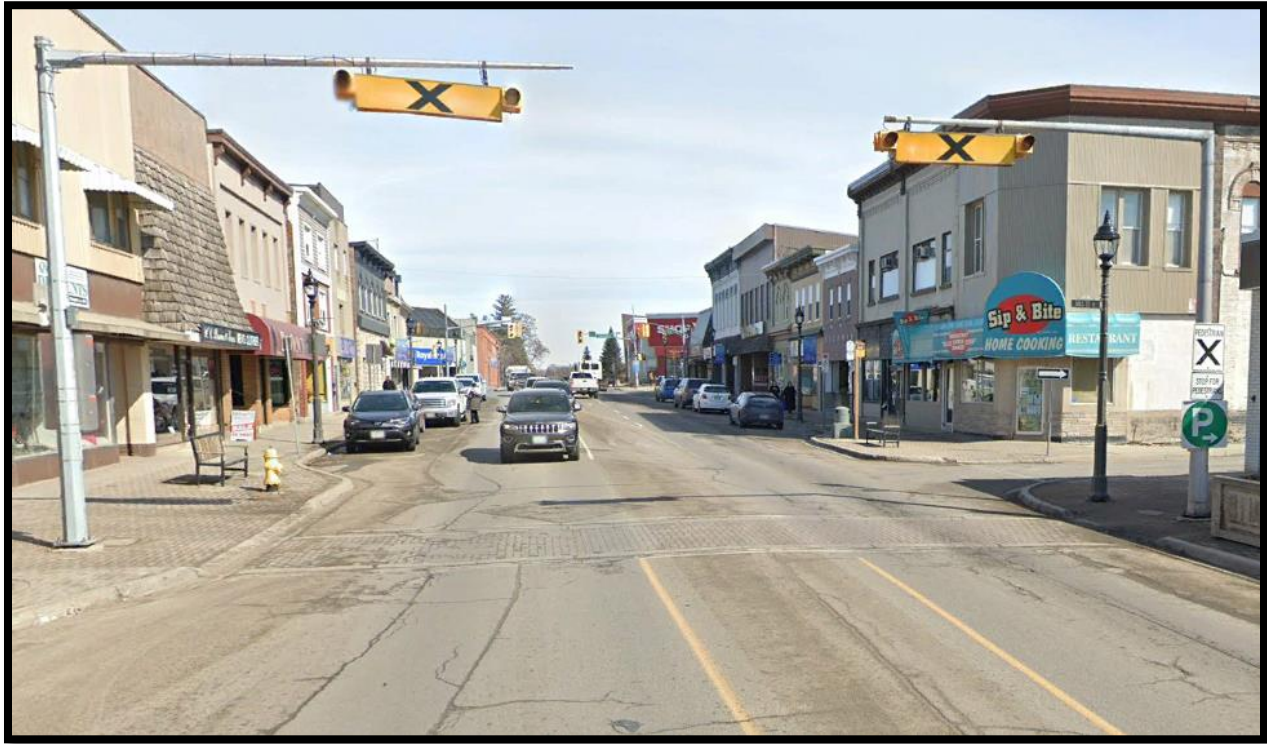
Prepared By: Thair Shaqour, Engineering Technologist, Traffic

Darryl Spencer, Manager, Transportation

Reviewed By: Steve van De Keere, Director, Transportation

Approved By: Mathieu Goetzke, Commissioner, Transportation Services

Appendix A: Arthur Street and Mill Street Existing Level 1 Pedestrian Crossover



Appendix B: Example of an Intersection Pedestrian Signal (IPS)



Region of Waterloo
Planning, Development, and Legislative Services
Community Planning

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: 2023 Community Environmental Fund Grants

1. Recommendation

That the Regional Municipality of Waterloo approve funding allocations totalling up to \$99,995.00 from the Community Environmental Fund to support 20 stewardship and sustainability projects as described in Report PDL-CPL-23-015, dated June 6, 2023.

2. Purpose / Issue:

To seek Council approval of the projects to be funded in 2023 by the Community Environmental Fund, in alignment with the Region’s discretionary grant policy and processes, outlined in report COR-ADM-23-002, dated March 7, 2023.

3. Strategic Plan:

This report addresses the Region’s Corporate Strategic Plan 2019-2023 Focus Area 3: Environment and Climate Action, as well as Strategic Objectives 3.1 Reduce greenhouse gas emissions, 3.2 Improve resilience to climate change and/or severe weather, 3.3 Direct more waste away from the landfill, improve recycling and better manage organic waste, and 3.5 Promote the efficient use of urban land, and protect and enhance agricultural and natural areas.

4. Report Highlights:

- The Community Environmental Fund (CEF) was established by Regional Council in October 2011 (Report CR-FM-11-022/P-11-085). Since its inception, the Community Environmental Fund has granted nearly \$2 million to over 250 projects.
- The Region’s approved 2023 budget for Planning, Development and Legislative Services included \$100,000 for the Community Environmental Fund funded from the property tax levy.
- Stewardship and sustainability projects funded by the CEF are required to provide a positive and lasting environmental return, engage citizens and

encourage collaboration, seek innovative solutions and/or increase knowledge, and produce measurable and achievable outcomes.

- Twenty-eight applications were received in 2023 and included projects to: reduce the spread of invasive vegetation in natural areas; develop pollinator-planting areas; initiate or improve Community Gardens; produce a series of videos documenting the Region's Climate Action Strategy; and conduct research into Stormwater Management Ponds and local lakes. Twenty of the projects are recommended for funding in 2023 for a total of \$99,995.00.
- Recommended funding amounts were determined in consultation with applicants and were based on the following criteria: alignment of the project with the purpose of the fund; level of public impact and access; and specific funding needs based on project design and the availability of in-kind and other funding supports.
- In instances where the full amount requested is not awarded, staff have contacted applicants to ensure that the recommended level of funding will be sufficient to contribute to the successful completion of the project.
- The recommended Regional grants would leverage an estimated \$4.47 for every \$1.00 spent from the applicants and/or other sources of funding.
- The recommended projects are situated across the Region including rural communities and settlement areas.
- Applications for which grants are not recommended at this time were deemed either premature, not fulfilling sufficient eligibility criteria or falling outside the scope of eligible funding. Staff plan to offer assistance to community members who submitted applications that were not funded who may wish to re-apply in the future.

5. Background:

The Community Environmental Fund was advertised in the winter of 2023 to attract proposal submissions. Twenty-eight proposals were received from a wide variety of local applicants for a total request of nearly \$285,000. Staff reviewed applications to ensure that they conformed to the funding guidelines, evaluated the proposals based on the program funding criteria, and where necessary, followed up with applicants to further clarify details of their proposals and refine specific funding needs.

The projects recommended for funding are listed in Table 1.

Table 1: Recommended funding for CEF applicants

Project Title	Full Cost of Project	Recommended Funding
Dog Strangling Vine (DSV) Response (GRCA)	\$11,640	\$5,000
Restoring Riparian Biodiversity Along Laurel Creek (UW)	\$14,329	\$5,000
Pollinator Roadsides - Plantings for Bees, Butterflies and Beautification (Waterloo Region Nature)	\$6,909	\$2,500
Grebel Student Pollinator Garden (Conrad Grebel University College)	\$8,790	\$2,500
Continuing restoration by residents of a piece of land at Luther Village	\$17,590	\$6,000
S.E.W. Pollinator Pathway 2023 Challenge – (Mill Courtland Neighbourhood Association)	\$6,090	\$400
Paradise Lake Water Quality Monitoring, Implementation and Education	\$20,034	\$8,750
Let's Tree Wilmot in Baden	\$12,278	\$6,000
Petersburg Community Garden (Waterloo Region Community Garden Network)	\$31,005	\$8,000
S.E.W. Pollinator Pathway 2023 Challenge – (École élémentaire L'Harmonie)	\$3,000	\$245
Growing Together Community Garden- Kingsdale	\$25,890	\$8,650
SLO-Speed: Shoreland Outpost on the Speed River	\$28,510	\$4,500
Bring Back the Maples- Woolwich Roadside Tree restoration (Trees For Woolwich)	\$105,560	\$5,000
Wilmot Township Tree Canopy Study / Policy	\$50,310	\$8,500
S.E.W. Pollinator Pathway 2023 Challenge – (Janet Metcalfe Public School)	\$3,000	\$200
Naturalization of Landscape (Waterloo Condominium Corporation No. 202)	\$6,000	\$2,500
Video storytelling on the TransformWR Climate Action Strategy (The People's Climate Foundation)	\$24,000	\$10,000
DEAR: Developing Environmental Advocates and Researchers (Waterloo-Wellington Science and Engineering Fair)	\$2,500	\$1,250
Trinity Village Community Garden Permeable Pathway Project	\$64,484	\$10,000
Characterising submerged aquatic vegetation in Stormwater Ponds in Kitchener Waterloo (Biology	\$5,500	\$5,000

Dept. - WLU)		
	TOTAL	\$447,419
		\$99,995

To be eligible for consideration, a project proposal to the Community Environmental Fund, must be implemented within the Waterloo Region and satisfy a series of evaluation criteria. Requests for funding typically range from \$1,000 to \$20,000 per project.

Grant applications are accepted from the following candidates: charitable or non-profit organizations (clubs, associations, land trusts); neighbourhood associations and other unincorporated community-based groups; co-operative corporations; public institutions; and individuals/students with a documented collaborative agreement with an eligible applicant. Stewardship applications are also accepted from private landowners, Area Municipalities, the Grand River Conservation Authority and Regional departments

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Area Municipalities are eligible recipients for project funding.

Public:

A wide range of community members are invited to apply, including: charitable or non-profit organizations; neighbourhoods associations and other unincorporated community-based groups; co-operative corporations; schools, school boards, universities, colleges, hospitals, library or other public institutions; and individuals/students with a documented collaborative agreement with an eligible applicant.

7. Financial Implications:

The Region's approved 2023 budget for Planning, Development and Legislative Services included \$100,000 for the Community Environmental Fund funded from the property tax levy. Staff are recommending that the Region approve funding of \$99,995.00 for 20 projects.

8. Conclusion / Next Steps:

Following Council's consideration of this report, Community Environmental Fund applicants will receive official notice of their funding allocation, as well as further information on the process to receive the funds, including administrative and reporting requirements. Staff will continue to pursue partnership opportunities that can enhance local funding for stewardship and sustainability projects through grants to community organizations.

9. Attachments:

Appendix A: Community Environmental Fund 2023 project summaries and funding allocation recommendations.

Prepared By: Albert Hovingh, Senior Planner, Community Planning

Meaghan Eastwood, Supervisor, Climate Transition and Sustainability

Reviewed By: Danielle De Fields, Director, Community Planning

Approved By: Rod Regier, Commissioner, Planning, Development and Legislative Services

Appendix A - Community Environmental Fund 2023 Project Summaries and Funding Allocation Recommendations

Descriptions for Projects Recommended for 2023 CEF Funding

Dog Strangling Vine (DSV) Response. This intent of this project is to control known small populations of dog-strangling vine on GRCA properties in particular at Shade's Mills Conservation Area. Dog-strangling vine (DSV) is a non-native, invasive plant that is having significant impacts in many areas of southern Ontario and is starting to present itself on GRCA properties, particularly in the northern half of the watershed. Non-native invasive plants are a significant threat to biodiversity in southern Ontario. While control measures are often pursued only when these plants are already well established on a site or within a region, this project aims to limit the establishment of dog-strangling vine on a site where populations are still small and the level of resources required for control still relatively modest.

Total project cost \$11,640; CEF Request \$8,800; Recommended funding \$5,000

Restoring Riparian Biodiversity Along Laurel Creek. The purpose of the project is to manage the highly invasive, non-native, *Rhamnus cathartica*, commonly known as buckthorn, along Laurel Creek at the University of Waterloo. Laurel Creek's riparian zone and existing forested areas are dense with buckthorn. This fast-growing and aggressive shrub reduces biodiversity by shading out understory plants, impacts soil chemistry, and the seeds can be spread far distances. Laurel Creek is an important ecosystem feature both to the University of Waterloo, as well as the City of Waterloo at large.

Total project cost \$14,329; CEF Request \$9,529; Recommended funding \$5,000

Pollinator Roadsides - Plantings for Bees, Butterflies and Beautification. Pollinator Roadsides is a community-driven project, led by Waterloo Region Nature and working with Municipality and Regional representation. Roadsides are important and significant regional areas for creating habitat for pollinators and other wildlife. Roadsides constitute potential important pollinator corridors through the cities and across the province of Ontario. This project aims to promote the planting of roadsides to beautify and restore habitats for pollinators and wildlife. A long-term goal is to encourage changes in Municipal and Provincial management practices to reduce mowing and promote the ongoing creation and maintenance of roadsides for pollinator pathways.

Total project cost \$6,909; CEF Request \$5,554; Recommended funding \$2,500

Grebel Student Pollinator Garden. The Pollinator Garden is a student initiative that is part of Conrad Grebel University College's commitment to reducing their carbon footprint by 35% by 2035. The Pollinator Garden is a student initiative that has the support of the college's administration who sees this project as an example of fostering student leadership and engagement on climate change and naturalization. The project is being carried out in consultation with Dr. Lyle Friesen who has worked for over twenty years as a Songbird Biologist with the federal government and has experience in designing pollinator gardens. The Student Council Environment Committee has been foundational in the planning of the project and has sold original Christmas and Greeting cards to raise funds. The garden will improve naturalization and sustainability on campus in addition to educating and inspiring students and the public about the challenges facing pollinators. The garden will also create an inviting outdoor space which will encourage students and staff to spend more time in nature and promote their mental and physical wellbeing.

Total project cost \$8,790; CEF Request \$3,313; Recommended funding \$2,500

Continuing Restoration by Residents of a Piece of Land on the Luther Village on the Park Campus. This project will continue the restoration of a large piece of fallow land at the back of the Luther Village on the Park property. This land was previously part of the Sunshine Factory in Waterloo, which manufactured munitions during the war. Along with native trees and bushes planted last year, further restoration with native shrubs and a pathway will stabilize the soil, provide shade, increase carbon storage, and provide educational opportunities for those using the land, particularly the residents of the Luther Village on the Park.

Total project cost \$17,590; CEF Request \$16,940; Recommended funding \$6,000

S.E.W. Pollinator Pathway 2023 Challenge – Mill Courtland. This is one of several Pollinator Pathway Challenge projects. This project is located in the Mill Courtland Neighbourhood in Kitchener. Under the leadership of, and in collaboration with, Sankofa Ecological Wellness (S.E.W.) participants plant food forests on their properties, naturalize landscapes, create habitat and attract native pollinators by planting low-maintenance, drought-tolerant native species. The site builds are designed to build community and to support ongoing engagement with the land that sustains the people who live there. The goal of the projects is to change the relationships that citizens across the region have with their ecosystem. These are all critical elements of resilience in the face of the climate crisis. The projects incorporate local artists, drummers and land acknowledgements to further the local community connection to Place and Space.

Total project cost \$6,090; CEF Request \$400; Recommended funding \$400

Paradise Lake Water Quality Monitoring, Implementation and Education. The Paradise Lake Association has been actively encouraging environmental stewardship since it was first formed more than sixty years ago. The main reason for this project is to address concerns about the potential of blue-green algae (cyanobacteria) blooms and other threats to the health of Paradise Lake, which is located in the Laurel Creek Headwaters Environmentally Sensitive Landscape (ESL). It is also within the Paradise Lake Environmentally Sensitive Policy Area #8 (ESPA#8). In the past two years, the Paradise Lake Association has carried out a water quality monitoring program with support from the Community Environmental Fund (CEF). The project will encourage members to participate in citizen science, while also using expert services. The data and information obtained from long term monitoring will give a better understanding of the environmental health of Paradise Lake. The project will also allow continuing educating of residents in order to promote stewardship in an effort to improve lake health.

Total project cost \$20,034; CEF Request \$20,034; Recommended funding \$8,750

Let's Tree Wilmot in Baden. This project will see the creation of a small forest of native trees and shrubs in a riparian area located at the northwest corner of the intersection of Gingerich Road and Foundry Street near Baden. Baden Creek flows through the site, which is owned by the Township of Wilmot. In addition, a line of trees will be planted in the boulevard on the west side of Foundry Street to enhance the streetscape. This project will contribute to the goal of increasing native tree canopy in the township, and increase tree cover of a riparian zone with attendant ecological benefits. The project will also enhance the appearance of Foundry Street for people entering or leaving the town of Baden. Volunteers will be used to complete the work with some advice and expert labour being provided by a Certified Arborist.

Total project cost \$12,278; CEF Request \$9,278; Recommended funding \$6,000

Petersburg Community Garden. This project is for the purposes of establishing a 10 acre allotment garden on land rented from a local farmer who is setting up an ecological permaculture system with edible forests, berries, and other trees. The project seeks to address the issue of access to land which has been a considerable barrier for many new Canadians and will be accessible by public transportation and car pooling. The gardens will be used by local new Canadian groups who want to grow food for their families and their communities in a sustainable manner. Young City Growers will be selling food to fund additional youth led projects.

Total project cost \$31,005; CEF Request \$27,805; Recommended funding \$8,000

Pollinator Pathway 2023 Challenge - École élémentaire L'Harmonie. This is one of several Pollinator Pathway Challenge projects and is located at École élémentaire L'Harmonie in Waterloo. Under the leadership of, and in collaboration with, Sankofa Ecological Wellness (S.E.W.) participants plant food forests on their properties, naturalize landscapes, create habitat and attract native pollinators by planting low-maintenance, drought-tolerant native species. The site builds are designed to build community and to support ongoing engagement with the land that sustains the people who live there. The goal of the projects is to change the relationships that citizens across the region have with their ecosystem. These are all critical elements of resilience in the face of the climate crisis. The projects incorporate local artists, drummers and land acknowledgements to further the local community connection to Place and Space.

Total project cost \$3,000; CEF Request \$245; Recommended funding \$245

Growing Together Community Garden – Kingsdale. This project involves the establishment of a new community garden in the Kingsdale neighbourhood in Kitchener. The funds will be used to install a fence/living fence at the Growing Together Community Garden. The group behind the project is made up of members of both the local African Caribbean Community and members of the Kingsdale neighbourhood, The need for this new garden is the result of the closure of the Salvation Army Community Garden and the Kingsway Community Garden. The garden is located on a bus route and adjacent to the Region of Waterloo housing on Wilson Ave. The fencing is intended to protect the garden produce from wildlife that inhabits the nearby naturalized space After installation of the fence, the group will coordinate efforts to grow plants along the fenceline that will act as both a source of naturalized beauty and communal use herbs and foods.

Total project cost \$25,890; CEF Request \$17,870; Recommended funding \$8,650

SLO-Speed: Shoreland Outpost on the Speed River. Shorelines are crucial regions for aquatic habitat, providing space for breeding, feeding, and shelter. This project aims to assist with habitat development, reduce erosion, limit damage from flooding, and improve water quality on the Speed River. The project will establish a unique “outpost” on the Speed River that will have a long-term environmental impact and serve as a demonstration site for shoreland conservation, landscape naturalization, and wilderness restoration. Paddlers and other visitors to the site will be invited to slow down, reflect on the importance of shoreland conservation, and learn about how they might become

stewards of the land and water in Waterloo Region and beyond. Non-paddlers will be allowed to access the site via the property's River Road entrance with permission from the property owner who will arrange visits through Waterloo Region Nature, rare Charitable Preserve, REEP, University of Waterloo, and Guelph University. All visitors will be asked to respect and give space to the multiple species attracted to this site, which already includes shorebirds (coots, goldeneye, sandhill cranes, trumpeter swans), raptors (osprey, red-tailed hawks, great horned owl), and pollinators (a variety of native bee species, deerflies, hummingbirds, wasps, monarch butterflies).

Total project cost \$28,510; CEF Request \$13,710; Recommended funding \$4,500

Bring Back the Maples - Woolwich Roadside Tree Restoration. One of the goals of the Bring Back the Maples project is to increase the canopy cover in the Region and in Woolwich where there is very little public land available by means of a roadside tree planting program. Mature roadside trees will form a township wide network of vegetation connecting forest areas that will function as wildlife habitat and corridors for birds, insects, reptiles, and mammals. The treed roadsides will also function as a highly visible "park" that will be enjoyed by residents daily, boosting the aesthetic and cultural impact for the township as well as supporting the Maple Syrup Festival brand. This project is designed to be imitated in other jurisdictions, many of whom have similar lack of tree cover, and already inquiries have come from adjoining jurisdictions about recreating this approach. Additional benefits of the project include: carbon capture through CO₂ uptake; stormwater diversion through increased absorption into the soil; reduction of airborne pollution as the trees absorb ozone, carbon monoxide, nitrogen dioxide and sulfur dioxide and intercept micron level particulate matter such as smoke, dust and ash, as well as lowering temperatures.

Total project cost \$105,560; CEF Request \$20,000; Recommended funding \$5,000

Wilmot Township Tree Canopy Study / Policy. This project is to develop a comprehensive Tree Canopy Policy for Wilmot Township. The benefit of the project will be community engagement and education on the existing tree canopy and the development of a plan to 'grow' the public and private canopy. This is a continuation of the initial phase that began last year. Phasing was introduced in consultation with Regional staff on funding availability in 2022 and 2023. It is expected that the Tree Canopy Policy will incorporate standard review phases to monitor the success of the policy in achieving community goals and making adjustments as needed to address any deficiencies.

Total project cost \$50,310; CEF Request \$15,000; Recommended funding \$8,500

S.E.W. Pollinator Pathway 2023 Challenge - Janet Metcalfe Public School. This is one of several Pollinator Pathway Challenge projects and is located at Janet Metcalfe P.S. in Kitchener. Under the leadership of, and in collaboration with, Sankofa Ecological Wellness (S.E.W.) participants plant food forests on their properties, naturalize landscapes, create habitat and attract native pollinators by planting low-maintenance, drought-tolerant native species. The site builds are designed to build community and to support ongoing engagement with the land that sustains the people who live there. The goal of the projects is to change the relationships that citizens across the region have with their ecosystem. These are all critical elements of resilience in the face of the climate crisis. The projects incorporate local artists, drummers and land acknowledgements to further the local community connection to Place and Space.

Total project cost \$3,000; CEF Request \$200; Recommended funding \$200

Naturalization of Landscape. This project envisages the naturalization of the surrounding landscapes belonging to the corporation. The installation of a new pollinator garden will create habitats for pollinators by installing low maintenance, drought tolerant native species throughout our property for a sustainable year-round pollinator garden habitat. It will attract butterflies, bees, and include colours that are visually appealing to the condominium residents and community neighbours.

Total project cost \$6,000; CEF Request \$3,000; Recommended funding \$2,500

Video storytelling on the TransformWR Climate Action Strategy. This project will build on the spirit of change of the TransformWR Climate Action Strategy passed by local councils in 2020. A series of four short videos will be produced, one for each of the four actions presented in the strategy (V1: Transform the ways we move, V2: Transform the ways we build & operate our spaces, V3: Transform the ways we produce, consume and waste, V4: Transform the ways we relate). While TransformWR is an excellent, inspirational document, it reaches a limited readership of people in Waterloo Region, and was passed during a pandemic, when many people were preoccupied with other concerns. The videos will 'bring to life' the document's visions and recommended ways to act and have the potential to reach and engage diverse audiences. Coupled with other tools, such as the strategy itself, these videos could make a big difference towards encouraging deeper engagement towards a more sustainable Waterloo Region.

Total project cost \$24,000; CEF Request \$15,000; Recommended funding \$10,000

DEAR: Developing Environmental Advocates and Researchers. The transition to a lifestyle that is sustainable will be a long process of learning and adapting. It will proceed more effectively if the young people who will live in that more sustainable world energize the transition, and participate in making the decisions. This project will help young researchers understand the need for sustainable goals and actions. In previous years funds have been used at science fairs to assist students in learning about a range of topics critical to a sustainable future. The strategy has proved successful as for young researchers who come from many schools across in Waterloo Region (and a few in Guelph). The students are sent back with an expectation and materials that they can use to demonstrate leadership in their schools and families through reporting to the classes, leading similar activities. This year the project will bring their focus to water in the community, suggest opportunities for future research, inspire an environmental ethic and exercise their leadership in their schools.

Total project cost \$2,500; CEF Request \$1,250; Recommended funding \$1,250

Trinity Village Community Garden Permeable Pathway Project. The vision of Trinity Village states that Trinity Village will be a dynamic community leader, fostering a compassionate and engaging holistic lifestyle in an eco-friendly environment, through best practices, partnerships, research and innovation. The Community Garden Permeable Pathway Project is an opportunity to explore the concept of Low Impact Development and discover the benefits of permeable pavement, for both the Trinity Village Community and the greater Kitchener/Waterloo Community. Permeable paving will help eliminate pooling of water on the current path in all seasons and create a safe slip-free natural stone walkway that also reduces the heat sink of our urban landscape. The walkway through the orchard and the raised beds will provide an opportunity for educational, interactive, interpretive signage, inviting residents, staff and guests to consider the benefits of permeable paving in the wise stewardship of our land.

Total project cost \$64,484; CEF Request \$15,000; Recommended funding \$10,000

Characterising submerged aquatic vegetation in Stormwater Ponds in Kitchener Waterloo. This project builds on work undertaken in previous years with funding provided by the CEF. While the economic benefits associated with a well-functioning stormwater pond treatment system are not often quantified there is a clear economic impact in the associated treatment required for untreated water entering the stormwater systems as a result of un-managed or poorly managed SWM ponds. This past winter research confirmed that some plants were growing in two SWMPs in KW but these were very preliminary studies and clear identification was not possible. An underwater remote operated vehicle (ROV) with a camera has been built that can be used to more

accurately document the presence of submerged aquatic plants in SWMPs in KW and confirm their presence during the winter. The results of the proposed study will have direct application in the guidance of stormwater pond plantings for optimising stormwater pond functionality. Further, determining which species overwinter and thrive will be beneficial in ensuring that desirable species are used in initial plantings of stormwater ponds to avoid costly maintenance or replanting programs.

Total project cost \$5,500; CEF Request \$5,000; Recommended funding \$5,000

Region of Waterloo
Planning, Development, and Legislative Services
Community Planning

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: rare Charitable Research Reserve – Funding Agreement

1. Recommendation

That the Regional Municipality of Waterloo extend the Funding Agreement with the *rare* Charitable Research Reserve for an additional five-year period requiring a contribution of \$50,000 annually over the next five years (2023 – 2027) as outlined in PDL-CPL-23-014 dated June 6, 2023.

2. Purpose / Issue:

To request Council endorsement to extend a funding partnership.

3. Strategic Plan:

The collaborative funding arrangement helps achieve Strategic Objective 3 Environment and Climate Action, specifically actions: 3.2 Improve resilience to climate change and/or severe weather; and 3.5 Promote the efficient use of urban land, and protect and enhance agricultural and natural areas. It also advances our strategic imperatives including: balancing rural and urban communities; fostering partnerships; taking climate action; and efficiency, effectiveness and value for money.

4. Report Highlights:

- The *rare* Charitable Research Reserve (*rare*) is a registered charity, environmental research institute, and land trust (*raresites*) based in Waterloo Region and Wellington County. It manages extensive ecologically significant properties centred around their primary land holdings at the heart of the Blair-Bechtel-Cruickston Environmentally Sensitive Landscape (ESL), totalling over 980 acres of conservation lands throughout the Region.
- *rare* provides educational environmental stewardship programmes to school children and youth, and hosts environmental scientists in support of an ambitious research mandate. For two decades, *rare* has been a living laboratory for research into significant environmental concerns.

- The Region piloted a successful five-year Funding Agreement with **rare** (Report PDL-CPL-16-34, dated August 9, 2016) that provided funding to support over 2017-2021 for:
 - environmental research related to Regional interests;
 - stewardship activities on land trust properties within Waterloo Region;
 - operation of the Land Trust (e.g., property acquisition costs such as legal, planning fees, surveys, property demarcation, oversight); and,
 - institutional capacity building.

This agreement was extended by an additional year in 2022.

- This contribution agreement funds activities complementing Regional environmental and stewardship initiatives, including research related to the monitoring and conservation of the Greenlands Network, support for the work of a multi-property conservation land trust, and stewardship on conservation lands, as outlined in report PDL-CPL-23-014, dated June 6th, 2023.
- Staff recommend extending the Collaborative Funding Agreement for an additional 5 years (2023 – 2027). The Region’s annual contribution of \$50,000 is included in the 2023 operating budget funded from the property tax levy.

5. Background:

The rare Charitable Research Reserve (**rare**) is a land trust and environmental institute operating in the Region of Waterloo since 2001. The original property area of 902 acres is located near the Village of Blair and south end of Kitchener. The organization has been protecting and stewarding this ecologically significant land and natural area for 20 years, bringing an innovative model of Conservation, Research, and Education to the community.

A unique institution in Waterloo Region, **rare** combines environmental research with outreach to citizens and stewardship of a land trust property at the heart of one of the Region’s Environmentally Sensitive Landscapes. **rare** is well positioned to build environmental research in the Region and support sustainability and conservation efforts as economic development and population growth accelerate. The organization is a certified living wage employer, with 14 permanent full-time staff and a changing range of research fellows, visiting artists and summer students. Every year, **rare** engages over 200 volunteers. In total, 150 research projects have been conducted and over 31,000 pounds of organically grown foods donated to local food banks since the inception of these important programs. In addition, nearly 20,000 students have visited **rare’s** Every Child Outdoors education program.

The pilot five-year Funding Agreement launched in 2016 between **rare** and the Region has been very successful and has resulted in:

- the formation of a local multi-property land trust, the ***raresites*** Land Securement Group;
- a comprehensive five-year Land Securement Strategy to guide conservation land acquisition across the Region and Wellington County and build a network of protected areas of high ecological significance and connectivity;
- within Waterloo Region, four completed land securement projects (including two EcoGift land donations and a Conservation Easement on Barrie's Lake, totalling over 80 acres of new conservation lands), and significant progress on another four EcoGift land donations totalling over 465 acres of future conservation lands;
- a review of and update to ***rare's*** Regionally significant long-term research and monitoring program, which quantifies biodiversity and develops and test methods for monitoring multiple aspects of the natural environment through formal and citizen-led programs; and,
- research on the impacts of micro-plastics and the potential for implementation of a local Alternative Land Use Systems (ALUS) program.

The establishment of the ***raresites*** Land Securement Group is fulfilling the intent of ROP policy 7.I.11, "the establishment of a Land Trust to hold, purchase and manage elements of the Greenlands Network, or to hold conservation easements." While municipal official plan policies may prohibit inappropriate land uses in natural features, a land trust provides additional value as it brings significant natural heritage properties under informed stewardship and involves volunteers from the community in the care and stewardship of such properties at little or no public expense. Properties in a land trust are also often more readily available for research and teaching opportunities for ecological restoration and stewardship techniques.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Lands held in trust and the research conducted at ***rare*** are of interest and benefit to Area Municipalities as well as the Region. Fostering the growth of a multi-property land trust will help conserve significant natural areas in various parts of the Region.

Public:

The ***raresites*** Land Securement Group includes representatives from Area Municipalities, Six Nations, the Grand River Conservation Authority, academic institutions, and environmental/naturalists organizations.

7. Financial Implications:

The approved 2023 Community Planning operating budget includes a provision of \$50,000 for this work, which is funded by the Region's property tax levy. A five-year

extension to the Collaborative Funding Agreement would require a total Regional contribution of \$250,000 over the next five years.

8. Conclusion / Next Steps:

Future collaborative work planned includes:

- implementing and updating the Land Securement Strategy as a means to build a network of conservation lands that will support the Region's climate change resilience and adaptive strategies, environmental research, increased biodiversity, and passive recreation for a growing population;
- continuing to seek out and support individual land securement projects (current potential donations total more than 450 acres, with an expected appraised value of at least \$3.5 million);
- providing sustainable management of each conservation property;
- further exploring the potential for Waterloo Region to be an Alternative Land Use Services (ALUS) community and/or other ways to support farmers that protect and manage ecological services on their properties; and
- continuing Regionally significant research and monitoring projects.

9. Attachments:

Nil

Prepared By: Meaghan Eastwood, Supervisor, Climate Transition and Sustainability

Reviewed By: Danielle De Fields, Director, Community Planning

Approved By: Rod Regier, Commissioner, Planning Development and Legislative Services

Region of Waterloo
Planning, Development, and Legislative Services
Community Planning

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: Minister’s Decision on Regional Official Plan Amendment No. 6 (ROPA)

1. Recommendation

For Information.

2. Purpose / Issue:

The purpose of this report is to provide a high-level overview of the approval with modifications of Regional Official Plan Amendment 6 (ROPA 6). Future reports will outline implications the decision may have on growth management and infrastructure master planning.

3. Strategic Plan:

The approval of ROPA 6 will shape how and where the community will grow to the year 2051. It therefore addresses all Strategic Focus Areas, particularly: Thriving Economy; Sustainable Transportation; Environment and Climate Action; and Health, Safe and Inclusive Communities. It also relates to Action 3.5.1, “Promote efficient urban land use through greenfield and intensification policies while conserving natural heritage and agricultural areas.”

4. Report Highlights:

- The Region’s Official Plan Amendment No. 6 (ROPA 6) has been approved by the Minister of Municipal Affairs and Housing with 12 modifications relating to policies and mapping
- The Urban Area/Township Urban Area boundaries have been expanded by approximately 2,700 hectares of land as well as an addition of 66 hectares of employment lands in the 97/401 Employment Area. Land use designations for lands added through the approval will be identified by Area Municipalities with consideration of applicable provincial policies and guidelines.

- The approval did not modify policies as adopted relating to the achievement of 15 minute neighbourhoods, integrating climate change considerations into planning and managing growth, and supporting a mix and range of housing options
- The decision included two site-specific policies:
 - 355 Farmers Market Road, Township of Woolwich (Smart Centres) to permit additional industrial/commercial uses, including self-storage uses.
 - 241 Queen Street West, City of Cambridge (Hespeler) to permit high density residential and institutional uses.
- The decision included a policy for the Elmira Township Urban Area to review and update the Township's phasing and staging of development policies for the purposes of expediting development applications for housing projects at the time of the next Woolwich Official Plan update.
- The decision modified ROPA 6 Policy 3.A.4 to permit up to three residential units in a detached house, semi-detached house or row house (or up to two residential units and an ancillary detached residential unit).
- The decision included a policy that clarifies the land use designation terminology for lands that are subject to Regional Official Plan Amendment No.2
- Two parcels of land were converted from Employment area - one in the City of Waterloo and one in the City of Cambridge.
- The decision modified the definition of 'Major Goods Movement Facilities and Corridors' in the Glossary of Terms to permit rail facilities.
- In a separate letter, the Minister approved the alternative density targets adopted by the Region for Laurier-Waterloo Park Station, Blockline Station and Delta Station.
- The implications of the modifications on the water supply master plan, wastewater treatment master plan, integrated mobility plan, 10 year capital plans and the development charge by-law are being evaluated
- The process to consolidate and incorporate the modifications into the Regional Official Plan has begun and is expected to be complete by August 1, 2023
- The area municipalities and the Region continue to collaborate to determine where and when new or expanded area municipal and regional infrastructure is needed first and how it can occur in the most cost effective manner. The amount of land added to the Urban Area and Township Urban Areas through the approval of ROPA 6 presents a major challenge for the Region and the area municipalities from an infrastructure planning, construction and financing perspective.

5. Background:

The ROP forms Regional Council's long-term strategy for guiding and integrating growth management, development, land use, infrastructure planning, together with financial and capital investment.

The Regional Official Plan Review began in late 2018 and culminated in the adoption of ROPA 6 by Regional Council on August 18, 2022. ROPA 6 was submitted to the Ministry of Municipal Affairs and Housing on September 2, 2022, and deemed complete on September 2, 2022.

On October 24, 2022, the Minister of Municipal Affairs and Housing suspended the 120-day review period for ROPA 6, as permitted under the Planning Act, until the Minister issued a decision.

On April 11, 2023, the Minister issued a Notice of Decision approving ROPA 6 with 12 modifications. The modifications comprise of amendments and additions to policies and Maps.

The Minister's decision on ROPA 6 is final and not subject to appeal.

The most significant modification to the decision on ROPA No. 6 is new policy 2.J.14:

For the lands added to the Urban Area or the Township Urban Area on Map , the Designated Greenfield Area on Map 2, and the Urban Area / Township Urban Area on Map 3, Area Municipalities shall identify appropriate land use designations, including the identification of employment lands, with consideration of applicable provincial policies and guidelines.

The intent of this policy is to implement Option 1 for community area and 15% intensification for employment area land needs as identified in the final Land Needs Assessment from staff report PDL-CPL-22- 20, considered by Regional Council on June 29, 2022.

Nothing in this policy precludes proponents from initiating planning applications or undertaking secondary planning in advance of the area municipalities' next official plan update.

The table below illustrates the inventory of existing Community Area land and existing employment land inventory, lands added by the Region through ROPA 6 and new Urban Area/Township Urban Area lands (Urban Expansion Lands) added by municipality through the decision on ROPA 6:

Area Municipality	Existing Community Area Land inventory (ha)	Existing Employment Land inventory (ha)	Community Area Added by the Region through ROPA 6 (ha)	Employment Land Added by the Region through ROPA 6 (ha)	Lands Added through Minister's decision on ROPA 6 (ha)
Cambridge	908	552	8	187	539
Kitchener	1,750	122	0	0	277
Waterloo	563	129	0	0	0
North Dumfries	156	36	38	78	127
Wellesley	48	0	17	0	74
Wilmot	200	81	35	15	249
Woolwich	508	152	52	176	1,514
Total	4,133	1,072	150	456	2,780

*The numbers represent gross land areas and do not consider constrained lands

**The numbers are net of airport lands

All lands between the Urban Area/Township Urban Area boundary and the Countryside Line as established through the 2015 ROP and ROP Amendments No. 1, 3, 4 are now designated as Urban Area/Township Urban Area. In one location, the Countryside Line was adjusted through the approval to include two parcels of land as Urban Area. These two parcels of land are not designated Protected Countryside in the ROP but are designated Regional Recharge Area (Appendix D). The ROP identifies a broad band of permanently protected environmental features and agricultural lands known as the Protected Countryside. This designation contains a unique concentration of farmlands, woodlands, watercourses, river valleys and wetlands. It also includes several significant Regional Recharge Areas, which sustain some of the richest sources of groundwater in the Grand River watershed and account for a significant share of the region's water supply.

In the coming years, the Region is expected to see an accelerated pace of growth. With a provincial forecast that nearly doubles the Region's population and employment to 923,000 residents and 470,000 jobs by 2051, growth pressures within the region require consistent policy guidance and coordination so that required Regional services, systems and infrastructure can be planned and delivered in an efficient, cost effective and predictable manner.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Regional staff have had a number of discussions with Area Municipal Planning Heads on the implications of the decision on ROPA 6. Those discussions have informed this report. In addition, discussions are ongoing regarding the implications and the process for implementation. These discussions will inform subsequent reports to Council on the approach for implementation and the transition of the ROP to the Area Municipalities following the proclamation of Bill 23.

Public:

ROPA 6 was posted for comments on the Environmental Registry of Ontario (ERO) for 30 days from December 5, 2022 to January 5, 2023. The decision to approve ROPA 6 with modifications and the approval of alternative density targets for the three MTSAs can be found here <https://ero.ontario.ca/notice/019-5952>.

7. Financial Implications:

Over the past several years, the Region has made significant investments, particularly in water, wastewater, transportation and public transit infrastructure to service the anticipated growth needs of the community. The urban expansion lands require new or expanded municipal infrastructure – both regional and area municipal. The area municipalities and the Region continue to collaborate to determine where and when new or expanded area municipal and regional infrastructure is needed first and how it can occur in the most cost effective manner. Results will be incorporated into upcoming updates to Regional infrastructure master plans, particularly for water, wastewater and transportation.

The amount of land added to the Urban Area and Township Urban Areas through the approval of ROPA 6 presents a major challenge for the Region and the area municipalities from an infrastructure planning, construction and financing perspective. Servicing all of the urban expansion lands concurrently would require significant levels of long-term debt (impacting future debt repayment limits) and combined with the impacts of Bill 23 would create a high risk scenario of having insufficient development charge revenue to fund the resulting debt servicing costs. Property taxes and user rates would be the fallback. In addition, the operation of new infrastructure at an inefficient level could further impact future operating budgets.

Additional financial analysis can be prepared for Council's consideration as the type, location, timing and scale of new development and its associated infrastructure needs becomes clearer.

8. Conclusion / Next Steps:

The proposed Provincial Planning Statement proposes an approach to implementation which includes, among other matters, continued use of the 2051 growth forecasts provided by the Province that were included in ROPA 6. Regional staff are currently analyzing the impact of the modifications to ROPA 6 and the proposed Provincial Planning Statement to determine what, if any, changes may need to be made to the ROP. Regional staff will report back to Council in August or September with a detailed analysis and implementation approach.

The approval of ROPA 6 may accelerate the need for coordinated infrastructure planning to support the Region's forecasted levels of growth while supporting the Region of Waterloo's seven area municipalities as they initiate local official plan updates and housing pledge goals.

Moving forward there will be continued collaboration between the Region and Area Municipalities to focus growth in areas with existing and planned water, wastewater and transportation capacity.

In addition, it is anticipated that a review of existing secondary plans for any needed amendments or new secondary planning exercises for the urban expansion lands may be necessary.

Attachments:

Appendix A: Map 1 Regional Structure

Appendix B: Map 2 Urban System

Appendix C: Map 3 Employment Area

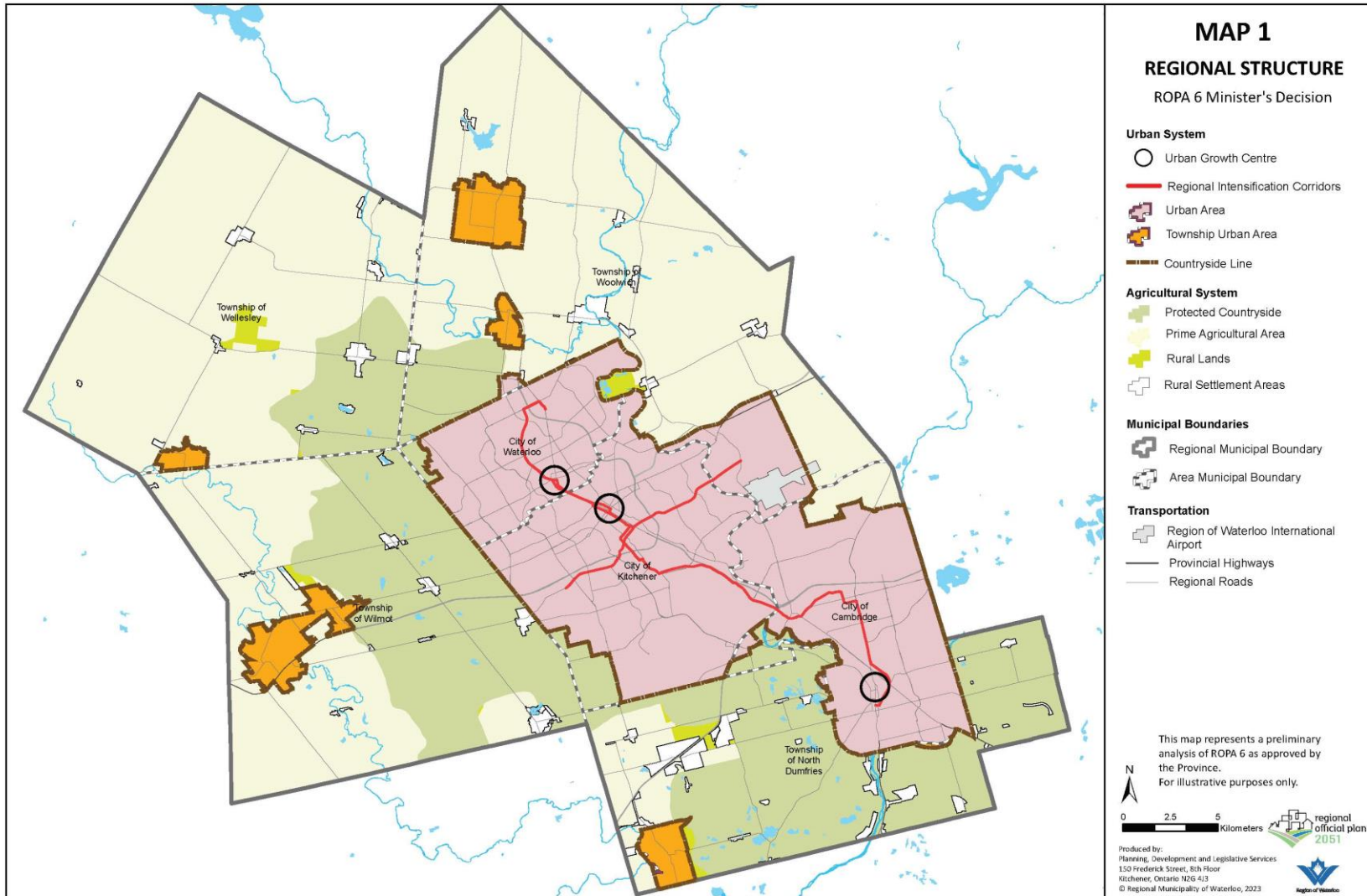
Appendix D: Countryside Line Adjustment

Prepared By: Brenna MacKinnon, Manager, Development Planning

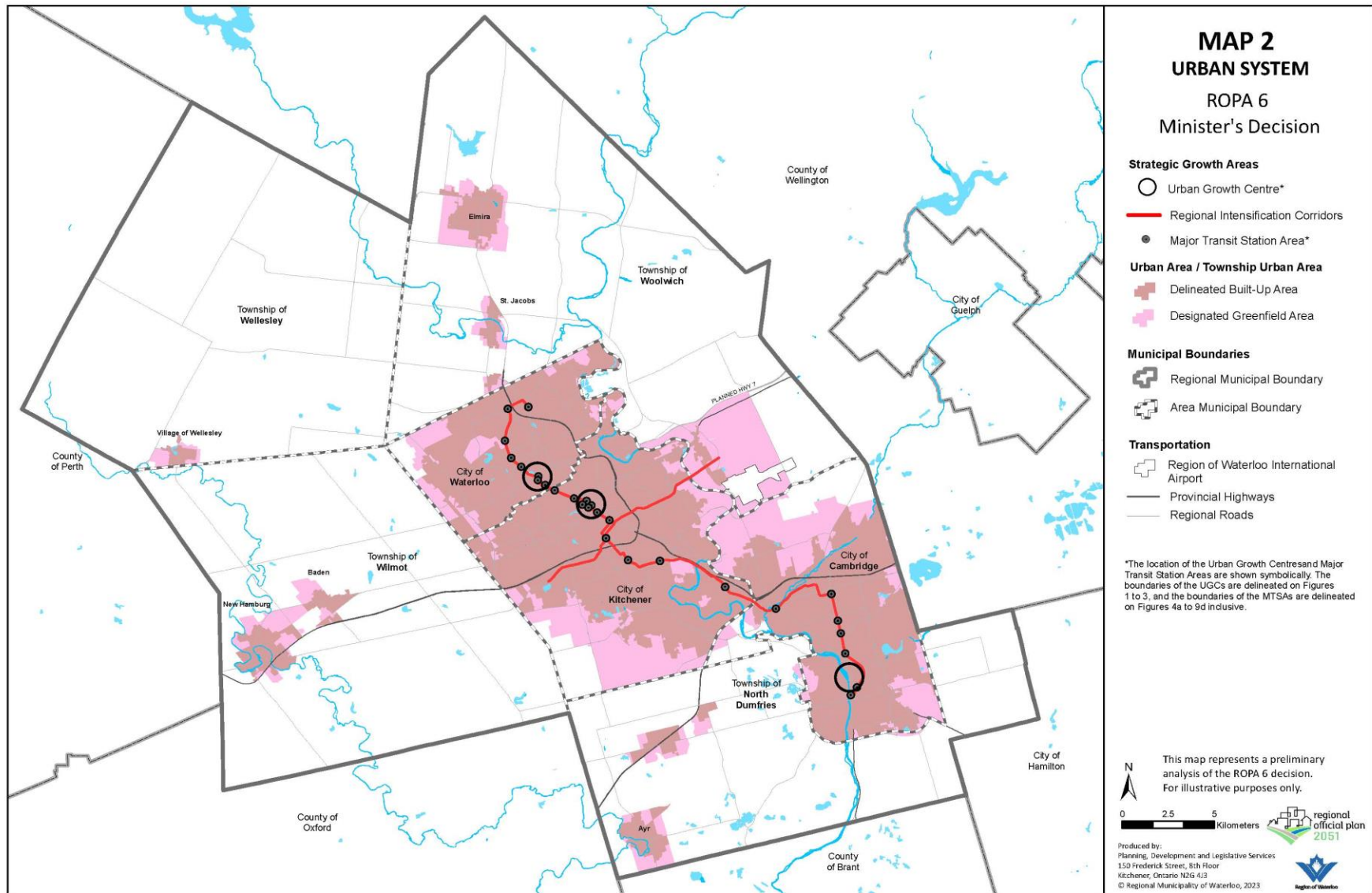
Reviewed By: Danielle De Fields, Director, Community Planning

Approved By: Rod Regier, Commissioner, Planning, Development and Legislative Services

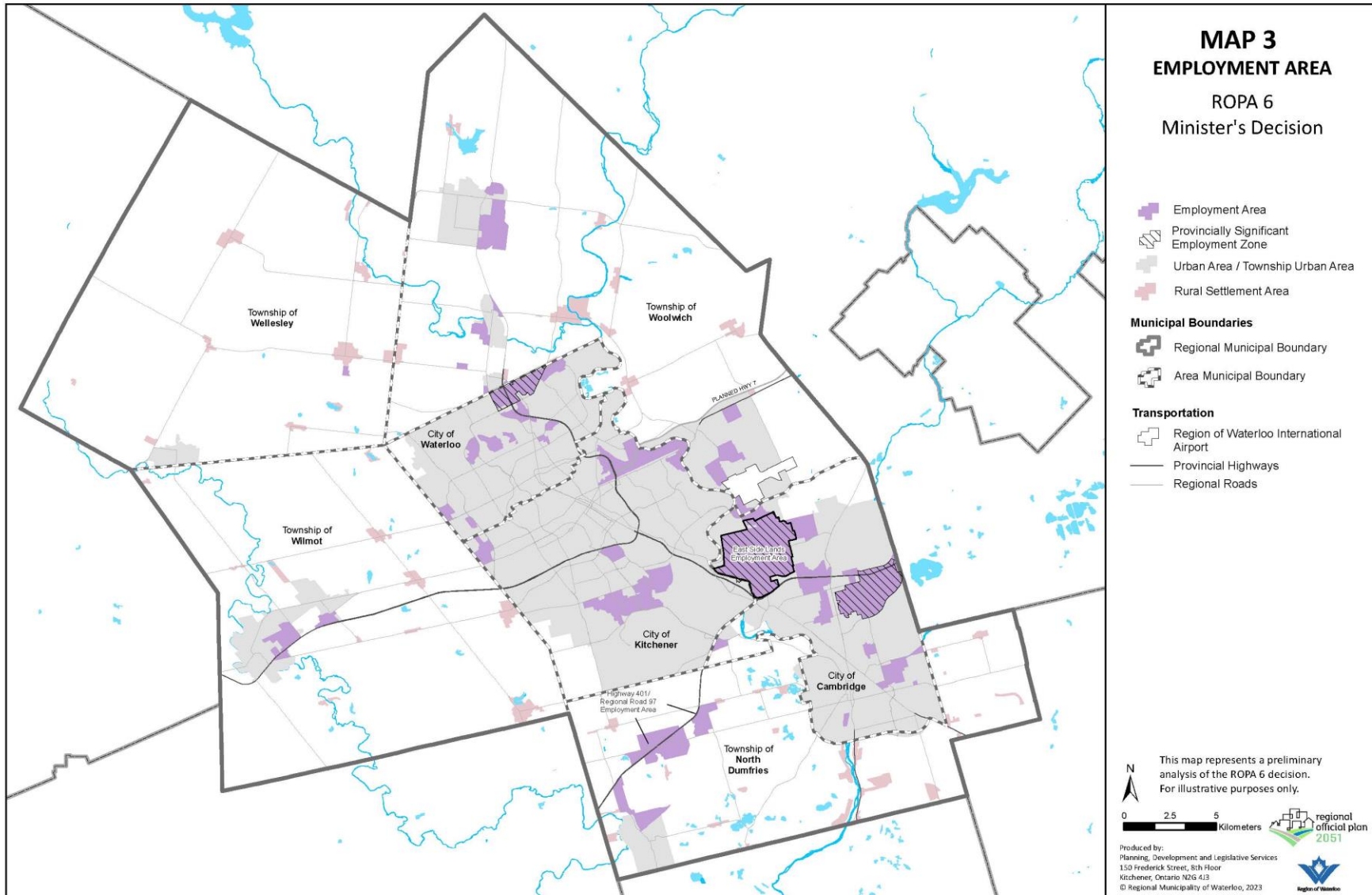
Appendix A: Map 1 Regional Structure



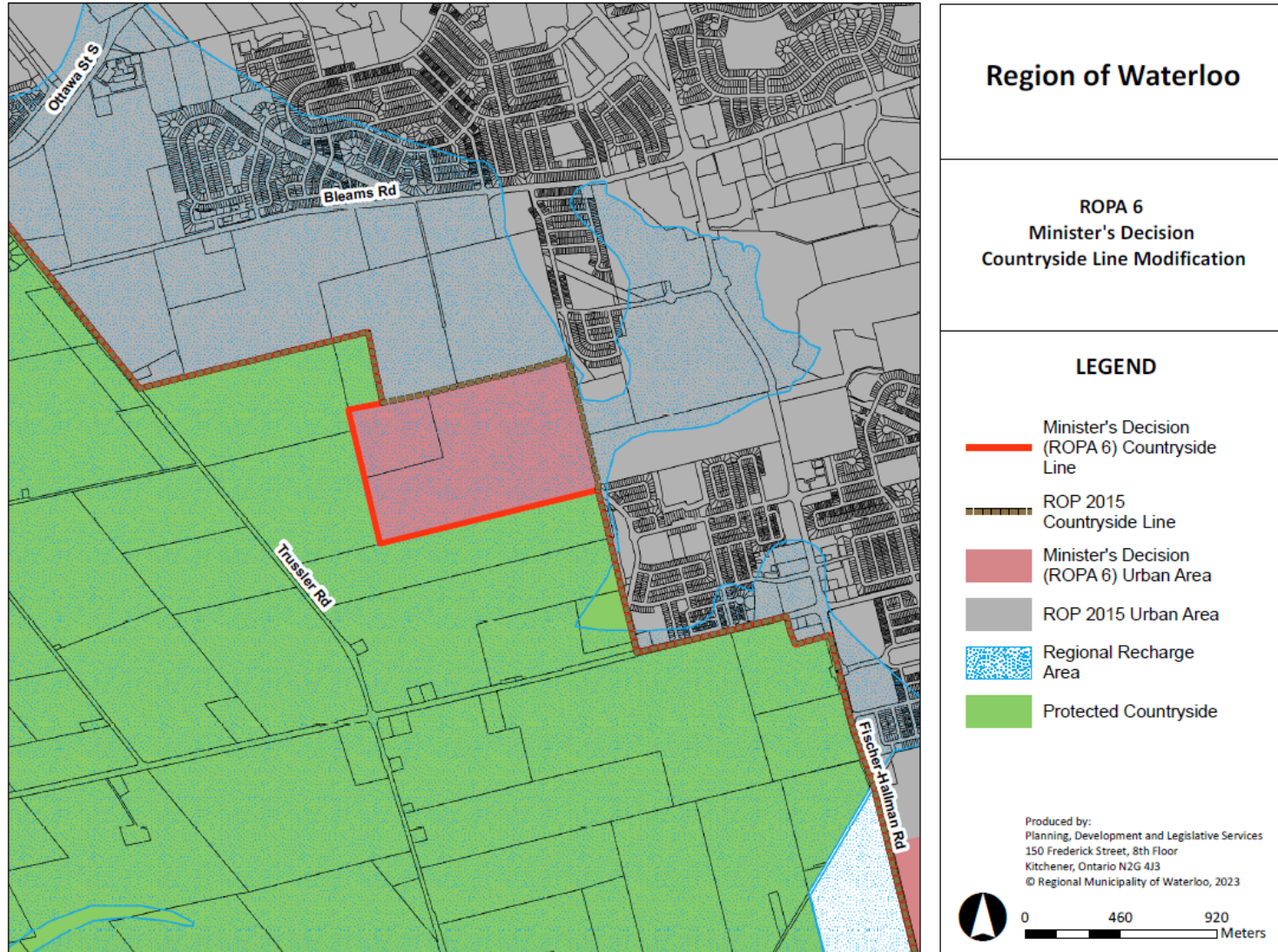
Appendix B: Map 2 Urban System



Appendix C: Map 3 Employment Area



Appendix D: Countryside Line Adjustment



Regional Official Plan Amendment No. 6

Planning and Works Committee

June 6, 2023



Region of Waterloo

ROPA 6 Approval Overview

- On April 11, 2023 Minister of Municipal Affairs and Housing approved Regional Official Plan Amendment No.6 (ROPA 6) with 12 modifications
- Maintains vision for an "inclusive, thriving, and sustainable region of connected rural and urban communities with global reach, fostering opportunities for current and future generations"
- The Minister's decision on ROPA 6 is final and not subject to appeal

Modifications

- Expansion of the Urban Area/Township Urban Area boundary by approximately 2,700 gross hectares of land
- Two site-specific policies
- One policy to clarify ROPA 2 land use designation terminology
- A policy for the Elmira Township Urban Area will see a review and update to its phasing and staging of development policies

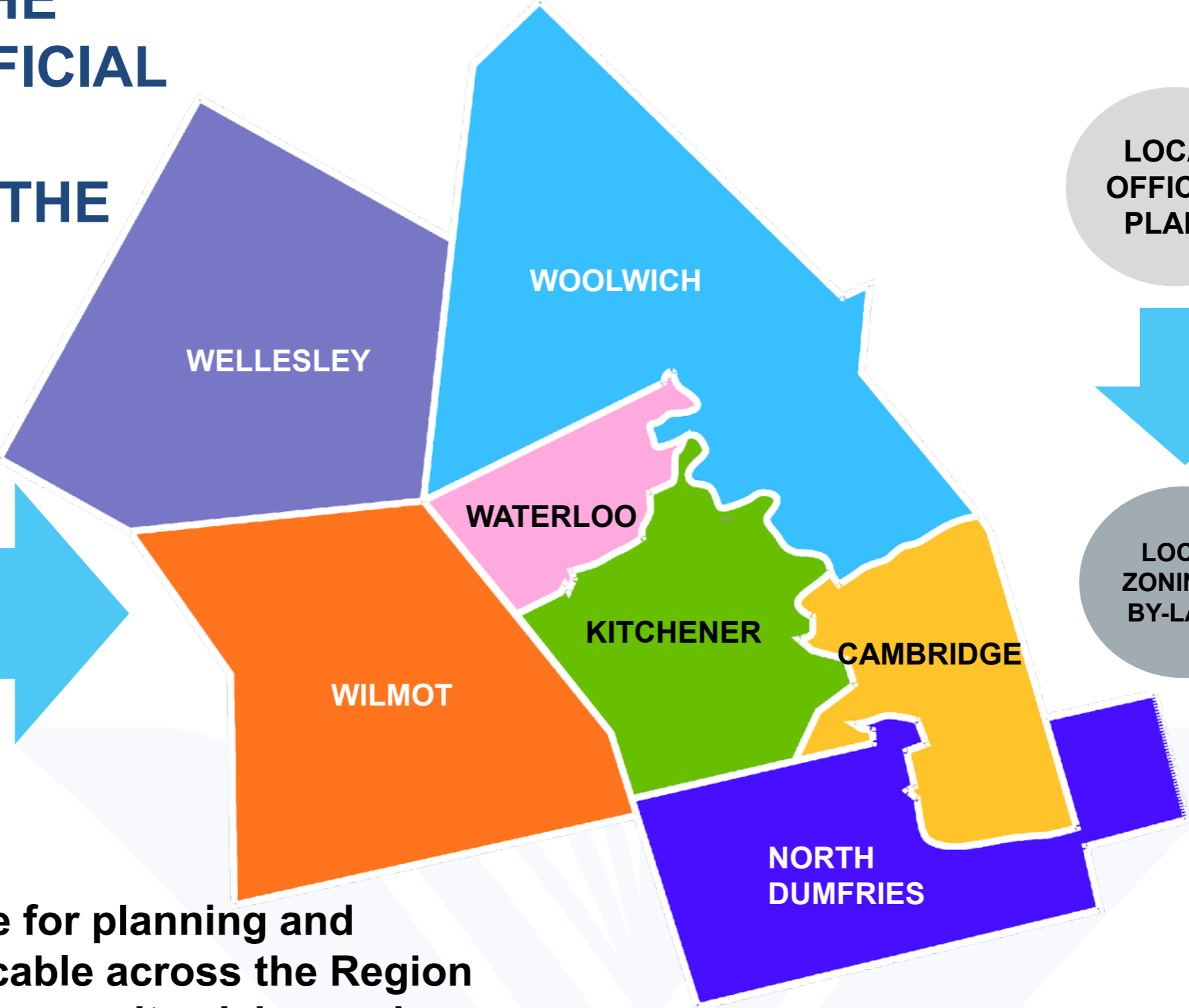
Modifications

- ROPA 6 Policy 3.A.4 has been modified to permit up to three residential units in a detached house, semi-detached house or row house (or up to two residential units and an ancillary detached residential unit)
- Modification of the definition of ‘Major Goods Movement Facilities and Corridors’ in the Glossary of Terms to include the addition of rail facilities

Area Municipality	Existing Community Area Land inventory (ha)	Existing Employment Land inventory (ha)	Community Area Added by the Region through ROPA 6 (ha)	Employment Land Added by the Region through ROPA 6 (ha)	Lands Added through Minister's decision on ROPA 6 (ha)
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Woolwich	508	152	52	176	1,514
Total	4,133	1,072	150	456	2,780

HOW DOES THE REGION'S OFFICIAL PLAN GUIDE PLANNING IN THE CITIES AND TOWNSHIPS?

REGIONAL OFFICIAL PLAN



LOCAL OFFICIAL PLANS



LOCAL ZONING & BY-LAWS

- High level guidance for planning and development applicable across the Region
- Operationalizing community vision and objectives
- Alignment with Provincial guidance

Key messages of ROPA 6

- Indigenous relationships and reconciliation
- Equity and inclusion
- Growth management
- Climate action
 - Requiring the development of 15-minute neighbourhoods in the Cities and Townships
- Affordable and “Missing Middle” Housing

MAP 1

REGIONAL STRUCTURE

ROPA 6 Minister's Decision

Urban System

- Urban Growth Centre
- Regional Intensification Corridors
- Urban Area
- Township Urban Area
- Countryside Line

Agricultural System

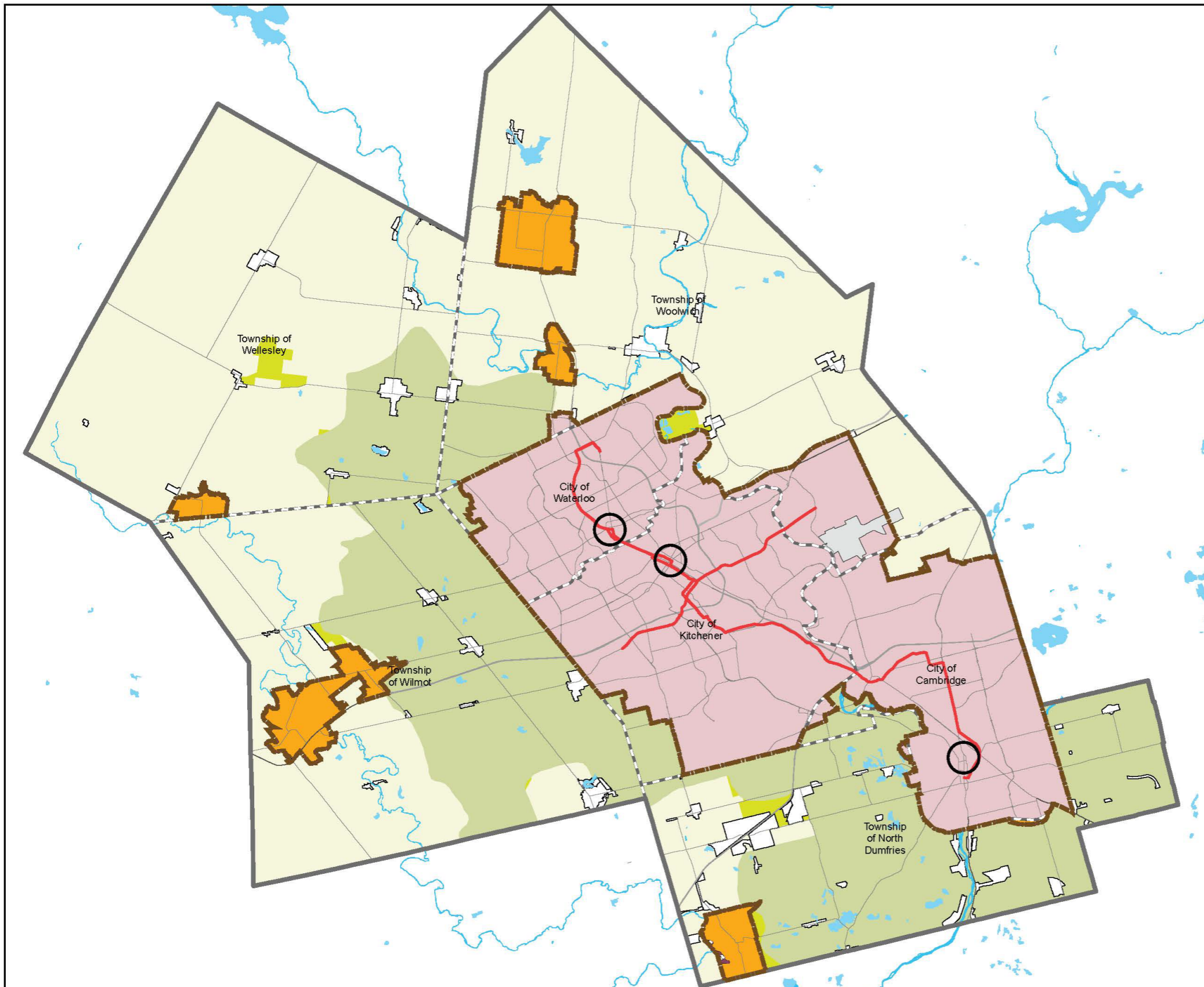
- Protected Countryside
- Prime Agricultural Area
- Rural Lands
- Rural Settlement Areas

Municipal Boundaries

- Regional Municipal Boundary
- Area Municipal Boundary

Transportation

- Region of Waterloo International Airport
- Provincial Highways
- Regional Roads



This map represents a preliminary analysis of ROPA 6 as approved by the Province.
For illustrative purposes only.



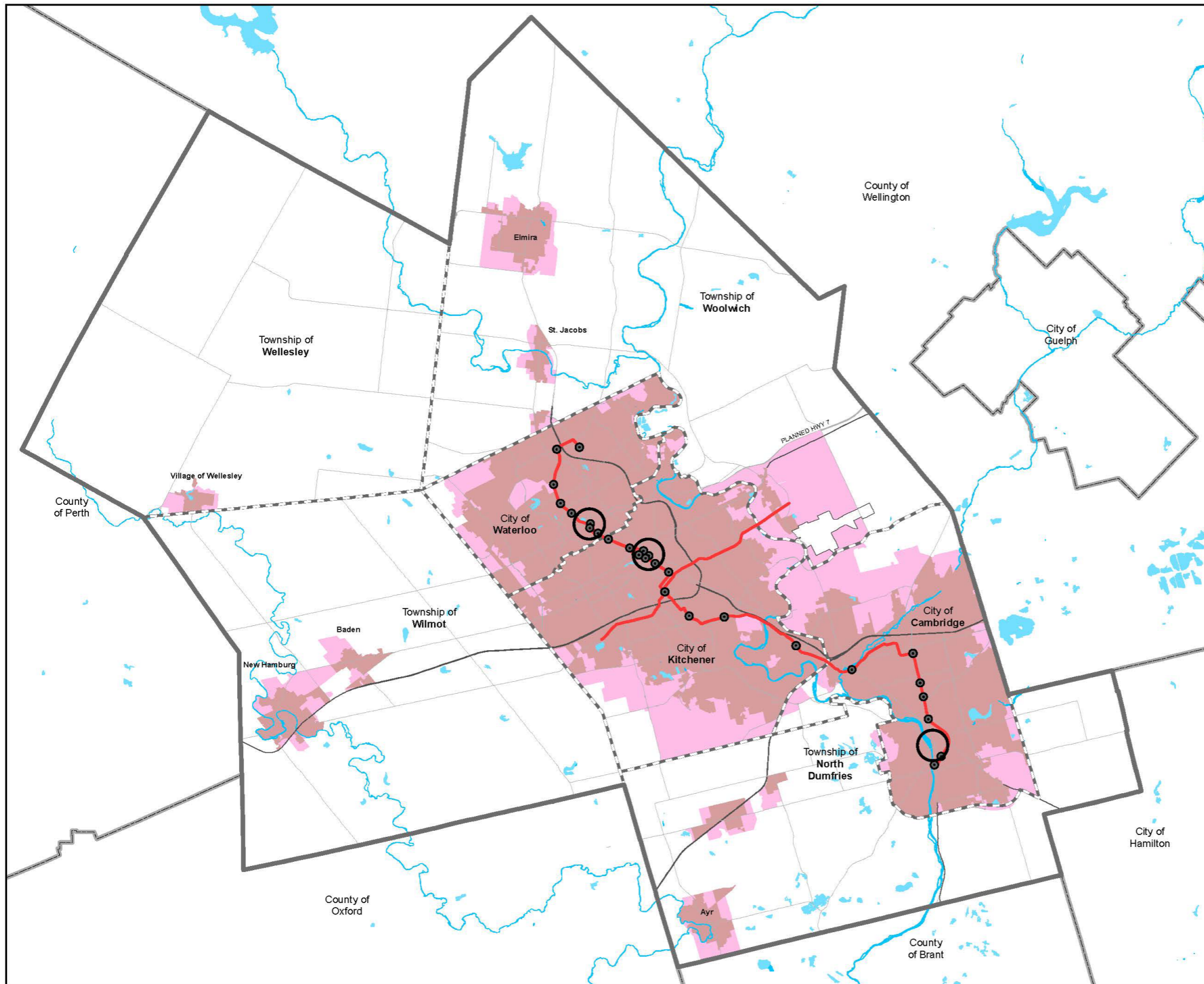
0 2.5 5 Kilometers



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MAP 2 URBAN SYSTEM ROPA 6 Minister's Decision



Strategic Growth Areas

- Urban Growth Centre*
- Regional Intensification Corridors
- Major Transit Station Area*

Urban Area / Township Urban Area

- Delineated Built-Up Area
- Designated Greenfield Area

Municipal Boundaries

- Regional Municipal Boundary
- Area Municipal Boundary

Transportation

- Region of Waterloo International Airport
- Provincial Highways
- Regional Roads

*The location of the Urban Growth Centres and Major Transit Station Areas are shown symbolically. The boundaries of the UGCs are delineated on Figures 1 to 3, and the boundaries of the MTSAs are delineated on Figures 4a to 9d inclusive.

This map represents a preliminary analysis of the ROPA 6 decision. For illustrative purposes only.

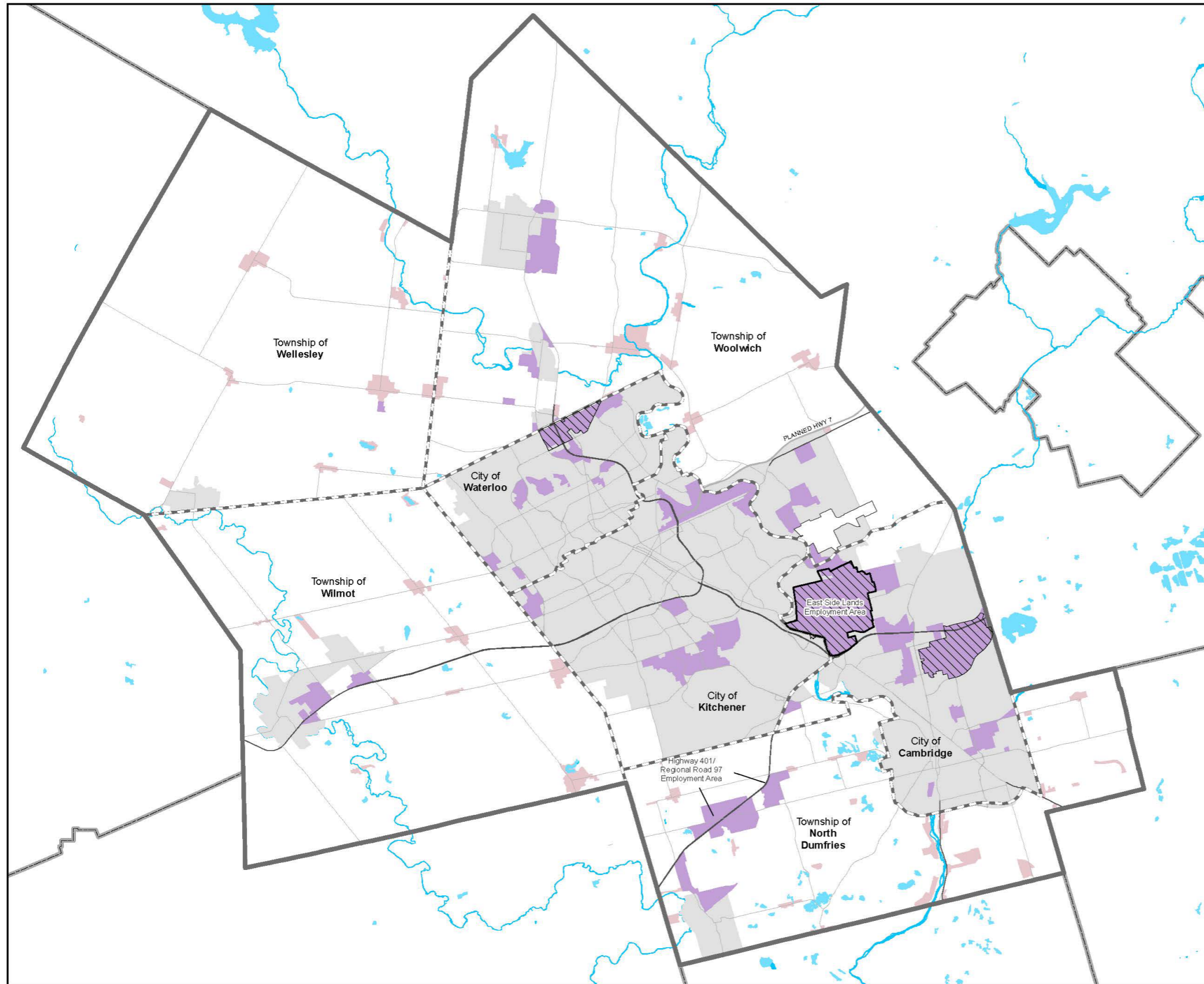


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MAP 3 EMPLOYMENT AREA

ROPA 6 Minister's Decision



- Employment Area
- Provincially Significant Employment Zone
- Urban Area / Township Urban Area
- Rural Settlement Area
- Municipal Boundaries**
 - Regional Municipal Boundary
 - Area Municipal Boundary
- Transportation**
 - Region of Waterloo International Airport
 - Provincial Highways
 - Regional Roads

N

This map represents a preliminary analysis of the ROPA 6 decision. For illustrative purposes only.

0 2.5 5 Kilometers

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regional official plan 2051

Next Steps

- Area Municipalities and the Region continue to collaborate to determine where and when new or expanded area municipal and regional infrastructure is needed first and how it can occur in the most cost effective manner.
- Results will be incorporated into upcoming updates to Regional infrastructure master plans, particularly for Water, Wastewater and Transportation.
- The process to consolidate and incorporate the modifications into the Regional Official Plan has begun and is expected to be complete by August 1, 2023
- Regional staff will report back to Council in August or September with a detailed analysis and implementation approach to ROPA 6

Region of Waterloo
Planning, Development, and Legislative Services
Economic Development

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: Charles St. Terminal, Risk Assessment and Record of Site Condition Approach

1. Recommendation

That the Regional Municipality of Waterloo take the following actions as part of the Charles Street Terminal Visioning process:

1. Direct staff to proceed with a municipally led Risk Assessment (“RA”) and Record of Site Condition (“RSC”) process to address identified soil and groundwater contamination on the property in advance of a future Request for Proposal on the lands for redevelopment, as outlined in report PDL-ECD-23-010, dated June 6, 2023.

2. Purpose / Issue:

This Report provides a recommendation to Council on the approach to environmental remediation and completion of a Risk Assessment and Record of Site Condition for the site at 15 Charles Street West, Kitchener, following analysis of considerations associated with either a municipally led or proponent-led process, as committed to in Report PDL-ECD-23-003.

3. Strategic Plan:

Environmental Remediation for the Charles Street Terminal site supports the Environment and Climate Action Objectives 3.1 and 3.5 of the Regional Strategic Plan.

4. Report Highlights:

- **Risk Assessment Approach:** The recommended approach to address identified soil and groundwater contaminants on this site is through a Risk Assessment (“RA”) process to achieve Record of Site Condition (“RSC”).
- **Timeline:** General Timelines for an RA/RSC process range between 12 and 24 months, pending on the approval process directed by the Ministry. Starting the

RA/RSC process during the visioning process will allow the City/Region to dovetail the approvals timeline to work concurrent to the community engagement process for the site.

- **Financial Implications:** Total costs anticipated to achieve a RSC through a risk assessment range from \$50,000-\$150,000 depending on the extent of Ministry feedback. There is sufficient capital budget capacity in 2023-2032 Economic Development capital program (Project 99088; funded from the General Tax Supported Capital Reserve) to complete the work outlined in this report.
- **Development Restrictions / Risk Management Measures:** The benefit of the Risk Assessment process is that it allows contamination to be managed through the redevelopment process. The anticipated Risk Management Measures are not assumed to result in significant redevelopment restrictions.
- **Liability:** Liability risk to Region/City is greatly reduced by filing RSC with the Ministry of Environment, Conservation and Parks (“MECP”) prior to sale of property. Liability to the public is better mitigated through a Region/City led RSC process as it allows for greater input on Risk Management Measures.

5. Background:

As summarized previously in Report PDL-ECD-23-003, an environmental work program completed by MTE Consultants Inc. in 2022 identified environmental concerns in both soil and groundwater at the site. These results are not dissimilar to other urban infill sites with former industrial uses either on, or in proximity, but do verify the complexity of the redevelopment program.

Risk Assessment (RA) is a scientific tool that can be used for the assessment and management of environmental contamination to support Record of Site Condition (RSC) filing. A RA would develop Property Specific Standards, which are often less stringent than generic standards, by considering site-specific characteristics and implementing Risk Management Measures (RMMs) to reduce exposure and risk to acceptable levels.

The RA for the Charles Street Terminal will allow for an RSC to be filed and for redevelopment to proceed without full physical removal or treatment of contaminants, which would be difficult to achieve given the nature of the groundwater impacts. Instead, contamination will be managed during the redevelopment process through RMMs, such as the excavation and appropriate relocation and storage of contaminated materials during construction.

The RMMs resulting from an RA are not anticipated to result in significant redevelopment restrictions, but could include:

- Soil and Groundwater Management Plan for future excavations, which addresses appropriate relocation and storage of contaminated materials during construction.
- Restriction on the installation of potable wells (site is serviced with municipal water).
- A Health and Safety Plan for construction workers.
- Engineered Cap Barriers. Typical asphalt and concrete surfaces, including building foundations, driveways, etc., would likely provide sufficient cover. Fill cap consisting of clean soil may be required for any landscaped areas.
- Vapour Intrusion Controls to prevent indoor air concerns within future buildings. This requirement could be accomplished through an underground parking/storage structure across the entire building footprint, which would likely be part of redevelopment plans.
- Potential restriction on residential or daycare units on first floor of a future building. On review of this potential land use restriction to the property with City staff, it could be assumed that zoning of the site would likely encourage non-residential uses at grade, and the incorporation of a day-care facility on the property could be incorporated into a 2nd floor or upper floor space.

Total costs anticipated to achieve an RSC through a risk assessment range from \$50,000-\$150,000 depending on the extent of Ministry feedback. A consultant would be engaged to lead this work program. The current project budget can absorb these costs. In a municipally led process, the Region/City will pay directly for up front costs including any extra costs associated with additional fieldwork resulting from MECP reviews. It is anticipated that these costs would be assumed by the City/Region regardless of a municipally led or proponent-led process, given the likely application to the Brownfield Tax Increment Grant program. Additional costs associated with remediation are anticipated on the property through the construction program.

Additional costs are anticipated during the construction phase of the project related to remediation of soil, and potential dewatering of contaminated groundwater, along with ongoing RMM monitoring requirements. Staff will assess the appropriate mechanisms to address anticipated costs and will report to Council on a preferred approach.

The broader visioning process for the Charles Street Terminal project continues to progress. As outlined in report PDL-ECD 23-003, community consultation and technical studies are anticipated to continue over the remainder of the year. Initiation of the RA / RSC process in line with the current engagement program, will allow the project team to take advantage of the next six (6) to twelve (12) months to secure environmental approvals concurrently. Timing of a future RFP to the market will need to align with this work. A proponent-led process would delay the start of the RSC filing by at least a year, and in turn, construction start.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Regional staff have established an integrated working group with the City of Kitchener with representation from both organization's Planning, Economic Development, Housing, Equity Services, and Communications departments. The composition of this working group structure will be expanded to include (5) Community Connector roles starting this summer. These paid, temporary positions will bring broader community voices with relevant expertise or lived experience to the planning table.

The Working Group sets the framework for community engagement, and direction on analysis of technical findings, and informs the recommendations which will move forward to Council.

City staff are aware of and have reviewed this report coming forward to Regional Council, and will be communicating these materials with City Council in alignment with council meeting timelines.

Public:

Phase 1 & 2 of community-wide engagement is complete. The Charles Street Terminal ("CST") team is currently advancing Phase 3 of the engagement program including Visioning Labs and Community Roundtables throughout spring-summer 2023, with Phase 4 Design analysis and discussion commencing end of summer-fall 2023.

Progress updates on all technical analysis including the recommendation to proceed with a municipally led RA/RSC process on the site, will be included on the EngageWR page for the public.

7. Financial Implications:

The funds allocated for this work (\$800,000) were initially approved in the Region's 2022 capital budget. Costs incurred to date on this project amount to \$228,000, leaving a balance of \$572,000. The Region's approved 2023-2032 Economic Development Capital Program includes \$572,000 in 2023 for the Charles Street Disposition (Project 99088) to be funded from the General Tax Supported Capital Reserve.

Costs associated with engaging a consultant to lead the Risk Assessment and Record of Site Condition process and any associated additional testing on site (\$50,000-\$150,000) will be accommodated within the approved budget.

8. Conclusion / Next Steps:

The Working Group will engage a consultant to complete the Risk Assessment process and file applications for Record of Site Condition on this direction from Council. Urban

design analysis, financial modelling and community engagement will be completed over the course of 2023.

Staff will report to Council at key milestones in the project plan, and continue to evaluate the preferred consolidated ownership structure, and mechanism to address anticipated brownfield costs through the construction and development phases. Recommendations will be brought forward to Council seeking direction in the coming months.

9. Attachments:

Appendix A: Report PDL-ECD 23-003

Prepared By: Sarah Millar, Manager, Land Portfolio (Economic Development & Housing)

Sean Anderson, Project Engineer (Environmental & Planning)

Reviewed By: Matthew Chandy, Director Economic Development & Innovation

Approved By: Rod Regier, Commissioner Planning, Development & Legislative Services

Region of Waterloo
Planning, Development, and Legislative Services
Economic Development

To: Planning and Works Committee
Meeting Date: March 7, 2023
Report Title: Charles St. Terminal Visioning Process, Community Consultation & Technical Studies

1. Recommendation

For Information.

2. Purpose / Issue:

This Report provides an update to Reports PDL-ECD-19-03, PDL-ECD-20-07, and PDL-ECD-22-08 on work underway as part of the Charles Street Terminal Visioning project, including: community engagement, both feedback shared to date and upcoming engagement opportunities, and the status of technical studies.

3. Strategic Plan:

The visioning process for the Charles Street Terminal re-development supports several Strategic Plan Focus Areas and Imperatives in the 2019-2023 Strategic Plan including: Thriving Economy Objective 1.1; Environment and Climate Action Objectives 3.1 and 3.5; Healthy, safe and inclusive communities Objective 4.2 and 4.5; and Responsive and engaging public service Objectives 5.1.

4. Report Highlights:

- a) The Charles Street Terminal Visioning Project aims to deliver a redevelopment plan based on four (4) community driven guiding principles which have been approved by Council, including Affordable Housing; Climate Action; Equity, Diversity and Inclusion; and, Thriving Economy.

- b) Ongoing Community Engagement: Building on the four community-driven guiding principles, staff continue to listen and learn from community through a series of engagement activities to determine bold ideas for the site. These activities range from surveys and street team interviews to targeted stakeholder labs. Community feedback across different Regionally led initiatives including the Community Safety and Well Being Plan (2022) and the Indigenous Space Needs Study (2023)

have identified the significance of the Charles Street Terminal in community, and the feedback is being incorporated into the visioning process for the site.

- c) **Technical Assessments:** A series of technical studies are underway to establish baseline site conditions, which will inform the visioning process and development opportunities on the Site. Environmental Site Assessments and a Preliminary Geotechnical Investigation were completed for the site. Initial results identify the presence of soil and groundwater concerns on the site, which will require full or partial remediation prior to development of the land. Both City and Regional Staff are currently working with the consultant to evaluate the results of the studies.

5. Background:

On November 5, 2019, Planning and Works Committee authorized Regional staff to initiate the development of a strategy and vision for the future use of the former bus terminal site as a mixed-use development outlined in Report PDL-ECD-19-03.

On August 11, 2020, Planning and Works Committee authorized a project budget to commence the required technical site studies and community consultation to prepare the site for disposition, with a direction to report back with an updated community consultation plan outlined in Report PDL-ECD-20-07.

On June 7, 2022, Planning and Works Committee received report PDL-ECD-22-08 for information on the initial findings of the public online engagement survey, which garnered over 1,000 responses on climate action, affordable housing, economic prosperity, and equity, diversity and inclusion. Commentary also emphasized the importance of equity in the process, and a strong desire for community-based, community-driven engagement opportunities.

This report provides an update on the status of the works program for the project.

Environmental Considerations

MTE Consultants Inc. were engaged to complete both Environmental and Geotechnical analysis of the site in the summer of 2022. The work program commenced on site in September 2022, with final on site sampling and analysis completed in November 2022. Draft reports issued have identified environmental concerns in both soil and groundwater at the site. These results are not considered dissimilar to other urban infill sites with former industrial uses either on, or in proximity, but do verify the complexity of the re-development program, and the need for a Remediation Action Plan.

Remediation of soil contaminants is an achievable outcome on site, where groundwater contaminants will need to be managed through a risk assessment and on site management process.

Investigations to date indicate soil contamination was generally identified at shallow depths of less than 1.5 metres below ground surface, and included exceedances of the applicable standards for lead, petroleum hydrocarbons, and polycyclic aromatic hydrocarbons (PAHs). Deeper soil contamination was identified at one borehole location at a depth of 2.3-3.4 metres below ground surface, which is attributed to waste from past demolition of buildings. Elevated concentrations of parameters related to road salt application were also identified throughout the site, which are not a concern for RSC filling but will be a consideration for excess soil management during future redevelopment.

Groundwater contamination related to chlorinated solvents was identified on the Site. The analysis was not able to identify a source of contamination on the site. Localized exceedances related to metals (cobalt and zinc) and acid/base/neutral compounds (ABNs) were also identified in groundwater.

A preliminary Remediation Work Plan and Cost Estimate is being prepared by the consultant to outline how environmental concerns could be addressed for the property. Regional and City staff must consider the options available, including whether this work is completed by the Region and City, or as part of the development program led by the future proponent of the land. Other factors considered include timelines; costs; development restrictions; liability to the public, liability to City and Region; ownership structure; excess soil management; and, brownfield funding eligibility.

Staff will bring a report back to Council for direction on the preferred approach to environmental remediation of the site.

Geotechnical Considerations

The MTE report provided recommendations related to site preparation, excavations, dewatering, foundation design, site servicing, and pavement structure. These recommendations will inform future design analysis. The final report will be provided to plan takers through the formal RFP process, to inform submissions.

Technical Study Work Plan

Technical design and landscape studies, along with financial modelling, disposition strategy, and market analysis will commence in the spring to help guide the path toward re-development. This work will occur concurrent to the ongoing Multi-stakeholder and community engagement work over the course of the spring and summer. Regional staff will bring back recommendations to Council at key milestones including the approach to environmental remediation, and disposition to the market in 2023.

The current thinking is to advance the site to disposition through a two-phase Request for Proposal process in 2024, which would identify an industry partner to develop the land. This approach is subject to feedback and analysis gained through this next phase

of work, and final direction from Council.

Staff continue to work with the City of Kitchener on the details of a Memorandum of Understanding for ownership and cost sharing.

6. Area Municipality Communication and Public/Stakeholder Engagement:

Area Municipality Communication:

Regional staff have established an integrated working group with the City of Kitchener with representation from both organization's Planning, Economic Development, Housing, Equity Services, and Communications departments. The group is comprised of seven (7) Regional staff, and six (6) City staff, and meets on regular basis.

Per the direction outlined in the June 2022 report to Council, the composition of this working group structure will be expanded to include members of the public with the addition of (5) Community Connector roles. These paid, temporary positions will bring broader community voices with relevant expertise or lived experience to the planning table.

The Working Group sets the framework for community engagement, and direction on analysis of technical findings, and informs the recommendations which will move forward to Council.

City staff are aware of and have reviewed this report coming forward to Regional Council, and will be communicating these materials with City Council in alignment with council meeting timelines.

Concurrent to this project, the Region-led work around Indigenous space needs proposes a series of findings coming out of their engagement work over the last half of 2022. The recommendations put forward from that Study, will be considered in developing the future vision for the terminal site.

Public/Stakeholder Engagement:

Phase 1 – Broad Community Survey on Values (Late fall 2021)

The public engagement campaign for the redevelopment of 15 Charles Street began in late 2021 with the launch of an online, broad public survey. This survey, which yielded approximately 1,000 responses served to validate that the priorities, or guiding principles, established by the City of Kitchener and Region which include economic prosperity, affordable housing, environmental sustainability and equity, diversity and inclusion.

In addition to the work led by the Region and City, ReAllocateWR and Land Back Camp co-founders have called on the Region of Waterloo to "support and lead alongside the Indigenous community in advocating for an Indigenous community hub in the heart of

Kitchener." They continue to seek support for this direction through a documentary, events and a public petition.

Phase 2 – Identifying Needs by Community (Summer – Fall 2022)

The second phase of the Region-led community engagement was developed to 'meet community where they are'. Through the summer and early fall of 2022, facilitators – Street Teams - were stationed at prominent locations and meeting places in downtown Kitchener (market, central library, bus stations, Victoria Park, Blues Fest, and Gaukel Street) and conducted short-burst interviews with people using downtown amenities. An online companion survey was also provided to people who wanted to share privately. Just over 500 responses were collected. The summarized insights indicated the desire for:

- affordable and supportive housing options,
- space for Indigenous, Black, racialized and 2SLGBTQ+ peoples groups;
- community space with indoor and outdoor options (with a majority of responses emphasizing need for an Indigenous Community Space);
- creation of a multimodal site with housing, healthcare services, retail and community space.

Phase 3 – Stakeholder Labs & Expansion of the Working Group (Winter – Spring 2023)

In addition to the users of downtown amenities that the Street Teams targeted, nine additional distinct stakeholder groups have been identified as priority for tailored conversations. These groups include:

- ***Downtown Kitchener business community*** (BIA Board & Membership, Greater KW Chamber of Commerce)
- ***Downtown Neighbourhood Associations***
- ***City of Kitchener's Economic Development committees*** (Downtown Action Advisory Committee, Economic Development Advisory Committee)
- ***Environmental Group(s)*** (City of Kitchener's Environmental Advisory Committee, Sustainable Waterloo Region, TransformWR)
- ***Housing Group(s)*** (City of Kitchener's Housing and Homeless Steering Committee, housing providers and partners)
- ***Arts & Culture*** (City of Kitchener's Arts and Culture Advisory Committee, downtown-based arts and culture organizations)
- ***Youth under 18**** (Children and Youth Planning Table, and Smart Waterloo Region Innovation Lab)
- ***Post-secondary students and stakeholders***
- ***Members of the urban Indigenous community, and of other equity-deserving communities*** (Black and racialized groups, members of 2SLGBTQ+ communities)

These sessions have been designed to facilitate deeper conversation into curated topics dependent on the participants. Generally topics will include affordable housing, economic prosperity, sustainability, community space and equity-driven initiatives, and will examine how stakeholders envision the incorporation of these into a potential development.

In tandem to these sessions, the Working Group is also working to broaden its membership to include five Community Connectors and at least one community-based facilitator. The purpose of these roles will include both broadening reach to ensure members feedback is gathered from as many relevant stakeholders as possible, and to ensure that engagement with priority community members is conducted with best practices for that group.

There is a call for expressions of interest to join the Working Group on the project's Engage page currently.

Phase 4 – Design Workshops and Activations (Spring – Fall 2023)

While specific next steps will be determined shaped on the feedback collected through both the stakeholder meetings, and through ideation with the newly expanded Working Group members, we anticipate future engagement to be through more dynamic applications like design workshops and place-making activations. Examples may include historical walking tours, on-site installations, design competitions, charrette workshops.

7. Financial Implications:

The funds allocated for this work (\$800,000) were initially approved in the Region's 2022 budget. Costs incurred to date on this project amount to \$228,300, leaving a balance of \$571,700. The Region's approved 2023-2032 Economic Development Capital Program includes \$571,700 (2023 - \$346,700 and 2024 \$225,000) for the Charles Street Disposition (Project 99088) to be funded from the General Tax Supported Capital Reserve.

Expenditures to prepare the site for EOI / RFP and disposition will be incurred over the next 12-18 months, with the City of Kitchener contributing their proportionate share toward up front technical work, apportioned on the split in land ownership.

Of the total costs incurred to date, \$48,300 has been directed to community facilitation and engagement initiatives, with \$142,400 being expensed in association with environmental and geotechnical investigations, and the balance on land survey and other communications costs.

Cost associated with additional consultation efforts including funding of the Community Connector roles and Community Facilitator(s), along with remaining technical studies will be absorbed within the current approved budget.

Should the disposition of land move forward through an RFP Award process, staff will provide recommendations on the allocation of proceeds of sale, which could include the refunding of the General Tax Supported Capital Reserve.

8. Conclusion / Next Steps:

The Working Group will continue to advance technical study work, financial modelling, urban design analysis, and community engagement over the course of 2023.

Staff will report to Council at key milestones in the project plan, and provide recommendations seeking direction on approach to environmental remediation, and the land disposition strategy in the coming months.

The Working Group will continue listening and learning from the conversations underway across various Region and City-led initiatives around the visioning for Kitchener's downtown, community needs, indigenous space needs, and other planned project specific outreach with stakeholders and in community.

9. Attachments:

Appendix A: Glossary of Terms

Appendix B: Presentation slide deck, Planning & Works Committee March 7, 2023.

Prepared By: Sarah Millar, Manager Land Portfolio (Economic Development & Housing)

Angela Olano, Manager Communications & Community Engagement
(Planning, Development & Legislative Services)

Reviewed By: Matthew Chandy, Director Innovation and Economic Development

Approved By: Rod Regier, Commissioner, Planning, Development & Legislative Services

Appendix A - Glossary of Terms

Technical Term Glossary Charles Street Terminal Visioning

Affordable Housing: In Canada, housing is considered “affordable” if it costs less than 30% of a household's before-tax income

Brownfield: A site which contains environmental contamination either in the ground or buildings due to the operational activities of a previous land use, where the extent of the contamination rendered the property vacant, under-utilized, unsafe, unproductive or abandoned.

Boundary and Topo (topographic) Survey: A boundary survey is a formal means of defining the boundaries of a property. It is primarily concerned with determining the corners of a parcel of land. Topographic surveys are plans that show the physical properties of a site, including vertical elevations or contours, as well as physical details above, on and below the ground.

Coal gasification plant: Coal gasification is a process by which coal is converted into a fuel gas rich in hydrogen and carbon monoxide. A by-product of the coal gasification process is coal tar. The historic handling and storage of large volumes of coal tar often led to the contamination of soils and groundwater in the area of former plants.

Cultural Landscape Study: A study of a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including Indigenous communities.

Design Charrettes: a collaborative and interactive process during which community and other stakeholders create and/or review options that explore a variety of design ideas.

Easements: An Easement is a right enjoyed by a dominant tenement over a servient tenement, for a purpose other than general use or occupation. An Easement runs with the land and binds all subsequent owners.

Environmental Site Assessment: Investigations used to assess the environmental condition of a property. A Phase One ESA involves a records review, site inspection, and interview to identify any potentially contaminating activities on the site or surrounding properties. A Phase Two ESA typically involves sampling of soil and/or groundwater at the site to determine if any of the identified potentially contaminating activities have resulted in contamination.

Excess Soil Management: The process of finding suitable reuse or disposal sites for soil dug up during construction activities which must be moved off-site because it cannot be reused at the development site.

EOI: Expression of Interest from potential developers, partners and investors.

Engineering/Service Capacity: determining proposed land development servicing and infrastructure requirements and establishing criteria for engineering works.

Financial Modelling/Disposition Strategy: Financial modeling outlines financial implications for various scenarios. A disposition strategy includes transferring administration and control, sale, conditional sale, Crown lease, water lot lease, licence of occupation, land use permit, beach management agreement, or easement of land.

Financial proforma analysis: projections of future expenses and revenues.

Geotechnical analysis: this analysis evaluates the stability and strength of the ground, including slopes and soil deposits, groundwater, assess risks such as soil aggressivity to buried concrete, and help to determine what type of foundations and earthworks would be required within a project.

Infill Sites: refers to building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas.

Land Back: the Indigenous-led movement to reclaim stewardship over traditional lands and ecosystems, protecting them for generations to come, requiring settlers to repair the harm colonialism has done and continues to inflict on Indigenous people by returning control over ancestral territories back to its stewards, allowing them to begin restoring their connection to ancestral lands in meaningful ways.

LT Management: Long term management

Mixed-use development: characterized as pedestrian-friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses.

Poor quality fill: indicating a lower quality of soil that could impact future construction methods.

Raft slab: thick steel reinforced slab that is integrated with steel reinforced beams, which are dug into the ground for added strength and support to a structure.

Record of Site Condition (RSC): a document that summarizes the environmental condition of a property, based on the completion of environmental site assessments, and which is filed to the Province of Ontario's Environmental Site Registry.

Remediation: addressing pollution or contaminants identified in either water (both ground water and surface water) or soil through a variety of methods, which could include excavation and/or removal or cleaning of the material to be suitable for development.

Environmental Risk Assessment (RA): a scientific tool that can be used for the assessment and management of environmental contamination to support RSC filing. An RA would develop Property Specific Standards, which are often less stringent than generic standards, by considering site-specific characteristics and implementing Risk Management Measures (RMMs) to reduce exposure and risk to acceptable levels.

Development Request For Proposal (RFP): document that describes the scope of a project and solicits bids from development vendors to fulfill the request.

Schematic design: the phase of the project during which the confirmed requirements and desires determined in the pre-design phase are resolved into physical, architectural form.

Soil bearing capacity: the capacity of soil to support the loads that are applied to the ground above.

Urban design analysis: urban design analysis focuses on the shape and form of spaces, as well as people's experiences of a place. Urban planning focuses on how these spaces function in an effective way to make people's lives better

Urban Growth Area: a regional boundary established to control urban sprawl by mandating that the area inside the boundary be used for intensification of urban development and the area outside be preserved in its natural state or used for agriculture.

CHARLES STREET TERMINAL VISIONING

March 7, 2023

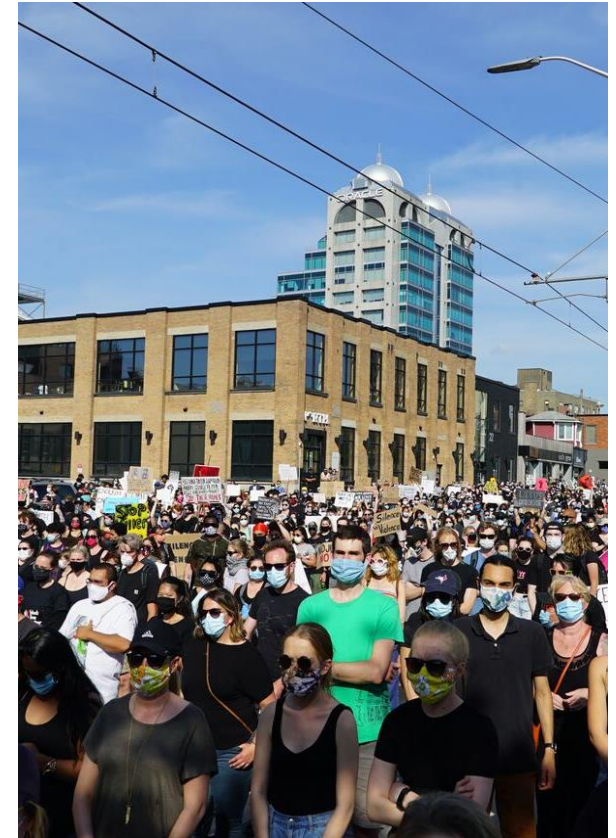


The Land

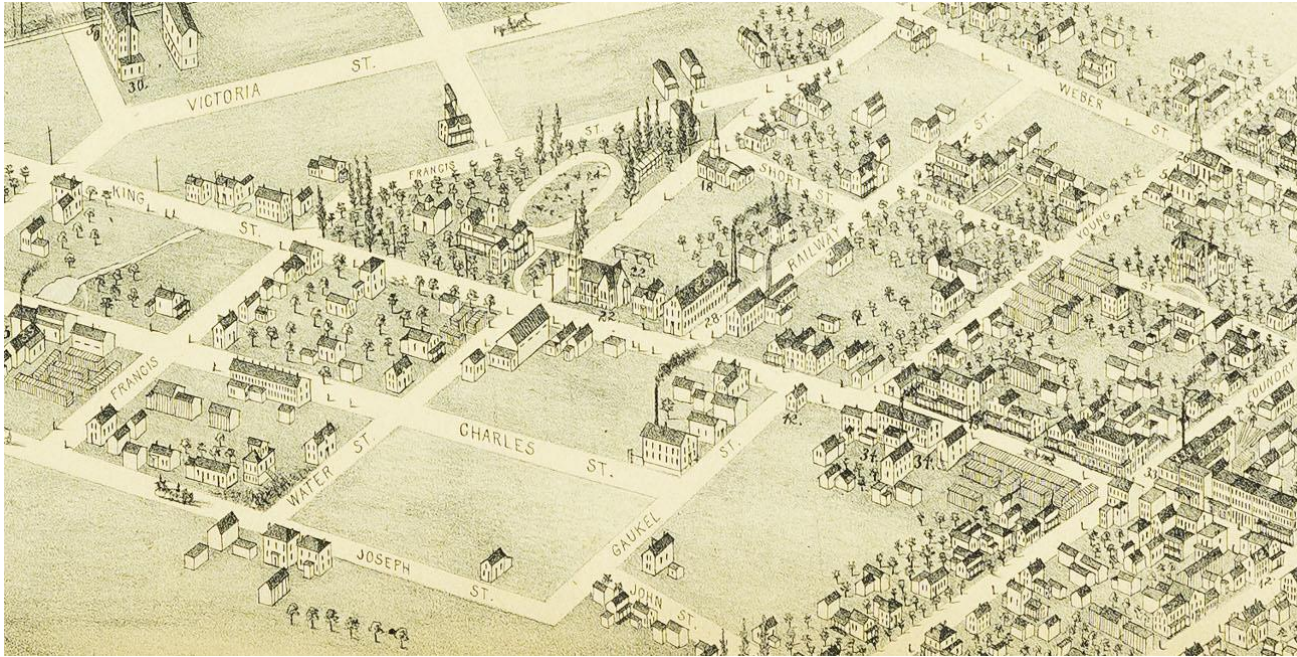
The Charles Street Terminal located in downtown Kitchener, Ontario is a settler development built on the Haldimand Tract and the traditional territory of the Attawonderonk, Haudenosaunee and Anishinaabe Peoples, and most recently the home of O:se Kenhionhata:tie Land Back Camp. The stewardship and contribution of First Nations, Métis and Inuit peoples is a living history and culture that the Region of Waterloo is committed to learning, celebrating and integrating.

This site matters

- On November 5, 2019, the Planning and Works Committee authorized Regional staff to initiate the **development of a strategy for the future use of 15 Charles St W**, 2.94 acres of vacant land in an Urban Growth Centre owned by the Region (88%) and the City of Kitchener (12%).
- *At the heart of things*: development, community, policy
- Opportunity to advance four shared community priorities: 1. affordable housing, 2. climate action, 3. equity, diversity and inclusion, and 4. a thriving economy.



A History of Development



Notes:

1880's – 1950's: Berlin Gas Commission operated a coal gasification plant on Gaukel Street between Charles and Joseph Streets.



Notes:

1940's – 1985: *Bullas Building*

2000-2019: Kitchener Transit and Cambridge Transit were merged. It became the GRT Transit Hub and Greyhound Bus Terminal.

2019: Completion and launch of ION, GRT's Light Rail Transit System, shifts the centre of transit in Waterloo Region, ending operations of the Charles Street Bus Terminal. The central Victoria Park ION Station is located 130 meters from the terminal

2020-2021: Grand River Hospital Temporary COVID Testing and Vaccination Centre

2022: Filming site and subject of documentary *Recollections and Imaginings*.

References:

- *Jon Fear, 2014 Guelph Mercury "Flash from the Past: Bullas Bros. site now holds Kitchener bus terminal"*
- *rych mills, 2020 Waterloo Region Record "Flash From the Past: Lonely Girls sit out the pandemic at Kitchener's Centre in the Square"*

Charles Street Terminal Visioning Process

Charles Street Terminal Visioning Process

Overview

Guiding Project Framework(s):

Region of Waterloo Community Safety and Wellbeing Plan and process framework, Kitchener planning policies, Regional Official Plan, City of Kitchener Strategic Plan, Region of Waterloo Strategic Priorities, Kitchener Downtown Visioning Work, Children & Youth Planning Table impact survey

Completed and ongoing items include:

- **Council Direction to initiate development strategy November 2019**
- **Council Direction to commence technical studies and consultation August 2020**
- Land Back co-founders presentation to committee Nov 2021
- Guiding Principles community survey Dec 2021
- Technical Studies began 2021 (ongoing)
- CST Working Group: Region and City Staff
- Equity engagement initiatives including community connectors and community-based facilitator
- **Council Report June 2022**
- Community-inspired engagement (ongoing)
- Street Teams community conversations and survey
- Technical Studies (ongoing)

Upcoming items include:

- **Council Presentation March 2023**
- Stakeholder Engagement Labs
- Community Connectors to join CST Working Group
- Community-based facilitator engagement
- Integration of feedback from newly released engagement results (RoW Indigenous Space Needs, CoK Downtown Visioning, Region-wide Culture Planning)
- **Analysis of Environmental and Council direction spring 2023**
- Design Analysis and ongoing Technical Studies
- Onsite community experiences
- Financial modeling
- Community input on design options
- **Staff recommendation on disposition and RFP fall/winter 2023/2024**
- **Expression of Interest / Request for Proposal process 2024**

Collaborative Approach

Charles Street Terminal Working Group

The Working Group, including Region of Waterloo and City of Kitchener Staff, sets the framework for community engagement, and direction on analysis of technical findings, and informs the recommendations which will move forward to Council. Expansion of the working group in 2023 to include community representatives with cross-disciplinary expertise who will work alongside staff to strengthen community involvement in the visioning process, and create space for residents to help inform future engagements.

Members include:

Region of Waterloo Staff

Matthew Chandy, Innovation & Economic Development
Fauzia Baig, Equity, Diversity & Inclusion
Kara Mclean, CAOs Office
Sarah Millar, Land Portfolio (ED & Housing)
Ashley Graham, Land Portfolio (ED & Housing)
Angela Olano, Community Engagement & Communications
Mistie Brown, Community Engagement & Communications
Melissa Mohr, Community Planning

City of Kitchener Staff

Cory Bluhm, Economic Development
Garrett Stevenson, Community Planning
Tina MaloneWright, Community Planning
Sue Weare, Community Engagement
Philip Price, Communications
Andrew Ramsaroop, Equity, Diversity & Inclusion, Housing

Community Engagement: what we've heard so far

Community-informed Approach

- **Community Survey #1: Advancing Community Values**
 - Affordable housing, Climate action, Equity, diversity and inclusion, and A thriving economy.
- **Street Teams Conversations and Survey #2: Identifying Needs**
 - Affordable and supportive housing options,
 - Space for Indigenous, Black, and racialized groups, and 2SLGBTQ+ peoples
 - Community space with indoor and outdoor options; emphasis for an Indigenous Community Space
 - Creation of a multimodal site with housing, healthcare services, retail and community space

Community-led Engagement

- **O:se Kenhionhata:tie Land Back Camp**
- **Aligning & incorporating feedback gained through other work**

Community-Centered Engagement

Equitable, community-driven engagement

This approach includes:

- Expand project communications to acknowledge the traditional history of the land.
- Acknowledging and incorporating to the engagement work led by community
- Expanding the CST Working Group to include community voices.
- Working with a community-based facilitator to lead meaningful engagement with priority communities including Indigenous, Black and racialized communities, and youth.
- Gathering insights from key community stakeholders including Downtown Kitchener Business Community, Downtown Action Advisory Committee, Downtown Neighbourhood Associations, Housing and Environmental Groups, Youth & Post-Secondary students and Arts & Culture groups.
- Incorporating insights and recommendations from the Indigenous Space Needs work currently underway.

2023 Engagement Timeline

Activity	Timeline	Notes/Insights
EngageWR Project Page update	Ongoing	Update Engage page to include new title "Charles Street Terminal Visioning", project information reviewed/approved by council to date, Land Acknowledge, historical context and upcoming engagement opportunities. Share updated information as it becomes available.
Community Connectors	Spring 2023	Expansion of the CST Working Group in 2023 will include (5) contracted community representatives titled Community Connectors to reflect project's guiding principles.
Stakeholder Labs	Spring 2023	Stakeholder Labs to generate insights from 8 key stakeholder groups identified by CST Working Group beginning in March 2023.
Community-Based Facilitator	Spring 2023	To foster conversation with communities underrepresented in engagement work including Indigenous, Black and racialized communities, and youth.
Engagement Experiences on site	Summer/Fall 2023	Guided by the expanded CST Working Group, experiences will invite council, stakeholders and community members on site for connection, education, reflection and participation in visioning a new era for the site.
Design Charrettes Attributes & Considerations	Summer/Fall 2023	Facilitated stakeholder and community conversations around site-specific attributes and considerations for the vision document beginning late summer 2023.

Technical Work Overview

Technical Work: Completed

Activity	Timeline	Notes/Insights
Compiled Boundary and Topo Survey	Completed	Completed physical boundary survey which establishes property boundaries, identifies any physical features on the land and outlines legal lot fabric including easements and property ownership.
Background Best Practice & Community Need Research	Ongoing	Ongoing work to build foundational knowledge and complete asset mapping and community needs analysis.
Phase One Environmental Site Assessment (ESA), Phase Two ESA, and Preliminary Geotechnical Study	Start: July 2022 Completed: Spring 2023	<p>MTE Consultants draft findings identify soil and groundwater contamination on the site (not dissimilar to other urban infill sites with former industrial uses either on or in proximity) which requires a Remediation Work Plan prior to development of the land.</p> <p>Evaluation of options to achieve a Record of Site Condition (RSC) is underway. Factors include:</p> <ul style="list-style-type: none"> • Timelines; costs; development restrictions; liability to the public, liability to City and Region; ownership structure; excess soil management; and, brownfield funding eligibility. <p>Staff will bring a report back to Council for direction.</p> <p>Geotechnical observations related to site preparation, excavations, dewatering, foundation design, site servicing, and pavement structure were also provided.</p>

Environmental & Geotechnical Findings

- Shallow soil contamination related to lead and hydrocarbons, generally at depths of less than 1.5m below surface.
- Deeper soil contamination at one location attributed to waste from past demolition of buildings.
- Road salt impacts also present in soil throughout site.
- Excess soil management during future construction will need to involve disposal of contaminated soil to landfill.
- Groundwater contamination related to chlorinated solvents (no on site source identified) as well as localized metals and acid/base/neutral compounds.
- Geotechnical findings and recommendations will inform future design analysis.

Technical Work: Upcoming

Activity	Timeline	Notes/Insights
Engineering / Servicing Capacity	Spring/Summer 2023	Evaluation of servicing strategy for the site and capacity constraints. Work to be requested as part of a consultant team early in 2023.
Design Concepts & Massing Analysis	Spring/Summer 2023	Schematic design analysis of options, including both form and internal space allocations. This work will be based on feedback through community engagement process and informed by technical studies. Work to be requested as part of a consultant team early in 2023
Cultural Landscapes Study	Spring/Summer 2023	Cultural heritage analysis of the site and surrounds to inform the design analysis. Informed by the City of Kitchener's Cultural Heritage Landscape work.
Financial Modelling - Disposition Strategy (Feasibility)	Spring/Summer 2023	Financial proforma analysis of potential development scenarios to inform opportunity on the site. This work will be completed alongside design analysis as part of a consultant team early in 2023.
Planning	Spring/Summer 2023	Ongoing work internally, led by City and CST group and in coordination with other studies underway.

Project Budget (2023-2032 Capital Program)

- Total project budget \$800,000 (approved in 2022)
- Costs incurred to date: \$228,300
 - Community Facilitation \$48,300
 - Environmental & Geotechnical \$142,400
 - Land Survey \$15,640
 - Other background work \$21,960
- Budget Allocation Remaining \$571,700

In Summary

This project presents a significant opportunity for the Region and City of Kitchener to establish a bold new use for the terminal site.

- The site has a complex industrial history. Re-development will require remediation and risk assessment to manage identified contamination. The Region and the City must take the time needed to evaluate the appropriate path forward.
- This is a long-term re-development program; current community needs identified in visioning work would require interim solutions.
- Consultation in community, including key stakeholders and underrepresented priority groups is ongoing and evolving.
- Technical work including design analysis, financial modelling and disposition strategy will continue over Spring / Summer.
- Staff will report back with recommendations on environmental remediation and disposition strategy for the site throughout 2023.

Region of Waterloo
Planning, Development, and Legislative Services
Cultural Services

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: Doon Heritage Village Utilities Project Update

1. Recommendation

For Information

2. Purpose / Issue:

To provide an update on actions planned by Regional staff to implement the Doon Heritage Village (Doon) Utilities Project and on the implications for the operations and interpretation at the site.

3. Strategic Plan:

Focus Area 3: Environment and Climate Action. This project will upgrade and repair utilities to the Doon site, providing more reliable power and water capacity as well as enabling the replacement of propane-fueled heating.

4. Report Highlights:

- The Doon Utility Project will replace failing water main infrastructure, increase the electric supply to allow replacement of propane heating with heat pumps, bury electrical wires and supply conduit for a high speed fibre network throughout the village.
- Construction is planned in a 2-year phased approach to allow summer camps, courses, special events and weddings to continue in both years.
- The Phase 1 construction tender went out in late May and construction is expected to begin in late summer for this initial work. Phase 2 construction activities will be tendered in spring 2024 for summer 2024 implementation.
- Areas of the Village will be inaccessible to the public during construction – the areas below the covered bridge in 2023, and areas above the covered bridge in 2024
- During the construction period, there will be no living history animation of the site. However, museum programming will continue in outdoor spaces that are unaffected by construction.

- This pause in operations is allowing staff to reconsider how underused spaces can be used differently. Leading heritage architectural firm +VG has been retained to review and assess the practicality of changing the use of barns and out buildings to increase the flexibility of programming and rentals onsite. This will in form a capital master plan for the village to strategically develop the site.
- Staff are planning a variety of community engagement opportunities over the summer and throughout the construction period. This feedback will shape of spaces are used and how the site is interpreted.
- Doon Heritage Village will be reopened in 2025.
- The 2023-2032 Cultural Services capital program includes a budget allocation of \$600,000 in 2023 and 2024 in project #42043, funded from the Cultural Services Capital Reserve to complete the work outlined in this report. Staff will refine the workplan for this work and provide updates on the sufficiency of budget provisions as required.

5. Background:

Having been first installed in 1957, many of the utilities, including water mains, power lines and heating systems, are in need of replacement or repair. Updating utility services in the Village will enable more flexible use of the site, and the use of cleaner technologies. This project was originally identified in 2015.

A major utility replacement project was tendered in May, 2023. This two-year project will begin in the summer of 2023, and will bring some key upgrades to one of the Region's most-visited attractions. During the project there will be a pause on living history animation.

The project will be completed through a two-phased approach to allow for planned rentals, such as existing wedding bookings and programming, like museum summer camps, to continue using Doon outdoor spaces.

The pause on the traditional living history programming means Regional staff are able to take an opportunity to engage with community to imagine future programming and new uses of this unique space.

Slated to begin in June 2023, members of the community will be invited to participate in a variety of engagement activities to share memories, hopes, and new ideas for Doon to help inform program planning and space usage.

Currently staff are planning for self-directed exploration and small-scale programming activations of the outdoor areas around the Ken Seiling Waterloo Region Museum. As construction progresses, different areas will be available to activate and explore. Anticipated feedback may include:

- Memories of the village/things they loved
- Ideas about what they would like to see
- Ideas about how we could use spaces

- Ideas about stories that we could/should be telling

Part of that exercise will be to collect reactions and impressions from people who may not currently see themselves reflected in the narratives that have traditionally been told in the village, as well as long-standing visitors.

Staff will also work with historians/experts from the community to explore how we integrate different stories, bringing along our traditional audiences and staff with new stories

Staff will also reach out to schools to support the revision of school programs, to ensure they are meeting the needs of educators.

Staff will collect input about how spaces can be used differently for all aspects of our business (weddings, corporate events, school programs, summer camps, casual visits etc.)

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

The project team, facilities and the successful contractor will consult with and complete all necessary compliance and permit requirements for the City of Kitchener and the Grand River Conservation Authority.

Public:

Friends of the Waterloo Region museum have been kept updated with plans and continue to provide input. Staff are planning multiple community engagement initiatives throughout the construction period to get community feedback.

7. Financial Implications:

The approved 2023-2032 Doon Heritage Village Capital Program includes a budget of \$300,000 in 2023 and \$300,000 in 2024 for Upgrade / Replace Utility Services - Project #42043 funded from the Region's 2023-2032 Capital Program. Staff will refine the project plan and provide updates on sufficiency of budget provisions as required.

8. Conclusion / Next Steps:

The renewed site will facilitate more accessible public programs, more efficient lighting for safer evening and winter events, more reliable and sustainable heating to buildings to support year-round programming, new water mains for washrooms and fire response, and more reliable connectivity. Community and expert consultation will inform the re-opening and renewed programming and operating model of the site. This project will ensure that the village can grow into the future and provide even better innovative, relevant and immersive experiences.

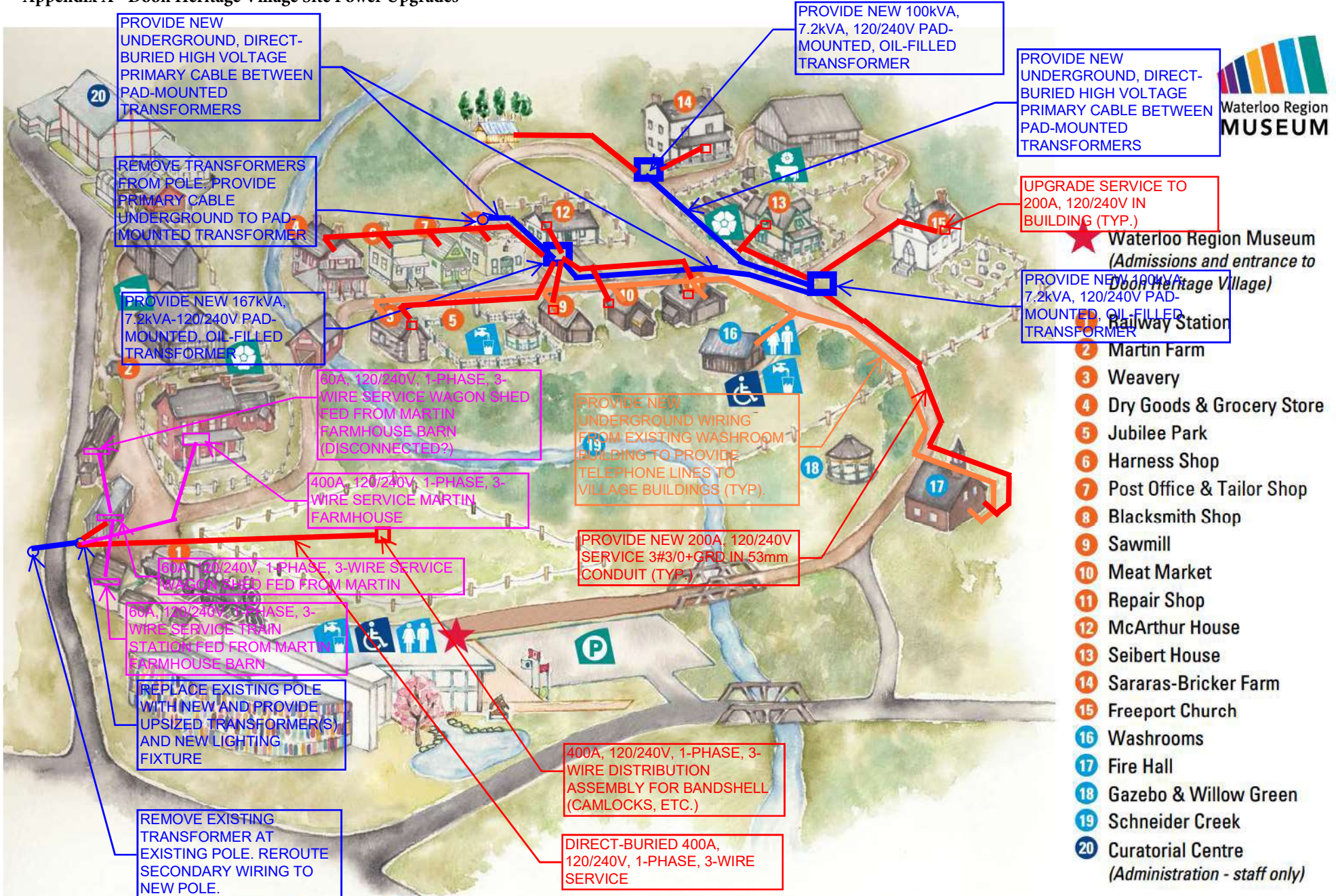
9. Attachments:

Appendix A: Doon Heritage Village Site Power Upgrades

Prepared By: Julian Kingston, Manager, Region of Waterloo Museums and Archives

Reviewed By: Helen Chimirri-Russell, Director, Cultural Services

Approved By: Rod Regier, Commissioner, Planning, Development and Legislative Services



UPGRADE SERVICE TO 200A, 120/240V IN BUILDING (TYP.)

PROVIDE NEW 100kVA, 7.2kVA, 120/240V PAD-MOUNTED, OIL-FILLED TRANSFORMER

- 2 Martin Farm
- 3 Weavery
- 4 Dry Goods & Grocery Store
- 5 Jubilee Park
- 6 Harness Shop
- 7 Post Office & Tailor Shop
- 8 Blacksmith Shop
- 9 Sawmill
- 10 Meat Market
- 11 Repair Shop
- 12 McArthur House
- 13 Seibert House
- 14 Sararas-Bricker Farm
- 15 Freeport Church
- 16 Washrooms
- 17 Fire Hall
- 18 Gazebo & Willow Green
- 19 Schneider Creek
- 20 Curatorial Centre (Administration - staff only)

PROVIDE NEW UNDERGROUND, DIRECT-BURIED HIGH VOLTAGE PRIMARY CABLE BETWEEN PAD-MOUNTED TRANSFORMERS

REMOVE TRANSFORMERS FROM POLE. PROVIDE PRIMARY CABLE UNDERGROUND TO PAD-MOUNTED TRANSFORMER

PROVIDE NEW 167kVA, 7.2kVA, 120/240V PAD-MOUNTED, OIL-FILLED TRANSFORMER

60A, 120/240V, 1-PHASE, 3-WIRE SERVICE WAGON SHED FED FROM MARTIN FARMHOUSE BARN (DISCONNECTED?)

400A, 120/240V, 1-PHASE, 3-WIRE SERVICE MARTIN FARMHOUSE

60A, 120/240V, 1-PHASE, 3-WIRE SERVICE WAGON SHED FED FROM MARTIN

60A, 120/240V, 1-PHASE, 3-WIRE SERVICE TRAIN STATION FED FROM MARTIN FARMHOUSE BARN

REPLACE EXISTING POLE WITH NEW AND PROVIDE UPSIZED TRANSFORMER(S) AND NEW LIGHTING FIXTURE

REMOVE EXISTING TRANSFORMER AT EXISTING POLE. REROUTE SECONDARY WIRING TO NEW POLE.

PROVIDE NEW UNDERGROUND WIRING FROM EXISTING WASHROOM BUILDING TO PROVIDE TELEPHONE LINES TO VILLAGE BUILDINGS (TYP.)

PROVIDE NEW 200A, 120/240V SERVICE 3#3/0+GRD IN 53mm CONDUIT (TYP.)

400A, 120/240V, 1-PHASE, 3-WIRE DISTRIBUTION ASSEMBLY FOR BANDSHELL (CAMLOCKS, ETC.)

DIRECT-BURIED 400A, 120/240V, 1-PHASE, 3-WIRE SERVICE

Doon Heritage Village

Please do not pet or feed the farm animals as they may bite.

Region of Waterloo
Transportation Services
Transportation

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: Automated Speed Enforcement – 5-Year Expansion Plan

1. Recommendation

That the Regional Municipality of Waterloo approve the following in order to expand the Automated Speed Enforcement Program to all School Zones within the Region, subject to 2024 budget approval and as outlined in report TSD-TRP-23-009, dated June 6, 2023:

- a) Implement Automated Speed Enforcement at 25 to 30 new School Zones per year starting in 2024 with completion of all 175 schools by the end of 2028;
- b) Direct staff to prepare and submit staffing and budget requirements as part of the 2024 Plan and Budget and as needed in subsequent budget years; and
- c) Direct staff to develop criteria for identifying and prioritizing Community Safety Zones for the purpose of implementing Automated Speed Enforcement near certain schools and at other critical locations around the Region.

2. Purpose / Issue:

At the February 7, 2023 Planning & Works Committee meeting, Council directed staff to “present a roadmap for a rapid implementation plan to expand automated speed enforcement to all School Zones across the Region aligned with upcoming strategic planning, including costing for the infrastructure, addition of cameras, and programming of the camera technology, market capacity to respond, staff resources and budgets and administrative capacity required as well as options for increasing processing capacity.”

This report presents a recommended plan for rapid expansion of the automated speed enforcement (ASE) program. It covers the Transportation-related components of the operations, including equipment and programming, staff resource requirements, and the financial impacts. Additional staff reports will address the administration of the Council-approved Administrative Penalties Program, scheduled to launch in Q2 2024, as well as a separate business case for a Regional processing centre. An infographic showing the relationship between all components of the ASE program is provided in Appendix A.

3. Strategic Plan:

The Automated Speed Enforcement (ASE) program supports 3 objectives within the Region's 2019-2023 Strategic Plan:

- Strategic Objective 2.3: Increase participation in active forms of transportation (cycling and walking);
- Strategic Objective 2.4: Improve road safety for all users/drivers, cyclists, pedestrians, horse and buggies; and
- Strategic Objective 4.1: Improve child and youth wellbeing in Waterloo Region.

4. Report Highlights:

- Given the clear positive impacts of the Automated Speed Enforcement program to-date on the reduction of travel speeds near schools, staff is proposing a rapid expansion to all 175 qualifying schools within the Region of Waterloo.
- Through the addition of 25 to 30 sites per year starting in 2024, all eligible schools would be equipped with ASE by the end of 2028.
- Staff recommends the continued use of semi-fixed locations through 2024 (involving the rotation of cameras between sites) and transitioning to fixed ASE sites starting in 2025 (involving a permanent camera at each site) in order to maximize the effectiveness of the ASE program.
- With sufficient notice, a prospective ASE equipment vendor should be able to meet the Region's demand to implement 25 to 30 new sites per year.
- In order to facilitate the expansion and ongoing (and increasing) administrative work for the ASE program, it is estimated that six new full-time Transportation Engineering employees would be required (in addition to the position approved as part of the 2023 expansion), starting in early 2024.
- Expansion of the ASE program will require additional processing capacity. A business case on a Regional ASE processing centre is currently being developed and is scheduled to be presented to Committee in Q3 2023. Staff resourcing implications will be fully explored as part of the Regional ASE processing centre business case report, and preliminary estimates suggest that approximately 35 new processing centre full time equivalent (FTE) positions would be required by 2029 to handle the volume of infractions anticipated by the proposed ASE program expansion.
- The Administrative Penalties System (APS) program is imperative to support the expansion of ASE and support a higher volume of infractions outside of the current Provincial Offences Court regime. A preliminary estimate of 45 new FTEs would be required to support the new APS by 2029.

- In the first years of expansion and implementation of the program (2024-2028), revenues are expected to cover operating and capital costs.
- Due to the high volume of schools in the Region and the aggressive expansion of the ASE program that will be required to equip all schools over the next 5 years, staff recommends deferring the implementation of ASE to other Community Safety Zones to start beyond 2028.
- In the interim, staff will collaborate with area municipal staff to establish a set of criteria for identifying and prioritizing the use of Community Safety Zones for the purpose of adding ASE in critical locations around the Region, and present recommendations for the strategic use of Community Safety Zones to Council.

5. Background:

The Region has been implementing Automated Speed Enforcement (ASE) since 2021 in School Zones around the Region. The goal of the ASE program is to lower vehicle travel speeds near schools to reduce the risk (and severity) of collisions with the most vulnerable road users, and to provide a comfortable walking, rolling and cycling environment at and near schools.

The introduction of ASE has seen positive results to date, with average travel speeds reducing between 2 km/h and 9 km/h and the number of motorists complying with the posted speed limit increasing by an average of 63% in School Zones that are enforced through ASE.

At present, 16 School Zones within the Region are equipped with ASE. In May 2023, Council endorsed a plan to further expand the existing ASE program to 32 School Zones by the end of 2023. There are a total of 175 qualifying schools within the Region of Waterloo, meaning that 143 schools will remain without ASE at the end of 2023.

To provide some context around the size and scale of the proposed program: the City of Toronto (population: 3 million) currently rotates 75 ASE cameras among all schools within the City.

Site Selection

With 32 sites approved for the end of 2023, the estimated annual ASE expansion starting in 2024 is shown in Table 1.

Table 1: Proposed Annual ASE Program Expansion

Year	2024	2025	2026	2027	2028
Expansion (No. of Sites)	28	30	30	30	25
Total (No. of Sites)	60	90	120	150	175

The future expansion of ASE in School Zones around the Region would follow the Two-

Step Location Selection Methodology approved by Council in TES-TRP-21-16.

Some schools may not be suitable for ASE implementation. The feasibility of ASE at an individual site relies on clear sightlines for the camera equipment to operate, and it may not be possible to implement ASE at sites with horizontal curves, vertical curves, physical obstructions, or insufficient boulevard space. Further, at some schools, the current roadway vehicle speeds may be low enough that there is no benefit to be gained by the deployment of ASE. As part of the site selection process, staff will review data and work with the ASE equipment vendor to confirm the feasibility of implementing ASE at each school.

Vendor Supply Chain

The Region has a vendor agreement with the City of Toronto Joint Processing Centre, allowing for the procurement of ASE equipment until 2024. The vendor has informally indicated its ability to provide the equipment required for 25 to 30 new sites in 2024.

Beyond 2024, the Region will explore procurement options for ASE equipment, potentially extending the current contract for 5 more years. Retaining the current vendor would allow for the delivery of 25-30 sites until 2028, given sufficient notice.

Evolving from Semi-Fixed to Fixed Sites

Currently, the Region's ASE program involves the use of 16 semi-fixed sites, meaning that there are more sites than cameras and a rotation of the cameras is used to effectively enforce the 16 sites. The 2023 expansion has been approved to deploy 16 more semi-fixed sites utilizing a similar camera rotation regime.

As the program expands, staff recommends evolving to the use of fixed sites, starting in 2025. The use of fixed sites would mean that each ASE location is equipped with a camera at all times and the need for rotating the cameras would be eliminated. Through the use of fixed sites, the ASE program would be more manageable to administer as some of the challenges around rotating cameras would be eliminated. Most importantly, the use of fixed sites would improve the effectiveness of the ASE program in the moderating of speed and the associated safety benefits that are realized through the enhanced enforcement in critical areas in the community.

Transitioning to the use of fixed ASE sites will have significant impacts on both processing and penalty administration staffing resources given the dramatic increase in the number of infractions with more camera sites. For 2024, staff recommend that the expansion maintain the semi-fixed model allowing the necessary processing and APS capacity to be managed.

Transportation Engineering Staffing Resources

Since the outset of the ASE program, the deployment, administration, evaluation and reporting has utilized 1 to 2 Full-Time Equivalents (FTE) of Traffic Engineering staff time

on a daily basis. The additional ASE workload on the Traffic Engineering group has created challenges in managing the other key functions within the group's service area since no spare capacity existed and the original ASE program did not include additional staffing resources.

As part of the 2023 expansion approved in TSD-TRP-23-007, one FTE has been approved for dedication to the ASE program. However, the further significant 5-year expansion of this program as outlined in this report would require further increases in staff resources to manage the expansion and ongoing operation of the ASE program. In addition to the approved FTE for 2023, it is estimated that six new FTE's would be needed starting in early 2024 to ensure the successful expansion of the ASE program. The positions would be responsible for (but not limited to) the project management to implement new sites, liaising with area municipality staff, ensuring by-laws are up-to-date, administering contracts with third parties, monitoring operations, arranging for maintenance as needed, data collection and analysis, and responding to resident inquiries.

Additionally, since there are many unknowns around the staffing resource requirements for a large ASE program such as the one recommended within this report, staff would undertake annual reviews of resource requirements in parallel with the ASE program expansion and would make possible additional staffing requests in future budget years.

Processing and Administration Staffing Resources

Based on the proposed program expansion to 175 sites and the use of fixed sites, the number of speeding incidents captured by the ASE cameras would dramatically increase. The full set of options for incident processing are still being developed. Should the Region opt to build and operate its own processing centre, approximately 35 new FTEs would be needed by 2029 to support the processing centre. Additionally, staffing resources would have to gradually increase to approximately 45 new FTEs by 2029 to support the Administrative Penalties program. Projected staffing increases for processing and administration over the course of the ASE expansion are shown in Appendix C.

Subject to Council's approval in principle of the 5-year expansion plan described in this report, staff will develop and provide to Council a more fulsome picture of the full staffing implications for processing and penalty administration in a subsequent report currently planned for Q3 2023.

Community Safety Zones

Under provincial legislation, ASE can be implemented on portions of roadway that are designated as School Zones or as Community Safety Zones. At present, the Region and its local area municipalities have deployed ASE only in School Zones since these have been identified by staff and Council as the most critical locations for moderating

vehicle travel speeds.

Per Council direction, staff are investigating the feasibility of expanding the ASE program to critical Community Safety Zones around the Region. However, it is recommended that Community Safety Zones are deployed in a consistent manner around all municipalities within the Region. Accordingly, Region staff will be working with their area municipality partners to establish a set of criteria for identifying and prioritizing potential Community Safety Zones around the Region. At present, staff are planning to provide an update to Council in the fall of 2023. In the interim, a brief backgrounder with some preliminary information on Community Safety Zones is provided in Appendix B.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Regional staff have been working with all 7 area municipalities on the ASE program through the Transportation Coordinating Committee. Staff from the area municipalities are generally supportive of ASE expansion, and have committed to continuing to support the ASE program through their assistance with site selection, and through enacting the by-law changes required to bring ASE online at each applicable site. Area municipal staff will also be engaged in the development of criteria for Community Safety Zones to ensure consistency around the region.

Additionally, Regional staff are active participants in a number of ASE steering committees that include members from several other municipalities around the province. Some of the main functions of the steering committees are to share best practices and ensure that the administration of ASE is undertaken in a fair, consistent, and suitably transparent manner all across the province. Consistency is seen as a vital contributor to the health and sustainability of ASE programs in all municipalities. Through participation in these committees, staff are working to ensure that the administration and expansion of the Region's ASE program is conducted in a consistent manner with other Ontario municipalities.

Public:

With the approval of the 5-year program expansion, staff will develop a communication plan to ensure that the members of the community are aware of the goals and objectives of the program, and to provide progress updates as the expansion rolls out. This communication plan will be critical to ensure that there is transparency around why the ASE program is expanding as proposed.

7. Financial Implications:

The annual financial implications of the proposed ASE expansion are shown in Table 2.

Table 2: Annual Financial Summary of Proposed ASE Expansion Plan

Year	2024	2025	2026	2027	2028
Operating Budget Implications (\$ Millions)					
Operating Costs	\$4.23	\$7.39	\$12.15	\$15.31	\$19.39
Capital Financing (\$ Millions)					
ASE Capital Costs (excludes processing centre)	\$1.49	\$1.75	\$1.92	\$2.11	\$1.92

The capital costs shown in Table 2 include only those associated with the set-up of the ASE equipment at each school site. Additional capital investments, including facilities costs associated with the option of setting up an independent processing centre, will be brought forward in future reports, and through the 2024 budget.

A more robust summary of the financial analysis is provided in Appendix C.

As the program expands and matures from 2024 to 2028 and although average speeds are expected to decrease, the number of infractions is still likely to grow with the program. For the purposes of financial and staffing modelling, staff relied on an assumption of 5,000 tickets per camera based on experience with the existing Regional sites, and experiences from other municipalities around Ontario. Under this assumption, the program is expected to be self-sustaining where revenues would cover all operating costs.

Should revenues exceed operating costs, it will become increasingly important to maintain transparency around and effectively communicate the goals and objectives of the ASE program. Since ASE is operated for the sole purpose of lowering vehicle travel speeds and, in turn, improving road user safety at critical locations around the Region, it would be prudent to ensure that any revenue generated from ASE (over and above all operating and capital costs in a given year) are used to fund road user safety initiatives. Accordingly, staff will consider the establishment of a Road User Safety Reserve into which any “surplus” camera-based enforcement revenue would be deposited for use in mitigating future ASE program revenue risks and costs and/or in other initiatives designed at improving safety for all road users in the Region. The establishment of such a reserve would be similar to the practices of other municipalities in Ontario currently operating camera-based enforcement programs.

8. Conclusion / Next Steps:

Pending Council’s approval of the 5-year expansion plan, staff will bring a report back to Council in Q3 2023 to provide ticket processing options to support the projected ASE program expansion. Based on final direction received from Council regarding the 5-year expansion plan and the processing options, staff will develop more detailed costs for Council’s approval as part of the 2024 budget process. Staff will also continue the development of Community Safety Zone criteria for potential deployment around the

Region and report back to Council in fall of 2023 with recommendations for Community Safety Zone designations.

9. Attachments:

Appendix A: Automated Speed Enforcement Infographic

Appendix B: Preliminary Information on Community Safety Zones

Appendix C: Financial Summary

Prepared By: Darryl Spencer, Manager, Transportation Engineering

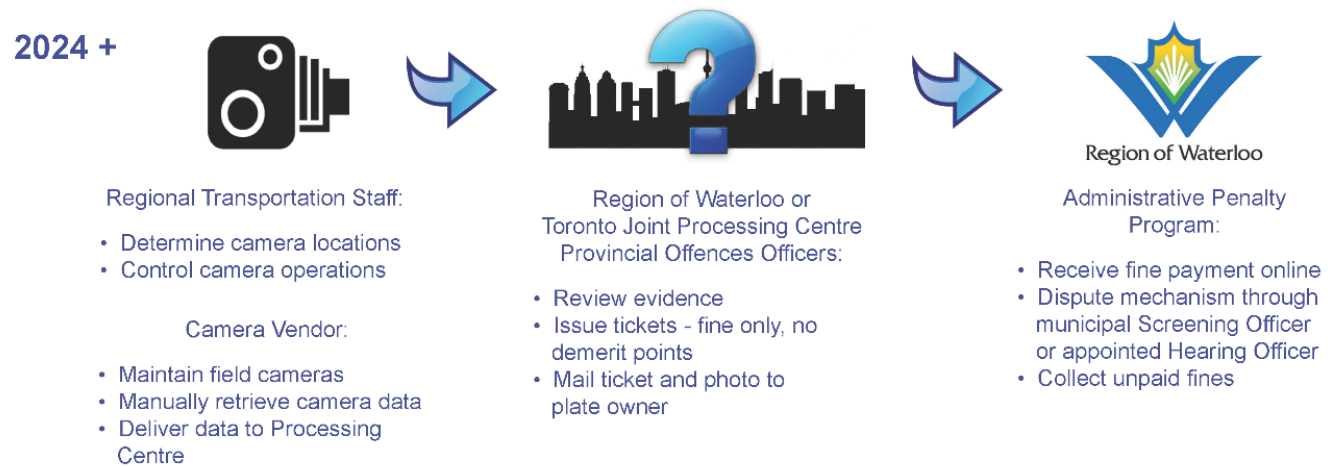
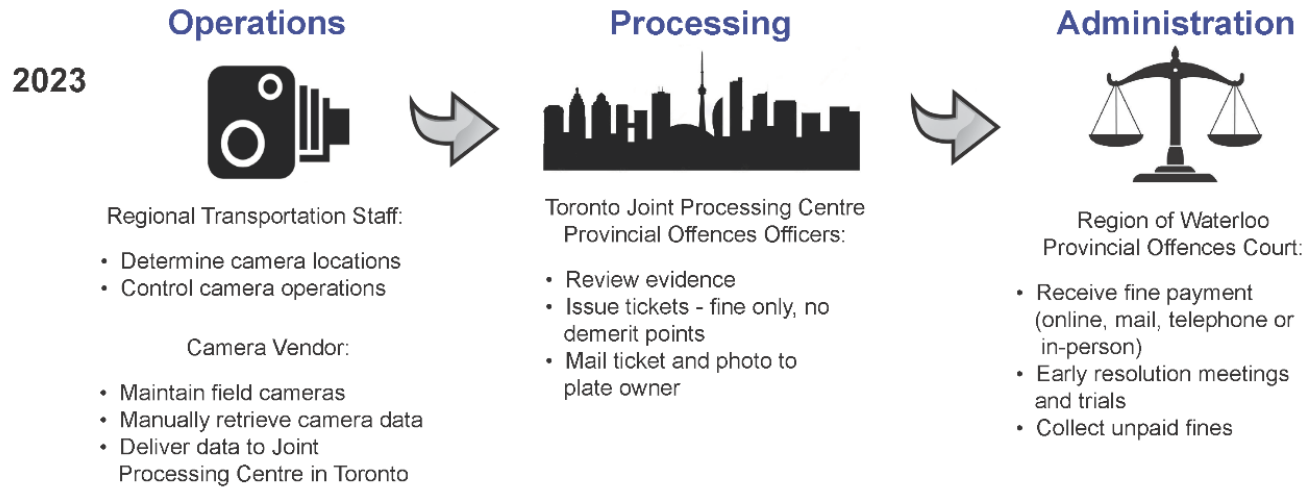
Reviewed By: Theresa Mendler, Manager, Strategic Community Planning Initiatives

Steve van De Keere, Director, Transportation

Approved By: Mathieu Goetzke, Commissioner, Transportation Services

Appendix A: Automated Speed Enforcement Infographic

Automated Speed Enforcement Process



Appendix B: Preliminary Information on Community Safety Zones

What is a Community Safety Zone?

Community Safety Zones were introduced in Ontario in 1998 (Bill 26). The provincial definition is relatively broad, stating that the “*council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council’s opinion, public safety is of special concern on that part of the highway.*” Beyond that, it is up to each municipality to identify a definition for Community Safety Zones.

While the Region and its area municipalities do not have an up-to-date set of criteria for Community Safety Zones at this time, plans are in place to develop such criteria. In broad terms, a Community Safety Zone might include key features such schools, parks, community centres, or other destinations that might attract vulnerable road users (such as pedestrians and cyclists). A full set of criteria will be developed to identify suitable locations in the Region of Waterloo.

Along with School Zones, Community Safety Zones are the other highway designation which qualifies for the implementation of Automated Speed Enforcement (ASE) per the provincial ASE regulations.

Does the Region already have Community Safety Zones?

The Region currently has 8 designated Community Safety Zones, as outlined in By-Law 16-023, Schedule 21. Those Community Safety Zones were designated and implemented on-street in the early 2000’s. Following the implementation of the early Community Safety Zones, staff observed that, alone, the designation and the associated signage were ineffective in influencing the driving behaviour through those Community Safety Zones. In response, staff discontinued the use of Community Safety Zones along Regional roadways. Some of the area municipalities shared similar experiences and also discontinued the deployment of Community Safety Zones in recent years.

Can the whole Region be designated as a Community Safety Zone?

The Region, or any municipality in Ontario, should not designate the entire Region as a Community Safety Zone. As stated in the provincial definition, and as understood by practitioners around the province, only “part of a highway” is suitable for Community Safety Zone designation and those designations must be where safety is a “special concern”. Designating the entire Region, or any broad area, as a Community Safety Zone would compromise the purpose of a Community Safety Zone designation which is to highlight areas where public safety is of special concern. Identifying the specific road

user safety outcomes that the Region is trying to achieve will also be critical to maintain public trust in the Automated Speed Enforcement program.

What are the next steps for introducing Community Safety Zones to support expanded Automated Speed Enforcement?

Regional staff plan to work with area municipal partners to develop an updated criteria for the designation of Community Safety Zones in the Region. In the spirit of provincial consistency in the application of ASE, staff will continue to engage other municipalities in Ontario who are also currently working to develop criteria for Community Safety Zones in their communities. Staff are aiming to bring recommendations for Community Safety Zones in the Region of Waterloo to Council in Q3 2023.

Appendix C: Financial Summary

Table 1 – Operating and Capital Budget Implications

	2024	2025	2026	2027	2028
Operating Budget Implications (\$ Millions)					
Automated Speed Enforcement Program					
Staffing Related Costs	\$0.86	\$0.83	\$0.84	\$0.86	\$0.88
Camera Operations Costs	\$0.23	<u>\$1.33</u>	<u>\$3.73</u>	<u>\$5.05</u>	<u>\$7.31</u>
Processing Costs	<u>\$0.27</u>	-	-	-	-
Total Automated Speed Enforcement Expenditures	\$1.37	\$2.15	\$4.57	\$5.91	\$8.19
Processing Centre					
Staffing Related Costs	\$0.69	\$1.69	\$2.44	\$3.05	\$3.75
Processing Costs	<u>\$0.24</u>	<u>\$0.38</u>	<u>\$0.53</u>	<u>\$0.69</u>	<u>\$0.84</u>
Total Processing Centre Expenditure	\$0.93	\$2.07	\$2.97	\$3.74	\$4.58
Administrative Penalties Program					
Staffing Related Costs	\$1.53	\$2.12	\$3.11	\$3.77	\$4.35
Processing Costs	<u>\$0.40</u>	<u>\$1.05</u>	<u>\$1.50</u>	<u>\$1.89</u>	<u>\$2.27</u>
Total Administrative Penalties Program Expenditure	\$1.92	\$3.17	\$4.61	\$5.66	\$6.62
Total Program					
Expenditure	\$4.23	\$7.39	\$12.15	\$15.31	\$19.39
Capital Financing (\$ Millions)					
Automated Speed Enforcement Program Capital Costs	\$1.49	\$1.75	\$1.92	\$2.11	\$1.92
Processing Centre Retrofit and/or Consolidated Courts Facility Capital Costs (if required)	TBD	TBD	TBD	TBD	TBD

Table 2 – Full Time Equivalent (FTE) Projections

FTE	2024	2025	2026	2027	2028	2029
Automated Speed Enforcement Program	6	6	6	6	6	6
Processing Centre (Estimated)	8	15	21	26	31	34
Administration Penalties Program (Estimated)	14	20	29	35	40	44
Total	28	41	56	67	77	84

Region of Waterloo
Transportation Services
Transit Services

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: GRT Route 2 and 73 Service Change Mitigation

1. Recommendation

For direction.

2. Purpose / Issue:

The purpose of the report is to respond to a motion on May 9th, 2023 at the Planning & Works committee directing staff to “continue with planned public information sessions, explore alternatives to mitigate the closure of route #2, and report back to Council on these alternatives in June 2023.”

3. Strategic Plan:

The overall restructuring of Grand River Transit (GRT) transit service for 2023, including expanded service and reallocated service supports Sustainable Transportation Objective 2.1: Enhance the transit system to increase ridership and ensure it is accessible and appealing to the public.

4. Report Highlights:

Report TSD-TRS-23-003 2023 Proposed Transit Service Changes, dated February 7, 2023 outlined the impacts of cancelling Routes 2 and 73, both of which were low performing routes compared to the average GRT service, and of reallocating the corresponding resources to other routes with higher actual and potential ridership. Ridership levels and type of service were considered along with budget impacts. Due to concerns expressed by customers, Council asked staff to look at alternatives that will mitigate their discontinuation.

Route 2

As the lowest performing route provided by GRT, excluding the BusPlus services, Route 2 as currently structured is unsustainable. The bulk of the feedback from customers related to service in the peaks for needs such as student trips. In reviewing ways to mitigate the impact of discontinuing the service, staff have developed an option that

would provide service coverage in the AM/PM peak with an extension of the Route 34. As shown in Appendix A, this option would provide coverage through the central section of the former Route 2 in the Greenbrook/Stirling area, connecting Central Station to the Sunrise Centre terminal and serving the Forest Hills Centre and Public School. By providing a number of new destinations, this has the potential to increase two-way ridership in this area.

The service impact in Forest Heights would be mitigated by adding stops on Highland Road at the walkway to Burnaby Crescent served by the 204 Highland iXpress. The recently reconstructed Highland Road with a new pedestrian crossing at this point makes this stop feasible and provides service coverage to a large area no longer served by Route 2. Route 1 Queen South will continue to service the majority of the subdivision west of Fisher-Hallman, with a level of service higher than that offered by route 2.

The stretch of Ottawa Street east of King Street without any Route 2 service will continue to receive service using the Route 205 Ottawa iXpress.

There is considerable growth in west Kitchener, which will result in the need for additional transit in the future. The entire area bound by Ira Needles to King, and Ottawa to Highland will be reviewed in the coming years.

Route 73

Route 73 Northlake is provided as a BusPlus service which is generally the lowest level of service. BusPlus service uses smaller vehicles typically targeting areas and timeperiods where low levels of service can still be effective.

Route 73 currently operates only in the weekday peak periods. As such it is not possible to reduce the service further or shorten the route in any way that can continue to provide some reduced level of service.

There is a significant level of planned housing growth in north-west Waterloo that will result in the need for additional transit in the future. With that in mind, the Route 73 service area will be reviewed in the coming years.

5. Background:

As part of the 2023 Plan and Budget, staff put forward 2 route cancellations (Route 2 & 73) in order to re-direct funds from underperforming routes, to others with growth potential. Route #2 consistently had about 9 riders per hour on average, while Route #73 had less than 9. This compares to over 34 riders per hour on all local routes.

The report (TSD-TRS-23-003, 2023 Proposed Transit Service Changes) was shared with the public and the service level changes were included in the broad public engagement around Plan and Budget, but did not allow for targeted information sessions to take place. GRT has continued to gather feedback from the community

through e-mail and phone calls, and has additional information sessions planned in June.

Regional staff have reviewed alternatives to mitigate the discontinuation of Routes 2 and 73 and have sought feedback from the public as directed by Council. Based on the information gathered, as outlined in Report TSD-TRS-23-006, staff are seeking direction from Council.

(Note: Planned May sessions were delayed due to the labour disruption).

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Staff has reached out to area municipal staff to gather any additional considerations to inform the present report.

Public:

The public was engaged as part of the 2023 Plan and Budget, which presented all service level changes put forward by staff.

Once the budget was approved, specific information was conveyed to the public about the approved changes to the routes via social media, press release and notices at bus stops. Staff have gathered feedback on concerns through the GRT.ca feedback form, and also through the Region's Service First Contact Centre, with feedback centred on access to schools and medical facilities. Public Information Centres (PIC) planned in May were postponed to June due to the labour disruption at GRT and are taking place virtually on June 5th and in person on June 14th at the Forest Heights Community Centre. Information on the proposed options will be presented at that time and any feedback will be gathered and presented to Council during the Planning & Works Committee on June 6th (from the virtual PIC only), and for final consideration of this report at the Council meeting on June 21st (both PIC sessions).

7. Financial Implications:

The cancellation of routes 2 and 73 was approved through the 2023 Budget and results in a net savings of approximately \$413,000 in 2023 (\$1,240,000 annualized). Subject to Council approval, enhancements to Route 34 would be effective September 5, 2023 and are expected to cost \$111,000 in 2023 (\$333,000 annualized) with anticipated fare revenue of \$13,000 in 2023 (\$40,000 annualized), for a total net cost of \$98,000 in 2023 (\$294,000 annualized). The additional stops on Route 204 iXpress will also require an allocation of approximately \$45,000 from the iXpress Station Development Project (#66029) in 2023 to install the additional shelters/pads. The additional work can be accommodated within the existing capital budget provision of \$720,000 in 2023.

8. Conclusion / Next Steps:

PIC's (virtual and in-person) will be held with the public on June 5th & 14th with any feedback provided to Council on June 21st. If Council directs staff to proceed with the

option to extend Route 34 in the weekday peaks, service adjustments will take place on September 5th.

9. Attachments:

Appendix A: Proposed Route 34 Extension - Map & Details

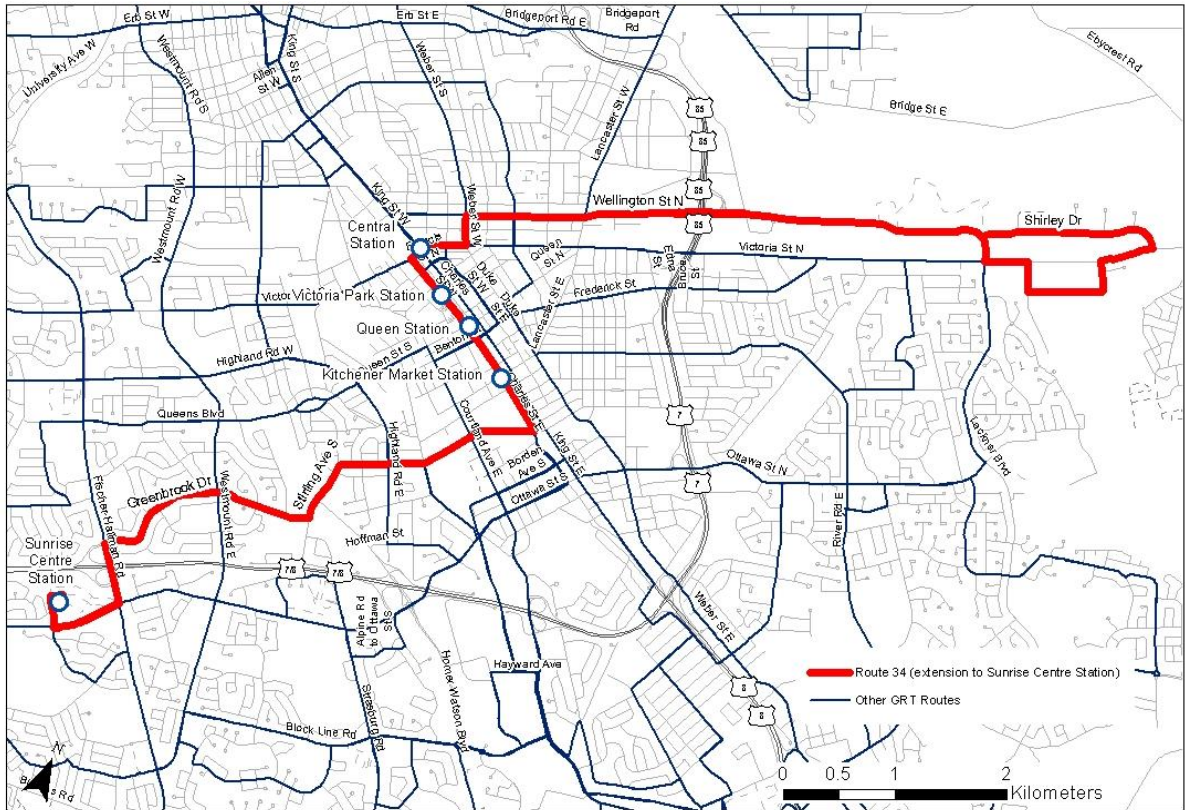
Appendix B: Historical Route 2 Performance - Map & Details

Prepared By: Blair Allen, Manager Transit Development

Reviewed By: Doug Spooner, Director Transit Services

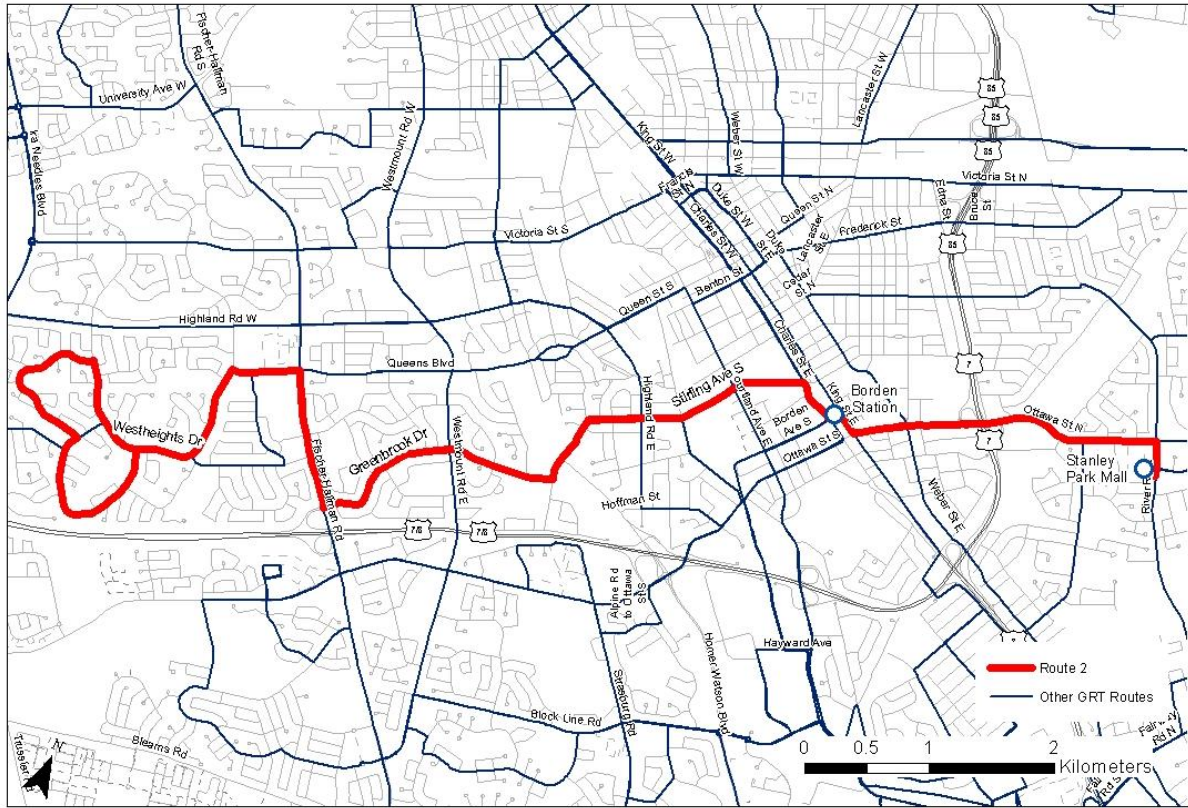
Approved By: Mathieu Goetzke, Commissioner Transportation Services

Appendix A: Proposed Route 34 Extension - Map & Details



	Service Hours	Annual Operating Cost	Estimated 2023 Cost	Annual Hours of Service
Peak Only Service	Weekdays 6:00AM – 10:00AM 2:00PM – 6:00PM	\$333,000	\$111,000	4,016

Appendix B: Historical Route 2 Performance – Map & Details



Hours of Service (Weekday)	6:15AM – 10:16PM
Hours of Service (Saturday)	7:15AM – 7:06PM
Headways	Every 30 minutes
Annual Hours of Service	13,160

Region of Waterloo
Engineering and Environmental Services
Water and Wastewater Services

To: Planning and Works Committee
Meeting Date: June 6, 2023
Report Title: 2023 Water and Wastewater Monitoring Report

1. Recommendation

That the Regional Municipality of Waterloo receive the 2023 Water and Wastewater Monitoring Report summarized in Report EES-WAS-23-006, dated June 6, 2023 as the account of water supply and wastewater treatment capacity as of December 31, 2022.

2. Purpose / Issue:

The 2023 Water and Wastewater Monitoring Report (2023 WWWMR) outlines the ability of the Regional water supply and wastewater treatment facilities to accommodate demands to 2036. The full report will be made available on the Region's Water and Wastewater Services website.

3. Strategic Plan:

The 2023 Water and Wastewater Monitoring Report supports the Corporate Strategic Focus Area 3: "Environmental and Climate Action" in the 2019-2023 Strategic Plan; specifically, to protect our water resources (drinking water and wastewater treatment).

4. Report Highlights:

- **Adequate Capacity:** Water supply capacity was adequate to meet the actual maximum demands in all communities supplied by a Regional system in 2022. Wastewater treatment capacity was sufficient at all Regional plants to treat the actual average flows in 2022.
- **Capacity Allocation:** Water supply and wastewater capacities in 2036 are based on the implementation of works from the Region's current capital programs. Both water supply capacity and wastewater capacity are anticipated to be adequate to accommodate all current development commitments. The allocation of remaining capacity to new development is determined by Region of Waterloo staff in consultation with the Area Municipalities. The available capacity expressed in this report is the capacity available to service future Planning Act approvals (subdivisions, condominiums, consents, zoning by-law amendments, part lot

control and minor variances) and/or any building permits issued for development outside of residential plans of subdivision that complies with existing zoning (e.g. site plans). In collaboration with the area municipalities and through proactive infrastructure management, the Region is responsibly and sustainably planning for growth in the community.

- **Regional Official Plan Update:** The recent update to the Region's Official Plan identified significant growth to the community over the next 30 years. This requires careful management and monitoring to ensure a sustainable water supply is available to support this growth. The ongoing Water Supply Strategy will outline the Region's approach to plan for a sustainable water supply. The 2018 Wastewater Master Plan identified the needs to accommodate additional capacity to support growing communities and will be updated starting in 2025. Changes based on the approved ROP amendment will be considered in future monitoring reports.

5. Background:

Water and Wastewater Services produces the annual Water and Wastewater Monitoring Report with input from the Region's Planning, Development and Legislative Services. The purpose of this report is to:

1. Document actual water consumption and wastewater flows;
2. Provide a basis for water consumption and wastewater flow forecasts required in preparing the capital budgets and user rates;
3. Document water production and wastewater treatment capacities;
4. Update Regional Council with respect to remaining uncommitted capacities of water supply and wastewater treatment infrastructure; and
5. Provide a basis for Water and Wastewater Services staff to provide comment on the water and wastewater aspects of development applications.

In addition, the 2023 WWWMR report will be one of the inputs used in preparing the 2024 water and wastewater capital budgets, long-term water and wastewater capital forecast, and in formulating responses to development applications. The 2023 WWWMR report is based on the planning information and draft community level population forecasts outlined in the council adopted Region Official Plan Amendment No. 6. Changes based on the approved ROP amendment will be considered in future monitoring reports.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities: Draft copies of the report have been circulated to the cities of

Cambridge, Kitchener and Waterloo and also to the townships of North Dumfries, Wellesley, Wilmot and Woolwich as information.

Public: N/A

7. Financial Implications:

Nil

8. Conclusion / Next Steps:

The 2023 Water and Wastewater Monitoring Report will be posted to the Regional website.

9. Attachments:

Table 1 - Remaining Water and Wastewater Capacity as of December 31, 2022

Table 2 - Small Rural Water System Summary as of December 31, 2022

Table 3 - Commitments as of December 31, 2022

Prepared By: Kevin Dolishny, Senior Engineer, Water and Wastewater Services

Pam Law, Manager, Water and Wastewater Services

Reviewed By: Mari MacNeil, Director, Water and Wastewater Services

Approved By: Jennifer Rose, Commissioner, Engineering and Environmental Services

TABLE 1: REMAINING WATER AND WASTEWATER CAPACITY AS OF DECEMBER 31, 2022

		A	B	C	D = A - (B+C)	E	F = D / E * 1000
		2022 MAX CAPACITY (1000 m ³ /d)	MAX DAY / WEEK PROJECTED FLOW (1000 m ³ /d)	COMMITTED FLOW (1000 m ³ /d)	REMAINING CAPACITY (1000 m ³ /d)	MAX DAY / WEEK FLOWS PER CAPITA (m ³ /d/c)	REMAINING CAPACITY (PEOPLE)
WATER	INTEGRATED URBAN WATER SYSTEM	250.00	177.13	23.35	49.52	0.3201	154,719
	BADEN-NEW HAMBURG	12.61	5.36	0.02	7.23	0.3648	19,811
	AYR WATER SYSTEM (H)	5.53	2.69	1.38	1.46	0.4115	3,557
	WELLESLEY	3.00	1.11	0.00	1.88	0.3027	6,223
	ST. CLEMENTS	1.77	0.50	0.01	1.26	0.4019	3,144

		A	B	C	D = A - (B+C)	E	F = D / E * 1000
		2022 CAPACITY (1000 m ³ /d)	AVERAGE PROJECTED FLOW (1000 m ³ /d)	COMMITTED FLOW (1000 m ³ /d)	REMAINING CAPACITY (1000 m ³ /d)	AVERAGE FLOWS PER CAPITA (m ³ /d/c)	REMAINING CAPACITY (PEOPLE)
WASTEWATER	KITCHENER WWTP	122.70	69.55	10.75	42.39	0.2520	168,214
	WATERLOO WWTP	57.50	41.65	2.08	13.77	0.2663	51,683
	GALT WWTP	56.80	27.95	3.19	25.66	0.3056	83,975
	PRESTON WWTP	16.82	9.37	1.90	5.54	0.3803	14,573
	HESPELER WWTP	9.32	6.10	0.46	2.76	0.2317	11,897
	ELMIRA WWTP	7.80	3.83	1.56	2.40	0.3310	7,263
	BADEN-NEW HAMBURG WWTP	6.90	3.81	0.02	3.08	0.2614	11,769
	AYR WWTP	3.00	1.53	0.80	0.67	0.2365	2,833
	ST. JACOBS WWTP	1.45	0.93	0.23	0.29	0.4347	677
	WELLESLEY WWTP	1.10	0.87	0.00	0.23	0.2340	991

TABLE 2: SMALL RURAL WATER SYSTEM SUMMARY AS OF DECEMBER 31, 2022

		A	B	C	D = A - B	E	F
		2022 CAPACITY (m ³ /d)	MAX DAY PROJECTED FLOW (m ³ /d)	COMMITTED FLOW (m ³ /d)	REMAINING CAPACITY (m ³ /d)	MAX DAY FLOWS PER CAPITA (m ³ /d/c)	REMAINING CAPACITY (PEOPLE)
WOOLWICH	CONESTOGO GOLF COURSE	-	-	-	-	-	-
	CONESTOGO PLAINS (G)	-	-	-	-	-	-
	MARY HILL	157	92	N/A	65	0.6646	Case by Case
	MARY HILL VILLAGE HEIGHTS	820	233	N/A	587	1.0271	Case by Case
	WEST MONTROSE (G)	-	-	-	-	-	-
WEL	HEIDELBERG	829	309	N/A	520	0.3141	Case by Case
	LINWOOD	605	294	N/A	311	0.3827	Case by Case
WIL	FOXBORO	527	151	N/A	376	0.3758	Case by Case
	NEW DUNDEE	983	416	N/A	567	0.3957	Case by Case
ND	ROSEVILLE	358	165	N/A	193	0.5719	Case by Case
	BRANCHTON	130	76	N/A	54	0.6310	Case by Case

- (A) See Water Distribution Master Plan and Wastewater Treatment Master Plan for capacity details of each system
- (B) See section 2.5 and 2.6 and appendix B & C for details of how average flow is calculated for individual systems
- (C) See Table 3 for details about how committed flow is calculated from committed population in the DGA and BUA
- (D) Both Water systems and Wastewater systems average/max day/week flow equals the average of the previous 5 years per capita flow
- (E) See Section 2.5 and 2.6 for an explanation of average/max flows per capita
- (F) Remaining Capacity divided by Average/Max Flow Per Capita multiplied by 1000. New service requests in the small rural systems will be evaluated on a case by case basis.
- (G) Conestogo Golf Course, Conestogo Plains, and West Montrose are fully connected to the IUS and are no longer tracked in the small rural systems.
- (H) More information on apparent low remaining capacity in the Ayr Water System capacity can be found on Section 3.1.3 of the 2021 Water and Wastewater Monitoring Report.

TABLE 3: COMMITMENTS AS OF DECEMBER 31, 2022

	A			B	C = A x B			
	COMMITMENTS (PEOPLE)			MAX DAY / WEEK FLOWS PER CAPITA (m ³ /d/c)	COMMITMENTS (m ³ /d)			
	DGA	BUA	TOTAL		DGA	BUA	TOTAL	
WATER	INTEGRATED URBAN WATER SYSTEM	56,714	16,229	72,943	0.3201	18,154	5,195	23,348
	BADEN-NEW HAMBURG	5	61	66	0.3648	2	22	24
	AYR WATER SYSTEM	3,343	0	3,343	0.4115	1,376	0	1,376
	WELLESLEY	3	7	10	0.3027	1	2	3
	ST. CLEMENTS	20	0	20	0.4019	8	0	8

	A			B	C = A x B			
	COMMITMENTS (PEOPLE)			AVERAGE FLOWS PER CAPITA (m ³ /d/c)	COMMITMENTS (m ³ /d)			
	DGA	BUA	TOTAL		DGA	BUA	TOTAL	
WASTEWATER	KITCHENER WWTP	34,932	7,738	42,670	0.2520	8,804	1,950	10,754
	WATERLOO WWTP	2,419	5,395	7,814	0.2663	644	1,437	2,081
	GALT WWTP	7,907	2,549	10,456	0.3056	2,416	779	3,195
	PRESTON WWTP*	3,952	74	4,026	0.3803	1,875	28	1,903
	HESPELER WWTP	1,822	181	2,003	0.2317	422	42	464
	ELMIRA WWTP	4,709	8	4,717	0.3310	1,559	3	1,561
	BADEN-NEW HAMBURG WWTP	5	61	66	0.2614	1	16	17
	AYR WWTP	3,343	29	3,372	0.2365	790	7	797
	ST. JACOBS WWTP	466	54	520	0.4347	203	23	226
	WELLESLEY WWTP	3	7	10	0.2340	1	2	2

(A) See Appendix D for a detailed breakdown of committed population from known development

(B) Average of the previous five years. See Section 2.5 and 2.6 for an explanation of the Average/Max Flow Per Capita Per Day in Column 'B'

(C) Column 'A' multiplied by column 'B'

* Preston WWTP commitments include 372 m³/day for the Boxwood Industrial Subdivision

Council Enquiries and Requests for Information
Planning and Works Committee

Meeting date	Requestor	Request	Assigned Department	Anticipated Response Date
15-Dec-21	Council	Require staff report back to Committee on a semi-annual basis with information and updates on how the above noted changes impact travel for dialysis and other MobilityPLUS customers and report on unaccommodated travel requests.	TSD	June 2023
04-Oct-22	Committee	Staff to report back on a plan or program on traffic calming in settlement and residential areas, considering high volume versus high speed.	TSD	Summer 2023
07-Feb-23	Committee	Staff to report on the technical information and feasibility of transit servicing the Sikh Temple in Wilmot.	TSD	2023
07-Feb-23	Committee	Staff to update the Census Agriculture Bulletin	PDL	2023
07-Feb-23	Committee	Staff to look more broadly at specialized transit from urban to rural regions	TSD	Winter 2024
22-Feb-23	Strategic Planning and Budget Committee	Staff to bring forward a comprehensive review of age-specific fare for seniors and youth discounts forward as part of the new Grand River Transit Business Plan. Establish a year pilot project for free transit fares for children under 12, a one-day a week free transit fares for seniors over 65, and Museum for Students, funded by reserve.	TSD	Winter 2024- Comprehensive Review 2023 Budget Process - dealt with the pilot project
04-Apr-23	Committee	Staff to look into the hill at Victoria Street and Weber Street for pedestrian access to the GO station.	TSD	Fall 2023

04-Apr-23	Committee	Staff to provide a list of the roads that are going to be under repair in 2023 be shared with Council.	TSD	Spring 2023
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