

# Regional Municipality of Waterloo Council Agenda



Date: Wednesday, August 28, 2024  
Regular Session: 7:00 p.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](mailto:regionalclerk@regionofwaterloo.ca)

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## Pages

1. Call to Order
2. Land Acknowledgement
3. Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”
4. Presentations
5. Petitions
6. Delegations
  - 6.1 Jessica Linthorne (Interim CEO of Nuclear Innovation Institute, Co-Chair of the Southwestern Ontario Isotope Coalition) Ian Boddy (Mayor of Owen Sound, Co-Chair of the Southwestern Ontario Isotope Coalition)  
Re: An Overview of the Southwestern Ontario Isotope Coalition 12
  - 6.2 Terra-Lynn Weber, Kitchener  
Re: The 100 Vic Encampment and homelessness in Waterloo Region
  - 6.3 Amy Haertel, Founder, River Access Point Safety Movement 20  
Re: River Safety Concerns in our Region (GRCA Watershed)
  - 6.4 Artem Klymovych, Woolwich  
Re: Land Assembly in Wilmot and Land Usage by Residents
  - 6.5 Fauzia Mazhar, Executive Director, Coalition of Muslim Women of KW  
Re: Presentation of "Snapshot of Hate in Waterloo Region"
7. Minutes of Previous Meetings
  - Recommended Motion:  
That the following minutes be approved.
  - 7.1 Community and Health Services Committee - June 4, 2024 (Deferred to June 19, 2024)
  - 7.2 Closed Council - June 19, 2024
  - 7.3 Council - June 19, 2024
  - 7.4 All Councils - June 21, 2024

- 7.5 Special Council - June 24, 2024
- 7.6 Community and Health Services - August 13, 2024
- 7.7 Closed Committee - August 13, 2024
- 7.8 Sustainability, Infrastructure, and Development Committee - August 13, 2024
- 7.9 Audit Committee - August 14, 2024
- 7.10 Strategic Planning and Budget Sub-committee - August 14, 2024
- 7.11 Library Committee - August 14, 2024

**8. Communications**

- 8.1 Council Information Package - August 21, 2024 (Distributed to Councillors Electronically)  
For Information.

- 8.2 John Ariens, MCIP, RPP, New Hamburg 38  
Re: Wilmot Farmland Expropriation

- 8.3 Corliss Olson, PhD, Kitchener 41  
Re: Land Acquisition in Wilmot Township

**9. Motion to go into Closed Session**

**Recommended Motion:**

That a closed meeting of Council be held on Wednesday, August 28, 2024 immediately following the motion in accordance with Section 239 of the “Municipal Act, 2001”, for the purposes of considering the following subject matters:

1. A potential agreement for a proposed disposition and acquisition of lands that is subject to solicitor-client privilege
2. Providing direction to staff with respect to ongoing litigation that is subject to solicitor-client privilege

**10. Motion to Reconvene into Open Session**

**Recommended Motion:**

That Council reconvene into Open Session.

**11. Motion to Go Into Committee of the Whole to Consider Reports**

**Recommended Motion:**

That Council go into Committee of the Whole to consider reports.

**12. Reports**

**12.1 Finance Reports**

**Recommended Motion:**

That the Finance Reports items be received for information and approved.

- 12.1.1 COR-CFN-24-012, Municipal Funding Agreement Canada

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Community Building Fund

**Recommended Motion:**

That the Regional Municipality of Waterloo pass a By-law to authorize the Regional Chair and the Regional Clerk to execute the Municipal Funding Agreement for The Canada Community Building Fund (CCBF) between the Association of Municipalities of Ontario (AMO) and The Regional Municipality of Waterloo, with such Agreement to be to the satisfaction of the Regional Solicitor, as outlined in report COR-CFN-24-012 dated August 28, 2024.

- 12.1.2 COR-TRY-24-032, T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06) 46

**Recommended Motion:**

That the Regional Municipality of Waterloo accept the tender of Norlon Builders for the T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06) in the amount of \$52,064,640.17 plus all applicable taxes as set out in report COR-TRY-24-032 dated August 28, 2024.

**12.2 Committee Reports**

- 12.2.1 Community and Health Services Summary - August 13, 2024 53

**Recommended Motion:**

That the following recommendations from the Community and Health Services Committee be approved:

1. That staff move forward with the operating model as proposed in CSD-HOU-24-015, with a maximum of 66 residents serving single women and gender-diverse and non-binary adults (subject to normal extreme weather protocols)

And further, before any steps are taken to serve additional people, or different groups of individuals, the Region of Waterloo will discuss the proposal with community partners including the host community (Kitchener, in this case), and a report with further recommendations will come to Regional Council before any changes are made.

2. That the Regional Municipality of Waterloo take the following action with respect to the Regionally-owned property located at 651 Concession Road, Cambridge (former Kinsmen Children’s Centre) as set out in report EES-FFM-24-005 dated August 13, 2024:

- a. That Regional Council support the proposed use of the property for the development of a Paramedic Services station; and
- b. Approve debenture authority for the project in the amount of \$12,600,000 for a term not to exceed 20 years.

12.2.2 Sustainability, Infrastructure, and Development Committee  
Summary - August 13, 2024

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**Recommended Motion:**

That the following recommendations from the Sustainability, Infrastructure, and Development Committee be approved:

1. WHEREAS the Region of Waterloo is in the process of completing the purchase of a 160-acre farm in Wilmot Township (the Farm) as part of an industrial land strategy (the Land Assembly) and subject to the Region's confidentiality obligations.

AND WHEREAS the Region of Waterloo recently plowed under the corn crop on the Farm, which was estimated to be 5 or 6 weeks away from harvest (the Event),

AND WHEREAS this Event appears to be in direct contradiction to the Region of Waterloo's Strategic Plan 2023-2027 Growing with Care vision,

AND WHEREAS this Event appears to conflict with the goals in the Province's Grow Ontario: a provincial agri-food strategy,

THEREFORE, BE IT RESOLVED that the Region of Waterloo commits to ensuring, with respect to crops on any further farms purchased through the Land Assembly, that the first consideration will be assessing whether the crop can be harvested, and a suitable use found for the yield, and that the outcome of such assessment will be provided to Regional Council before any action is taken;

BE IT FURTHER RESOLVED that Regional Council receives a report within 4 weeks of this motion outlining what occurred including what actions were taken to mitigate the loss of crops with respect to the Event, and that this report be made public and subject to the Region's confidentiality obligations.

BE IT FURTHER RESOLVED that, going forward, Regional Council will be provided with advance notice of any further work occurring on the lands purchased by the Region of Waterloo through this Land Assembly.

2. That the Regional Municipality of Waterloo approve the proposed changes on Benton Street (Regional Road #6) from Courtland Avenue (Regional Road # 53) to Charles Street (Regional Road # 64) and on Frederick Street (Regional Road #6) from Weber Street (Regional Road #8) to Lancaster Street (Regional Road #29) as outlined in Report TSD-TRP-24-009 dated August 13, 2024:

1. Repurpose the road space by reducing the travel lanes from four lanes to two lanes and add painted reserved single directional bicycle lanes.
2. Upon construction, amend the Traffic and Parking by-law 16-023;
  - Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
  - Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
  - Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
  - Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
  - Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road

63), North Side, Anytime;

- Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
- Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
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- Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
- Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
- Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
- Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday;
- Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday;

- Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday; and
- Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday.

3. That staff be directed to: Develop a long-term plan for separated cycling facilities along the Benton-Frederick corridor and for improved pedestrian and cycling access to the Frederick ION station, to be implemented as part of the future reconstruction of Benton Street and Frederick Street.

3. That the Regional Municipality of Waterloo amend the Traffic and Parking By-law 16-023, as amended, to add to Schedule 1 (No Parking), No Parking Anytime on both sides of Snyder’s Road East (Regional Road 6) from 1.2 km east of Notre Dame Road (Regional Road 12) to 1.8 km west of Trussler Road, in the Township of Wilmot as outlined in Report TSD-TRP-24-011, dated August 13, 2024.

12.2.3 Audit Committee Summary - August 14, 2024

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**Recommended Motion:**

That the following recommendations from the Audit Committee be approved:

1. That the Regional Municipality of Waterloo accept the proposal of KPMG LLC for P2024-18 External Audit Services and appoint KPMG LLP as the Region’s external auditor for a five (5) year term comprising of 2024, 2025, 2026, 2027 and 2028 fiscal years in the amount of \$944,790.00 (average annual cost of \$188,958.00) plus all applicable taxes as set out in report COR-TRY-24-031 dated August 14, 2024.

12.2.4 Library Committee Summary - August 14, 2024

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**Recommended Motion:**

That the following recommendations from the Library Committee be approved:

1. That the Regional Municipality of Waterloo Library Committee approve the purchase of a microfilm reader for the Ayr Branch of the Region of Waterloo Library, using funds from the Regional of Waterloo Library Capital Reserve Fund;

And that Staff return to the Library Committee for review and consideration with a recommended service level for each Branch in the system which then informs the base of resources, materials, equipment, etc.;

And that Staff return to the Library Committee for review and adoption a Policy as to how funds from Trusts, Donations, Bequests, etc would be utilized to ensure consistency in approach, and, to ensure that the use of the funds adds value or enhancements to the Branch(es) above the normal service level.

2. That the Regional Municipality of Waterloo approve the revised Terms of Reference for the Library Committee as described and attached in Appendix A of Report PDL-CUL-24-015, dated August 14, 2024.

And that the Terms of Reference be amended to add Township specific language.

- 12.2.5 Licensing and Hearings Committee Summary - August 28, 2024  
Licensing and Hearings Summary will be available at August 28th Council.
- 12.2.6 Sustainability, Infrastructure, and Development Committee Summary - August 28, 2024  
Sustainability, Infrastructure, and Development Summary will be available at August 28th Council.
- 12.2.7 Administration and Finance Committee Summary - August 28, 2024  
Administration and Finance Summary will be available at August 28th Council.
- 12.2.8 Closed Council Summary - August 28, 2024  
Closed Council Summary will be available at August 28th Council.



**13. Other Matters Under Committee Of The Whole**

**14. Motion for Committee of the Whole to Rise and Council Resume**

**Recommended Motion:**

That Committee of the Whole rise and Council resume.

**15. Motion To Adopt Proceedings of Committee of the Whole**

**Recommended Motion:**

That Council adopt the proceedings of Committee of the Whole.

**16. Motions where notice has been provided**

**16.1 Councillor C. Huinink**

**Recommended Motion:**

Whereas A By-law to Licence, Regulate and Govern Brokers, Owners and Drivers of Taxi-Cabs within The Regional Municipality of Waterloo was passed in 2016; and

Whereas staff have indicated a need to conduct a review of the Taxi By-law; and

Whereas the City of Calgary's centralized Wheelchair Accessible Vehicle (WAV) dispatch creates an effective and excellent approach for providers and users of accessible transportation services

Therefore be it resolved:

That the Regional Municipality of Waterloo direct staff to review the WAV Calgary model to identify the benefits and challenges of implementing a similar system in Waterloo Region;

And That staff be directed to develop a plan to conduct a thorough review of the Taxi By-law for potential positive revisions, including enhancement of accessibility as it pertains to the Taxi By-law;

And That staff be directed to report back to the Licensing and Hearings Committee on the Calgary model and the overall plan for the by-law review by March 2025.

**17. Notice of Motion**

Motions listed will be considered at a future meeting or if notice is waived.

**18. Unfinished Business**

**19. Other Business**

**20. Questions**

**21. Enactment of By-laws – First, Second & Third Readings**

**Recommended Motion:**

That the following by-laws be approved.

**21.1 By-law 24-026**

**Recommended Motion:**

That a By-law to Amend By-law 01-059, A By-law to consolidate all By-laws with Respect to Roads Included in the Regional Road System, as

amended (Fountain Street North (Regional Road 17)/Menno Street), be read a first, second and third time, finally passed and numbered 24-026, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**21.2 By-law 24-027**

**Recommended Motion:**

That a By-law to Amend By-Law 22-018, A By-law to Authorize and Govern the Delegation of Signing Authority on Behalf of The Regional Municipality of Waterloo and to Repeal By-law 18-036 (Schedule "A"), be read a first, second and third time, finally passed and numbered 24-027, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**21.3 By-law 24-028**

**Recommended Motion:**

That a By-Law to amend By-Law Number 23-062, A By-law to Establish Fees and Charges for the Regional Municipality of Waterloo and repeal By-law 23-009, as amended, be read a first, second and third time, finally passed and numbered 24-028, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**21.4 By-law 24-029**

**Recommended Motion:**

That a By-law to Authorize the Municipal Funding Agreement for the Transfer of Federal Canada Community-Building Fund Revenues between the Association of Municipalities of Ontario and the Region of Waterloo, be read a first, second and third time, finally passed and numbered 24-029, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**21.5 By-Law 24-030**

**Recommended Motion:**

That a By-law to appoint an Acting Treasurer and to Repeal By-law Number By-Law 24-018, be read a first, second and third time, finally passed and numbered 24-030, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**21.6 By-law 24-031**

**Recommended Motion:**

That a By-law to Confirm the Proceedings of the Council of the Regional Municipality of Waterloo at this Meeting Held on August 28, 2024, be read a first, second and third time, finally passed and numbered 24-031, be signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

**22. Adjourn**

**Recommended Motion:**

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



SOUTHWESTERN ONTARIO  
ISOTOPE COALITION

# Southwestern Ontario Isotope Coalition

Region of Waterloo

# What is the Southwestern Ontario Isotope Coalition?

## The Coalition:

- ▶ Recognizes isotopes are produced on the territory of Saugeen Ojibway Nation at the Bruce Power Site
- ▶ Realizes the importance of Canada's broader isotope ecosystem
- ▶ Is in a region full of diverse companies producing goods to support the rapidly growing industry
- ▶ Is committed to uniting southwestern Ontario's isotope community to expand isotope production, medical research and a skilled local workforce



# SOIC: Stronger together

A public-private partnership formed in June 2023 between:



# Putting our region on the map

We can help build out the isotopes value chain because:

- ▶ Our region is home to a large isotopes production source (Bruce Power)
- ▶ The global demand for isotopes is only growing

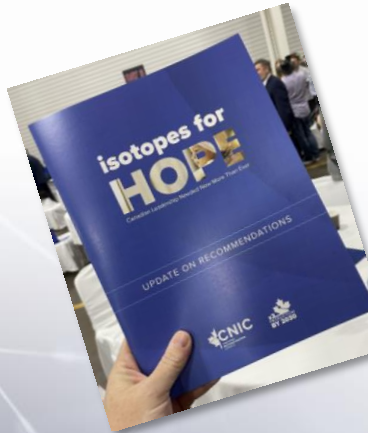
*“Canada is among the most promising countries to fill the supply gap.”*

–CNIC, *Isotopes for Hope* report



# Taking a collaborative approach

- ▶ Rising above typical municipal boundaries
- ▶ Capitalizing on partnerships
- ▶ Raising awareness of future demand and our role in it





# Southwestern Ontario: open for business

- ▶ The Coalition is prepared to support development and reduce barriers

Five barriers identified by CNIC's *Isotopes for Hope* report:



INFRASTRUCTURE



LOGISTICS



MARKET  
ADOPTION



ECONOMICS



LABOUR AND  
TRAINING

# Next steps

- ▶ Quarterly meetings with Regional Collaborative Partners
- ▶ Developing a roadmap to advance the isotope industry in the region
- ▶ Scheduled delegations for government and industry events
- ▶ Seeking funding via applications to external sources to advance SOIC activities
- ▶ Online partnership applications:  
[southwesternontarioisotopecoalition.ca/soic-partnerships](https://southwesternontarioisotopecoalition.ca/soic-partnerships)





SOUTHWESTERN ONTARIO  
ISOTOPE COALITION

# Questions

Learn more: [southwesternontarioisotopecoalition.ca](https://southwesternontarioisotopecoalition.ca)

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+ **River &  
Access Point  
Safety  
Signage**

River Safety and Education for  
Recreational Users of Local Waterways.





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# 01

## Introduction

On Saturday, July 13, two women were enjoying a float down the Grand River in Kitchener, unaware that the water level and flow was ten times above normal. They were not following proper safety precautions and not using equipment that was fit for the river. They were also completely unaware of the potential dangers ahead. They were tragically unable to navigate a low-head dam and lost their lives.

Although multiple issues caused this tragic accident, many impossible to control, lack of adequate signage and information along the river and at launch sites contributed.

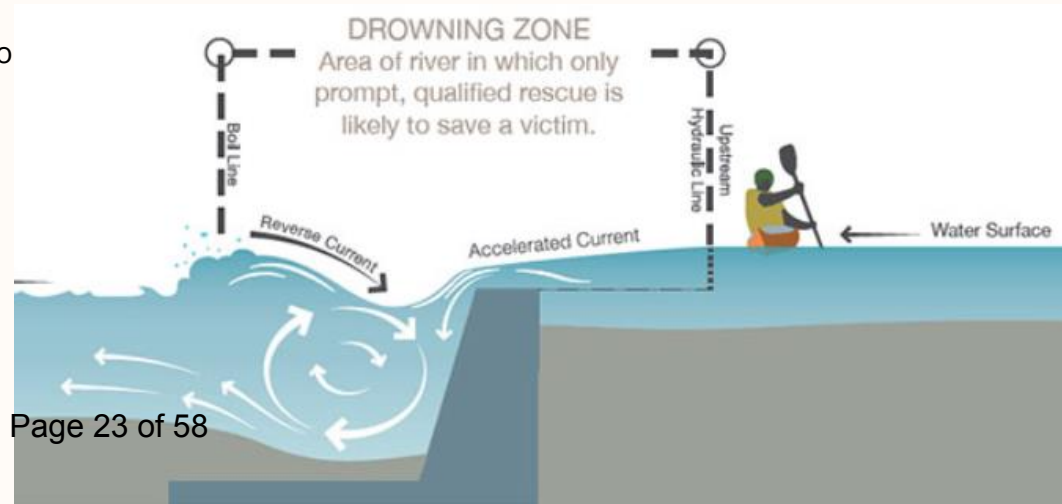


# 01

# Low Head Dams and Weirs?

Low-head dams might not seem dangerous at first glance, but they can be very deceiving. Even a small drop can trap objects and claim lives. When viewed from upstream, a dam with a drop of several feet can be almost impossible to see. Because of this it's important to pay attention to warnings such as signs or buoys. A person may not know they are in danger until they are within a few feet of the dam and it may be too late to escape the current.

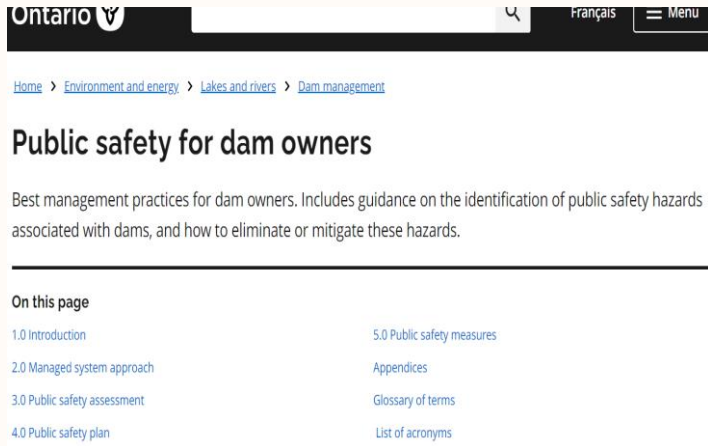
Low head dams and weirs are nicknamed "Drowning Machines." It is the term used to describe the dangerous situation that is created when water flows over a low-head dam. As the stream of water flows over the dam it drops into the water below creating a backwash or a current. This recirculating current, which is also known as a "hydraulic," can take an object (including a person) to the bottom of the stream. The current then brings the object back to the dam. Once at the face of the dam the object is forced back to the bottom from the water pouring down from above. This recirculation can hold in an object, even a boat, indefinitely and can be impossible to escape.





# Background

The Ontario Ministry of Natural Resources provides recommendations and best practices for public safety around dams and weirs. The document describes signage and other safety strategies that should be implemented to keep public recreational users of waterways safe.

1.2: “Dam owners are responsible for the safe operation and maintenance of their dams. Part of safe operation and maintenance is a responsibility to implement appropriate public safety measures to address potential exposure to hazards created by the dam and its operation.”



Ontario  Français 

[Home](#) > [Environment and energy](#) > [Lakes and rivers](#) > [Dam management](#)

## Public safety for dam owners

Best management practices for dam owners. Includes guidance on the identification of public safety hazards associated with dams, and how to eliminate or mitigate these hazards.

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**On this page**

<a href="#">1.0 Introduction</a>	<a href="#">5.0 Public safety measures</a>
<a href="#">2.0 Managed system approach</a>	<a href="#">Appendices</a>
<a href="#">3.0 Public safety assessment</a>	<a href="#">Glossary of terms</a>
<a href="#">4.0 Public safety plan</a>	<a href="#">List of acronyms</a>

Document found by clicking link below:

[Ministry of Natural Resources Document](#)



## Ministry of Natural Resources Guidelines Cont'

### 5.3.1 Signage

“Signage is a primary means of informing the public of hazards associated with dams. It is important that signs convey a message that is consistent with the degree of risk presented to the public. In general there should be two primary distinctions in signs used at a site to identify hazardous areas; those used to identify dangerous areas and those intended to identify warning areas.”



Current view of upcoming Hidden Valley Weir: no noticeable buoys or signage at Dam/weir site.

Note: the infinity pool effect and the noise from the hwy 8 bridge behind makes it impossible to hear the upcoming danger.



Sign 1000m away from Hidden Valley Weir: Currently blocked and broken



Very small portage sign obstructed by vegetation and almost unseeable from river view perspective

## Ministry of Natural Resources Guidelines Cont'

“The elements of effective signs are:

1. The message is concise and easily understood;
2. Signs are consistent with respect to colour, size, format and messaging;
3. Signs are properly located and installed;
4. Signs are regularly inspected. Old, damaged and/or vandalized signs are replaced and new signs installed as needed; and
5. The message text on the sign is sized to the viewing distance.”

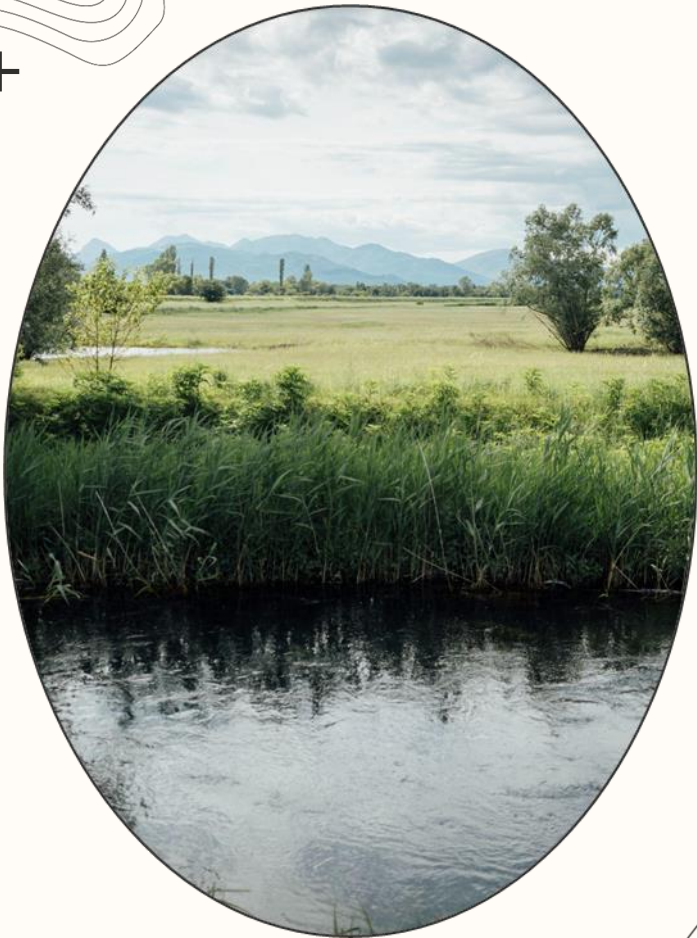
## Ministry of Natural Resources Guidelines Cont'



The only sign that is not damaged or covered is located just 100 m away from the dam/weir and is only readable from the left hand side of the river.

'Signs should be:

1. Positioned where they provide adequate time for viewer response, considering such factors as approach speed. In some cases, it may be appropriate to install a warning sign (Appendix C Figure C.8 or 9) a suitable distance before a danger sign;
2. Visible from a safe viewing distance along normal access routes to the dam from land and water. The overall dimension of the sign, as well as the text size should be such that the message can be clearly read from beyond the hazardous area and takes into account the speed at which the hazard is approached. See Appendix A Figure A.2 for determining the message text size for the viewing distance;...."



Providing the public that frequent waterways with information about water flow and routes can be helpful to prevent accidents and enhance safety for individuals engaging in water activities like floating, canoeing, kayaking and swimming. It can also give fishermen, walkers and hikers important information regarding conditions along the banks. As our communities are growing dramatically around local rivers; so is usage of these passageways; so are the number of drownings.

Educational campaigns and new signage provide a way to educate and communicate information to new and frequent waterway users.

# Objectives

1

Buoys look  
like this....



Booms look  
like this....



**DANGER DANGER DANGER DANGER DANGER**

**DANGER**  
Dam- No Trespassing

Shand Dam  
In emergency, contact 9-1-1



Address the urgent *and immediate* need for sign maintenance and regulation at the Hidden Valley Weir and in the Grand River Watershed.

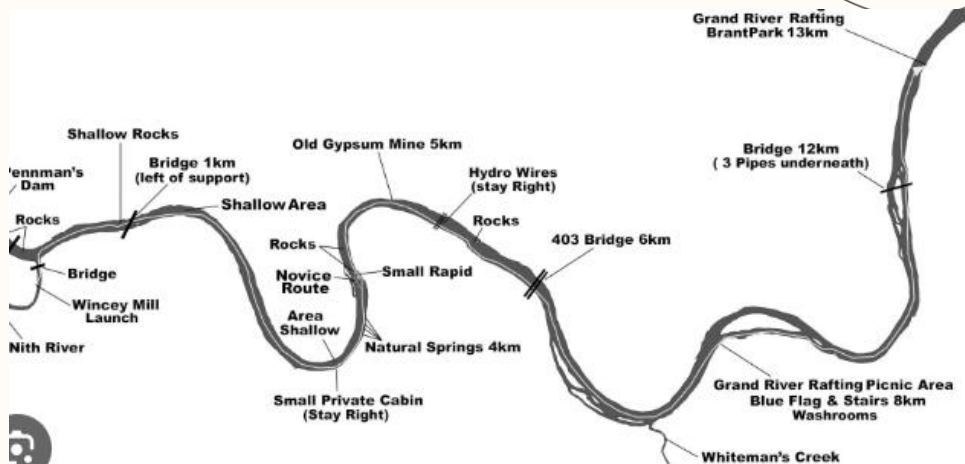
Many dangerous obstacles are inadequately marked for safety. One example is around the Hidden Valley Weir, but there are many more dangerous dams and known obstacles that lack safety signage and buoys. Many have no portage markers or have some that are not visible from the water point of view.

# + Objectives

2

The creation of a river map that could be posted at launch access points and online to familiarize users with the location of known obstacles, such as dams, weirs and rapids. The map could help recreational users plan their trip. These map could be similar to trail maps at trailheads.

03





03

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# Objectives

3

Accompanying the map, a QR code that links to already established information provided by the GRCA on flow rate and the water level would be beneficial. This would help people learn before they launch.

**\*Note:** the site already exists, flow and level are updated hourly. Needs to be more user friendly and accessible.

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03

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# Objectives

4



Promote a culture  
of river safety.

The creation of an educational campaign that municipalities, the Grand River Conservation Authority, cities, safety organizations and influencers could post on their socials. The objective would be to engage the community, have more conversations about rivers, safety, and awareness while promoting a culture of river safety in our communities.

\*Note these already exist but are not shared widely with recreational users.

+





# Immediate Goals

1. To enhance safety in the Hidden Valley Dam/weir location, requesting immediate action to update and maintain the current signage, as well as the addition of buoys and booms. Along with the installation of larger portage signage, can significantly improve the safety of recreational users in the vicinity of the dam.
2. We would like to know more details about the investigation and review of improvements around the weir. the region has stated the staff are reviewing safety at that weir but they did not give a timeline or mention who, when, and how they are collecting data and how and if that investigation information will be acted upon or delivered to the public. We are requesting transparency on the process and would like to see public safety assessments (past and current).
3. The public are asking for more of a sense of urgency around updating signage at the Hidden Valley Weir and others like it that are in our community. We need to ensure loss of life does not happen again at this site. The time to act is now.



# Short Term Goals

1. **Upgraded safety measures at Dam and weir sites. Addition of buoys and booms (floats across the river) Additional signage along the river banks and bridges that direct recreational users to portages.**
2. **Installation of additional signage at launch access points that includes a river map highlighting known obstacles, as well as a QR code that links users to the established Flow and Level charts. This initiative would aims to provide users with essential information to navigate the waters safely and locate themselves in the river in correlation to dangers.**
3. **That signage could also be used to communicate the dangers of not using proper equipment and personal safety**
4. **Update the GRCA and Region of Waterloo web pages to include more user friendly content for the recreational user of local waterways. (currently the description on how to read the charts and graphs is confusing)**

# Long Term Goals

1. Engaging and interactive social media campaigns. Region/municipalities/GRCA
2. Teach users how to use the maps and QR Codes at launch sites and while traveling on the water. Learn then launch and know the flow.
3. Educate the community about the extreme danger that low lead dams/weirs pose. (Known as drowning machines) Similar to this video:

## GRCA Video



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# Review

- Update current signage and buoys at dams and weirs
- Regulate signage in the GRCA Watershed
- Create access point signage
- Make informational webpages user friendly
- Promote a culture of river safety in our communities.



**Thank you**



**Amy Haertel**

[haertelamy@gmail.com](mailto:haertelamy@gmail.com)  
519-496-7443

Representing local community  
members concerned with  
recreational use of waterways  
in Waterloo Region.

Page 37 of 58



Chair Redman and Members of Regional Council

Aug.20,2024

Mayor Salonen and Members of Wilmot Council

**RE: Wilmot Farmland Expropriation**

Dear Chair, Mayor and Councilors:

I am submitting this letter to voice my extreme displeasure with the proposed expropriation and purchase of farmland in Wilmot Township. As a Registered Professional Planner, I can state that this “taking” contravenes almost every sound planning principle regarding the preservation of farmland and proper/orderly growth.

Almost 50 years ago, I began my planning career in the municipal sector including 4 years with the Region of Waterloo. At that time, we prepared the first ever Regional Official Plan (ROP) based on a policy approach to land use planning. Policies included the protection and preservation of prime farm lands and environmentally significant features together with strong urban boundaries as the focus of growth. This was the first Ontario ROP and it set the standard for all other Regions to follow. A very proud accomplishment for Waterloo Region.

These policies have been strengthened over the years and Waterloo Region remained on the leading edge of proper and orderly growth by limiting urban boundary expansions and intensifying along the new urban rail corridors. To now “leapfrog” industrial development almost in the middle of “nowhere” completely defies logic and proper planning.

Expropriations are typically undertaken for government or utility infrastructure projects. These are of course subject to the Environmental Assessment process which requires the consideration of alternatives including “do nothing” and this process includes extensive public engagement and involvement. This expropriation is being done “in camera” and without any public engagement whatsoever. Even the new MZO procedures recently released by the Province require public consultation prior to any MZO consideration.

This expropriation is not for an airport expansion, new transit station, new water or sewage plant but rather for “shovel ready industrial land”. This is not what the Expropriation Act intended – a future industrial park well removed from centers of population, servicing and lacking public transportation. These lands are not even contiguous to the current New Hamburg urban boundary and have no servicing infrastructure available: hence “leap frogging”.

Both Wilmot Township and the Region have significant employment lands available. The employment area along Highway 7 in New Hamburg is currently being serviced and will supply the

employment lands needs for many years to come. There is simply no justification to the proposed expropriation from a land needs perspective.

This expropriation and land taking does not comply with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, The Regional Official Plan or the Township Official Plan. As a Registered Professional Planner, I can see absolutely no planning merits to this undertaking as it defies all current planning objectives and goals.

As a private planning consultant I have been involved in numerous Official Plan amendments and urban boundary expansion requests. Let me give you a hypothetical but realistic scenario to help illustrate just how inappropriate this expropriation initiative really is.

*Lets assume that I have a client that has assembled 700 acres of farm land in Woolwich Twp along Highway 85 halfway between Elmira and St Jacobs. This client wishes to develop “shovel ready” employment lands and to do so would require a ROP amendment and a local OP amendment together with a ZBA and a draft plan of subdivision. These are prime farmlands and are outside the current urban boundaries and are not serviced. Identical to the Wilmot lands.*

*The first requirement would be a formal pre consultation meeting with municipal and regional planners. They would voice their opposition to this proposal as it is completely contrary to current planning policies but since we have the right to make an application, they would identify the studies and reports needed for a “complete application”. These reports and studies would include a Transportation Impact Study, An Environmental Impact Study, an Agricultural Impact Study, detailed soils and ESA reports, Groundwater Recharge and Hydrogeological Studies, an Employment Land Needs Study, An Employment D-6 Sensitivity Study, A Public Consultation Strategy and all summarized in a Planning Justification Report providing the planning basis in support of this matter.*

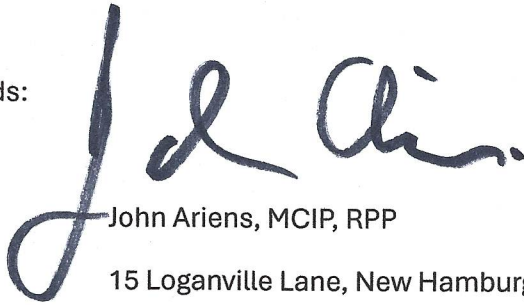
The above hypothetical application would undoubtedly be denied by both Regional and Township Councils. Yet it demonstrates what the private sector would need to do just to make the request. None of the above studies or reports or process were followed by the expropriation authority. We appear to have 2 sets of rules and procedures here—a very strict and rigorous process for the private sector and a “wide open doorway” for the public sector.

Jobs and economic growth are important however not to the detriment of existing communities and our precious prime farmlands. Just think what a new industrial park or facility on these lands will result in:

- No infrastructure and significant expense to extend servicing
- No rail or transit connections
- Not close to large population centers
- Highway improvements needed (significant increase in truck traffic alone)
- Negative Impact on existing communities ( Baden and New Hamburg will be completely changed forever)
- Negative Impact on Natural Features and ground water quality

This "taking" is not in the PUBLIC INTEREST and I urge both Councils to abandon this initiative. Any future "shovel ready" employment lands should be contiguous to existing employment lands where infrastructure, transit, roads and workers are currently available.

Regards:

A handwritten signature in dark ink, appearing to read "John Ariens". The signature is written in a cursive style with a large initial "J".

John Ariens, MCIP, RPP

15 Loganville Lane, New Hamburg, N3A 0G3

Cc Mike Harris, MPP

Tim Louis MP



Corliss Olson  
24 -74 Autumn Ridge Trail, Kitchener, ON, N2P 2M5

Council, Region of Waterloo  
150 Fredrick St.  
Kitchener, ON, N2G 4J3

July 30, 2024

Dear Regional Council,

I have been studying the proposed development for Wilmot Township requiring the acquisition of Number One Prime Farmland in Wilmot. Given the dearth of information coming from Council and/or the Provincial Government, and using a straightforward, common-sense approach, I must conclude that this venture is one of the most misguided, inadequately researched, and poorly presented proposals that I have ever seen.

I am strongly urging Council to back away from this idea before it is totally beyond redemption.

There are many reasons to reverse course on this proposed development.

First, Ontario does not have limitless arable land, much less Number One Prime Farmland. While we will need jobs, we will need farmland so that workers can be fed. It is more than a truism that farmland, once lost, cannot be recovered.

Second, the potential harm to the environment, including water tables, air quality, and green space, greatly exceeds the potential gains. This area is consistently described as “shovel ready.” It is not. There are no existing provisions for sewer, water, and infrastructure required by industry. And that should not be surprising: this is *farmland*, not an industrial space. The costs of providing sewer facilities and access to clean, potable water once this area is destroyed by industry will be astronomical. It is clear that these costs have not been factored into this scheme, and neither has the time required to build such infrastructure.

Third, there is substantial opposition to this scheme, both within the Wilmot community and beyond, and for good reason: there has been no proper public process, no transparency, no environmental impact assessment, and no consideration of viable alternatives, of which there are many. There are, indeed, no “willing participants.”

Fourth, as the Chair and various officials have stated, this project is purely speculative. What audacity to risk these critical resources: the land, the water, and the environment, for a speculative adventure to benefit unknown individuals and corporations with no guarantee of future benefits to citizens. And certainly no such benefits could outweigh the crushing loss of this farmland and risk to the water supply.

Fifth, the recent plowing under of a crop within weeks of harvest is a clear manifestation of poor planning, poor management, short-sightedness, and, quite probably, maliciousness in the single-minded pursuit of a wrong-headed idea. (I cannot use the word: “plan” as we have seen no such plan.) The sheer waste of this much needed and valuable crop is nothing short of negligence, squandering \$160,000 in revenue.

Sixth, I do not appreciate the stretching of the truth when told that “one third of the land has been acquired.” Calculations prove this statement inaccurate, and it is clearly designed to persuade people that opposition is futile. Please note that such exaggeration is an affront to public participation and, therefore, democracy, and has not gone unnoticed.

I trust that with this letter you are well-informed on my opposition to this project. I can assure you that almost everyone I have spoken to – and they are many - share my concerns. While I clearly have no power beyond that of an average citizen, I should think that these concerns might suggest to you that your political futures are at risk in continuing to ram through this project. We electors want people on Council who a) respect due process and community input; b) are capable of understanding long-range planning and implications of irreparable harm to the environment and endangerment of life-giving resources; and c) support a vision of our Region that sustains life through agriculture, safe water, and protection of our precious resources. We are not interested nor supportive of speculative ventures which threaten our food security and well-being.

Lastly, I would beg you to consider the perspective of the Indigenous elders and plan with consideration of the seventh generation. This wise principle alone shows the folly of the Wilmot land grab.

Thank you.

Yours sincerely,



Corliss Olson (Ph D)  
[cpolson11@gmail.com](mailto:cpolson11@gmail.com)

Cc:

- Alfred Lowrick, Spokesperson for the Fight for Farmland Group  
[alowrick@gmail.com](mailto:alowrick@gmail.com)
- Waterloo Federation of Agriculture  
200 Hanlon Creek Boulevard, Guelph, ON N1C 0A1
- Kevin Thomason, Vice Chair, Environmental Network, [kevin@smartgrowthwaterloo.ca](mailto:kevin@smartgrowthwaterloo.ca)
- [willmotlandowners@gmail.com](mailto:willmotlandowners@gmail.com)

**Region of Waterloo**  
**Corporate Services**  
**Corporate Finance**

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**To:** Regional Council  
**Meeting Date:** August 28, 2024  
**Report Title:** Municipal Funding Agreement Canada Community Building Fund

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**1. Recommendation**

That the Regional Municipality of Waterloo pass a By-law to authorize the Regional Chair and the Regional Clerk to execute the Municipal Funding Agreement for The Canada Community Building Fund (CCBF) between the Association of Municipalities of Ontario (AMO) and The Regional Municipality of Waterloo, with such Agreement to be to the satisfaction of the Regional Solicitor, as outlined in report COR-CFN-24-012 dated August 28, 2024.

**2. Purpose / Issue:**

The Region is required to enter into an Agreement with AMO to receive Canada Community Building Fund (CCBF) funding. AMO requires a By-law be passed by the municipality to authorize the Agreement.

**3. Strategic Plan:**

The Canada Community Building Fund is designed to help municipalities make investments in infrastructure to support the growth of strong cities and communities and promote investments in productivity and economic growth and a clean environment. The funding is used by the Region for asset renewal which in turn, supports both the Climate Aligned Growth and Equitable Services and Opportunities Strategic Initiative objectives.

**4. Report Highlights:**

- The Region is required to enter into an Agreement with AMO to receive CCBF funding. AMO requires a By-law passed by the municipality to authorize the Agreement.
- The Canada Community Building Fund (CCBF) will provide \$18,460,538 in 2024 and \$96,917,826 in total for 2024-2028.
- This funding is utilized to rehabilitate eligible infrastructure primarily within the Transportation portfolio.

## 5. Background:

The 2005 Federal Budget announced revenue sharing arrangements for the federal gas tax revenues for investment in environmentally sustainable municipal infrastructure, known as “The New Deal for Cities and Communities.” In Ontario, this program was administered by the Association of Municipalities of Ontario (AMO) on behalf of the federal government for all municipalities in the province except Toronto. This program was in effect until March 31, 2010, at which time an amending agreement came into effect extending the transfer of gas tax funds to March 31, 2014.

The 2014 Federal Budget announced up to \$2 Billion annually for municipal, regional and First Nations infrastructure beginning April 1, 2014. On April 1, 2014, AMO signed the “Canada-Ontario-AMO-Toronto” agreement that contained the framework for the transfer of federal gas tax funds to Ontario municipalities to provide stable, reliable and predictable funding for municipal infrastructure purposes for the next 10 years until 2024.

The Federal Budget Implementation Act 2021, No.1 renamed the program to Canada Community Building Fund (CCBF).

Over the next five years the CCBF will invest over \$4.7 billion in the province of Ontario with \$895 million in 2024/2025.

The Region is required to enter into an Agreement with AMO to enable this transfer and AMO requires a By-law be passed by the municipality to authorize the Agreement.

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

Not applicable.

## 7. Financial Implications:

The new CCBF agreement will provide guaranteed funding for ten years, starting with \$18,460,538 in 2024 and will increase as outlined below. In 2028 the program will be reviewed and a schedule of estimated payments from 2029-2033 be provided to the Region by AMO. The allocations for fiscal years 2024-25 through 2028-29 are based on 2021 Census data. Funding distribution is adjusted every five years when new census data is available. Allocations for fiscal years 2029-30 through 2033-34 will be based on 2026 Census data.

Year	Estimated Schedule of Fund Payments		
	Payment #1	Payment #2	Total
2024	\$9,230,269	\$9,230,269	\$18,460,538
2025	\$9,614,864	\$9,614,864	\$19,229,728
2026	\$9,614,864	\$9,614,864	\$19,229,728
2027	\$9,999,458	\$9,999,458	\$19,998,916
2028	\$9,999,458	\$9,999,458	\$19,998,916

**8. Conclusion / Next Steps:**

The following By-law must be enacted to complete this agreement with AMO:

By-law Number 24-029: A By-law to Authorize the Municipal Funding Agreement for the Transfer of Federal Canada Community Building Fund Revenues between the Association of Municipalities of Ontario and the Region of Waterloo.

Once the By-law is approved and the agreement has been signed, AMO will review and sign. Once this process is complete, the Region will receive the first payment for 2024.

**9. Attachments:**

N/A.

**Prepared By:** Erin Gray, Financial Analyst Transportation

**Reviewed By:** Shane Fedy, Manager Infrastructure Financing

**Approved By:** Cheryl Braan, Interim Commissioner, Corporate Services/Chief Financial Officer

Region of Waterloo

Corporate Services

Treasury Services

**To:** Regional Council

**Meeting Date:** August 28, 2024

**Report Title:** T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06)

**1. Recommendation**

That the Regional Municipality of Waterloo accept the tender of Norlon Builders for the T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06) in the amount of \$52,064,640.17 plus all applicable taxes as set out in report COR-TRY-24-032 dated August 28, 2024.

**2. Purpose / Issue:**

Purchasing By-law 22-034 Section 2 item 2c requires Council approval for tenders in excess of \$10,000,000.

**3. Strategic Plan:**

Award of this contract meets the 2023-2027 Corporate Strategic Plan priorities.

- **Homes for all**

This project directly aligns with the Region’s **Home’s for all** strategic priority by building 136 affordable units, accessible and equity housing units, which provides for an incremental 98 units for Building Better Futures. This re-development will increase equitable access to affordable homes that costs less than 30% of household income across the Region and includes 1 to 5 bedroom units.

- **Climate-aligned growth**

Additionally, this project directly aligns with the **Climate-aligned growth** strategic priority. The project will reduce the Region’s greenhouse gas emissions intensity of it’s housing portfolio since the new building will be net-zero carbon with no emissions and will also achieve LEED Silver Certification. Building heating and cooling will be provided by an open loop geothermal system, and a rooftop Solar PV array will generate renewable electricity to the grid. Furthermore, the re-development will foster car-alternative options through the use of a secured e-bike charging shelter on

the property by tenants. The re-development is also next to GRT bus stops which will further promote public transportation.

- **Equitable services and opportunities**

This project also supports the Region’s **Equitable services and opportunities** strategic priority. The building will include an improved space for the Langs Drive Youth Centre, a non-profit organization that operated on the property prior to the re-development. The space was designed in close collaboration with the Youth Centre team to meet their requirements while heavily incorporating accessibility needs throughout. The space will also be complete with smudging capabilities in their multi-purpose room to allow for indoor ceremonies. This provides services that are inclusive, accessible and culturally safe and appropriate, while also meeting the local community needs.

**4. Report Highlights:**

Tenders were called for T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06) and were advertised in on the Region’s website. Four (4) bids were received.

There are sufficient funds in the Region’s approved 2024-2033 Waterloo Region Housing Master Plan Capital Program to complete the work under this contract.

Subject to Council approval, the work of this contract will begin October 2024 with substantial completion expected by December 2026.

**5. Background:**

- Tenders were called for T2024-157 589 Langs – 7 Storey Residential Development (Under PQ2023-06) and were advertised on the Region’s website. There had been a pre-qualification completed for this project (PQ2023-06) and only bids received from the pre-qualified list were accepted.
- The following tenders were received:

Norlon Builders	London, ON	\$52,064,640.17
Melloul-Blamey Construction Inc.	Waterloo, ON	\$54,320,000.00
Traugott Building Contractors	Cambridge, ON	\$57,241,202.00
Maystar General Contractors Inc.	Vaughan, ON	\$61,417,025.00

- The final date of acceptance for this tender is November 6, 2024.

- This is the third project to proceed under the Council-approved Waterloo Region Housing (WRH) Master Plan. The work of this project includes construction of a new 7 storey residential building to provide 136 affordable housing units under the Waterloo Region Housing (WRH) portfolio, as well as a space for the Langs Youth and Teen Centre to provide further benefits to the local community.
- WRH Master Plan projects are focused on reducing energy consumption, utilizing a lower carbon footprint, and aiming for Net Zero Carbon design. The building will achieve LEED Silver Certification, and is designed to be net-zero carbon. The building incorporates an open-loop geothermal system to reduce mechanical heating and cooling loads, electrically operated mechanical equipment to eliminate fossil fuel consumption, a rooftop solar panel array to offset electricity costs, and an energy efficient building envelope to reduce heat loss/gain throughout the year. All of these components lead to a building that will be efficient, comfortable, and is not reliant on fossil fuels.
- Above ground parking will be provided to meet parking needs of future tenants of the site, and a parking ratio reduction was granted by the City of Cambridge in By-law 23-005 to reduce vehicular traffic, encourage public transportation usage, and optimize space on the site. There are multiple east- and west-bound GRT Langs/Walter bus stops in front of the property along Lang's Drive. The site is approximately a 35-minute walk to Cambridge Centre Station, and a 30-minute walk to the Pinebush Station.
- The Region's cost consultant has indicated that constructing a net-zero carbon building represents an approximately 10% cost premium over conventional construction; however, investing in energy performance at the time of construction results in a better-designed building and represents unquestionable savings over retrofitting a building for comparable carbon reduction in the future. Recent comparisons have been made with similar developments in Waterloo Region, and it has been noted that based on construction cost estimates, the WRHMP projects underway are in-line on a cost per square metre basis.

## **6. Communication and Engagement with Area Municipalities and the Public**

### **Area Municipalities:**

A Public Meeting was held on September 27, 2022, to present details of the proposed development details with members of the public and Cambridge Council in attendance.

A Council Meeting on was also held on February 7, 2023 where the City of Cambridge Council adopted the Official Plan Amendment and approved the Zoning By-law Amendment for the project.



**Public:**

The following public engagement activities were undertaken for the project:

- Four Tenant Relocation Meetings were held on November 15<sup>th</sup> and 17<sup>th</sup>, 2021. Regional staff walked residents through relocation options and supports, responded to questions and presented next steps and a timeline.
- During the Winter of 2021, WRH staff met with each household on the property to develop individual relocation plans.
- On June 1, 2022, a virtual Tenant Engagement session was held with tenants to showcase the project and receive feedback on the amenity and outdoor spaces for the new re-development.
- On July 20, 2022, Smart Waterloo Region Innovation Lab (SWIRL) hosted a Youth Input Consultation for the project. Children and Youth were given the opportunity to weigh in on the design of the playground and recreational area for the new re-development.
- On November 28<sup>th</sup> 2022, and February 26<sup>th</sup>, 2024, Cambridge Accessibility Advisory Committee (CAAC) meetings were held to present the project. In these meetings, accessibility design considerations were presented for feedback, and questions from CAAC members were responded to.
- On September 20, 2023, and November 7, 2023, design meetings were held with members from the Langs Youth and Teen Centre to review the project and select architectural finishes for their new space.
- A Public Art Advisory Committee (PAAC) meeting was held on Monday January 22, 2024 to present the project and the opportunity for public-facing art on the property in front of the building along Langs Drive.

**7. Financial Implications:**

There are sufficient funds in the Region's approved 2024-2033 Waterloo Region Housing Master Plan Capital Program to complete the work under this contract.

Detailed Financial Implications tables are included in Appendix A.

**8. Conclusion / Next Steps:**

Subject to Council approval, the work of this contract will begin October 2024, with substantial completion expected by December 2026.

**9. Attachments:**

Appendix A: Detailed Financial Implications

**Prepared By:** Tuna Yaylaci, Procurement Specialist

**Reviewed By:** Lisa Evans, Manager Procurement/Chief Purchasing Officer

**Approved By:** Cheryl Braan, Commissioner Corporate Services/Chief Financial Officer

### Appendix A: Detailed Financial Implications

Region of Waterloo – T2024-157 589 Langs – 7 Storey Residential Development  
(Under PQ2023-06)

T2024-157 (includes construction contingency cash allowance of \$9,225,000)	\$ 52,064,600
Project Contingency	9,372,500
Consulting Services, Permits and Approvals	8,867,600
Regional Engineering and Internal Fees	<u>1,918,200</u>
Sub-total	\$72,222,900
Plus: Applicable Net HST of 1.76%	<u>1,271,100</u>
Total	<u>\$ 73,494,000</u>

Note: All figures are rounded to the nearest \$100.

The following table outlines required capital expenditure and funding requirements compared to the approved 2024-2033 capital program as a result of this award:

Capital Budget Requirements (\$000s)	2023 LTD	2024	2025	2026	Total
<b>Expenditure</b>					
Approved project budget	\$2,281	\$10,000	\$39,000	\$36,543	\$87,824
Required project budget	\$2,281	\$6,310	\$33,507	\$31,396	\$73,494
Expenditure adjustment		\$3,690	\$5,493	\$5,147	\$14,330
<b>Financing Required</b>					
Housing General Res.	\$2,131	\$5,869	\$0	\$0	\$8,000
CMHC SEED Grant	150	0	0	0	150
Regional Debentures	0	441	33,507	31,396	65,344
<b>Total Financing</b>		<b>\$6,310</b>	<b>\$33,507</b>	<b>\$31,396</b>	<b>\$73,494</b>

The project budget for the Langs project is now estimated to be \$73,494,000 which is below the total approved capital budget of \$87,824,000 by \$14,330,000. Accordingly, debt financing needs are reduced to \$65,344,000 for this project and the 2025-2034

capital program will be drafted to reflect these reduced expenditure and funding/financing needs.

Construction prices have come down recently due to private projects being deferred as interest rates remain high, resulting in a more competitive marketplace. In addition, staff will continue to pursue any new grant funding opportunities should these become available.

Based on the estimated capital cost of \$73,494,000 as noted above, the net operating budget impact inclusive of debt servicing costs is estimated at \$4.3M for 2027 (twelve months). This estimate is based on occupancy commencing January 2027. The table below outlines projected operating budget revenue and expenditure impacts for 589 Langs Drive, Cambridge over the next few years:

<b>ANNUAL OPERATING BUDGET Estimates (\$000s) Housing Services</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 annualized</b>
<b>Administration and Building Expenses:</b>				
Facilities Management (on-demand maintenance)				\$30
Utilities, Property taxes, Security				\$410
Maintenance, service contracts (janitorial, waste, grounds, snow ploughing, etc.)				\$174
Debt Servicing costs (20 yr. @ 5%)	\$35	\$2,724	\$5,243	\$5,243
Lifecycle, insurance contributions				\$1,133
<b>Total Expenses</b>	<b>\$35</b>	<b>\$2,724</b>	<b>\$5,243</b>	<b>\$6,990</b>
Less Rent and other revenues	-	-	-	1,747
<b>Net Levy Impact</b>	<b>\$35</b>	<b>\$2,724</b>	<b>\$5,243</b>	<b>\$5,243</b>
<b>Incremental Levy Increase</b>	<b>35</b>	<b>2,689</b>	<b>\$2,519</b>	<b>\$0</b>

**The Regional Municipality of Waterloo  
Community and Health Services Committee  
Summary of Recommendations to Council**

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That the following recommendations from the Community and Health Services Committee be approved:

1. That staff move forward with the operating model as proposed in CSD-HOU-24-015, with a maximum of 66 residents serving single women and gender-diverse and non-binary adults (subject to normal extreme weather protocols)

And further, before any steps are taken to serve additional people, or different groups of individuals, the Region of Waterloo will discuss the proposal with community partners including the host community (Kitchener, in this case), and a report with further recommendations will come to Regional Council before any changes are made.

2. That the Regional Municipality of Waterloo take the following action with respect to the Regionally-owned property located at 651 Concession Road, Cambridge (former Kinsmen Children's Centre) as set out in report EES-FFM-24-005 dated August 13, 2024:
  - a. That Regional Council support the proposed use of the property for the development of a Paramedic Services station; and
  - b. Approve debenture authority for the project in the amount of \$12,600,000 for a term not to exceed 20 years.

August 13, 2024

## **The Regional Municipality of Waterloo**

### **Sustainability, Infrastructure, and Development Committee**

#### **Summary of Recommendations to Council**

---

The Sustainability, Infrastructure, and Development Committee recommends as follows:

1. WHEREAS the Region of Waterloo is in the process of completing the purchase of a 160-acre farm in Wilmot Township (the Farm) as part of an industrial land strategy (the Land Assembly) and subject to the Region's confidentiality obligations.

AND WHEREAS the Region of Waterloo recently plowed under the corn crop on the Farm, which was estimated to be 5 or 6 weeks away from harvest (the Event),

AND WHEREAS this Event appears to be in direct contradiction to the Region of Waterloo's Strategic Plan 2023-2027 Growing with Care vision,

AND WHEREAS this Event appears to conflict with the goals in the Province's Grow Ontario: a provincial agri-food strategy,

THEREFORE, BE IT RESOLVED that the Region of Waterloo commits to ensuring, with respect to crops on any further farms purchased through the Land Assembly, that the first consideration will be assessing whether the crop can be harvested, and a suitable use found for the yield, and that the outcome of such assessment will be provided to Regional Council before any action is taken;

BE IT FURTHER RESOLVED that Regional Council receives a report within 4 weeks of this motion outlining what occurred including what actions were taken to mitigate the loss of crops with respect to the Event, and that this report be made public and subject to the Region's confidentiality obligations.

BE IT FURTHER RESOLVED that, going forward, Regional Council will be provided with advance notice of any further work occurring on the lands purchased by the Region of Waterloo through this Land Assembly.

2. That the Regional Municipality of Waterloo approve the proposed changes on Benton Street (Regional Road #6) from Courtland Avenue (Regional Road # 53) to Charles Street (Regional Road # 64) and on Frederick Street (Regional Road #6) from Weber Street (Regional Road #8) to Lancaster Street (Regional Road #29) as outlined in Report TSD-TRP-24-009 dated August 13, 2024:
  - a. Repurpose the road space by reducing the travel lanes from four lanes to two lanes and add painted reserved single directional bicycle lanes.
  - b. Upon construction, amend the Traffic and Parking by-law 16-023;
    - i. Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
    - ii. Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
    - iii. Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
    - iv. Add to Schedule 22 - Reserved Lanes, Benton Street (Regional Road 6), from Courtland Avenue (Regional Road 53) to Charles Street (Regional Road 64), Both Sides, Anytime, Bicycles;
    - v. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - vi. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - vii. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - viii. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - ix. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - x. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
    - xi. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;

- xii. Remove from Schedule 1 – No Parking, Frederick Street (Regional Road 6), from King Street to Duke Street (Regional Road 63), North Side, Anytime;
- xiii. Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday;
- xiv. Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday;
- xv. Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday; and
- xvi. Remove from Schedule 7 – No Stopping, Frederick Street (Regional Road 6), from 38.5m east of King Street to Duke Street (Regional Road 63), South Side, 4:30 p.m. to 5:30 p.m., Monday to Friday.

That staff be directed to:

- c. Develop a long-term plan for separated cycling facilities along the Benton-Frederick corridor and for improved pedestrian and cycling access to the Frederick ION station, to be implemented as part of the future reconstruction of Benton Street and Frederick Street.
3. That the Regional Municipality of Waterloo amend the Traffic and Parking By-law 16-023, as amended, to add to Schedule 1 (No Parking), No Parking Anytime on both sides of Snyder's Road East (Regional Road 6) from 1.2 km east of Notre Dame Road (Regional Road 12) to 1.8 km west of Trussler Road, in the Township of Wilmot as outlined in Report TSD-TRP-24-011, dated August 13, 2024.

August 13, 2024



## **The Regional Municipality of Waterloo**

### **Audit Committee**

### **Summary of Recommendations to Council**

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That the following recommendations from the Audit Committee be approved:

That the Regional Municipality of Waterloo accept the proposal of KPMG LLC for P2024-18 External Audit Services and appoint KPMG LLP as the Region's external auditor for a five (5) year term comprising of 2024, 2025, 2026, 2027 and 2028 fiscal years in the amount of \$944,790.00 (average annual cost of \$188,958.00) plus all applicable taxes as set out in report COR-TRY-24-031 dated August 14, 2024.

August 14, 2024

## **The Regional Municipality of Waterloo**

### **Library Committee**

#### **Summary of Recommendations to Council**

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That the following recommendations from the Library Committee be approved:

1. That the Regional Municipality of Waterloo Library Committee approve the purchase of a microfilm reader for the Ayr Branch of the Region of Waterloo Library, using funds from the Regional of Waterloo Library Capital Reserve Fund;

And that Staff return to the Library Committee for review and consideration with a recommended service level for each Branch in the system which then informs the base of resources, materials, equipment, etc.;

And that Staff return to the Library Committee for review and adoption a Policy as to how funds from Trusts, Donations, Bequests, etc would be utilized to ensure consistency in approach, and, to ensure that the use of the funds adds value or enhancements to the Branch(es) above the normal service level.

2. That the Regional Municipality of Waterloo approve the revised Terms of Reference for the Library Committee as described and attached in Appendix A of Report PDL-CUL-24-015, dated August 14, 2024.

And that the Terms of Reference be amended to add Township specific language.

August 14, 2024