Regional Municipality of Waterloo

Consolidated

Council Agenda

Wednesday, August 30, 2017

Closed Session 6:00 p.m.

Waterloo County Room

Regular Meeting 7:00 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener, ON

*Denotes Item(s) Not Part of Original Agenda

1. **Moment of Silence**

2. **Roll Call**

3. **Motion To Go Into Closed Session**

   That a closed meeting of Council be held on Wednesday, August 30, 2017 at 6:00 p.m. in Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

   a) proposed or pending litigation, receiving of advice subject to solicitor-client privilege and proposed or pending acquisition of land in the City of Cambridge

   b) proposed or pending acquisition of land in the Township of Woolwich

   c) proposed or pending litigation and proposed or pending acquisition of land in the Township of Woolwich
d) receiving of advice subject to solicitor-client privilege related to procurement

e) receiving of advice subject to solicitor-client privilege related to an agreement

4. **Motion to Reconvene Into Open Session**

5. **Declaration of Pecuniary Interest Under The Municipal Conflict of Interest Act**

6. **Presentations**
   a) Nick Faieta re: Metrolinx capital projects in the Region

7. **Petitions**

8. **Delegations**
   re: Planning & Works Summary item #11 (Planning and Works Report TES-DCS-17-17, Class Environmental Assessment Study Weber Street Improvements, Northfield Drive to Blythwood Road, City of Waterloo)
   
   * (Recommendation to defer this item)
   
   * 1. Samantha Gatchene  Delegation cancelled
   
   * 2. Tessa Starkey

9. **Minutes of Previous Meetings**
   a) All Council Minutes – June 28, 2017
   b) Closed Council – June 28, 2017
   c) Council – June 28, 2017
   d) Special Council – August 2, 2017
   e) Special Closed Council - August 2, 2017
   f) Community Services – August 22, 2017
   g) Administration & Finance – August 22, 2017
   h) Closed Committee - August 22, 2017
   i) Special Council – August 22, 2017
j) Planning & Works – August 22, 2017

* k) Library – August 25, 2017

10. Communications

a) Council Information Package – Friday, August 25, 2017 (Distributed Electronically)

b) City of Cambridge Commentary on Stage 2 ION Update July 4, 2017
Planning and Development Meeting

Sentence 7

Sentence 9

11. Motion To Go Into Committee Of The Whole To Consider Reports

12. Reports

Finance Reports

a) COR-TRY-17-77, T2017-208 Regional Road No. 36 (Franklin Boulevard) and Regional Road No. 81 (South Boundary Road) – Phase 1A, City of Cambridge and Township of North Dumfries

Recommendation:

That the Regional Municipality of Waterloo accept the tender of E. & E. Seegmiller Limited for T2017-208 Regional Road No. 36 (Franklin Boulevard) and Regional Road No. 81 (South Boundary Road) – Phase 1A, City of Cambridge and Township of North Dumfries in the amount of $9,561,604.68 plus all applicable taxes as set out in report COR-TRY-17-77 dated August 30, 2017.

b) COR-TRY-17-78, T2017-120 Kitchener Zone 4 Trunk Watermain – Stage 1B + 3, Kitchener

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Amico Infrastructures (Oxford) Inc. for T2017-120 Kitchener Zone 4 Trunk Watermain – Stage 1B and 3, City of Kitchener in the amount of $5,066,440.50 plus all applicable taxes as set out in report COR-TRY-17-78 dated August 30, 2017.

c) COR-TRY-17-79, Sole Source – Volvo Loaders
**Recommendation:**

That the Regional Municipality of Waterloo approve the sole source procurement of One (1) Volvo L120 Loader from Strongco Corporation at an estimated cost of $455,500.00, subject to the applicable US/Canadian dollar exchange rate in effect at the time of order, and inclusive of a 6 year/10,000 hour service agreement, plus all applicable taxes;

And that the Regional Municipality of Waterloo name Strongco Corporation as the Vendor of Record (VOR) for all Volvo L120 and L150 Loader acquisitions for a three (3) year period ending September 30, 2020 as set out in report COR-TRY-17-79 dated August 30, 2017.

d) **COR-TRY-17-80**, Q2017 – 1114 Well Drilling and Monitoring Well Construction Services Township of North Dumfries, Ontario

**Recommendation:**

That the Regional Municipality of Waterloo accept the quotation of Choice Sonic Drilling Ltd. for Q2017-1114 Well Drilling and Monitoring Well Construction Services, Township of North Dumfries, Ontario in the amount of $162,140.00 plus all applicable taxes as set out in report COR-TRY-17-80 dated August 30, 2017.

e) **COR-TRY-17-81**, T2017-213 2017 Intersection and Other Miscellaneous Roadway Improvements

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Capital Paving Inc. for T2017-213 2017 Intersection and Other Miscellaneous Roadway Improvements in the amount of $781,004.88 plus all applicable taxes as set out in report COR-TRY-17-81;

And that the Regional Municipality of Waterloo approve an increase in project costs of $237,453.03 gross and $0.00 net to facilitate the construction of entrance improvements on Homer Watson Boulevard at 123 Pioneer Drive, undertaken on behalf of CP REIT Ontario Properties Limited;

And that the Regional Municipality of Waterloo approve an increase in project costs of $41,305.25 gross and $0.00 net to facilitate the construction of entrance improvements on Fairway Road at 10 Manitou Drive, undertaken on behalf of First Capital Holdings (Ontario) Corporation.
And that the Regional Municipality of Waterloo approve an increase in project costs of $345,000 for project 05779 Waterloo Spur Line Trail Improvements to be funded from the Regional Development Charge Reserve Fund.

**Committee Reports**

a) Community Services - attached & marked SS-170822  
40

b) Administration & Finance - attached & marked FS-170822  
41

c) Planning & Works - attached & marked PS-170822  
42

* Closed Planning & Works - attached & marked CPS-170822  
48

* d) Library – attached & marked LS-170825  
49

* Closed Library – attached & marked CLS-170825  
50

**Chief Administrative Officer**

Regional Chair

Regional Clerk

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

14. **Motion For Committee Of The Whole To Rise And Council Resume**

15. **Motion To Adopt Proceedings Of Committee Of The Whole**

16. **Motions**

17. **Notice of Motion**

18. **Unfinished Business**

19. **Other Business**

20. **Questions**

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

a) A By-Law To Authorize the Submission of an Application to Ontario Infrastructure and Lands Corporation (“OILC”) for Financing Certain Ongoing Capital Works of the Corporation of the City of Cambridge and to Authorize Long Term Borrowing for Such Works Through the Issue of Debentures by the Regional Municipality of Waterloo (the
Council Agenda - 6 - 17/08/30

“Upper Tier Municipality”) to OILC

b) A By-law to Expropriate Lands for the Purpose of Improvements to Ottawa Street (Regional Road 4) from the Highway 7 Westbound Ramp to 250 Metres West of Charles Street, in the City of Kitchener, in The Regional Municipality of Waterloo

* c) A By-law to Amend By-law 16-023, as Amended, Being a By-law to Regulate Traffic and Parking on Highways Under the Jurisdiction of the Regional Municipality of Waterloo (Snyder’s Road, Township of Wilmot and Cedar Street, City of Cambridge)

d) A By-law to Amend By-law Number 58-87, as Amended, Being a By-law to Designate and Regulate Controlled-Access Roads (Regional Road #54 – Lackner Boulevard, City of Kitchener)

* e) A By-law to authorize the entering into agreements(s) for the provision of Municipal Capital Facilities for Affordable Housing by Maxwell Building Consultants Ltd., in the City of Waterloo, in the Regional Municipality of Waterloo

  “Pursuant to Regional By-law 02-035, and the Municipal Act, 2001 and Ontario Regulation 603/06 thereunder, the Regional Municipality of Waterloo ("the Region") may enact this project specific capital facility by-law which permits the Region to enter into agreements with Maxwell Building Consultants Ltd. to provide financial assistance for the construction of up to twenty-nine (29) affordable rental housing units at 184-186 Erb Street East in the City of Waterloo. Funding for this project has been approved by the Ministry of Housing under the 2016 Social Infrastructure Fund Agreement under the Agreement for Investment in Affordable Housing – Rental Housing Component - and was approved by resolution of Council on May 3rd, 2017.”

f) A By-law to Confirm the Proceedings of the Council of the Regional Municipality of Waterloo at this Special Meeting Held on August 30, 2017

22. Adjourn
Dear Ms. Fletcher,

RE: City of Cambridge Commentary on Stage 2 ION Update  
July 4, 2017 Planning and Development Meeting

Please be advised that the Planning Committee of City of Cambridge Council received and approved a report at its regular Planning and Development meeting held on July 4, 2017 in regards to the proposed Stage 2 ION Light Rail Transit from Kitchener to Cambridge and the following recommendations were approved as follows:

Moved By: Councillor Monteiro  
Seconded By: Councillor Liggett

THAT Report 17-082 D&I, Stage 2 ION: Light Rail Transit from Kitchener to Cambridge – Update be received;

AND THAT City of Cambridge Council advise the Region of Waterloo that it opposes the preliminary preferred route between Shantz Hill Road to Hespeler Road and its impacts on adjacent properties;

AND THAT City of Cambridge Council request that the Region of Waterloo provide public consultation opportunities on preliminary route considerations for S2a-S3 (South Cambridge);

AND FURTHER THAT Cambridge Council request that the Region of Waterloo consider alternative routes to the preliminary preferred route

CARRIED
Moved By: Councillor Monteiro
Seconded By: Councillor Liggett

THAT City of Cambridge Council endorse the extension of Stage 2 ION: Light Rail Transit from Kitchener to Cambridge.

CARRIED

As per the recommendations approved above, please continue to dialogue on any updates or proposed new routes with the City.

If there are any questions or concerns please feel free to contact me directly.

Yours truly,

Michael Di Lullo, MPA, CMM III
City Clerk

cc: Hardy Bromberg, Deputy City Manager Development and Infrastructure
    Elaine Brunn Shaw, City Planner
    James Etienne, City Engineer
    Shannon Noonan, Manager of Transportation
Robert Milligan submission for August 30, 2017 Council Agenda.

Please note this document is a work in progress and will be finalized when the matter comes to Regional Council.

A possible Waterloo Region municipal passenger rail system & climate solutions

“Create good-job innovations for all but based on secured synergistic sustainability”

The context of my presentation is a growing Trump-like world — spurred by exploding global job shrinking — in which at least climate reality and climate solutions are being attacked while catastrophic runaway climate change accelerates towards the destruction of civilization and more.

All individuals and organizations need to rapidly become more able to collaboratively recognize and solve the death-by-climate problems — even indirectly by helping to create sustainablizing good-jobs where people live.

(On a more general but related concern: So as to best maintain an advancing sustainable world future overall, ecosystems [atmospheric, terrestrial, and oceanic] and jobs [ones that are good for their context] must be dynamically optimized.)

Since the Region of Waterloo (ROM) is probably per capita and beyond the most innovative municipal government and geographic area in Canada, it has a greater responsibility to take actions to help save our world from extreme ravages by climate.

The very complex and challenging Cambridge light rail transit (LRT) project is an excellent opportunity to immediately begin fulfilling that responsibility via including ultra-innovative climate solutions that are synergistically made sustainable and more cost-effective — a pathway to world class project success.

Through a variety of ways, the enhanced “LRT” plan design would directly and indirectly help create good-jobs, for example encouraging new businesses related to hydrogen. And designing better ways for individuals and organizations to voluntarily participate/collaborate would add to the LRT team’s complex problem solving ability. Thereby not only help the LRT team better realize intensification and commuting purposes but also assist them to more cautiously and fully explore the leading-edge suggestions from myself or any other source that have been suggested.

Now let’s go back to LRT history.

First I’d like to commend previous regional councillor and Chair of the Planning and Works Committee Jim Wideman for his very successful leadership efforts in K-W LRT intensification.

These efforts involve first an LRT dream and then a plan which served as sequential keystones in initiating the rapid intensification of the K-W urban core. And this unique LRT intensification success was represented by the projected direct and indirect effects — well-comunicated below in articles and reports — which are a highly unique cornucopia of benefits (and costs) so many of which involve climate solutions.
But this LRT-influenced intensification was not very difficult because K-W's urban core -- much like the Portland exemplar — was in a high state of readiness probably mostly due to developers — encouraged by Regional planners — realizing the potential of under-utilized buildings and/or their spaces.

More particularly, specific ideas on types/forms of intensification were likely influenced by the suggestive example of a high rise residential building on King St S which has businesses on the first few floors and by (mostly) old multi-level factory buildings near the CN tracks and King St W that were begging to be repurposed.

One old factory building, the extremely large Lang Tannery building, sparked a repurposing vision in some person at Commutech and a volcano of technological innovation erupted there and in other factory buildings in the area. https://www.communitech.ca/who-we-are/

And the LRT K-W intensification efforts were further enhanced by the “partnership” of nearby "leading-edge anchor institutions and companies … (who often connected with, encouraged, enabled, and continue to guide) … start-ups, business incubators and accelerators” especially in west downtown Kitchener.

This world class innovation organization advantage is probably a big reason why K-W urban core intensification has now or soon will be surpassing Portland’s intensification level.

The King St K-W urban core intensification success has become what the US Brookings Institute and others now call an "innovation district" which they define as a "geographic area where (nearby) leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators … (which) ... are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail".

“Rise of Innovation Districts” https://www.brookings.edu/essay/rise-of-innovation-districts/

However the Regional Municipality of Waterloo (RMW) LRT system as currently purposed has one serious deficit that is compromising our potential for greater innovation success generally involving: potential innovation districts both in K-W & Cambridge, commuters. cost reduction, funding, etc.

Likely because nobody anticipated Waterloo Region’s (WR) exponential growth in technological innovation back in 2001, a key LRT function of commuting showcased by the MAX Light Rail in our Portland LRT system exemplar had to be degraded in favour of the other key function of intensification showcased by the Portland Downtown Streetcar which WR needed for its K-W urban core — and so that the costs and financing could be realistic for our situation then.
(A streetcar is considered by some a type of LRT while others — even though the vehicles are virtually the same — say it is a streetcar if it mostly runs with traffic and an LRT if it mostly runs in dedicated lanes. To simplify I'll call it an LRT no matter where it runs except for Portland.)

In K-W the RMW LRT is the same as Portland in downtown intensification areas in using curb lanes on parallel streets in a circular manner with stations fairly close together but K-W differs in that those lanes are dedicated to avoid traffic. And it borrowed from the Portland MAX Light Rail with some long off-road sections such as from the Northfield Terminal to the Caroline Terminals.

As with the Portland (Downtown) Streetcar, success has come quickly partly because the K-W urban core was in a high state of readiness for intensification.

https://en.wikipedia.org/wiki/Portland_Streetcar

But we are likely surpassing Portland’s level of intensification via at least attracting more innovation labs, innovative high tech startups, etc. Today exponential technological intensification continues in the King St W area so that now it is choc full of start-ups, business incubators and accelerators.

Even before LRT operation begins they are the main reason why the K-W LRT urban core intensification level has likely now surpassed by far that of the corresponding Portland (streetcar) LRT intensification area — although it has expanded much beyond Portland’s downtown.

But seen through the eyes of today, the LRT-influenced building intensification accomplishments in the King K-W urban core intensification corridor are not just a more conventional type much as in Portland.

Complementing yet somewhat overlapping in the meaning of the previously mentioned innovation district concept, a relatively new intensification type called innovation clusters (IC) has come to the fore in development circles.

The Kitchener King W IC uniquely involves a rapidly evolving greater-height buildings type “centred” around Communutech’s multilevel repurposed former tannery building and nearby: other multilevel repurposed old factory buildings, high-rise residential buildings, and much more.

Like the Waterloo King South high-rise residential buildings have been conceived of doing, this IC will interconnect by LRT to pubs/coffee houses’. entertainment universities/polytech colleges’, stores, parks, etc. that the majority youngish innovator/residents prefer/need.

Perhaps Kitchener’s west King St Innovation cluster can be called a super innovation cluster whose design ideas will help propagate others in the Region (transit-connected) and beyond — with maybe different designed innovation clusters and at least their own variety of jobs/products/services.

Likely most privately chosen LRT-dependent Innovation clusters will have a high state of readiness such as the K-W super innovation cluster.

But ones that are municipally chosen (Cambridge’s Hespler Rd) and others may face the great challenge of low readiness thus requiring highly creative innovation ability and greater government investment — not unlike having a brown field.
Once ION K-W LRT operations begin in 2018, the rate and volume of urban core intensification will probably accelerate even more.

Now regional councillor Tom Galloway is Chair of the Planning and Works Committee. Tom like Jim is putting his heart and soul into efforts to make Cambridge’s Hespler Road into another very successful urban core intensification-by-LRT-influence.

However the Regional Municipality of Waterloo (RMW) LRT system as currently purposed has one serious deficit that is compromising our potential for greater innovation success generally involving: innovation districts both in K-W & Cambridge, commuters. cost reduction, funding, etc.

So Councillor Galloway might consider giving this commuting deficit some more attention.

Improving municipal passenger rail commuting is still not very important to most RMW officials.


(Now the likely reason why a north/south commuter does not exist is needed again in a new context.)

Likely RMW — and possibly the higher governments — thought we couldn’t afford it since back in 2001 nobody anticipated Waterloo Region’s (WR) exponential growth in technological innovation and resulting population increase.

So a key LRT function, commuting, had to be degraded in favour of a more needed other key function, intensification (of its K-W urban core).

These LRT functions manifested in the two parts of our Portland LRT system exemplar — the MAX Light Rail (commuting) and the Portland Downtown Streetcar (intensification). -- were showcased for regional officials in 2001.

(A streetcar is considered by some a type of LRT while others — even though the vehicles are virtually the same — say it is a streetcar if it mostly runs with traffic and an LRT if it mostly runs in dedicated lanes. To simplify I’ll call it an LRT no matter where it runs, except for Portland.)

The K-W the ION LRT routing is the same as Portland Streetcar LRT in downtown intensification areas in that both use curb lanes in a parallel street manner with stations fairly close together but differ in that those lanes are dedicated to avoid traffic.

And the ION also copied the Portland MAX Light Rail routing with some long off-road sections such as from the Northfield Terminal to the Caroline Terminals.

In the ION routing at least, perhaps we have an LRT hybrid.

The Cambridge LRT plan — and the K-W LRT — require the LRT team to include low-time commuter rail corridor between north Waterloo and south Cambridge especially to attract medium and longer distance commuters but also for other advantages specified.

Now back to councillor Galloway’s main interest. intensifying Hespler Rd by LRT influence.

But Hespler Rd is a vastly bigger challenge because it has a much lower state of readiness for intensification by LRT than the K-W King St corridor thereby requiring very innovative thinking to better ensure success.
The City of Cambridge’s most current plans — and private developer plans — on urban core intensification and on the south works exciting hybrid high rise residential and old factory repurposing project are represented in this report and article (no reports by or about Cambridge mention innovation clusters):

http://www.thegaslightdistrict.ca

The Regional LRT team would be trying to intensify by LRT a degraded Hespler Rd area for which little interest has been shown by high-rise developers — especially for the LRT team’s preferred high-rise building type of retail (1st), professional (2-4), residential (5+).

And no interest has been shown by innovation cluster building developers — who could emulate old factories in a smart way — such as might house start-ups, business incubators and accelerators with an appropriate Cambridge focus.

Worse, the initial estimated cost of ~$1.5B just to create the Cambridge LRT for the "primarily purpose" of helping to intensify Hespler Rd seems unnecessarily high in itself but is made more concerning by the risk of low intensification effectiveness.

Successful Hespler Road intensification would require dramatically new ideas — such as innovation district zoning — to be designed into a plan to make Hespler Rd sufficiently ready for intensifying by LRT.

In part such intensification can be more likely attained by incorporating the expressed needs of young innovators who particularly like their work places, colleagues, food, drinks, dwellings, recreations, ,, to be close together in an aesthetically pleasing manner.

Such closeness could be achieved in an acceptable way by a network of mostly unique high rise buildings — that are near frequent and convenient rail transit — with the first four levels used in various ways such as an old factory building design on walls inside and out for start-ups, business incubators and accelerators.

Although less preferable than walking only, a properly designed intensifying LRT corridor on Hespler Rd can in effect speed up “walking” and thereby shrink distance so that the desired physical closeness can be approximated.

Borrowing partially from the Portland Streetcar/LRT intensification exemplar, the specific Streetcar/LRT system design features optimal for Hespler Rd intensification — using a regular LRT — would include:

1. Normal road speeds sufficient and safer for jay walking pedestrians (Portland);
2. In curb lane sharing with traffic leaves curb lane free for other vehicles most of time (Portland);
3. Stops separated by distances that offer best possible convenience (partially Portland);
4. Only express stops operational in peak periods;
5. Smart traffic light control to minimize traffic jamming;
6. Connections to a regional rapid passenger rail vehicle (more explanation later)— and GO-Train—at a Samuelson Multimodal terminal would attract more longer distance riders esp. commuters;
7. Operate half of the time (or ?) off peak between Cambridge Centre and Smart Centre to I-Express stop so as to increase frequency with fewer rail vehicles;
8. Rest of the time operate off peak spanning from a possible Southworks station beside the new innovation cluster then mostly via Cedar St, near Ainslie & Beverly Sts & Norfolk Av, along Hespler Rd to the Smart Centre's I-Express stop via CN corridor & Conestoga Blvd.
9. During peak, operate from a possible Samuelson multimodal station that includes a Regional rapid passenger rail vehicle and a future GO-Train, then mostly via near Norfolk Av, along Hespler Rd to the Smart Centre.
10. (During peak the Regional rapid passenger rail vehicle would extend to the Ainslie Terminal so as to be closer to Southworks and School of Architecture for commuters).
11. Although the I-Express bus connection at the Smart Centre should be sufficient time-wise for commuters initially, possibly later on a need may arise for a connection to a Regional rapid passenger rail vehicle at a likely existing Eagle St station, for example a proposal for an innovation (super?) cluster & innovation district zoning in the industrial area north east of the Speedsville intersection.
12. (If so two options exist: via current LRT team proposed route along CN corridor & Eagle St or Cambridge community proposed route along CN/CP[unused] rail corridor (faster, less expensive, & not community disruptive).)
These intensification readiness efforts and others — such as the previously mentioned innovation district zoning — would help set the stage for an innovation super cluster extending in the future along Hespler Rd mostly from the Cambridge Centre Mall to the Smart Centre Mall as large retail stores, etc. close and are creatively repurposed. The width of the Hespler Rd Innovation District could be quite extensive even extending beyond roads parallel to Hespler Rd especially if its focus included smart manufacturing.
https://en.wikipedia.org/wiki/Smart_manufacturing
https://www.conestogac.on.ca/research/centres/manufacturing.jsp
Ultra-creative urban design, planning, etc type knowhow could also help meet this challenge.
But other much smaller areas in Cambridge with better suited industrial buildings for innovation clusters may offer better opportunities for less investment — including far less government support.
Some of these requiring much less building rehabilitation would be more useful for young ambitious innovation entrepreneurs with sweat capital and even senior high school students who might want a minimum wage summer job..
But how further could all these possible interconnected Cambridge innovation clusters be given an aura of potential leading-edge high tech innovation around the world that better attracted both talented innovators and innovation hub developers/investors so as to help Cambridge intensify more ubiquitously faster — and also add to K-W's existing super-aura of leading-edge high tech innovation?
And what if the high tech innovation involved greatly decreased the travel time between north Waterloo and south Cambridge thereby creating the feeling of more closeness
between Cambridge and K-W innovation hubs — especially when it gives time to catch-up on emails. We are talking about the above vaguely referred to regional (rapid) passenger rail vehicle but more specifically a more advanced Alstom Coradia Lint, a regional passenger train used on the expanding 8 km Trillium Line in Ottawa.

https://en.wikipedia.org/wiki/Trillium_Line

The Coradia Lint is diesel powered with its climate degrading & toxic gases, noisy, ...) you say. Yes but referring to it was necessary to show that such a superior type of passenger rail vehicle (very fast when needed & very comfortable) is both familiar to Ontario and can be viably used even on shorter rail lines in urban areas— especially with less problematic propulsion.

Such propulsion is used in the ultra-exciting climate solution inspiring hydrogen fuel cell version — the Alstom Coradia iLint.


The Alstom Coradia iLint commuter train is a one-of-a-kind gem officially tested and certified in Germany — with signed letters of intent from 4 German states.


And Metrolinqs is very interested in using the Coradia iLint for many of its GO-Train routes perhaps for off-peak when it could adjust its length for different routes or during peak periods extend some routes to Cambridge and London or during peak when— it might have capacity problems for peak periods

(Comment: since the Coradia iLint would have significantly less than 1/2 the capacity of a two-decker longer passenger car — and require impossibly longer station platforms if they could be physically extended to offer the same full train capacity — why not encourage Alstom or? to develop a hydrogen fuel cell locomotive — some progress since not suitable switching yard ones now exist.)

But Metrolinqs has many other good reasons for their interest including what is in this Toronto Star article titled “Ontario technology can fuel emission-free GO trains”.


The hydrogen fuel cell Alstom Coradia iLint commuter train would cost more per passenger vehicle but various factors would compensate as it traversed the shorter and faster sectioned historic heavy rail corridor between Waterloo’s Northfield Station and Cambridge’s Ainslie Station using no power wire.

Specifically the iLint system would: 1) take much less travel time; 2) attract more commuters from their cars;3) require fewer regional commuter trains; 4) avoid high capital & maintenance costs for a power wire (catenary) system; 5) access the excess lower priced Ontario electricity now shipped to the US; 6) help balance the Onrario Grid via #5; 7) etc.

The Alstom Coradia iLint hydrogen fuel cell fuel commuter train is part of the means whereby interconnected Cambridge innovation clusters could be given an aura of potential leading-edge high tech innovation around the world.
The other part would further add to the aura: a fuel cell LRT exclusive to Cambridge. Because of Alstom’s reliability and fast 2 yr development of the Coradia iLint fuel hydrogen cell vehicle, it is likely the best LRT manufacturer to adapt a hydrogen fuel cell to an LRT like their Citadis Spirit.


Intensifying urban cores using LRT is the founding purpose of RMW’s LRT system but now an equally important purpose has come forth so as to advance the success of Waterloo Region’s municipal passenger rail system as just explained.

Further, look at the LRT routing options proposed for Cambridge by the LRT Team & community members using only the LRT vehicle — and that involve no superior supplementary municipal passenger rail vehicle.

Then combine each of their options with the K-W LRT route. Virtually all resulting LRT system routes would likely be much slower than the original I-Express — at best take too much travel time to optimally attract medium to longer distance commuters from their cars.

A better municipal passenger rail approach is needed for both commuting and intensifying so as to help solve the complex problems that the LRT team is having in designing a viable rail transit plan for Cambridge.

And as implied earlier, the municipal passenger rail transit system complex problems could be solved by integrating proven new technologies & routing ideas.

These integrations could better ensure the creation of an evolving ION LRT system that is a world class innovation success which the Waterloo Region Ecosystem’s organizational leaders would expect.

More specifically than earlier, design a plan for a higher-speed-tolerant less circuitous commuter rail corridor that connects Cambridge’s Ainslie Multimodal Terminal and Cambridge’s multimodal GO-Train Station (likely located by Samuelson St) to both the Kitchener multimodal GO-Train Station and separately Waterloo’s Northfield Station. And this commuter rail corridor could be split into two connected sections within the above end points and each starting at a Wabanaki Station (behind Best Buy on Fairwy Rd): the Cambridge’s south section and hopefully the K-W’s north section.

Such a rail corridor between Ainslie Terminal and Northfield Station is part of historic heavy rail routes — some still in train use.

Highly rated, officially proven, and now 60 ordered in Germany, the hydrogen fuel cell powered Alstom Coradia iLint Regional Commuter Train (RPT) — Ottawa commuter O-Train uses diesel version & GO-Train is exploring the new iLint HFC version — would be an excellent multi-climate-solutions-amalgum choice because of its hydrogen fuel, high speed & acceleration, absence of overhead wires, fuel cell propulsion exemplar (both rail & road), ……

Further, this Alstom/Hydrogenics regional commuter train (RCT) has even more advantages: lower capital & increasingly lower operating costs (H2 production innovations), significantly greater flexible passenger capacity, and much less travel time (faster & shorter route),……
Such a RCT could psychologically “shrink” the distance — in a super-exciting transit venue — between K-W innovation clusters and future Cambridge innovation clusters. And this RCT could add to the renowned innovative image of the Waterloo Region Ecosystem (WRE) while helping Cambridge become more fully part of WRE.


Now, let’s take a slightly different — but slightly overlapping with previous suggestions — approach to urban core intensification by LRT influence and a new low-time north/south commuter corridor.

Intensifying urban cores using LRT is the founding purpose of RMW’s LRT system but now an equally important purpose has come forth so as to advance the success of Waterloo Region’s municipal passenger rail system as previously explained. Intensification-by-LRT-influence can also be improved especially by incorporating the expressed needs of young innovation professionals, scientists, engineers, etc.: they like their work places, colleagues, food, drinks, dwellings, etc. all close together.

So reflect these needs in the Hespler Rd LRT intensification corridor design by a shorter distance between stops, more frequent runs, smart traffic light control, a shared curb lane. etc.

These design features would be much appreciated when walking is too far especially when using an innovation super cluster extending in the future along Hespler Rd mostly from the Cambridge Centre Mall to the Smart Centre Mall as retail stores close and are dramatically but aesthetically repurposed.

Ultra-creative, urban design, planning, etc type knowhow could help meet this challenge. Cambridge’s Hesper Rd could even become a world exemplar on how to create an innovation super cluster from very “minimal” beginnings.

But other areas in Cambridge with better suited industrial buildings for innovation clusters offer better opportunities for less investment — including less government support. Some of these would be more useful for young ambitious innovation entrepreneurs.

And all these innovation clusters could be interconnected by a combination of the two mentioned time-based overlapping hydrogen fuel cell municipal passenger rail vehicles: the Alstom Coradia iLint commuter train and the Alstom Citadis Spirit LRT.

Further, combining the likely Cambridge LRT routes with the K-W LRT route would probably not be much different in travel time than the original Conestoga Mall to Ainslie Terminal I-Express bus.

But it would certainly take much more time than middle to longer distance commuters would accept.

Consider also that high-tech building developers would be more interested in expanding to Cambridge if at least a much shorter time and higher capacity Cambridge/K-W municipal passenger rail option existed.

This is similar to a faster and more frequent Toronto GO-Train that also better helps to expand our K-W centred Waterloo Region Ecosystem.

However for such a municipal passenger rail route to be possible between north Waterloo and South Cambridge, a package deal ('LRT project'/’Creekside CP overpass’) with CP Rail to at least share/acquire1/2 much of their rail corridor section between Laurel St in Cambridge and Hayword Av would have to be made.
Probably other “LRT” project requirements would be included in the deal. Since most of the considerations in such a deal have been tentatively formulated, it can be more confidently stated that the deal could help bring the most rail system advantages and the lowest overall costs to both CP Rail and the Cambridge LRT project — particularly if a spirit of fairness and accuracy of representation prevails.

For CP the proposed deal would include: 1) a climate resistant CP bridge built by the LRT project to safely & mostly “invisibly” cross Riverside Park & Speed Rd thus protecting Toyota just-in-time production, hence jobs; and 2) “goodwill-creating” payments for best-solution Creekside Overpass from Cambridge of $1.5M (same as CP says it would pay) plus all CP legal expenses (Cambridge GO-Train investment) & from the LRT project the balance of the $10M+ overpass (money saved covers it & much more).

And for the Cambridge LRT system the proposed deal would include: 1) allowing a much longer passenger rail platform at Eagle/King Station; 2) creating more routing options; 3) eliminating need for at least two very expensive bridges: 1 along Eagle St & other high over entrance to Riverside Park then stretching long across Speed Rd. The best and only municipal passenger rail vehicle that would meet the above stated speed and capacity requirements and be a climate solutions exemplar is made by the ultra reliable French/German firm Alstom.

This leading-edge regional passenger/commuter rail vehicle would also generate excitement by its overall innovative prowess especially with the technological innovation talent the Waterloo Region Ecosystem is trying to keep and attract here. Too it would avoid the financial, safety, and aesthetic costs of a power wire system. With the same vehicle body but polluting diesel engines, the Alstom Coradia Lint started operating in Ottawa in 2015 on the original short but now expanding O-Train commuter route. [http://www.alstom.com/press-centre/2015/3/alstom-coradia lint-commuter-trains-start-commercial-service-in-ottawa/](http://www.alstom.com/press-centre/2015/3/alstom-coradia lint-commuter-trains-start-commercial-service-in-ottawa/)

When needed it can travel up to 140 km/hr, many units can be connected, and it can share tracks with freight trains (a really big plus).

And Metrolinks is exploring the use of Alstom’s most innovative proven version — the hydrogen fuel cell Alstom Coradia iLint — to supplement its GO-Trains (Cambridge to Milton or Kitchener to London or off-peak Kitchener to Toronto?). [https://www.thestar.com/opinion/commentary/2017/06/23/ontario-technology-can-fuel-emission-free-go-trains.html](https://www.thestar.com/opinion/commentary/2017/06/23/ontario-technology-can-fuel-emission-free-go-trains.html)

The proposed Alstom Coradia iLint route would run between between Northfield Station and south Cambridge, the latter would use the Ainslie multimodal Station at peak and a Hespler/Norfolk station at non-peak (More details in expanded version).

Government excitement over the Waterloo Region Ecosystem inspiring world class technological innovation and likely also the unexpected early great success of the RMW LRT K-W first stage put RMW in a position to better seek more LRT project funding for the Cambridge second stage just on the basis or potential.

But also, what if the design of the plans for both the transit system and Hespler Road intensification area parts of the RMW LRT Cambridge second stage system became really extraordinary?

And what if this could be accomplished by helping our Waterloo Region Ecosystem become even more expansive and able as a World Innovation Hub via a leading-edge
passenger rail system that at least interlinks a possible network of innovation districts — especially if it incorporates and showcases advances in frugal design (e.g. by more effective railway collaboration, unique types of innovation districts, rethinking excessive & expensive bridge use, …) and in climate solutions (hydrogen propulsion, super insulated buildings, ubiquitous solar energy advances, less transportation demand,…)? This delegation presentation suggests many ways to take the Cambridge LRT plan in that direction of Waterloo Region Ecosystem advancement especially in climate solutions competency.
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: August 30, 2017 File Code: F18-30

Subject: T2017-208 Regional Road No. 36 (Franklin Boulevard) and Regional Road No. 81 (South Boundary Road) – Phase 1A, City of Cambridge and Township of North Dumfries

Recommendation:

That the Regional Municipality of Waterloo accept the tender of E. & E. Seegmiller Limited for T2017-208 Regional Road No. 36 (Franklin Boulevard) and Regional Road No. 81 (South Boundary Road) – Phase 1A, City of Cambridge and Township of North Dumfries in the amount of $9,561,604.68 plus all applicable taxes as set out in report COR-TRY-17-77 dated August 30, 2017.

Summary: Nil

Report:

Tenders were called for T2017-208 Regional Road No. 36 (Franklin Boulevard) and Regional Road No. 81 (South Boundary Road) – Phase 1A, City of Cambridge and Township of North Dumfries and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were received and opened through the Region’s e-bidding system and reviewed by Procurement and program area staff.

The following tenders were received:

E. & E. Seegmiller Limited Kitchener, ON $9,561,604.68
Steed and Evans Limited St. Jacobs, ON $9,612,608.12
Regional Sewer and Watermain Ltd.  Cambridge, ON  $9,644,237.53
EBC Inc.  Mississauga, ON  $9,645,000.00
Capital Paving Inc.  Guelph, ON  $9,791,000.00
Dufferin Construction Company  Oakville, ON  $9,965,631.88
Cox Construction Limited  Guelph, ON  $9,986,083.77
Toronto Zenith Contracting Limited  Concord, ON  $10,685,593.96
Network Sewer and Watermain Ltd.  Cambridge, ON  $10,790,578.57

The work under this contract includes the following:

Franklin Boulevard:

• Reconstruction from 170m south of Champlain Boulevard to Myers Road including concrete curb and gutter, storm sewers, asphalt multi-use trails on both sides of Franklin Boulevard, interim landscaping, and illumination.

• Roundabout Construction at the Franklin Boulevard / Myers Road intersection including realignment and reconstruction of Myers Road to the east and west with curb and gutter, storm sewers multi-use trails, interim landscaping, minor watermain replacements, and illumination.

Franklin Boulevard Extension:

• New Road Construction from Myers Road to the City Boundary including two-lane roadway construction with curb and gutter, storm sewers, asphalt multi-use trails on both sides of Franklin Boulevard, interim landscaping, and illumination.

South Boundary Road at Cheese Factory Road:

• New Bridge Construction (South Boundary Road over Cheese Factory Road) including new rigid frame structure, Retained Soil System walls, and embankment construction for South Boundary Road.

• Reconstruction of Cheese Factory Road from Gouda Place to 300m south including horizontal and vertical realignment, curb and gutter, storm sewers, sidewalk on the west side of Cheese Factory Road, interim landscaping, and illumination.

A suggested staging sequence has been developed for Phase 1A construction and the following stipulations are included in the contract:
- Cheese Factory Road will be closed on or about August 21, 2017 for approximately 10 months to allow for advance utility relocation and construction of the South Boundary Road overpass at Cheese Factory Road. The detour route will be via Myers Road – Highway 24 – Maple Manor Road.

- A closure of Franklin Boulevard between Copperfield Drive and Myers Road including a closure of the Franklin Boulevard/Myers Road intersection will be permitted in July and August 2018 to finalize construction of the new roundabout at Franklin / Myers. Detour routes will be via Dundas Street – Branchton Road – Myers Road and via Main Street – Elgin Street – Myers Road.

- Short term (up to two week) closures will be permitted on Carpenter Drive to allow construction of the new intersection with the Franklin Boulevard Extension.

- Short term (consecutive weeknight, or weekend) closures will be permitted within the project limits for surface course paving.

- Access (including truck access) to all properties will be maintained at all times (unless suitable arrangements are made between the contractor and the property owner for short term access disruption).

- Pedestrian access will be maintained through the closure areas.

The staging will be finalized after award of the contract (as the contractor may have suggestions to amend the staging plan to make it more efficient). Advance notice of any proposed closures will be given to local businesses and residents and posted on the roadway and on the Region’s website. Detour routes will be posted for all long term closures.

Emergency vehicle access will be maintained at all times and through each stage of construction.

Construction is scheduled to start on or about September 11, 2017 and be substantially complete by late summer 2018.

The final date of acceptance for this tender is November 12, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to create a public transportation network that is integrated, accessible, affordable and sustainable and to build infrastructure for and increase participation in active forms of transportation (cycling and walking) under Strategic Focus Area 2, Sustainable Transportation.
### Financial Implications:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2017-208</td>
<td>$9,561,600</td>
</tr>
<tr>
<td>Consulting Engineering</td>
<td>989,000</td>
</tr>
<tr>
<td>Utility Relocations</td>
<td>625,000</td>
</tr>
<tr>
<td>Property</td>
<td>550,000</td>
</tr>
<tr>
<td>Landscaping (separate contract 2019)</td>
<td>200,000</td>
</tr>
<tr>
<td>Traffic Detours, Signing, Line Painting, Temp. Signals</td>
<td>200,000</td>
</tr>
<tr>
<td>Regional Engineering – Supervision</td>
<td>120,000</td>
</tr>
<tr>
<td>Geotechnical Consulting – Materials Inspection/Testing</td>
<td>80,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$12,325,600</strong></td>
</tr>
<tr>
<td>Plus: Applicable net HST of 1.76%</td>
<td><strong>211,300</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$12,536,900</strong></td>
</tr>
</tbody>
</table>

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

The consulting engineering fees have been updated to reflect detailed design, contract administration and construction inspection. The Region of Waterloo’s approved 2017 Ten Year Transportation Capital Program includes a budget of $3,680,000 in 2017 and $3,360,000 in 2018 allocated for Franklin Boulevard Improvements and Extension (Project #7132) from Myers Road to South Boundary Road and $4,520,000 in 2017 and $14,860,000 in 2018 allocated for South Boundary Road construction from Water Street (Hwy. 24) to Franklin Boulevard (Project #7192). Both projects are to be funded from the Development Charges Reserve Fund. Of the total $26,420,000 budget for 2017/2018, $12,600,000 is allocated for the Phase 1A Improvements on Franklin Boulevard and South Boundary Road. The balance of $13,820,000 is allocated for Phase 1B Improvements on South Boundary Road which is expected to proceed to tender in 2018.

### Other Department Consultations/Concurrence:

Design & Construction staff and Transportation staff were consulted in the preparation of this report.

**Attachments:** Nil
Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: August 30, 2017  File Code: F18-30

Subject: T2017-120 Kitchener Zone 4 Trunk Watermain – Stage 1B and 3, City of Kitchener

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Amico Infrastructures (Oxford) Inc. for T2017-120 Kitchener Zone 4 Trunk Watermain – Stage 1B and 3, City of Kitchener in the amount of $5,066,440.50 plus all applicable taxes as set out in report COR-TRY-17-78 dated August 30, 2017.

Summary: Nil

Report:

Tenders were called for T2017-120 Kitchener Zone 4 Trunk Watermain – Stage 1B and 3, City of Kitchener and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. There had been a pre-qualification completed for this project (PQ2016-06) and only bids received from the pre-qualified list were accepted. The tenders were received and opened through the Region’s e-bidding system and reviewed by Procurement and program area staff.

The following tenders were received:

Amico Infrastructures (Oxford) Inc. Cambridge, ON $5,066,440.50
D’Orazio Infrastructure Group Limited Oakville, ON $6,369,766.00
Varcon Construction Corporation Concord, ON $6,474,554.00
The Kitchener Zone 4 Trunk Watermain Project will be constructed in phases. This contract covers an area commonly identified as Stage/Phase 1B and 3. The work under this contract includes the supply, installation and commissioning of approximately 2650m of 750mm diameter Concrete Pressure Pipe (CPP) Watermain in two areas: 1) Stage 1B – From Zone 4 Pumping Station on Ottawa Street to south side of Bleams Road within the Hydro One easement corridor; 2) Stage 3 – Watermain within a future road right of way within a future subdivision referred to as Becker Estates, from Fischer-Hallman Road to Huron Woods subdivision.

Construction is scheduled to start in mid September 2017 and be substantially complete by September 2018.

The final date of acceptance of this tender is November 7, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to protect the quality and quantity of our water resources under Strategic Focus Area 3, Environment and Sustainable Growth.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2017-120</td>
<td>$5,066,400</td>
</tr>
<tr>
<td>Contract Administration / Inspection</td>
<td>180,000</td>
</tr>
<tr>
<td>Legal</td>
<td>75,000</td>
</tr>
<tr>
<td>Geotechnical – Materials and Soil Testing</td>
<td>35,000</td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>30,000</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$5,386,400</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>94,300</td>
</tr>
<tr>
<td>Total</td>
<td>$5,480,700</td>
</tr>
</tbody>
</table>

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

The Region’s approved 2017-2026 Water Capital Program includes a budget of $9,902,000 in 2017 and $6,122,000 in 2018 for the Kitchener Zone 4 feeder upgrades (project #04161) to be funded from the Development Charges Reserve Fund. Of the total budgeted amount, approximately $6,500,000 was allocated for this work. Remaining funds will be used for future tenders to complete the Kitchener Zone 4 Trunk Watermain Project.
Other Department Consultations/Concurrence:

Design & Construction staff and Water Services staff were consulted in the preparation of this report.

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: August 30, 2017

File Code: F18-30

Subject: Sole Source – Volvo Loaders

Recommendation:

That the Regional Municipality of Waterloo approve the sole source procurement of One (1) Volvo L120 Loader from Strongco Corporation at an estimated cost of $455,500.00, subject to the applicable US/Canadian dollar exchange rate in effect at the time of order, and inclusive of a 6 year/10,000 hour service agreement, plus all applicable taxes;

And that the Regional Municipality of Waterloo name Strongco Corporation as the Vendor of Record (VOR) for all Volvo L120 and L150 Loader acquisitions for a three (3) year period ending September 30, 2020 as set out in report COR-TRY-17-79 dated August 30, 2017.

Summary: Nil

Report:

The annual vehicle procurement review for 2017 was initiated in April 2016. As part of the review process, Fleet Management in consultation with Waste Management staff completed a detailed evaluation and condition assessment of a Volvo L120 loader. This process validated the loader has reached the end of its life cycle and the need for the acquisition of an equivalent unit.

Waste Management performs a wide range of operational activities with the loaders. Consistency in loader functionality, including automatic parallel lift and flexibility in interchangeability with the equipment attachments allows the Region to, optimize
efficiency, enhance safety, and eliminate operator and technical staff re-training. The automatic parallel lift is an important feature to Waste Management operations and is a proprietary Volvo patented design.

**Justification for Sole-sourcing/Purchasing By-law**

Section 21(1)(i) of the Purchasing By-law allows for acquisition by negotiation where the acquisition is required or is beneficial in regard to the standardization of goods or services for the Region.

Strongco Corporation located in Mississauga, Ontario and across Canada represents leading equipment manufacturers with globally recognized brands, including Volvo Construction Equipment. Strongco sells, rents and services equipment used in diverse sectors such as construction, infrastructure, mining, municipalities, waste management and forestry. The Volvo product has proven to be cost effective and reliable over the life cycle of the Waste Management loaders. Over the past number of years, the Region’s annual procurement of loaders to support Waste Management operations has been awarded to Strongco Corporation as the low cost provider through the RFP process. As a result, the Region’s Waste Management loaders currently used in operations are Volvo L120 and L150 models. The Region currently has 3 L150 models and 2 L120 models in its fleet.

By sole sourcing the Volvo product, the Region can maintain a high level of standardization that provides both a cost effective and reliable product to support the needs of the Waste Management program.

Strongco provides a comprehensive service maintenance agreement, which is invaluable in the support of operating, maintaining and troubleshooting equipment issues, thereby reducing operational downtime, tooling and overall operational cost.

**Vendor of Record**

Staff also recommends that Strongco Corporation be named as the Vendor of Record (VOR) for all Volvo L120 and L150 Loader acquisitions for a three (3) year period ending September 30, 2020. If approved, the Region would request prices from the VOR for new units as required, but would not be obligated to purchase said units from the VOR. The Region anticipates requiring one (1) additional Volvo L120 Loader (and three (3) Volvo L150 Loaders over this time frame. Council approval would be required, per the Purchasing By-law, for the purchase of the loaders from the VOR.
The base purchase amounts for the loaders are $359,000.00 for the Volvo L120 Loader and $485,000.00 for the Volvo L150 Loader. These prices are based on a US/Canadian dollar exchange rate of $1.3504. All pricing provided by Strongco over the course of the VOR will be based on these base amounts and the US/Canadian dollar exchange rate in effect at the time of order.

Service agreements for both L120 and L150 loaders will be in effect from the in service date, for a period of six (6) years, or 10,000 hours as measured by the engine hour meter. The L120 service agreement rate is $9.65 per operating hour and the L150 service agreement rate is $11.30 per hour.

The final date of acceptance for this proposal is September 30, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure Regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.

**Financial Implications:**

The base purchase amounts for the Volvo L120 Loader is $359,000.00. This price is based on a US/Canadian dollar exchange rate of $1.3504. The acquisition price will be adjusted to reflect the exchange rate in effect at the time of order. A six (6) year – ten thousand (10,000) hour service agreement is part of the award at a rate of $9.65 per operating hour, for a total estimated annual operating cost of $16,400.

<table>
<thead>
<tr>
<th></th>
<th>Capital</th>
<th>Operating</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>One (1) Volvo L120 Loader</td>
<td>$359,000</td>
<td></td>
<td>$359,000</td>
</tr>
<tr>
<td>6 Year/10,000 Hour Service Agreement</td>
<td></td>
<td>$96,500</td>
<td>96,500</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$359,000</td>
<td>$96,500</td>
<td>455,500</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td></td>
<td>6,300</td>
<td>1,700</td>
</tr>
<tr>
<td>Total</td>
<td>$365,300</td>
<td>$98,200</td>
<td>$463,500</td>
</tr>
<tr>
<td>Annual Operating Cost</td>
<td></td>
<td></td>
<td>$16,400</td>
</tr>
</tbody>
</table>

Note: Acquisition cost is estimated based on a US/Canadian Dollar exchange rate of $1.3504 and are rounded to the nearest $100. The price of the loader based on an August 17, 2017 exchange rate of 1.26 would be $334,967.
The Region’s approved 2017 Waste Management Capital Program includes a budget of $2,194,000 for Vehicle Replacements (project # 01007) to be funded from the Corporate Fleet Replacement Reserve. To date, $1,696,900 has been spent or committed, leaving a balance of $497,100. An amount of $450,000 has been allocated for this purchase. The annual cost of the service agreement is $16,400 including applicable taxes. The approved 2017 Waste Management Operating Budget includes a provision for the cost of the service agreement.

Other Department Consultations/Concurrence:

Fleet Management and Waste Management staff was consulted in the preparation of this report.

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo

Corporate Services

Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: August 30, 2017  File Code: F18-20

Subject: Q2017 – 1114 Well Drilling and Monitoring Well Construction Services Township of North Dumfries, Ontario

Recommendation:

That the Regional Municipality of Waterloo accept the quotation of Choice Sonic Drilling Ltd. for Q2017-1114 Well Drilling and Monitoring Well Construction Services, Township of North Dumfries, Ontario in the amount of $162,140.00 plus all applicable taxes as set out in report COR-TRY-17-80 dated August 30, 2017.

Summary: Nil

Report:

Quotations were called for Q2017-1114 Well Drilling and Monitoring Well Construction Services, Township of North Dumfries, Ontario and were advertised on the Ontario Public Buyers Association website and on the Region’s website. There had been a pre-qualification completed for this project (PQ2015-11) and only bids received from the pre-qualified list were accepted. Quotations were received and opened through the Region’s e-bidding system and reviewed by Procurement and program area staff.

The following quotation was received:

Choice Sonic Drilling Ltd. Mount Albert, Ontario $162,140.00

Only one bid was received due to the type of drilling method required for this work (rotary sonic) and the limited number of drillers capable of drilling using this method.
The work under this contract includes the drilling and installation of eight monitoring wells at four different locations to support the Upper Cedar Creek Scoped Subwatershed Study.

The work is scheduled to start August 31\textsuperscript{st}, 2017 and be substantially complete by December 31, 2017.

The final date of acceptance for this quotation is October 2, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to plan for and provide the infrastructure and services necessary to create the foundation for economic success under Strategic Focus Area 1, Thriving Economy.

**Financial Implications:**

\begin{align*}
\text{Q2017-1114} & \quad \$162,100 \\
\text{Regional Water Services Laboratory Charges} & \quad 37,000 \\
\text{Sub-total} & \quad 199,100 \\
\text{Plus: Applicable Net HST of 1.76\%} & \quad 2,900 \\
\text{Total} & \quad 202,000 \\
\end{align*}

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

The Region’s approved Community Planning Capital Program includes a budget of $781,500 in 2017 for Watershed Growth Studies (project # 22021) to be funded from the RDC Reserve Fund (90\%; $703,400) and from the property tax levy (10\%; $78,100). The $781,500 includes a project increase of $146,000 authorized through report COR-TRY-17-31 dated April 12, 2017. To date, $71,300 has been spent and $304,900 (net of recovery from the City of Cambridge) has been committed for 2017, leaving a budget of $405,300 remaining, which is sufficient to cover the cost of this work.

In order to complete all of the work contemplated as part of the project budget, there is an additional budget requirement of $217,200 in 2018, as shown in the following table. Through the 2018 budget process, staff will include this amount in the preliminary 2018-2027 Community Planning Capital Program.
The General Government RDC reserve is currently in a deficit position. Interim financing will be provided by RDC Reserve Funds that are currently in positive positions. The deficit balance in the General Government RDC Reserve will be recovered under future development charge by-laws over the next five to ten years.

**Other Department Consultations/Concurrence:**

Water Services staff was consulted in the preparation of this report.

**Attachments:** Nil

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

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: August 30, 2017
File Code: F18-30
Subject: T2017-213 2017 Intersection and Other Miscellaneous Roadway Improvements

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Capital Paving Inc. for T2017-213 2017 Intersection and Other Miscellaneous Roadway Improvements in the amount of $781,004.88 plus all applicable taxes as set out in report COR-TRY-17-81;

And that the Regional Municipality of Waterloo approve an increase in project costs of $237,453.03 gross and $0.00 net to facilitate the construction of entrance improvements on Homer Watson Boulevard at 123 Pioneer Drive, undertaken on behalf of CP REIT Ontario Properties Limited;

And that the Regional Municipality of Waterloo approve an increase in project costs of $41,305.25 gross and $0.00 net to facilitate the construction of entrance improvements on Fairway Road at 10 Manitou Drive, undertaken on behalf of First Capital Holdings (Ontario) Corporation.

And that the Regional Municipality of Waterloo approve an increase in project costs of $345,000 for project 05779 Waterloo Spur Line Trail Improvements to be funded from the Regional Development Charge Reserve Fund.

Summary:
Nil
Report:

Tenders were called for T2017-213 2017 Intersection and Other Miscellaneous Roadway Improvements and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were received and opened through the Region’s e-bidding system and reviewed by Procurement and program area staff.

The following tenders were received:

- Capital Paving Inc. Guelph, ON $781,004.88
- Steed and Evans Limited St. Jacobs, ON $869,000.00
- Coco Paving Inc. Petersburg, ON $1,369,317.10

The work under this contract includes the following:

- Road widening and construction of a pedestrian refuge island and sidewalk on Eagle Street (Regional Rd. 39) east of Laurel Street in the City of Cambridge;
- Sidewalk and right-turn entrance improvements on Fairway Road at the Region of Waterloo’s Fairway Road Bus Transfer Station east of Wilson Avenue in the City of Kitchener;
- Waterloo Spur Line Trail improvements between Moore Street and Roger Street in the City of Waterloo;
- Street light retrofits on Hespeler Road, Franklin Boulevard and Manitou Drive in the City of Cambridge and City of Kitchener;
- Curb and sidewalk improvements for pedestrian crossings on Waterloo Street at Huron Street in the Town of New Hamburg, Township of Wilmot; and
- Right-turn lane entrance improvements on Homer Watson Boulevard (Regional Rd. 28) at 123 Pioneer Drive in the City of Kitchener, on behalf of CP REIT Ontario Properties Limited;
- Entrance improvements on Fairway Road at 10 Manitou Drive in the City of Kitchener, on behalf of First Capital Holdings (Ontario) Corporation.

The staging sequence for construction of the work under this contract will be subject to the contractor’s schedule. Two-way traffic on all roads will be maintained at all times with periodic lane restrictions by contractor signing and flagging as necessary. Access to all residences and businesses will be maintained during construction.
Construction is scheduled to start on September 11, 2017 with completion expected by early November 2017.

The final date of acceptance for this tender is November 9, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to create a public transportation network that is integrated, accessible, affordable and sustainable and to build infrastructure for, and increase participation in, active forms of transportation (cycling and walking) under Strategic Focus Area 2, Sustainable Transportation.

**Financial Implications:**

Contract T2017-213 costs are shared as follows:

| Region of Waterloo – Transportation Division | $559,600 |
| CP REIT Ontario Properties Limited | 188,200 |
| First Capital Holdings (Ontario) Corporation | 33,300 |
| **Total** | **$781,100** |

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

**Region of Waterloo Transportation Division Costs**

| T2017-213 | $559,600 |
| Region Engineering – Design/Tender/CA/Inspection/PM | 97,200 |
| Consulting Engineering - Design | 20,000 |
| Geotechnical Consulting – Materials Inspection and Testing | 10,800 |
| Traffic Detours, Signing and Line Painting | 8,000 |
| **Sub-total** | **$695,600** |
| **Plus: Applicable Net HST of 1.76%** | **10,400** |
| **Total** | **$706,000** |

Note: All figures are rounded to the nearest $100.
The Region of Waterloo’s approved 2017 Ten Year Transportation Capital Program includes a budget of $1,090,000 in 2017 for projects 05340,05549,05555, 05779, 06744 and 07180 to be funded from the Roads Rehabilitation Capital Reserve (23%; $250,000) and the Development Charge Reserve Fund (77%; $840,000). Based on the low tender result, the estimated cost for the work under this contract is $706,000 which is within the available project budgets for all but one project, 05779 Waterloo Spur Line Trail Improvements. This project has a current year budget of $300,000 however a significant portion of this budget was committed under tender 2015-128. A budget increase of $345,000 is required to cover the estimated cost of $322,300 for this tender and other project commitments. The increased budget requirement is a result of additional restoration and improvement work from termination of adjacent property encroachment as well as the increased unit pricing on this section of the project.

**CP REIT Ontario Properties Limited Costs**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2017-213</td>
<td>$188,200</td>
</tr>
<tr>
<td>Region Engineering – Design/Tender/CA/Inspection/PM</td>
<td>18,800</td>
</tr>
<tr>
<td>Geotechnical Consulting – Materials Inspection and Testing</td>
<td>3,600</td>
</tr>
<tr>
<td>Traffic Detours, Signing and Line Painting</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>212,600</td>
</tr>
<tr>
<td>Plus: Applicable HST of 13%</td>
<td>24,900</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>237,500</td>
</tr>
</tbody>
</table>

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

CP REIT Ontario Properties Limited has submitted a Letter of Credit to the Region in the amount of $320,000 as security for the estimated costs of the Region to construct the right-turn lane entrance improvements on Homer Watson Boulevard at 123 Pioneer Drive in the City of Kitchener. Based on the low tender result, CP REIT Ontario Properties Limited’s share of the estimated cost for the entrance improvements portion of the work is $237,500. The funds provided by CP REIT Ontario Properties Limited are sufficient to cover the estimated costs for the right-turn lane entrance improvements and excess funds after completion of the works and final assessment of costs will be returned.
First Capital Holdings (Ontario) Corporation Costs

T2017-213 $33,300
Region Engineering – Design/Tender/CA/Inspection/PM 3,100
Geotechnical Consulting – Materials Inspection and Testing 600
Sub-total $37,000

Plus: Applicable HST of 13% 4,400
Total $41,400

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

First Capital Holdings (Ontario) Corporation has submitted a Letter of Credit to the Region in the amount of $58,600 as security for the estimated costs of the Region to construct the entrance improvements on Fairway Road at 10 Manitou Drive in the City of Kitchener. Based on the low tender result, First Capital Holdings (Ontario) Corporation’s share of the estimated cost for the entrance improvements portion of the work is $41,400. The funds provided by First Capital Holdings (Ontario) Corporation are sufficient to cover the estimated costs for the entrance improvements and excess funds after completion of the works and final assessment of costs will be returned.

Other Department Consultations/Concurrence:

Design and Construction staff and Transportation staff were consulted in the preparation of this report.

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
The Regional Municipality of Waterloo

Community Services Committee

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Regional Municipality of Waterloo approves the creation of an ad-hoc Committee to solicit additional input from the community and provide a recommendation to the Community Services Committee regarding the Ontario Works Discretionary Benefits Program Budget on October 24, 2017;

And that the ad-hoc Committee consist of G. Lorentz, S. Strickland, S. Foxton, J. Mitchell, E. Clarke, and appropriate staff.

2. That the Regional Municipality of Waterloo amend the 2007 Interest Bearing Loan Agreement of $177,243 with New Generation Co-operative Homes Inc. to be a non-interest bearing loan funded from the Region’s Revolving Loan Fund, subject to all necessary documentation being satisfactory to the Regional Solicitor; and

That the accumulated interest of $46,914 be charged against the 2017 Housing Services Operating Budget as detailed in report CSD-HOU-17-17/COR-TRY-17-71 dated August 22, 2017.


August 22, 2017
The Regional Municipality of Waterloo
Administration and Finance Committee
Summary of Recommendations to Council

The Administration and Finance Committee recommends as follows:

1. That the Regional Municipality of Waterloo submit an application to the Ontario Infrastructure and Lands Corporation for a debenture in an amount not to exceed $13.586 million for a term not to exceed 30 years for a capital work for the City of Cambridge;

   And that the required by-law to authorize the application be placed on the August 30, 2017 Regional Council agenda. [COR-TRY-17-74]

2. That the Regional Municipality of Waterloo approve the pre-budget procurement of 34 vehicles and pieces of equipment which are scheduled for replacement in 2018, with funding from the appropriate vehicle/equipment reserves, as set out in report COR-FFM-17-12/COR-TRY-17-75 dated August 22, 2017.

3. That the Regional Municipality of Waterloo continue to license and inspect Salvage Yards and Salvage Shops; and

   That staff undertake a review of the Salvage Yard and Shops by-law. [PDL-CAS-17-07]


August 22, 2017
The Regional Municipality of Waterloo

Planning and Works Committee

Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for a maintenance access on the east side of Regional Road 54 (Lackner Boulevard), approximately 56 m south of Zeller Drive in the City of Kitchener, as described in Report PDL-CPL-17-25, dated August 22, 2017.

2. That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the proposed reconstruction of King Street (Regional Road 15), from the ION tracks south of Erb Street to Elgin Street, in the City of Waterloo in the Regional Municipality of Waterloo as detailed in report PDL-LEG-17-54 dated August 22, 2017;

   1. Complete application(s) to the Council of The Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction and reconfiguration of King Street North (Regional Road No.15), extending from the ION tracks south of Erb Street to Elgin Street, in the City of Waterloo and described as follows:

      i. Part of Lot 13 E/S King Street Plan 491, City of Waterloo, being Part 1 on 58R-19185 (Part of PIN 22374-0177 (LT)) (78 King Street North, City of Waterloo);

   2. Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);

   3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. 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 a transaction whereby the required interests in the lands are conveyed or if otherwise deemed appropriate in the opinion of the Commissioner of Transportation and Environmental Services and the Regional Solicitor; and

6. Do all things necessary and proper to be done and report thereon to Regional Council in due course.

3. That Council of The Regional Municipality of Waterloo approve the expropriation of lands for the purpose of the improvements to Ottawa Street (Regional Road 4) from the Highway 7 Westbound Ramp to 250 Metres West of Charles Street, in the City of Kitchener, in The Regional Municipality of Waterloo as detailed in Report PDL-LEG-17-56 dated August 22nd, 2017, described as follows:

Fee Simple Full Taking:

i. Lot 21, Registered Plan 262 and Part Lot 22 Registered Plan 262 save and except Part 12 on WR769305, all of PIN 22506-0249(LT)(22 Ottawa Street South, Kitchener);

ii. Part Lot 22, Registered Plan 262 as in 658294, all of PIN 22506-0078(LT)(14 Ottawa Street South, Kitchener);

iii. Lots 20, 31, 32 & 33, Registered Plan 262 and Part Park Lot 25 Plan 404 and Part Lot 54 Streets and Lanes as in 564486 & 1410660 save and except Part 15 on 58R-17395, all of PIN 22506-0227(LT)(1081 King Street East South, Kitchener);

Fee Simple Partial Taking:

iv. Part of Lot 170 & 171, Registered Plan 299, being Part 1 on Reference Plan 58R-19709, part of PIN 22520-0060 (LT) (168 Ottawa Street North, Kitchener);

v. Part of Lot 172, Registered Plan 299, being Part 2 on Reference Plan 58R-19709, part of PIN 22520-0061(LT) (172 Ottawa Street North, Kitchener);

vi. Part of Lots 187 & 188, Registered Plan 299, being Part 3 on Reference Plan 58R-19709, part of PIN 22520-0194(LT) (184 Ottawa Street North, Kitchener);

vii. Part of Lots 188 & 189, Registered Plan 299, being Part 4 on Reference Plan
Plan 58R-19709, part of PIN 22520-0072(LT) (188 Ottawa Street North, Kitchener);

viii. Part of Lots 189 & 190, Registered Plan 299, being Part 5 on Reference Plan 58R-19709, part of PIN 22520-0073(LT) (194 Ottawa Street North, Kitchener);

ix. Part of Lot 1, Registered Plan 650, being Part 6 on Reference Plan 58R-19709, part of PIN 22520-0074(LT) (198 Ottawa Street North, Kitchener);

x. Part of Lot 2, Registered Plan 650, being Part 7 on Reference Plan 58R-19709, part of PIN 22520-0075(LT) (206 Ottawa Street North, Kitchener);

xi. Part of Lot 5, Registered Plan 650, being Part 9 on Reference Plan 58R-19709, part of PIN 22520-0076(LT) (226 Ottawa Street North, Kitchener);

xii. Part of Lot 6, Registered Plan 650, being Part 10 on Reference Plan 58R-19709, part of PIN 22520-0077(LT) (234 Ottawa Street North, Kitchener);

xiii. Part of Lot 7, Registered Plan 650, being Part 11 on Reference Plan 58R-19709, part of PIN 22520-0078(LT) (240 Ottawa Street North, Kitchener);

xiv. Part of Lot 8, Registered Plan 650, being Part 12 on Reference Plan 58R-19709, part of PIN 22520-0079(LT) (248 Ottawa Street North, Kitchener);

xv. Part of Lot 39, Registered Plan 651, being Part 13 on Reference Plan 58R-19709, part of PIN 22569-0013(LT) (257 Ottawa Street North, Kitchener);

xvi. Part of Lot 38, Registered Plan 651, being Part 14 on Reference Plan 58R-19709, part of PIN 22569-0014(LT) (251 Ottawa Street North, Kitchener);

xvii. Part of Lot 37, Registered Plan 651, being Parts 15 and 16 on Reference Plan 58R-19709, part of PIN 22569-0015(LT) (245 Ottawa Street North, Kitchener);

xviii. Part of Lot 36, Registered Plan 651, being Parts 17 and 18 on Reference Plan 58R-19709, part of PIN 22569-0016(LT) (239 Ottawa Street North, Kitchener);

xix. Part of Lot 35, Registered Plan 651, being Part 19 on Reference Plan 58R-19709, part of PIN 22569-0017(LT) (231 Ottawa Street North, Kitchener);

xx. Part of Lot 34, Registered Plan 651, being Part 20 on Reference Plan 58R-19709, part of PIN 22569-0018(LT) (225 Ottawa Street North, Kitchener);

xxi. Part of Lot 33, Registered Plan 651, being Part 21 on Reference Plan 58R-19709, part of PIN 22569-0019(LT) (221 Ottawa Street North, Kitchener);

xxii. Part of Lot 32, Registered Plan 651, being Part 22 on Reference Plan 58R-19709, part of PIN 22569-0020(LT) (215 Ottawa Street North, Kitchener);

xxiii. Part of Lot 31, Registered Plan 651, being Part 23 on Reference Plan 58R-19709, part of PIN 22569-0021(LT) (209 Ottawa Street North, Kitchener);

xxiv. Part of Lot 30, Registered Plan 651, being Part 24 on Reference Plan 58R-
19709, part of PIN 22569-0022(LT) (203 Ottawa Street North, Kitchener);
xxv. Part of Lot 17, Registered Plan 651, being Part 26 on Reference Plan 58R-
19709, part of PIN 22569-0024(LT) (70 Mackenzie Ave., Kitchener);
xxvi. Part Lot 3, Registered Plan 651, being Part 27 on Reference Plan 58R-
19709, part of PIN 22577-0130(LT) (167 Ottawa Street North, Kitchener);
xxvii. Part Lot 2, Registered Plan 651, being Part 28 on Reference Plan 58R-
19709, part of PIN 22577-0129(LT) (165 Ottawa Street North, Kitchener);
xxviii. Part Lot 1, Registered Plan 651, being Part 29 on Reference Plan 58R-
19709, part of PIN 22577-0128(LT) (163 Ottawa Street North, Kitchener).

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 of Transportation
and Environmental Services that such lands, or any part or interest thereof, are not required for the subject Project.

4. That the Regional Municipality of Waterloo implement an all-way stop at the intersection of Snyder's Road (Regional Road 1) and Sandhills Road by amending Traffic and Parking By-law 16-023, as amended, to:

   a) Remove from Schedule 11, Through Highways, Waterloo Street/Snyder’s Road (Regional Road 1) from the North Side of Huron Street (Regional Road 1) to the West Side of Gingerich Road/Snyder’s Road (Regional Road 6);

   b) Add to Schedule 11, Through Highways, Waterloo Street/Snyder’s Road (Regional Road 1) from the North Side of Huron Street (Regional Road 1) to the West Side of Sandhills Road;

   c) Add to Schedule 11, Through Highways, Snyder’s Road (Regional Road 1) from the East Side of Sandhills Road to the West Side of Gingerich Road/Snyder’s Road (Regional Road 6); and

   d) Add to Schedule 12, Intersection Stop Signs, Snyder’s Road (Regional Road 1) intersecting at Sandhills Road, facing all directions;


5. That the Regional Municipality of Waterloo endorse the comments previously submitted by Regional staff and attached to report TES-17-02/COR-FFM-17-11 dated August 22, 2017, as the Region of Waterloo’s input to the Province regarding the Proposed Asset Management Planning Regulation.

6. That the Regional Municipality of Waterloo approve the Transportation Demand Management Program Plan for 2017-2021, as described in report TES-TRS-17-17, dated August 22, 2017, with the implementation of the plan subject to Regional Council’s annual budget deliberations.

7. That the Regional Municipality of Waterloo direct Regional staff to submit Heritage Permit and Demolition Control applications to the City of Kitchener to demolish and replace the houses located at 474 and 484 Queen Street South with landscaping that restores the historic side yard of the original farmstead and enhances this significant cultural heritage landscape, as described in Report PDL-CUL-17-24.

8. That the Regional Municipality of Waterloo forward Report PDL-CPL-17-26, dated August 22, 2017 to the Minister of Municipal Affairs in response to Bill 139.
- (Schedule 3) – the proposed Building Better Communities and Conserving Watersheds Act, 2017: Amendments to the Planning Act and the Conservation Authorities Act.

9. That the Regional Municipality of Waterloo approve an increase to the annual upset limit for the purchase of traffic signal controllers and ancillary equipment from $400,000 to $700,000 from Econolite Canada Incorporated (Econolite) plus applicable taxes as required, as described in Report TES-TRP-17-16 dated August 22, 2017.

10. That the Regional Municipality of Waterloo approve the GRT Business Plan 2017-2021, as described in report TES-TRS-17-15, dated August 22, 2017, with the implementation of the business plan subject to Regional Council’s annual budget deliberations;

And that the Regional Municipality of Waterloo direct staff to prepare the preliminary 2018 – 2027 GRT Capital Budget to include the facility, equipment and vehicle capital requirements as set out in the GRT Business Plan.

11. That the Regional Municipality of Waterloo approve the Recommended Design Alternative for Weber Street from Northfield Drive to Blythwood Road in the City of Waterloo as outlined in Report TES-DCS-17-17.

August 22, 2017
The Regional Municipality of Waterloo

Planning and Works Committee

Summary of Closed Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That The Regional Municipality of Waterloo approve, enter into a Settlement Agreement for and execute all documentation related to the expropriation of lands for Stage 1 of the Rapid Transit Project legally described as Part Lot 7, Plan 41, being Part 1 on Plan WR838549 (PIN 22317-0349 (LT)), being part of the property municipally addressed as 400 King Street West, City of Kitchener, Regional Municipality of Waterloo, from 2040799 Ontario Limited providing for payment in the amount of $205,000.00, as full compensation for the market value of the land, costs and interest, with all documentation to the satisfaction of the Regional Solicitor;

   And That the Regional Solicitor has all necessary authority to execute the Settlement Agreement and all such other documents related thereto.

2. That the Regional Municipality of Waterloo confirm the appeal filed by the Director of Community Planning on behalf of the Region pursuant to By-law 17-035 (Commissioner's Delegation By-law), with regard to the Township of North Dumfries Council approval of Zoning Amendment By-law 2873-17 to the Ontario Municipal Board (OMB);

   And That staff be directed to work collaboratively with Township staff toward a satisfactory resolution of the appeal prior to the scheduling of an OMB hearing, and where a satisfactory resolution can be reached, that the Commissioner of Planning, Development and Legislative Services be delegated the authority to withdraw the appeal;

   And Further That staff be directed to attend the OMB proceedings to represent the Region of Waterloo on the direction of the Commissioner of Planning, Development and Legislative Services in the event a satisfactory resolution cannot be reached prior to the scheduling of an OMB hearing.

August 22, 2017

2499387
The Regional Municipality of Waterloo

Library Committee

Summary of Recommendations to Council

The Library Committee recommends as follows:

1. That the Regional Municipality of Waterloo accept the tender of Century Group Inc. for T2017-194 Library Headquarters Expansion-Nafziger Road, Baden in the amount of $775,280.00 plus all applicable taxes as set out in report COR-TRY-17-76 dated August 25, 2017;

And that the Regional Municipality of Waterloo approve an increase in the project costs of $171,400 to be funded by debentures;

And that the Regional Municipality of Waterloo advance funds in the amount of $325,000 from 2018 to 2017 within the Region of Waterloo Library Capital program to facilitate the start of construction in October 2017;

And that the Regional Municipality of Waterloo authorize the issuance of debentures in an amount not to exceed $571,400 for a term not to exceed 10 years with the resulting debt servicing costs to be funded from the property tax levy for Library Services and future Library Services Development Charges;

And that the Regional Municipality of Waterloo include this project in the next RDC background study.

August 25, 2017
The Regional Municipality of Waterloo

Library Committee

Summary of Closed Recommendations to Council

The Library Committee recommends as follows:

1. That Library Committee authorizes the Chair to sign a Letter of Commitment indicating the Region of Waterloo’s support for a shared library facility in St Clements, ON.

August 25, 2017