



Media Release: Immediate

Regional Municipality of Waterloo

Consolidated

Council Agenda

Wednesday, June 27, 2018

Closed Session 5:45 p.m.

Waterloo County Room

Regular Meeting 7:00 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener, Ontario

* 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, June 27, 2018 at 5:45 p.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

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

4. Motion to Reconvene Into Open Session

5. Declarations of Pecuniary Interest under the “Municipal Conflict Of Interest Act”

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

6. Presentations

- a) Ontario Heritage Trust Lifetime Achievement Award – Lawrence (Lary) Turner
- b) Ontario Heritage Trust Young Leaders Award (Group) – Bluevale Collegiate Institute
- c) Ontario Senior of the Year – Ruth Hicks
- d) Jennifer Murray, Friends of the Waterloo Region Museum Re: Cheque Presentation, Support of Costume Provisions

7. Petitions**8. Delegations**

- a) [Natalie Lasenby](#) re: Access Permit in North Dumfries Township

Page 6**9. Minutes of Previous Meetings**

- a) Closed Council – June 6, 2018
- b) Council – June 6, 2018
- c) All Council – June 8, 2018
- d) Planning & Works – June 19, 2018
- e) Administration & Finance – June 19, 2018
- f) Closed Committee – June 19, 2018
- g) Community Services – June 19, 2018
- h) Economic Development – June 19, 2018

10. Communications

- a) Council Information Package – June 22, 2018 (**Distributed Electronically**)

11. Motion To Go Into Committee Of The Whole To Consider Reports**12. Reports****Finance Reports**

- a) [COR-TRY-18-67](#), T2018-178 Borehole and Monitoring Well Installations with Testing – Middleton Street Well Field, Cambridge, Ontario

Page 8

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Aardvark Drilling Inc. for T2018-178 Borehole and Monitoring Well Installations with Testing – Middleton Street Well Field, Cambridge, Ontario in the amount of \$277,160.01 plus all applicable taxes as set out in report COR-TRY-18-67 dated June 27, 2018.

- b) **COR-TRY-18-68**, T2018-164 Supply & Delivery of Computers and Peripherals

Page 10

Recommendation:

That the Regional Municipality of Waterloo accept the tender of CDW Canada Corporation for T2018-164 Supply & Delivery of Computers and Peripherals for a period of three (3) years starting July 1, 2018 with an option to renew for two (2) additional two (2) year terms at an estimated total cost of \$1,495,071.00 (2018 annual estimated cost of \$498,357.00) plus all applicable taxes as set out in report COR-TRY-18-68 dated June 27, 2018.

- c) **COR-TRY-18-69**, Transit Pads, Shelters and Electrical

Page 12

Recommendation:

That the Regional Municipality of Waterloo accept the negotiated bid submission and enter into a contract agreement with Ball Construction Ltd. for Transit Pads, Shelters and Electrical in the amount of \$699,758.00 plus all applicable taxes as set out in report COR-TRY-18-69 dated June 27, 2018

Committee Reports

- a) **Planning & Works** - attached & marked PS-180619 **Page 16**
- * Request to defer item #8 re: TES-TRP-18-07, Proposed Relocation of Intersection Pedestrian Signal (IPS) – Bridgeport Road (Regional Road 9), in the City of Waterloo
- * **Closed Planning & Works** - attached & marked CPS-180619 **Page 20A**
- b) **Administration & Finance** - attached & marked FS-180619 **Page 21**
- c) **Community Services** - attached & marked SS-180619 **Page 24**
- d) **Economic Development** - attached & marked EDS-180619 **Page 27**

Chief Administrative Officer

2760255

Regional Chair

Regional Clerk

13. Other Matters Under Committee Of The Whole

- a) [PDL-ECD-18-06](#), Smart Cities Challenge Phase 2 Application

Page 28

Recommendation:

That the Regional Municipality of Waterloo approve an increase in the 2018 operating budget of \$500,000 gross and \$125,000 net and the addition of 3.0 temporary full time equivalent staff to support the development of the Waterloo region's Phase 2 Smart Cities application, with the Region's portion (\$125,000) to be funded from the Tax Stabilization Reserve, all as outlined in report PDL-ECD-18-06 dated June 27, 2018.

- * b) [Memorandum](#) re: ION Vehicle and Testing Update

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 Delegate Authority to the Outgoing Council to Pass By-law(s) to Authorize the Issue of Debentures for Capital Works of The Regional Municipality of Waterloo and Some of its Lower-Tier Municipalities
- b) A By-law with Respect to Authorizing The Regional Municipality of Waterloo to Enter into an Ontario Transfer Payment Agreement for the Purposes of Carrying Out and Administering the Ontario Ministry of Housing Development Charge Rebate Program, on behalf of the City of Kitchener.
- c) A By-law to amend By-law Number 09-025, as amended, being a by-law to adopt Amendment Number 2 to the Official Plan of the Regional Municipality of Waterloo – East Side Lands – Stage 2, Urban Area, Urban Designated

Greenfield Areas and Prime Industrial/Strategic Reserve (Serviced) in the City of Cambridge and the Township of Woolwich

- d) A By-law to Authorize and Govern the Execution of Documents on Behalf of The Regional Municipality of Waterloo and to Repeal By-law 12-017, As Amended
- * e) A By-law to Appoint Deputy Clerks, in the absence of the Regional Clerk and Deputy Clerk and to Repeal By-law 17-039
- f) A By-law to Confirm the Actions of Council – June 27, 2018

22. Adjourn

Objective

Eliminate backing in and out of my driveway on an increasingly busy main road. Making a safer access for through traffic as well as for my own family/business

Summary of concerns and solutions presented to the region

We purchased this property last May and when we viewed the property and saw that the curb was already cut, we did not think that there would be any issues with the township regarding opening that access. We purchased at the height of the real estate boom, time was not kind to us to check into it more concretely. I had contacted the township and I spoke to a clerk and was told over the phone that it wouldn't be an issue. Fast forward to when I began to pursue this, is when I found out that it is a road owned by the region and not the township. We own a small family renovation company, that has been in business serving this community for 10yrs. We own a SUV style truck and enclosed trailer(6x10) which is used for our business/pleasure. We use the trailer to move equipment for our business. We also use it for family fun moving ATVs. We do back the trailer in so that a constant sight line is with oncoming traffic. This aids in avoiding a potential accident, but it unfortunately has not eliminated it, due to people treating this corner like a Nascar speedway. I had contacted the region back in Mar of this year to address the speed issue at this corner, trying to avoid a potential collision. If I had to average it out for you it would be almost 4 times per month. The region performed a speed study and basically has proved what I have complained about. There is posted signs for a recommended speed of 30km/h around the corner. The speed study showed that cars on average are travelling a speed of 51km/h. I proposed to the region that at my own expense I would like to remove 3-4 of the trees that are blocking where the curb is already cut and use that access to allow our vehicles to only be driving into the driveway not having to back in or out ever. This was an immediate no as they stated they do not permit u shape driveways. There was no rationale ever given to me why it is not permitted, just that u shape driveways are not supported. The policy also dictates it is at the discretion of the region. U shape driveways are in existence at various properties for various reasons. No clear-cut information was given to me as to why for my property it is not an option. I then also proposed to the region that at my expense I would open the southerly access and would close the more northerly access. At my expense I offered to remove the trees and in lieu of removing the trees I would pay to plant mature trees to close the other portion of the driveway and that would eliminate the u shape driveway that the region had said no to. That option was a no as well. I also indicated with that plan that I would be able to on my property do a complete turnaround so as there would still be no backing out onto the road way it would always be a pulling into and out of the driveway. This also was rejected because of the speed study. I have pitched two solutions to a problem and both are apparently not feasible by the region. From the beginning I have offered to incur all expenses on this project from tree removal to replacing trees. There will be no cost to the region whatsoever as the curb is already cut. While I do 100% agree that policies and procedures need to be in existence to maintain order. I also do feel that there are circumstances and variables when policies do not fit or regard all situations at hand, policies when written are very generalized and do not consider all factors. In this case I am hoping the logic behind my safety concerns for my family/business are heard by council. I also would like to point out that I have been proactive with offering up two different solutions to the problem. As stated above due to this being almost a weekly occurrence that to me is only a matter of time before someone is hit at my driveway. I would be pursuing legal action against the region as I have exhausted my efforts to mitigate my damages with respect to this issue. I would also like to add that the region has not provided any solutions to this problem. There solution was

to put up hidden driveway signs, and leave the access the way it is. Which has achieved nothing as they were up at the time of the speed study.

Bulletin points of improved safety.

When you drive along the road you cannot see my house when you are approaching from the south. Having the southerly access open/trees removed people will see my home and it automatically makes people aware that if there is a house, there is obviously a driveway.

Either of the two-driveway suggestion I have made will eliminate backing into or out of the driveway with the trailer. Turn around can be done on my property.

I would install at my expense reflective markers to indicate that there is a driveway entrance or entrances if a u-shape driveway is permitted.

I am still willing to plant for the 3 or 4 trees mature trees where ever the region would like in lieu of removing those trees blocking the southerly access.

I have no preference for which driveway configuration the council would support as I am only trying to achieve a safer option for traffic and my own personal property. I do not want a lawsuit and I am sure the region does not want that either.

The current driveway configuration does not permit the truck and trailer to drive onto our property and do a turnaround. We would only be able to drive into the driveway, but he then is backing out blind into traffic when he leaves again with the trailer.

On a smaller scale, this would also be a positive for your waste management staff as they are currently making 2 stops on a bend in the road. My house and my neighbours are the only properties on this side of the road. My new access is less then 10 ft from my neighbour's driveway, our waste would be together, so it would be one stop for both properties.

Miscellaneous information

Please see article linked below that was covered by the waterloo regional record on March 28, 2017. This property has already cost the taxpayers, the region of waterloo and the township of north dumfries many tens of thousands of dollars in legal litigation. I would prefer to avoid this potential route as a business owner and a conscious tax payer. Its just not a good thing for all parties involved, but to protect something that I have worked so hard to build I would have no choice.

<https://www.therecord.com/news-story/7213800-dispute-between-neighbours-sparked-8-day-trial-and-cost-taxpayers-tens-of-thousands-of-dollars/?s=e>

I also would like to add my trailer is not in violation of any by laws. In North Dumfries township we are allowed to park these types of vehicles at our home. I do realize Cambridge, Kitchener, and Waterloo have by laws against this, where I live we do not.

I will have pictures available to show council at the meeting.

Natalie Lasenby



Report: COR-TRY-18-67

Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: June 27, 2018 **File Code:** F18-30
Subject: T2018-178 Borehole and Monitoring Well Installations with Testing –
 Middleton Street Well Field, Cambridge, Ontario

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Aardvark Drilling Inc. for T2018-178 Borehole and Monitoring Well Installations with Testing – Middleton Street Well Field, Cambridge, Ontario in the amount of \$277,160.01 plus all applicable taxes as set out in report COR-TRY-18-67 dated June 27, 2018.

Summary: Nil

Report:

Tenders were called for T2018-178 Borehole and Monitoring Well Installations with Testing – Middleton Street Well Field, Cambridge, Ontario via e-mail through the Region's procurement website. A pre-qualification was undertaken for this project (PQ2015-11) and only bids received from the pre-qualification list were eligible. An electronic notice was sent to prequalified bidders with an invitation to bid; three (3) prequalified companies responded to the invitation and registered. Due to the nature of work and limited number of drilling contractors, only two bids were received.

The following tenders were received:

Aardvark Drilling Inc.	Guelph, Ontario	\$277,160.01
Orbit Garant Drilling Services Inc.	Sharon, Ontario	\$781,285.00

The work under this contract includes borehole drilling, rock coring, well construction and geophysical testing of three groundwater multi-level monitoring well nests, as part of the Middleton Street wellfield hydrogeology study in Cambridge. The recommended bid award is very close to the Region's consultant's estimate.

Construction is expected to start July 2018, and be substantially complete by September 2018.

The final date of acceptance for this tender is September 11, 2018.

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:

T2018-178	\$277,200
Plus: Applicable Net HST of 1.76%	<u>4,900</u>
	Total <u>\$282,100</u>

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

The Region's approved 2018-2027 Water Capital Program includes a budget of \$2,109,000 in 2018 for Source Water Protection Assessment studies (project #04125), to be funded from the Water Capital Reserve (74.0%; \$1,560,700) and Development Charge Reserve (26.0%; \$548,300). An amount of \$300,000 was allocated for this contract. The remaining funds are allocated to other Source Protection Assessment projects.

Other Department Consultations/Concurrence:

Staff from Water Services 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



Report: COR-TRY-18-68

Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 27, 2018 **File Code:** F18-30

Subject: T2018-164 Supply & Delivery of Computers and Peripherals

Recommendation:

That the Regional Municipality of Waterloo accept the tender of CDW Canada Corporation for T2018-164 Supply & Delivery of Computers and Peripherals for a period of three (3) years starting July 1, 2018 with an option to renew for two (2) additional two (2) year terms at an estimated total cost of \$1,495,071.00 (2018 annual estimated cost of \$498,357.00) plus all applicable taxes as set out in report COR-TRY-18-68 dated June 27, 2018.

Summary: Nil

Report:

Tenders were called for T2018-164 Supply & Delivery of Computers and Peripherals and were advertised in the Record, 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:

CDW Canada Corporation	Etobicoke, ON	\$1,495,071.00
Itex Inc.	Kanata, ON	\$1,666,136.22
Powerland Computers Ltd.	Winnipeg, MB	\$1,912,140.78
New Vision Systems Canada Inc.	Toronto, ON	\$2,615,532.96

The work of this contract is for the supply and delivery of approximately 335 desktops of various types, 200 laptops of various types and associated peripherals such as monitors, keyboards, mice and a number of other related items on a yearly basis. The purchase of this equipment is generally for replacement and upgrading of existing Regional computer equipment. Actual replacements will be based on a combination of factors including an assessment of user requirements, age, system capability, support and maintenance costs and ability to meet Regional security requirements.

The final date of acceptance for this tender is August 27, 2018.

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:

	Three Year Estimate	Annual Estimate
T2018-164	\$1,495,100	\$498,400
Plus: Applicable Net HST of 1.76%	<u>26,300</u>	<u>8,800</u>
Total	<u>\$1,521,400</u>	<u>\$507,200</u>

The Region's approved 2018-2027 ITS Capital Program includes a budget of \$750,000 in 2018 and \$800,000 in 2019-2020 for Computer Replacements (project # 90411) to be funded in full from the Computer Equipment Reserve.

Other Department Consultations/Concurrence:

Information Technology 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



Report: COR-TRY-18-69

Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 27, 2018 **File Code:** F18-30

Subject: Transit Pads, Shelters and Electrical

Recommendation:

That the Regional Municipality of Waterloo accept the negotiated bid submission and enter into a contract agreement with Ball Construction Ltd. for Transit Pads, Shelters and Electrical in the amount of \$699,758.00 plus all applicable taxes as set out in report COR-TRY-18-69 dated June 27, 2018

Summary:

Nil

Report:

Tenders were called for Transit Pads, Shelters and Electrical 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.

Two bids were received and upon review of the tender submissions it was determined that one bidder had made an error in their submission which resulted in disqualification, and one bidder was significantly over budget. The tender was canceled and staff from Procurement and Design and Construction negotiated with the low bidder Ball Construction Ltd. as permitted under the Purchasing By-law, Part VII Purchase by Negotiation.

The work under this contract includes the following:

- Construction of thirty (30) new bus landing and/or shelter pads;
- Installation of thirty (30) new transit shelters;
- Installation and connection of electrical services to thirty-two (32) new or existing transit shelters;
- Installation of ten (10) stand-alone transit benches; and
- Installation of thirty (30) new bicycle racks.

Two-way traffic will be maintained at all locations at all times with periodic lane restrictions in effect. Access to local streets and abutting properties will be maintained at all times. Grand River Transit service will remain in place during construction. Emergency service access will be available at all times during construction.

Construction is scheduled to start on July 9, 2018 and be substantially complete by October 26, 2018.

The final date of acceptance for this bid is September 4, 2018.

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 under Strategic Focus Area 2, Sustainable Transportation.

Financial Implications:

Transit Pads, Shelters and Electrical	\$699,800
Consultant Survey and Design	63,000
Regional Engineering (Design, Tendering, Contract Administration)	48,000
(HST N/A)	
Consultant Inspection	25,000
Materials Inspection and Testing During Construction	<u>10,000</u>
	Sub-total \$845,800
Plus: Applicable Net HST of 1.76%	<u>14,000</u>
	Total <u>\$859,800</u>

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

The Region's approved 2018 GRT Capital Program includes \$875,000 (Projects 66029, 66006, 66040, 66041, 66116, and 67010) for this work set out as follows:

- Project #66029 includes \$2,146,000 for iXpress station development of which \$510,000 to be funded from development charges (37%; \$188,700) and the GRT Capital Reserve (63%; \$321,300) has been committed for this work. Of the contract amount above, \$503,600 relates to this project budget.
- Projects #66006, 66040, 66041 include \$400,000 for bus stop improvements and transit infrastructure of which \$160,000 to be funded from the GRT Capital Reserve (100%) has been committed for this work. Of the contract amount above, \$156,800 relates to these project budgets.
- Project #66116 includes \$674,000 for access improvements at various GRT / ION locations of which \$50,000 to be funded from federal subsidy (PTIF 50%; \$25,000) and tax supported debentures (50%; \$25,000) has been committed for this work. Of the contract amount above, \$46,700 relates to this project budget.
- Project #67010 includes \$1,918,000 for the Cambridge Transit Supportive Strategy of which \$155,000 to be funded from the RTMP Reserve Fund (100%) has been committed for this work. Of the contract amount above, \$152,700 relates to this project budget.

Individual project budgets are set out as described above in Appendix 'A'.

Debt servicing costs to be reflected in future GRT operating budgets are estimated to be \$3,000 annually over a 10 year period based on an estimated 3.5% cost of borrowing.

Other Department Consultations/Concurrence:

Design and Construction staff and Grand River Transit 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

Appendix A

GRT Transit Pads, Shelters and Electrical – Project Budget Variances

Project	Project Title	Capital Budget Allocation	Project Costs	Variance
66029	iXpress Station Development	\$510,000	\$503,600	\$6,400
66006, 66040, 66041	Bus Stop Area Improvements, Bus Shelters	160,000	156,800	3,200
67010	Cambridge Transit Initiatives	155,000	152,700	2,300
66116	GRT/ION Station Improvements	50,000	46,700	3,300
	Total	\$875,000	\$859,800	\$15,200

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

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 take the following actions regarding the property municipally known as 1011 Homer Watson Boulevard in the City of Kitchener, as described in Report PDL-CPL-18-28/COR-TRY-18-61 dated June 19, 2018:
 - a) Approve a joint Tax Increment Grant with the Regional amount not to exceed \$5,321,422 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, phased redevelopment and reassessment; and
 - b) Provide a Tax Increment Grant subject to the phased redevelopment of the property; and,
 - c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner of Corporate Services/Chief Financial Officer to execute any associated agreements with the registered owner of 1011 Homer Watson Boulevard and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors.

2. That the Regional Municipality of Waterloo endorse the Project Team Preliminary Proposed Route (2018) as displayed in Attachment 1 as the preferred route for Stage 2 ION: LRT from Kitchener to Cambridge as shown in Report TES-RTS-18-06 dated June 19, 2018;

And that subject to further evaluation of the portion of the route between Shantz Hill Road and Eagle Street North at William Street, and,

PS-180619

That the Region of Waterloo increase the contract with WSP Canada Group Limited by \$967,243.71 plus applicable taxes for a revised total of \$2,830,030.55 to cover the amended project scope requested.

3. That the Regional Municipality of Waterloo approve the Subwatershed Study for the Randall and Breslau Drains (December 2017) and Addendum to the Subwatershed Study (March 2018) (WSP) pursuant to Regional Official Plan policy 7.F.6 to the extent that it addresses matters of Regional interest; and

That the Regional Municipality of Waterloo adopt the proposed amendment to the Regional Official Plan with respect to lands in the northern part of the City of Cambridge and the southern part of the Township of Woolwich, as set out in Attachment '4'; and

That Regional staff be directed to prepare the implementing by-law for the proposed amendment to the Regional Official Plan as set out in Attachment '4'.

4. That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Erb Street Improvements, from Fischer-Hallman Road to Wilmot Line, in the City of Waterloo:
 - a) Approve the Recommended Design Alternative for the proposed construction and widening of Erb Street from Fischer-Hallman Road to Wilmot Line as described in Report TES-DCS-18-12 dated June 19, 2018.
 - b) Direct staff to file a Notice of Completion as required by the Municipal Class Environmental Assessment and place the Environmental Study Report on the public record for review for a period of 30 days.
 - c) Amend Traffic and Parking By-law 16-023, as amended, upon completion of construction to add to Schedule 22, Reserved Cycling Lanes on the north side of Erb Street (Regional Road 9) from Fischer-Hallman Road to Ira Needles Boulevard in the City of Waterloo.
 - d) Amend Traffic and Parking By-law 16-023, as amended, upon completion of construction to add to Schedule 22, Reserved Cycling Lanes on the south side of Erb Street (Regional Road 9) from Fischer-Hallman Road to Ira Needles Boulevard in the City of Waterloo
 - e) That staff give consideration to a potential roundabout on Erb Street West.

****Conflict of Interest, G. Lorenz****

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PS-180619

5. That the Regional Municipality of Waterloo endorse the Recommended Plan for Moving Forward (the Transportation Master Plan Update), described in Report TES TRP 18 09, dated May 29, 2018, and Report TES TRP 18 09.1, dated June 19, 2018.

6. That the Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended, upon completion of construction of the roundabout at the intersection of Herrgott Road (Regional Road 10) and Ament Line (Regional Road 17) to:
 - a) Add to Schedule 10, Level 2 Pedestrian Crossover, Herrgott Road (Regional Road 10) at Ament Line (Regional Road 17), on All Entry and Exits;
 - b) Remove from Schedule 17, Maximum Speed of 80 km/h on Herrgott Road (Regional Road 10) between Ament Line (Regional Road 17) and 450m North of Sunset Drive;
 - c) Remove from Schedule 17, Maximum Speed of 80 km/h on Ament Line / Hawkesville Road (Regional Road 17) between 715 m East of Manser Road (Regional Road 5) and 450m West of Northside Drive (St. Jacobs);
 - d) Add to Schedule 17, Maximum Speed of 80 km/h on Herrgott Road (Regional Road 10) between 400m South of Ament Line to 450 m North of Sunset Drive;
 - e) Add to Schedule 17, Maximum Speed of 60 km/h on Herrgott Road (Regional Road 10) between Ament Line (Regional Road 17) to 400m South of Ament Line;
 - f) Add to Schedule 17, Maximum Speed of 80 km/h on Ament Line / Hawkesville Road (Regional Road 17) between 715 m East of Manser Road (Regional Road 5) and 400m West of Herrgott Road (Regional Road 10);
 - g) Add to Schedule 17, Maximum Speed of 60 km/h on Ament Line / Hawkesville between 400 m West of Herrgott Road (Regional Road 10) and 400m East of Herrgott Road (Regional Road 10); and
 - h) Add to Schedule 17, Maximum Speed of 80 km/h on Ament Line / Hawkesville Road (Regional Road 17) 400m East of Herrgott Road (Regional Road 10) and 450m West of Northside Drive (St. Jacobs).

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PS-180619

7. That the Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended, to:
 - a) Remove from Schedule 4, No Stopping Anytime on both sides of Hespeler Road (Regional Road 24) from Highway 401 to Avenue Road;
 - b) Add to Schedule 4, No Stopping Anytime on both sides of Hespeler Road (Regional Road 24) from Highway 401 to Coronation Boulevard/Dundas Street (Regional Road 8);
 - c) Add to Schedule 15, Southbound Right-Turn Lane Designation on Hespeler Road (Regional Road 24) at Jaffray Street, Buses Excepted;
 - d) Add to Schedule 15, Southbound Right-Turn Lane Designation on Hespeler Road (Regional Road 24) at Coronation Boulevard (Regional Road 8), Buses Excepted; and,
 - e) Add to Schedule 24, Reserved Bus Lane, anytime, west side of Hespeler Road (Regional Road 24) from Jaffray Street to 170m south of Jaffray Street;

In the City of Cambridge, as outlined in in Report TES-RTS-18-05 dated June 19, 2018.

8. That the Regional Municipality of Waterloo relocate the existing intersection pedestrian signal from the current location at the Bridgeport Road (Regional Road 9) Pepler Street intersection to a new location approximately 130 metres to the east on Bridgeport Road at the Laurel Creek Trail crossing, as outlined in Report TES-TRP-18-07 dated June 19, 2018.

**** Request to Defer item 8 ****

9. That the Regional Municipality of Waterloo amend the Region's Traffic and Parking By-law 16-023, as amended, to add the following to Schedule 10:
 - a) A Level 2 Pedestrian Crossover on Cedar Street (Regional Road 97) at the east entrance to Westgate Plaza (east approach), in the City of Cambridge, and
 - b) A Level 2 Pedestrian Crossover on Nafziger Road (Regional Road 5) at Maple Leaf Street (north approach), in the Township of Wellesley; as outlined in Report TES-TRP-18-08, dated June 19, 2018.
10. That the Regional Municipality of Waterloo accept the "Cambridge Water Supply Class Environmental Assessment Project Report" summarized in this Report TES-WAS-18-14 dated June 19, 2018;

And that the Regional Municipality of Waterloo publish the Notice of Completion for the Project File Report and make the report available for public review and

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PS-180619

comment for a 30-day period, in accordance with the Municipal Engineers Association's Class Environmental Assessment process.

11. That the Region of Waterloo permit Kiwanis Transit and the Township of Woolwich to operate a community circulator transit service as a pilot project from September 4, 2018 to March 1, 2019, subject to sufficient funding being provided by Kiwanis Transit and the Township of Woolwich, as described in report TES-TRS-18-17 dated June 19, 2018.
12. That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with C3 Water Inc. to provide consulting engineering services for undertaking the review and updating of the Hidden Valley Low Lift (HVLL) Intake Operating Protocol, at an upset limit of \$242,058 plus applicable taxes.
13. That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 181 King Street South in the City of Waterloo, as described in Report PDL-CPL-18-29/COR-TRY-18-62 dated June 19, 2018:
 - a) Approve a joint Tax Increment Grant with the Regional amount not to exceed \$1,064,487 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, redevelopment and reassessment;
 - b) Provide a Tax Increment Grant subject to the redevelopment of the property; and
 - c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements with the registered owner of 181 King Street South and the City of Waterloo, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Waterloo Solicitors.

June 19, 2018

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 Clerk be directed to forward the following recommendation in Report PDL-LEG-18-49/PDL-AIR-18-04 to open session:

That The Regional Municipality of Waterloo (the "Region") approve the Asset Purchase Agreement entered into and dated June 13th, 2018, with Hangar 9 Holdings Inc., (the "Owner") for the purchase of Hangar 9 located on the Region of Waterloo International Airport lands for the sum of Two Hundred Thousand Dollars (\$200,000) plus all applicable taxes with all related documentation to be to the satisfaction of the Regional Solicitor as outlined in Report PDL-LEG-18-49/PDL-AIR-18-04;

And that the Regional Municipality of Waterloo amend the 2018-2027 Airport Capital Program to advance \$248,700 from 2020 to 2018 for this hangar purchase, to be funded by debentures, subject to the successful completion of the acquisition;

And further that the Regional Municipality of Waterloo authorize the issuance of debentures in an amount not to exceed \$248,700 for a term not to exceed 10 years with the resulting debt servicing costs to be funded from the future property tax levy for Airport Services and future development charges, subject to the successful completion of the acquisition

June 19, 2018

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 take the following action regarding the proposed 2018 fall debenture issue as described in report COR-TRY-18-66 dated June 19, 2018:
 - a) Approve a fall 2018 debenture issue for Regional and Area Municipal purposes in an amount not to exceed \$81.312 million for a term not to exceed 20 years with all-in rates not to exceed 4.00% for 10 year debentures and 4.75% for 20 year debentures; and
 - b) Pass a by-law to delegate authority to the outgoing Council to approve there required debenture by-laws prior to the closing of the fall debenture issue.
2. That the Regional Municipality of Waterloo reappoint Agree Incorporated as the Ombudsman for the Region of Waterloo for the period June 1, 2018 to May 31, 2020.
3. That the Regional Municipality of Waterloo take the following action with respect to the Waterloo Regional Voice Radio System Replacement Project as set out in report COR-FFM-18-11 dated June 19, 2018:
 - 1) Increase the contract with Motorola Solutions Canada Inc. for P2016-31 Supply, Installation and Fifteen (15) years of Maintenance for a P25 Voice Radio System in the amount of \$5,228,900 plus all applicable taxes;
 - 2) Authorize staff to negotiate the necessary change order and contract amendments with Motorola Solutions Canada Inc. subject to the approval of the Regional Solicitor;
 - 3) Increase the contract with CIMA+ for supply of additional construction inspection services and voice radio technical assistance under C2013-31 Consulting Services for Voice Radio in the amount of \$155,990 plus all applicable taxes;
 - 4) Include additional funding requirements in the Preliminary 2019 Capital Budget as outlined in Tables 5 and 6;

FS-180619

- 5) Authorize the Commissioner of Corporate Services/Chief Financial Officer to sign agreements related to the long term lease or licencing of telecommunication sites required for the P25 Voice Radio System, with such agreements being satisfactory to the Regional Solicitor;
 - 6) Forward COR-FFM-18-11 to the Waterloo Region Police Services Board and all Area Municipality councils for information.
4. That the Regional Municipality of Waterloo take the following action with respect to a capital asset renewal funding strategy as set out in report COR-FSD-18-16 dated June 19, 2018:
1. Approve in principle the implementation of a capital asset renewal funding strategy starting in 2019, subject to annual budget approval; and
 2. Forward a copy of this report to the Waterloo Regional Police Services Board.
5. That the Regional Municipality of Waterloo approve the following housekeeping amendments to the Region's Consolidated Investment Policy effective July 1, 2018 as set out in Report COR-TRY-18-65 dated June 19, 2018:
- 1) Adjust minimum credit ratings for investments in eligible Schedule I and II Banks and eligible loan and trust corporations to reflect recent amendments to Ontario Regulation 438/97;
 - 2) Increase the maximum investment holdings in securities issued or guaranteed by certain Provinces and Territories excluding Ontario, British Columbia and Alberta from 25% to 40% of the invested portfolio with no more than 15% to be held in securities of any one Province or Territory;
 - 3) Allow investments in eligible School Boards, Universities, Colleges and Public Hospitals to a combined maximum of 10% of the invested portfolio with no more than 5% invested in any one School Board, University, College or Public Hospital all subject to the minimum ratings set out in Ontario Regulation 438/97;
 - 4) Include, as eligible investments, deposit receipts, deposit notes, certificates of deposit or investment acceptances or other similar instruments issued by Credit Unions that are subject to the "Credit Unions and Caisses Populaires Act, 1994" for terms that exceed two years subject to the Credit Union meeting the specific requirements related to financial indicators set forth in Ontario Regulation 438/97.

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6. That The Regional Municipality of Waterloo repeal Execution of Documents By-Law 12-017, as amended, and pass a by-law in the form attached hereto as Appendix "A" to Report PDL-LEG-18-48 to amend and consolidate Execution of Documents By-Law 12-017, as amended, which governs the execution of documents and provides for delegation of execution of certain documents to certain Regional staff on behalf of the Region, pursuant to Report PDL-LEG-18-48, dated June 19, 2018.

June 19, 2018

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 endorse the plan to undertake Phase 2b of the Waterloo Region Supervised Consumption Services Feasibility Study, as described in Report PHE-IDS-18-07, dated June 19, 2018;

And that Phase 2b incorporates a component which allows for additional consideration for alternate locations, in Kitchener and Cambridge, which meet the Province's, and Region's, targets and requirements for supervised consumption services,

And that the Regional Chair corresponds with the Premier Designate as soon as possible to determine the Provincial Government's policy regarding, and support for, supervised consumption services;

And further that the final report include costing and recommendations regarding wrap-around services and supports including counselling, rapid access and withdrawal services, supportive housing, and additional policing.

2. That the Regional Municipality of Waterloo/Board of Health endorse the Waterloo Region Opioid Response plan as described in Report PHE-IDS-18-08, dated June 19, 2018.
3. That the Regional Municipality of Waterloo approve the addition of 2.0 full time equivalent staff to implement and operate a community paramedicine program in the region; and

That the 2017 Operating Budget for Public Health and Emergency Services be increased by \$246,000 gross and \$0 net Regional Levy as described in Report PHE-PSV-18-03, dated June 19, 2018.

SS-180619

4. That the Regional Municipality of Waterloo approve the Response Time Performance Plan for 2019 as outlined in Appendix 2, in accordance with Ambulance Act, O. Reg. 267/08, amending O. Reg. 257/00, under Part VII, Response Time Performance Plans, Sections 22-24 as outlined in report PHE-PSV-18-04, dated June 19, 2018.
5. That the Regional Municipality of Waterloo approve the 10 Year Housing and Homelessness Plan Progress Report (Year 4) as outlined in report CSD-HOU-18-16, dated June 19, 2018.
6. That the Regional Municipality of Waterloo take the following action with regard to the Region of Waterloo's New Affordable Housing Strategy (AHS) 2014-2019 and Investment in Affordable Housing 2014 Extension Year 5 and Social Infrastructure Fund (SIF) Year 2 funding, for a funding allocation of \$2,843,700.00 as outlined in report CSD-HOU-18-18/COR-TRY-18-63 dated June 19, 2018:
 - a) Approve the New Affordable Rental Housing Request for Proposal P2018-12: Recommended Priority Projects as detailed in Attachment 1;
 - b) Authorize the Director, Housing Services, to execute and deliver all documentation required by the Province of Ontario and the Region of Waterloo for the purpose of funding the recommended Priority Proponents as shown in Attachment 1 and to finalize the funding and conditions with the proponents; and
 - c) Authorize the Commissioner, Community Services, to execute such agreements and documentation in a form satisfactory to the Regional Solicitor, as may be required to process the advance of funding to the recommended Priority Project proponents.
7. That the Regional Municipality of Waterloo approve the following actions with regard to the reallocation of Investment in Affordable Housing in Ontario (2014 Extension) Year 4 funding as outlined in report CSD-HOU-18-19 dated June 19, 2018.
 - a) Reallocate \$3,750,000 of Investment in Affordable Housing in Ontario (2014 Extension) Year 4 funding to 25 Linwood Avenue Limited;
 - b) Authorize the Director, Housing Services, to execute and deliver all documentation required by the Province of Ontario and the Region of Waterloo for the purpose of funding 25 Linwood Avenue Limited and to finalize the funding and conditions with the proponents; and
 - c) Authorize the Commissioner, Community Services, to execute such agreements and documentation in a form satisfactory to the Regional Solicitor, as may be required to process the advance of funding to 25 Linwood Avenue Limited.

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8. That the Regional Municipality of Waterloo approve the following actions with regard to the Ontario Ministry of Housing Development Charge Rebate Program as described in report CSD-HOU-18-17 dated June 19, 2018:
 1. Authorize staff to implement the Ontario Ministry of Housing Development Charge Rebate Program;
 2. Authorize the Commissioner, Community Services, to enter into an agreement with the City of Kitchener to administer the Ontario Ministry of Housing Development Charge Rebate Program,
 3. Direct staff to prepare the necessary by-law as required by the Ontario Ministry of Housing; and
 4. Add one temporary full time equivalent (FTE) position effective immediately to administer the program to be fully funded from the program administration fees of 5%, and increase the 2018 Operating budget for Housing Services by \$53,399 to be fully funded from the program administration fees of 5% and \$0 net Regional levy.

9. That the Regional Municipality of Waterloo increase the 2018 Children's Services operating budget by \$117,754 gross and \$0 net to reflect a grant of \$233,067 received from Lyle S. Hallman Foundation, for the Children and Youth Planning Table, with the remaining funds to be reflected in the preliminary 2019 operating budget as described in Report CSD-CHS-18-09 ;

And that the Regional Municipality of Waterloo approve the addition of two 0.5 Temporary FTE staff positions in Children's Services for the purposes outlined in CSD-CHS-18-09, dated June 19, 2018.

10. That the Regional Municipality of Waterloo take the following actions with respect to the 2018 Children's Services budget as outlined in Report CSD-CHS-18-08 dated June 19, 2018:
 1. Increase the 2018 Operating budget for Children's Services by \$6,016,340 gross and \$0 net Regional Levy; and
 2. Approve the addition of up to 2.0 full time equivalent (FTE) temporary positions for one year at a cost of \$209,215 to be funded by provincial grants to support the implementation and administration of expanded programs and responsibilities of the Region of Waterloo as the Consolidated Municipal Service Manager as outlined in report CSD-CHS-18-08.

June 19, 2018

2760105

The Regional Municipality of Waterloo

Economic Development Committee

Summary of Recommendations to Council

The Economic and Development Committee recommends as follows:

1. That the Regional Municipality of Waterloo initiate a review of the Waterloo Region Economic Development Strategy with the seven Area Municipalities and Waterloo Region Economic Development Corporation as outlined in Report PDL-ECD-18-05 dated June 19, 2018.

June 19, 2018



Report: PDL-ECD-18-06

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

To: Chair Ken Seiling and Members of Regional Council

Date: June 27, 2017 **File Code:** D02-01(A)

Subject: Smart Cities Challenge – Phase 2 Application

Recommendation:

That the Regional Municipality of Waterloo approve an increase in the 2018 operating budget of \$500,000 gross and \$125,000 net and the addition of 3.0 temporary full time equivalent staff to support the development of the Waterloo region's Phase 2 Smart Cities application, with the Region's portion (\$125,000) to be funded from the Tax Stabilization Reserve, all as outlined in report PDL-ECD-18-06 dated June 27, 2018.

Summary:

The Region of Waterloo, the Cities of Cambridge, Kitchener, and Waterloo, and the Townships of Wilmot, Woolwich, North Dumfries, and Wellesley collectively responded to the Government of Canada's Smart Cities Challenge to municipalities. The Smart Cities Challenge encourages communities to leverage technology and data solutions to help overcome their most pressing challenges. Through the phase 1 application process, Waterloo region selected Healthy Children and Youth as its community challenge area (Report PDL-ECD-18-03).

On June 1, 2018, the Prime Minister announced that Waterloo region had been selected as one of five finalist communities in the Big Cities category (population over 500,000). The five finalist communities in this category are now beginning the Phase 2 application, which will require the development of a full proposal that leverages technology, partnerships, and data to overcome the community challenge. Each finalist community will receive a grant of \$250,000 from Infrastructure Canada to assist in the development of a proposal. Additional funding will be required to support community and stakeholder engagement, marketing, development of a data framework, and development of the

proposal. The winning community will receive a \$50 million grant to support the implementation of the proposal.

Report:

Background

In late November 2017, Infrastructure Canada launched a Smart Cities Challenge to municipalities across the country that encourages communities to leverage data and connected technology to increase the quality of life for residents. There are three prize categories for the Challenge:

1. One prize of up to \$50 million – open to all communities, regardless of population (Communities over a population of 500,000 must apply to this category);
2. Two prizes of up to \$10 million – open to communities with a population less than 500,000; and,
3. One prize of up to \$5 million – open to communities with a population less than 30,000.

The Challenge includes a two-phase application process. Phase 1 applications from participating communities were submitted on April 24, 2018, and were focused on identifying a community challenge that would be addressed through the use of data and connected technology. 225 communities applied to the program of which 130 were deemed to be eligible applications. On June 1, 2018, the Prime Minister announced the five finalist communities in each of the three categories plus five indigenous communities that were finalists in the small and medium sized categories. Waterloo region's application focusing on Healthy Children and Youth (Report PDL-ECD-18-03) was one of the five finalists in the Big Cities category along with the Cities of Vancouver/Surrey, Edmonton, Montreal, and Québec City.

Waterloo region's Phase 1 application was supported through a partnership between the Region of Waterloo, the Cities of Cambridge, Kitchener, and Waterloo, and the Townships of Wilmot, Woolwich, North Dumfries, and Wellesley. After consultations with not-for-profits and technology companies, the Region and seven area municipalities adopted Healthy Children and Youth as the community challenge area for the Waterloo region. The application focused on creating a connected technology and data solution to support children and youth in Waterloo region by enhancing youth programming, literacy rates strategies, nutrition and food programs, mental and physical health solutions, infrastructure such as connected community spaces, broader education platforms, and high school graduation rates.

In particular, the "Challenge Statement" which formed the basis for our proposal was as follows:

“We will become the benchmark community in Canada for child and youth wellbeing by using early intervention, youth engagement and a connected-community framework to create adaptive, data-driven programs and scalable learning technologies that improve early child development, mental health and high school graduation rates.”

Phase 2 Project Administration

Similar to Phase 1, the Steering Committee will continue to be made up of the Chief Administrative Officers from the Region of Waterloo and area municipalities. An Advisory Committee made up of representatives from industry associations as well as the education, health, and children and youth providers will be established to provide recommendations to the Steering Committee on the phase 2 community and partner engagement, solution development, and the application process.

Development of the Phase 2 application will continue to be led by the Region’s Office of Regional Economic Development with support from the Children and Youth Planning Table of Waterloo Region. To support engagement, marketing, application development, structuring of the technology framework, and establishing agreements with technology providers, the Region and area municipalities will need to retain consultants and temporary contract staff.

Proposed Solutions

The six priority areas for child and youth wellbeing in Waterloo are: early childhood development; sense of belonging; mental health; bullying; literacy rates; and high school graduation rates. As part of the Phase 1 application development, the smart cities team engaged a number of Waterloo region’s technology companies to identify smart city solutions that could be developed to address the priority areas. As part of the Phase 2 application, the smart cities team will work with community partners to develop the following solutions:

- A community-based data platform that connects data sets from the different organizations supporting children and youth in Waterloo region;
- Canada’s first real-time child & youth wellbeing dashboard which will provide a live report card of how well children and youth are doing in Waterloo region based on UNICEF Canada’s Child and Youth Wellbeing Index;
- Predictive analytics that support early intervention strategies for youth experience challenges;
- Broader education platforms to support child and youth learning;
- Connected community spaces that support learning, physical, and mental health of children and youth, parents, and educators;

- Youth programming that is supported or enabled by technology;
- Mentoring and volunteering platforms that connect youth with mentors; and
- Science, Technology, Engineering, Arts, and Mathematics (STEAM) programming.

Additional solutions will be developed through the Phase 2 process. While solutions are intended to benefit all children and youth in Waterloo region, vulnerable and underrepresented youth groups will be targeted through the development of technology solutions.

UNICEF Canada Partnership and the Children and Youth Planning Table of Waterloo Region

As part of its Smart Cities application, Waterloo region has officially partnered with UNICEF Canada through the One Youth Initiative to develop the real-time child and youth wellbeing dashboard. UNICEF Canada will work with Waterloo region to develop the measurement framework that will allow communities across the country to measure child and youth wellbeing against UNICEF Canada's Child and Youth Wellbeing Index. UNICEF Canada will then work with Waterloo region to scale our Smart Cities solution to communities of all sizes across Canada.

The Children and Youth Planning Table of Waterloo Region (CYPT) will be a key partner in the development of the Phase 2 work, community engagement (including with children and youth), and leveraging the engagement and knowledge of the local organizations serving children, youth and families. The CYPT will support the creation of the strategic vision of the policies, programs, and projects needed to impact child and youth wellbeing. This will include working with UNICEF Canada on the development of the child and youth wellbeing dashboard and measurement framework.

Community Engagement

As part of the Phase 2 engagement process, the Waterloo Region smart cities team will establish working groups made up of technology partners, educators, children and youth support providers and youth. The working groups will support the development of technology solutions for each of the priority areas for children and youth outlined in the Phase 1 application. The working groups will also develop recommendations for project implementation if Waterloo region is selected as the winning community. Community partners from the technology, educational, and children and youth support sectors that expressed interest in partnering in the development of a full proposal during Phase 1 will be leveraged for the working groups in Phase 2.

The smart cities team will develop a full engagement strategy that will target youth, parents, organizations and professionals supporting children and youth, and the public at large. Through roundtables, experiential engagement sessions using technology, and community forums, the smart cities team will be able to obtain the input from the public

to ensure that the technology solutions developed can benefit children and youth across the entire Region.

Work Plan and Preliminary Budget

Although Infrastructure Canada has not yet released details regarding the Phase 2 process or submission deadlines, the smart cities team is currently in the process of developing a detailed work plan that will guide the development of the Phase 2 application. The work plan will include the timing of Steering/Advisory Committee Meetings and the Working Group Meetings. The work plan will also highlight key community engagement activities, marketing initiatives, and the milestones leading up to the application submission in winter 2019. Additional information on the Phase 2 program parameters will be provided by Infrastructure Canada in mid-July and will help to inform the work plan.

To support the development of a comprehensive application in a short period of time, the smart cities team will need to need to retain contract staff and consulting assistance. Consulting work will support community and stakeholder engagement efforts and the development of a framework for the proposed community-based data platform. It is currently estimated that one project officer and two community engagement coordinators will be required for 8 to 10 month contracts each.

Based on initial discussions with Infrastructure Canada, work planning, and discussions with other finalist communities, the smart cities team has developed a preliminary budget of \$500,000 for the Phase 2 application. Other finalist communities are providing additional funding to assist in the completion of their Phase 2 application. For example, the City of Guelph was a finalist in the mid-size cities category and has approved a total budget of \$500,000 towards the completion of their Phase 2 application. The federal government will provide a \$250,000 grant and it is proposed that Waterloo Region's contribution be equally shared between the Region (\$125,000) and the area municipalities (\$125,000).

Corporate Strategic Plan:

The development of Waterloo Region's Phase 2 Smart Cities application supports the "Healthy, Safe, and Inclusive Communities" focus area, in particular, it supports the objective to "support early learning and child development."

Financial Implications:

The Region will administer all financial aspects for the development of the Phase 2 application.

Staff recommends an increase in the 2018 operating budget of \$500,000 to be funded by Infrastructure Canada (50%, \$250,000), the Regional Municipality of Waterloo from

the Tax Stabilization Reserve (25%, \$125,000), and the Area Municipalities (25%, \$125,000). Any funds not expended by the end of 2018 will be reflected in the Region's 2019 operating budget.

Other Department Consultations/Concurrence:

Treasury Services staff were consulted in the preparation of this report.

Attachments:

Nil.

Prepared By: Matthew Chandy, Manager, Economic Development

Approved By: Mike Murray, Chief Administrative Officer



Region of Waterloo

Transportation and Environmental Services

Rapid Transit

Date: June 27, 2018

Memorandum

To: Chair Ken Seiling and Members of Regional Council
From: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Subject: ION Vehicle and Testing Update

As requested by Council on April 18, 2018, Region staff are providing this monthly update on ION LRT vehicles and testing status for the period May 19, 2018 to June 18, 2018.

This update provides a status on vehicles in Waterloo and Kingston, and testing status on the Project.

Waterloo Vehicles

Bombardier has made six of their vehicles available to allow for testing to advance in Waterloo Region. An additional two vehicles are anticipated to be delivered in late June/early July. This will bring the total number of vehicles in Waterloo to eight and will allow testing and driver training to occur simultaneously. To begin service, each vehicle must achieve Preliminary Acceptance Certificate and a Final Acceptance Certificate.

To achieve a Preliminary Acceptance Certificate on any vehicle, the following needs to be complete:

- Qualification Testing on Pilot Vehicles (in Kingston);
- Vehicles are fully assembled;
- Modifications are completed on the vehicles. Modification is the process where original parts installed on the vehicle, for example, a door system, during production does not meet the reliability requirements or other specified needs

and is replaced with an improved part. Modifications are constantly being implemented to ensure reliability of the vehicle fleet; and

- Each vehicle is inspected and completes routine tests. Routine tests are done on every vehicle to make sure all the components of the vehicle work properly.

To achieve a Final Acceptance Certificate on any vehicle, the following needs to be complete after a Preliminary Acceptance:

- Check and Acceptance Tests;
- 600 kilometer “burn-in” test to make sure there are no reliability issues on the vehicle; and
- Finalization of documentation and safety certification

Table 1 shows the current status of vehicles in Waterloo Region.

Kingston Vehicles

Bombardier has finished assembly of all Kingston production vehicles. Vehicle 501 was sent to Kingston facility to undergo major production upgrades in early 2018, and is close to completion. There have been backordered parts on Vehicle 501, with doors still waiting to arrive in Kingston. Table 2 shows current status of vehicles at Bombardier’s Kingston Facility.

On-Board Equipment Installation

Prior to going into service it is also necessary to install certain specialized equipment. As part of the Project, GrandLinq is responsible for ensuring the finished vehicle integrates seamlessly with the built system. On-board equipment includes radios, antennas and on-board systems to control gates, crossings, and traffic signals. This also allows the vehicles to communicate with ION Control Centre. With this equipment, ION can run at service speeds and at consistent times throughout operations.

The Region has finalized an agreement with Bombardier to install GrandLinq’s on-board equipment and to make the necessary onboard modifications to accommodate the equipment on each train. At this time, it is anticipated that 10 vehicles will be retrofitted with on-board equipment in Waterloo, with four vehicles retrofitted in Kingston.

Retrofitting of vehicles has started in Kingston. It is expected that the first fully equipped vehicle will be in the Region in late summer which will allow testing of this vehicle to continue to meet the target of starting service in December 2018.

Table 1: Current Status of Vehicles in Waterloo Region

Vehicle Number	Ownership	Status	GrandLinq On-board Equipment Installation
502	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for Emergency Services Training and System Testing.	Not yet installed
503	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for System Testing.	Not yet installed
504	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for System Testing.	Not yet installed
505	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for System Testing.	Not yet installed
506	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for System Testing.	Not yet installed
507	Bombardier owned test vehicle	Vehicle is assembled. Propulsion and braking routine testing 100% complete. Modifications are ongoing. Vehicle used for System Testing.	Not yet installed

Table 2: Current Status of Vehicles in Kingston

Vehicle Number	Vehicle Assembly	Routine Testing Status	Production Status and Notes	GrandLinq On-board Equipment Installation
501	Vehicle almost complete modifications and upgrades	Not yet started	<ul style="list-style-type: none"> Backordered parts on doors are causing delays to completion of this vehicle's modifications 	Not yet installed
508	Complete and inspected	93%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
509	Complete and inspected	93%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
510	Complete and inspected	93%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
511	Complete and inspected	93%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
512	Complete and inspected	94%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
513	Complete and inspected	94%	<ul style="list-style-type: none"> Preparing for next step (shipment or On-board equipment installation – to be determined by Bombardier) 	Not yet installed
514	Complete; Inspection in progress	89%	<ul style="list-style-type: none"> Routine Testing is close to complete, water test remains Inspection complete for Under car and Roof 	Not yet installed

Testing Status

To get to revenue service, a significant amount of testing needs to be completed by Bombardier and GrandLinq.

Bombardier is completing qualification testing on pilot vehicles in Kingston. In addition, Bombardier is doing some additional qualification testing in the Region. These tests are to show the vehicle performs correctly to the specifications.

At the same time, GrandLinq is completing System Integration Testing in Waterloo. System Integration Testing is where both the built infrastructure and the vehicle are checked to make sure they work together. GrandLinq is also completing rework activities during this time.

For the month of June, Bombardier has been preparing dry run tests for burn-in on some vehicles. These dry run tests will not count to official burn in mileage, but will help identify any vehicle reliability issues as soon as possible. This will help ensure reliable service once ION light rail becomes operational.

Table 4: Testing Status

Location	Test	Status	Notes
Kingston	Bombardier Qualification	On going	Single vehicle testing complete, multi (coupled) vehicle testing is ongoing.
Waterloo	Bombardier Qualification	On going	Propulsion and Brake testing on a grade ongoing in May.
	GrandLinq System Integration	On going	Pantograph, crossing warning systems, and high speed testing ongoing in May.
	Vehicle Burn-in	Not started	Planned to be started once reliability modifications are completed on vehicles.
		Dry-run	Bombardier to advance "dry-run" burn-in on some vehicles to begin to identify any vehicle reliability issues as soon as possible.
Simulation / Demonstration	Not started	System is run as if it was in service, but will not be picking up passengers. Last step in test process, all other tests need to be completed first.	