ERB STREET WEST
ENVIRONMENTAL STUDY REPORT

REGION OF WATERLOO

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
ERB STREET IMPROVEMENTS FOR FISCHER-HALLMAN ROAD TO WILMOT LINE, CITY OF WATERLOO

Report Date March 22, 2019

APPENDIX P (DOCUMENT 3 OF 3)

WALTERFEDY

REGION OF WATERLOO

ERB STREET WEST
ENVIRONMENTAL STUDY REPORT

APPENDICES (DOCUMENT 3 OF 3)

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PROJECT TEAM MEETINGS

WALTERFEDY

PROJECT TEAM MEETING MINUTES # 01

To:	Regional Municipality of Waterloo 150 Frederick Street, 2nd Floor Kitchener, ON N2G 4J3	Project No:	2014-0114-05	Date:	March 10, 2015
		Project:	Erb Street Improvements – Fischer-Hallman Road to Wilmot Line		
		Meeting Date:	March 05, 2015		
Attn:	Bill Gilbert	From:	S. Van Kruistum	Page:	Page **1** of **7**

Present:

Bill Gilbert, Region of Waterloo
Christine Koehler, City of Waterloo
Councillor Bob Mavin, City of Waterloo
Geoff Keyworth, Region of Waterloo
Philip Hewitson, City of Waterloo
Marcos Kroker, Region of Waterloo
Linda Churchill, Region of Waterloo – Waste Management
Julia Salvini, Salvini Consulting
Bob Henderson, Region of Waterloo
Councillor Jane Mitchell, Region of Waterloo
Richard Turner, GSP Group
Skylar Van Kruistum, WalterFedy
Mark Christensen, WalterFedy

PLEASE NOTE: If the information contained in this report does not agree with your record of the conference, or if there are any omissions, will you kindly advise us, otherwise we will assume the contents to be correct.

Action	Item	Milestone

BACKGROUND INFORMATION

1.1 Bill conducted introductions, and noted roles and responsibilities.

1.2 Bill reviewed the Project Team Mandate, as outlined in the handout provided (copy attached).

1.3 Bill reviewed the scope of the Erb Street Study:
   a. The Region's Transportation Master Plan has noted requirements for the expansion of Erb Street. There are also some operational issues to be addressed in the corridor.
   b. Areas of asphalt require rehabilitation within the study limits.
   c. Roadway updates will be required in order to incorporate improvements planned in conjunction with the Costco development.

1.4 Bill reviewed the Municipal Class Environmental Assessment (Class EA) process, noting that this project will be proceeding as a Schedule C Class EA.
   a. The Class EA process is intended to culminate with the filing of an Environmental Study report, ideally in 2016 (it was noted that this is a tighter deadline than a typical Class EA). Design, property acquisitions, and any utility relocation would be scheduled for 2016-2017, and construction is planned for 2018.

1.5 Julia noted that the Transportation Study is on-going.
   a. This report would typically be done by Region staff, however due to scheduling constraints Julia will be collaborating with Region staff to complete the report.

Action	Item	Milestone
	WILMOT LINE	
	1.6 Julia provided an overview of traffic challenges and opportunities, as described below: a. The Wilmot Line intersection is sub-optimal. Minimum sight distances for traffic exiting Wilmot Line as calculated based on an 80km/h design speed for a 70km/h posted speed are just met, however the observed 85% speeds were over 85km/h. The available sight distances do not meet 90km/h minimum criteria. The Region would typically design based on the more onerous of the posted speed and 85% speed criteria. b. Geoff noted that there were 4 recorded collisions at the intersection within the last 5 years, which is more than the 2 expected collisions. It was noted that the 4 collisions were not considered serious (i.e. no reported injuries) and were not related to the southbound sight distance.	
	1.7 Geoff reviewed information from the Wilmot Line public meeting, noting that traffic counts along Wilmot Line coincide with the numbers the Region has for Erb Street.	
Christine	1.8 Christine noted that she would be able to provide traffic data from the Wilmot Line study for Geoff's review.	
	1.9 Varying opinions were expressed at the Wilmot Line public meeting, so there is no clear direction with respect to how the Erb/Wilmot Line intersection should be configured.	
	COSTCO AND LANDFILL ENTRANCES	
	1.10 The future Costco development is currently proposing 2 roundabouts and widening Erb Street from 2 to 4 lanes across the frontage of the site.	
	1.11 Opposite the Costco development are Landfill Gates 1 and 2. a. This project will include recommendations to mitigate landfill traffic queueing along Erb Street waiting to enter the Landfill. b. The primary concern at this stage is queueing through the future roundabout, which would significantly impede traffic flow along Erb Street and Platinum Drive (the new collector road).	
	1.12 Preliminary discussions with Landfill staff have provided some insights regarding possible alternatives to mitigate traffic queues.	
	1.13 The Landfill is currently looking into installing a temporary scale in June, which will allow time to review resulting queue lengths during the busier spring season.	

Action	Item	Milestone

1.14 Bob Mavin asked for traffic modeling to be completed in a way that would allow the region to be confident that the roundabouts will function properly.

a. Geoff noted that the operational analysis of the two roundabouts has been completed and that the proposed design is expected to operate well.
b. Currently, the outstanding concern is data to model queueing from the Landfill gates (especially Gate 2). This should be addressed this spring by Landfill efforts to expand the capacity at Gate 2 (i.e. with a second scale).
c. Landfill traffic variation due to changes in Landfill fees, transfer stations, collection limits, and adjacent developments are unknown.

1.15 Future plans at the Landfill include moving the Gate 2 traffic out to Gate 3, though this plan is expected to proceed within approx. 10 years.

1.16 Jane noted concern regarding queueing at the proposed gas bar on the Costco site.

a. It was noted that no direct entrance to Erb Street is proposed for the gas bar, so queueing would first proceed through the Costco site, then up and around to the site entrance.

1.17 Marcos suggested that a broader aerial image would be beneficial during the Public Consultation, showing overall Landfill site as well as Columbia Street extension.

1.18 Waterloo North Hydro has indicated that their existing overhead service will need to be relocated underground at the roundabouts currently proposed by the Costco development. This would include significant costs (for both the region and the developer).

1.19 Julia pointed out the location of the Hydro One corridor and property constraints therein. This will likely be a significant hurdle for the project, as the hydro towers are large and quite close to the roadway.

ERB STREET AND IRA NEEDLES BOULEVARD

1.20 Increased traffic along Erb Street may cause interim issues at the signals for the entrance to Westside Marketplace. Queueing from this traffic signal could back up to the roundabout at Ira Needles Boulevard. Once Erb Street has been expanded to 4 lanes, the queue should not extend back to Ira Needles.

1.21 Phil noted that the City of Waterloo is currently developing the Terms of Reference for an area transportation study that would include looking at a north-south road south of Erb Street that may connect at the Westside Marketplace traffic signal.

Action	Item		Milestone
	1.22	Marcos noted that the Region's Ira Needles project now includes an additional westbound lane along Erb Street between the Westside Marketplace traffic signals and Ira Needles roundabout as well as an eastbound lane between the Waterloo Commons entrance and the Ira Needles roundabout (construction scheduled for 2016). The westbound lane would become a right turn lane at the Westside Marketplace intersection. This should help alleviate the interim queuing concern along Erb until the subject study is complete.	
Marcos		Marcos to circulate current drawings to WalterFedy & Julia.	
	1.23	The entrance to Waterloo Commons currently includes a left turn into the development off of Erb (which was approved with the development), but attempts to prohibit WB left turns out of the development onto Erb Street. The design for prevention of left turns out of Waterloo Commons could potentially be optimized, as it appears to have been constrained by available right-of-way width.	
	1.24	Julia noted that the Region's Active Transportation Master Plan (ATMP) does not currently show any sidewalk west of the Westside Marketplace. a. Current design by Costco development shows sidewalk on the north side only. b. The ATMP shows bike lanes on both sides throughout the study limits. c. It was noted that this study will examine active transportation and explore alternatives accordingly.	
	1.25	Sifton Developments is pursuing a development at the southeast corner of Ira Needles and Erb Street. a. Marcos noted that the latest design includes a right-in, right-out access off of Ira Needles, but no current plans for access off of Erb Street.	
	IRA NEEDLES TO FISCHER-HALLMAN ROAD		
	1.26	Right turn lane into the KW Bilingual School does not match the Region's current design practice. Study to assess reorientation or possible removal of this right turn lane. a. No records of accidents were noted at this entrance. b. Christine to check records to determine justification for this turn lane.	
Christine			
	1.27	The signal at Erbsville Court is not warranted, but was reviewed extensively through past public consultation, and does not need to be reviewed as part of this study.	
	1.28	Left turn lanes at Beechwood Place and Beechwood Centre will be reviewed during this study.	
	1.29	Bob Mavin suggested reviewing a WB right turn lane at Beechwood Centre.	
	1.30	Bill noted that the Region met with Beechwood Villas to discuss noise concerns. a. A noise study will be included in this project. b. Existing noise walls will need to be protected during construction.	

Action	Item	Milestone
	1.31 Geoff noted that the Region has a record of a fatal collision at the Fischer-Hallman intersection involving a pedestrian in 2012. Preliminary review of the data suggests the pedestrian was at fault. a. The available data does not indicate any operational issues at this intersection. b. Geoff is pulling the detailed collision record to confirm what happened.	
Geoff		
	1.32 Bob Mavin noted some properties currently front on Erb Street and questioned whether opportunities to move driveways to a local road would be explored. a. Bill suggested that this would usually be reviewed with individual property owners, only if there were safety concerns with the access.	
	1.33 Bob Mavin noted that #429 Erb Street currently has two access locations (one on Erb and one at Thornbush). a. Erb Street access might be considered a safety issue considering the proximity of the Fischer-Hallman intersection. In particular, there is anecdotal evidence that drivers turn left out of the Erb driveway and travel the wrong way along Erb to get around the median.	
	ON-GOING STUDIES	
	1.34 Mark reviewed on-going and studies completed to date:	
	1.35 The Heritage Resources Study has been completed and noted four properties of significance: a. KW Bilingual School. b. #429 Erb Street (at Erb & Fischer-Hallman). c. Erb Street Mennonite Church Cemetery (at Erb & Fischer-Hallman). d. Farmstead at Erb & Wilmot Line.	
	1.36 The Natural Environment Study noted: a. No areas of natural significance protected under the Provincial Policy Statement. b. There is an unclassified wetland west of Ira Needles Boulevard, which is a Regulated Area by the GRCA. Consultation with the GRCA will be required to confirm exact boundaries of this wetland. c. Some sensitive species (Snapping Turtle and Barn Swallow) were observed at the subject site, however expansion of the road within the right of way is not anticipated to kill, harm, or harass these species. Consultation with the MNRF should be carried out to determine if further consideration should be given. d. No fish habitat has been identified at the site. e. Disruption to nests for migratory birds can be avoided by scheduling any required vegetation clearing or tree cutting outside the breeding bird season.	

Action	Item	Milestone
	1.37 A Phase 1 Environmental Assessment was completed, which identified a number of “low to medium risk” properties that have some potential to present issues from an environmental contamination perspective: a. Waterloo Landfill; b. Canadian Tire/Canadian Tire Gas Bar; c. Agricultural lands adjacent to Erb Street; and, d. Sketchley Dry Cleaning depot.	
	1.38 Geotechnical Report is on-going, to be finalized mid-March.	
	1.39 Stage 1 Archaeological Study noted some areas within the corridor which possess archaeological potential. a. A Stage 2 archaeological assessment is recommended for these areas using a combination of test pit and pedestrian surveys.	
	1.40 Richard reviewed the tree study work performed to date. a. A large portion of trees within the study area are on private property with canopies extending in to the right-of-way to varying degrees. b. No particularly significant species were noted.	
	PUBLIC CONSULTATION	
	1.41 Bill noted that a mailing list and plan will be developed for notifying the public, which would typically all fronting properties, concerned parties, agencies and local interest groups.	
Bill	Plan to be circulated to project team prior to issuance.	
	1.42 Some specific local interest groups were suggested: a. Laurel Creek Headwaters Environmental Group b. Waterloo Region Landfill Liaison Committee c. The Cord Newspaper d. School Boards e. Infrastructure Ontario	
	1.43 Phil noted that a representative from the Township of Wilmot was not included on the Project Team.	
Bill	Bill to contact the township and confirm whether a representative will be included on the project team.	
	1.44 The Notice of Study Commencement will be sent out to the mailing list, as will the notice for the first Public Consultation Centre.	
	1.45 First Public Consultation Centre (PCC) will present a problem statement and identified environmental issues. Input to be acquired from the public before the presentation of any alternatives.	
	1.46 Mail-outs (or hand-delivered notices) will also be sent prior to the second PCC, where proposed alternatives will be presented. This mail-out, along with newspaper adverts, will satisfy mandated notifications per the Municipal Class EA process.	

Action	Item	Milestone

1.47 A Public Information Package will be prepared to answer common questions from the public. This package will match the new format assumed by the Region of Waterloo. A preliminary draft has been prepared for initial review.

1.48 The first PCC is expected to occur in early May, following anticipated consideration of the Costco application by City and Regional Council.

a. Preliminary scheduling would see the Public Information Package presented at the Planning & Works Committee Meeting scheduled for May 5, 2015.
b. PCC #1 could then be scheduled for May 6th or 7th. No scheduling conflicts were noted.

1.49 The location for the PCC could be at the Waterloo Region Emergency Services Training and Research Complex (WRESTRC) or the Kitchener-Waterloo Bilingual School

a. The gym in the Bilingual School would be preferred due to its size and central location.

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ATTACHMENT
Project Team Mandate
Exhibit A.2 – Municipal Class EA Process

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PROJECT TEAM MANDATE
TRANSPORTATION CAPITAL PROJECTS

Purpose of Project Teams

To guide and direct transportation capital projects by making sound project recommendations that balance technical, environmental and social needs and meet the expectations and requirements of the public, Regional Council and approving authorities.

Operating Values

The following shared values shall guide the Project Team as it works together:

- *Citizen-Centred Service*
  Putting the interests of citizens first.

- *Openness and Responsiveness*
  Being accessible to all stakeholders and providing clear and timely information.

- *Planning*
  Setting objectives and directions in a co-ordinated and consultative manner.

- *Trust and Respect*
  Having confidence in the ability of others while respecting individual differences and needs.

- *Teamwork and Relationships*
  Developing common goals, understanding shared interests and bridging differences cooperatively through seeking consensus.

- *Effectiveness, Efficiency & Economy*
  Making the best use of available resources to achieve the best possible results.

Decision Making

When making decisions, the Project Team shall strive to reach decisions by consensus.

On those occasions when consensus cannot be reached, the Project Manager shall record the impasse and why it has occurred and shall seek direction from senior management.

Project Manager's Role

The Project Manager's role on the Project Team is:

- at the initial team meeting, clearly communicate the role and expectations of Project Team members

- chair Project Team Meetings, identifying priorities and setting goals and objectives in a consultative manner

- prepare agendas well in advance of meetings and record all team decisions
- promote an open team environment that encourages others to offer their ideas
- objectively and constructively resolve divergent views within the Project Team
- guide team decision-making by seeking consensus
- monitor the team's progress and take action when schedule gets off track
- take accountability for the team's decisions

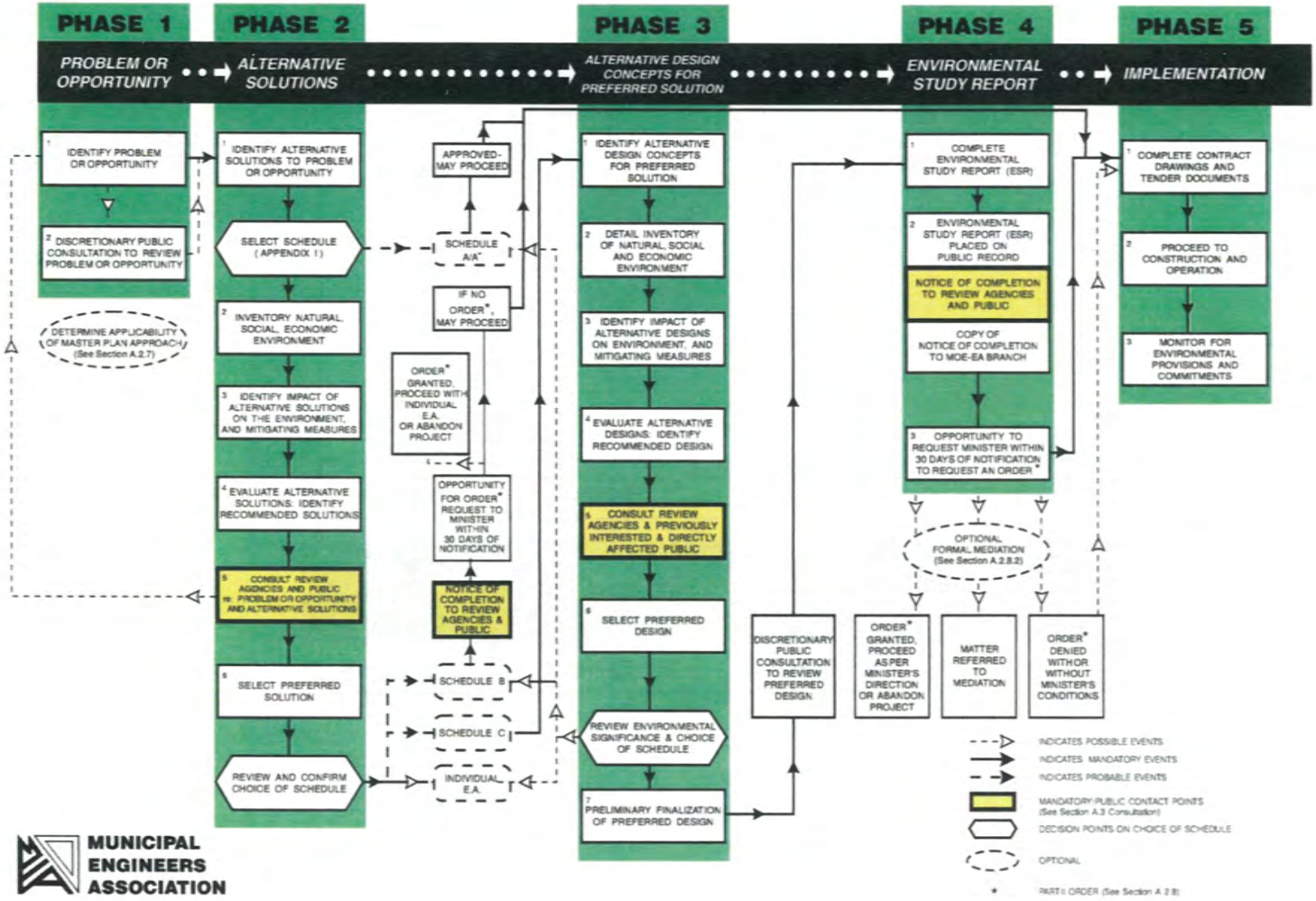
Project Team Member Role

The role of all Project Team members on the Project Team is to:

- fully participate on the Project Team by sharing their expertise and experience
- act as agents for the stakeholder groups they are representing, ex. City or Township department, Councillor's constituents, Region division (Transportation, Transportation Planning, Design and Construction, etc.) by
  - presenting the entire range of their stakeholder group's issues to the Project Team in a timely manner
  - sharing meeting outcomes within their stakeholder groups and seeking input as required
  - providing their stakeholder group's input/response to the Project Team in a timely manner
  - ensuring that their stakeholder group can support team decisions and if not, communicate this development to the Project Manager in a timely manner
  - work objectively and constructively to resolve different views on the Project Team
  - work to reach team decisions by consensus

EXHIBIT A. 2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



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Regional Municipality of Waterloo

Class Environmental Assessment and Preliminary Design
Erb Street Improvements
Fischer-Hallman Road to Wilmot Line

Project Team Meeting #2

A G E N D A

DATE: Thursday, January 26, 2017
TIME: 1:00 p.m.
PLACE: Region of Waterloo AHQ, 2nd Floor, Room 218

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1. EA Status Overview
   - Traffic Study Findings
   - Environmental Study Findings
   - PCC#1 Overview – Preliminary Alternatives, Comments Received, Draft Responses
   - Evaluation Criteria, Draft Evaluation and Preliminary Technically Preferred Alternative

2. PCC#2 Planning
   - Date and Time
   - Venue

3. Project Schedule
   - Anticipated Date of next Project Team Meeting (pending HONI Tower Relocation Study findings/recommendations anticipated June 2017) to:
     - Review PCC#2 Comments
     - Finalize Assessment and Evaluation of Alternatives
     - Identify Project Team-Recommended Alternative
     - Schedule
   - Approval Report to Regional P&W and Filing of EA

4. Other Business

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PROJECT TEAM MEETING MINUTES # 02

To:	Regional Municipality of Waterloo 150 Frederick Street, 2nd Floor Kitchener, ON N2G 4J3	Project No:	2014-0114-05	Date:	March 16, 2017
		Project:	Erb Street Improvements – Fischer-Hallman Road to Wilmot Line		
		Meeting Date:	January 26, 2017		
Attn:	Bill Gilbert	From:	M. Christensen	Page:	Page **1** of **3**

Present:

Bill Gilbert, Region of Waterloo
Christine Koehler, City of Waterloo
Councillor Jane Mitchell, Region of Waterloo
Geoff Keyworth, Region of Waterloo (part)
Julia Salvini, Salvini Consulting
Mark Christensen, WalterFedy
Philip Hewitson, City of Waterloo
Marcos Kroker, Region of Waterloo
Linda Churchill, Region of Waterloo – Waste Management

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Action	Item	Milestone

BACKGROUND

2.1 Bill welcomed the group, and provided an update on project status.

TRAFFIC STUDY

2.2 Geoff provided a brief update on traffic study findings:

- Second scale was added at the landfill – functioning well.
- Landfill operations have ability to increase stacking and queuing on site for times of year when landfill is in heavy demand.
- Preferred cycling facility for the project is segregated bike lanes to connect with existing facilities east and west of the corridor.
- Study is recommending removal of the right turn lane into the KW Bilingual School.
- The Fischer–Hallman Road to Gateview Drive section will see the addition of eastbound left turn lanes into Beechwood Plaza and Beechwood Place as an extension of existing eastbound left turn lane at Fischer-Hallman Road. Will result in a five lane cross-section throughout.
- The Gateview Drive to Erbsville Court section will see widening to four travel lanes to support existing and forecasted traffic volumes.
- The Erbsville Court to Ira Needles section to be left untouched until it requires reconstruction when the infrastructure has reached the end of its useful life.
- The Ira Needles Boulevard to Costco section to have no sidewalks on the south side at this time, with pedestrian facilities to be provided on the north side only. Transit expected in this section after Platinum Drive opens.
- Preliminary preferred alternative for the project is Alternative 2C.

OTHER STUDIES

2.3 Mark reviewed other studies completed to date:

Action	Item	Milestone

The Heritage Resources Study has been completed and noted four properties of significance:

- KW Bilingual School.
- #429 Erb Street (at Erb & Fischer-Hallman).
- Erb Street Mennonite Church Cemetery (at Erb & Fischer-Hallman).
- Farmstead at Erb & Wilmot Line.

The Natural Environment Study noted:

- No areas of natural significance protected under the Provincial Policy Statement.
- There is an unclassified wetland west of Ira Needles Boulevard, which is a Regulated Area by the GRCA. Consultation with the GRCA will be required to confirm exact boundaries of this wetland.
- Some sensitive species (Snapping Turtle and Barn Swallow) were observed at the subject site, however expansion of the road within the right of way is not anticipated to kill, harm, or harass these species. Consultation with the MNRF should be carried out to determine if further consideration should be given.
- No fish habitat has been identified at the site.
- Disruption to nests for migratory birds can be avoided by scheduling any required vegetation clearing or tree cutting outside the breeding bird season.

A Phase 1 Environmental Assessment was completed, which identified a number of “low to medium risk” properties that have some potential to present issues from an environmental contamination perspective:

- Waterloo Landfill;
- Canadian Tire/Canadian Tire Gas Bar;
- Agricultural lands adjacent to Erb Street; and,
- Sketchley Dry Cleaning depot.

The Stage 1 Archaeological Study noted some areas within the corridor which possess archaeological potential.

- A Stage 2 archaeological assessment is recommended for these areas using a combination of test pit and pedestrian surveys.

A Preliminary noise study has been completed. Findings indicate 2.0m high noise wall is required where residential properties abut the road allowance as follows:

- North Side – Erbsville Road/Ira Needles Boulevard to Beechwood Place
- South Side – Erbsville Court to Gateview Drive

NEXT STEPS/PROJECT SCHEDULE

2.4 The second PCC is expected to occur in Spring 2017. The location for the PCC to be confirmed.

2.5 Expecting to present final Environmental Study Report to council in September 2017, and filing of report to follow in October 2017

2.6 Utility/Hydro One relocations anticipated starting in 2018, and road construction anticipated in 2019.

Action	Item	Milestone

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TECHNICAL TEAM MEETING MINUTES # 01 rev.1

To:	Regional Municipality of Waterloo 150 Frederick Street, 2nd Floor Kitchener, ON N2G 4J3	Project No:	2014-0114-05	Date:	February 24, 2015
		Project:	Erb Street Improvements – Fischer-Hallman Road to Wilmot Line		
		Meeting Date:	February 3, 2015		
Attn:	Bill Gilbert	From:	S. Van Kruistum	Page:	Page **1** of **4**

Present:

Donna Serrati, Region of Waterloo – Waste Management
Linda Churchill, Region of Waterloo – Waste Management
Mike Ursu - Region of Waterloo – Waste Management
Bill Gilbert, Region of Waterloo
Geoff Keyworth, Region of Waterloo
Mark Christensen, WalterFedy
Skylar Van Kruistum, WalterFedy
Julia Salvini, Salvini Consulting

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Action	Item	Milestone
	1. Mark provided background on the project.	
	2. Donna noted that the Waterloo Landfill will continue to be the primary waste management facility in the Region, with an expected remaining landfill capacity of 15-20 years.	
	GATE 1	
	3. Gate 1 is for large collection trucks, recycling and curb-side service.	
	4. Circulation goes through scales to landfill tip face and back through scales.	
	5. Approximately 80-85% of trucks leaving the landfill turn right at Erb Street upon exit.	
	6. Left turns from landfill likely access highway via township roads.	
	7. Donna noted that the curb-side service is provided by a third party contractor, which is up for renewal in 2017. i. This project may have an impact on the contract price due to unknown traffic issues. ii. There are also possible Costco impacts.	
	8. Green bin area is located near west side of the site – access is through Gate 1 for curbside; Gate 2 for small vehicle drop-off.	
	9. Mark asked about functionality of Gate 1. i. Works generally fine during the week as well as part day Saturday - i.e. no queueing is noted due to this gate.	
	GATE 2	
	10. Gate 2 is for passenger vehicle, pickup trucks, vans, etc. – small vehicle services.	
	11. Gate 2 also services a “free loop” – household hazardous waste, Habitat for Humanity, and Goodwill.	

Action	Item	Milestone

12. Julia asked about the first stopping point upon entry via Gate 2 – Donna noted the scales after Gate 2.

13. On busy Saturdays, an additional loop is added before the Gate 2 scales; however, queuing has occurred back on to Erb Street.
    i. Geoff noted that queuing lengths have not been measured and are anecdotal at this point.

14. Julia noted the consistency of the traffic numbers at Gate 2.
    i. Suggests it may be an issue of scale serviceability – it was asked if the scale is the only "choke" point.

15. Donna noted that some residual capacity may exist in facilities – although there is still some minor queuing at the exit scale.

16. Geoff noted that free loop traffic would not necessarily be included in traffic counts, since traffic is counted at the scales.

17. Julia noted queueing is in center lane, which is less of an operational issue for Erb Street under the current road geometry. The queuing would interfere with traffic flow on Erb Street if a roundabout were constructed at Gate 2, as proposed.

18. Mike (Operations) noted that on peak days (i.e. in May) queue can be as far as the traffic lights on Erb St, and usually extends back to Gate 1 throughout the day.

19. Mike noted that on peak days the inbound scale cannot service customers fast enough due to the requirement to complete a transaction. There are two outbound scales which rarely have any queueing at all.

20. Mike noted that approximately 25% of vehicles from "free loop" would continue through to scales.

FUTURE VARIABLES

21. Donna noted fee changes ($2 to $5 minimum) are proposed in 2015 budget, which may impact overall traffic.

22. Also, there are 4 rural transfer stations available (i.e. in New Dundee, Elmira).
    i. It was suggested to council that closure of these facilities could save on costs.
    ii. Closure of facilities could increase traffic.
    iii. Woolwich council has opposed the closure of the local transfer station, and have proposed alternatives.
    iv. Overall impact could increase or lower traffic to the Waste Management Centre, depending on decisions made.

23. The impact of additional Costco traffic is unknown, and may alter the amount of traffic visiting the Waste Management Centre as well.

MITIGATION MEASURES

24. Mike noted that the "relief" loop is not a long-term solution, but can be maintained in the short term.
    i. An option exists for Waste Management to rent a second inbound scale, which would likely improve throughput.

Action	Item		Milestone
	25.	Mike noted that a scale rental would take approximately 1 month to get up and running.	
	26.	Mike noted that Gate 3 is a future option to service future small vehicle traffic.	
	27.	Mike noted that access through Gate 3 would solve queuing along Erb. i. Mark asked about other current uses for Gate 3 – minimal usage was noted, particularly on Saturdays.	
	28.	Donna noted that there is funding available for operational improvements including the update of Gate 3, which is currently scheduled to happen within about 10 years.	
	29.	Donna noted that the landfill is hesitant to pursue infrastructure updates at this time due to the unknown impacts resulting from adjacent development along Erb St. i. Donna also noted that an Operational Master Plan for the Gate 2 area will be completed, with Terms of Reference to be issued in 2016.	
Donna	30.	Donna to review whether there is interest in piloting the second entrance scale and note impacts on queue.	
	31.	Bill noted that there are capital costs associated with a scale rental, and asked about alternatives that were available.	
	32.	Mike noted that there is a (less preferred) option of using Gate 1 as a supplementary entrance.	
	33.	Bill noted that the Region will need to provide a list of measures that could address queuing issues when they are encountered.	
	34.	Julia noted that a review and test of these measures should be done before Costco, to ensure that they can mitigate queuing before the issues arise. i. Mark asked about schedule for Costco opening, and it was noted that if all went as planned, Costco could be open by Oct. 31, 2015.	
	NEXT STEPS		
	35.	Linda provided Geoff with 2014 data on the load information at the scales at Gates 1 and 2. Geoff to review.	
Donna/ Linda	36.	Waste Management to review options and operational costs of mitigation measures.	
Mark/ Bill	37.	Linda is to be included in the Erb Street Project Team.	
	38.	Next Technical Team Meeting TBC.	

WALTERFEDY

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WALTERFEDY

WASTE MANAGEMENT MEETING MINUTES # 02

To:	Regional Municipality of Waterloo 150 Frederick Street, 2nd Floor Kitchener, ON N2G 4J3	Project No:	2014-0114-10
		Date:	May 31, 2016
		Project:	Erb Street Improvements – Fischer-Hallman Road to Wilmot Line
		Meeting Date:	May 18, 2016
Attn:	Bill Gilbert	From:	S. Van Kruistum
		Page:	Page **1** of **3**

Present:

Donna Serrati, Region of Waterloo – Waste Management
Linda Churchill, Region of Waterloo – Waste Management
Bill Gilbert, Region of Waterloo
Geoff Keyworth, Region of Waterloo
Skylar Van Kruistum, WalterFedy
Julia Salvini, Salvini Consulting

PLEASE NOTE: If the information contained in this report does not agree with your record of the conference, or if there are any omissions, will you kindly advise us, otherwise we will assume the contents to be correct.

Action	Item	Milestone

1. Bill noted that the Costco roundabouts are scheduled for completion in the first or second week of September.

2. Bill noted that the Region intends to lower the speed limit through the proposed roundabouts, changed from 70km/h to 60km/h between the Hydro One corridor out to Wilmot Line.

Mitigation Measures to Date:

3. Since installation of the second scale, queuing appears to be eliminated on Erb Street.
   i. Linda checked with staff from operations and no queuing has been observed by them.

4. The second scale does not remain operational all the time, but is opened as-needed based on traffic.

5. Following installation of the second scale, some queuing was experienced internally within the Waste Management site. Revisions have since been made to the internal operations which seem to have solved this issue.

6. The on-site "queuing loop" is opened up when needed. It was asked whether this loop was at risk of being closed in the near future.
   i. Donna noted that there would be no significant changes made to traffic within the landfill (including this queuing loop) until impacts of the adjacent development (i.e. roundabouts and Costco traffic) are better understood. However, some on-site construction may use up some of this loop area. Staff to confirm the impacts and the duration.
   ii. The loop remains a potential mitigation measure in the interim, subject to staff confirmation, until the Costco site has been operational for some time.

Traffic Data and Report:

7. Data was received in spring 2015 for queuing. The second scale was not operating at this point in time.

Action	Item	Milestone

8. Data was also received in fall 2015, when the second scale was in operation. Demand was low at this time, so it is unclear if queuing would have been an issue even without the second scale.

9. Queuing appears to begin when arrival rates exceed approximately 25 vehicles per 15-minute interval. Geoff and Julia to review the queuing data in more detail off-line.

10. Geoff questioned whether the internal "queuing loop" was operating during days when traffic queues were being measured.
    i. Donna asked for a follow-up email so she could check with operations.

11. Traffic data is available from the scale at Gate 2 through past years, but Geoff noted that it's difficult to predict peak times year-to-year since variations in weather can impact weekend traffic significantly.

Future Variables

12. Transfer stations are now all closed.

13. Minimum fees have already increased (no further increases planned at this time).

14. The upcoming bag limit and change to bi-weekly garbage collection for curbside collection may impact traffic, though actual outcome is uncertain.

15. There will be a new contract for curbside collection in 2017, which may change how traffic functions through Gate 1.

Additional Mitigation Measures

16. Bill noted that there is a planned 2-week closure to Gate 2 anticipated in July as part of the roundabout construction project. Traffic will be re-routed through Gate 3 via a new connecting road inside the Waste Management facility.
    i. The use of Gate 3 as an alternate access will be a good trial run to see if this could happen in the future should traffic start queuing too much at Gate 2.
    ii. Due to the location of Gate 3, there is a large amount of space for vehicle queuing within the landfill and there is no roundabout at the Erb Street access, so queuing would not stop traffic along Erb in this location.

17. It was asked whether there was a need for additional traffic measurements, particularly queuing along Erb Street, so that the traffic report could come to a more definitive answer on whether queuing may be an issue at the proposed roundabout at Gate 2.
    i. Geoff noted that measurement would be more difficult with construction underway, and may not provide accurate results if traffic patterns are changed due to the on-going construction.

18. It was decided that mitigation measures (i.e. second scale, internal queuing, and possibility of using Gate 3) provide enough of a buffer that a definitive answer is not necessarily required in the Erb Street traffic report. Rather, a general discussion of the work done and mitigation measures that have or could be implemented would be sufficient.

Action	Item	Milestone
	NEXT STEPS	
Bill	19. A meeting is required with Operations staff to discuss the implementation of Gate 3 access during the July shutdown of Gate 2. This discussion will include a review of short term and long term plans for the use of Gate 3.	
Bill	20. Bill to provide a status update to council before Costco opening, demonstrating the background work that has been completed to date.	
	21. Erb Street PPC #2 in early fall.	

WALTERFEDY

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SVK:ajw

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PUBLIC CONSULTATION CENTRES

PUBLIC CONSULTATION CENTRE #1

Notice of Public Consultation Centre

Region of Waterloo

Notice of Public Consultation Centre

Erb Street Improvements
Fischer-Hallman Road to Wilmot Line
City of Waterloo
Municipal Class Environmental Assessment, Schedule 'C'

The Regional Municipality of Waterloo is undertaking a Schedule "C" Municipal Class Environmental Assessment (Class EA) for improvements to the Erb Street road corridor from Fischer-Hallman Road to Wilmot Line in the City of Waterloo. Improvements along Erb Street are being considered in order to improve roadway capacity to meet projected traffic growth and to improve active transportation facilities for pedestrians and cyclists along the corridor.

This study is being completed following the guidelines of the "Municipal Class Environmental Assessment", dated October 2000 (as revised 2011), for Schedule "C" projects.

Public Consultation Centre

The Region invites you to attend a Public Consultation Centre (informal 'drop-in' format) for the Erb Street Improvements Class Environmental Assessment study to learn about the project and provide input and comments on the traffic and transportation needs and opportunities, alternatives for improvements, and the environmental and evaluation criteria being considered for this project. The Public Consultation Centre will take place as follows:

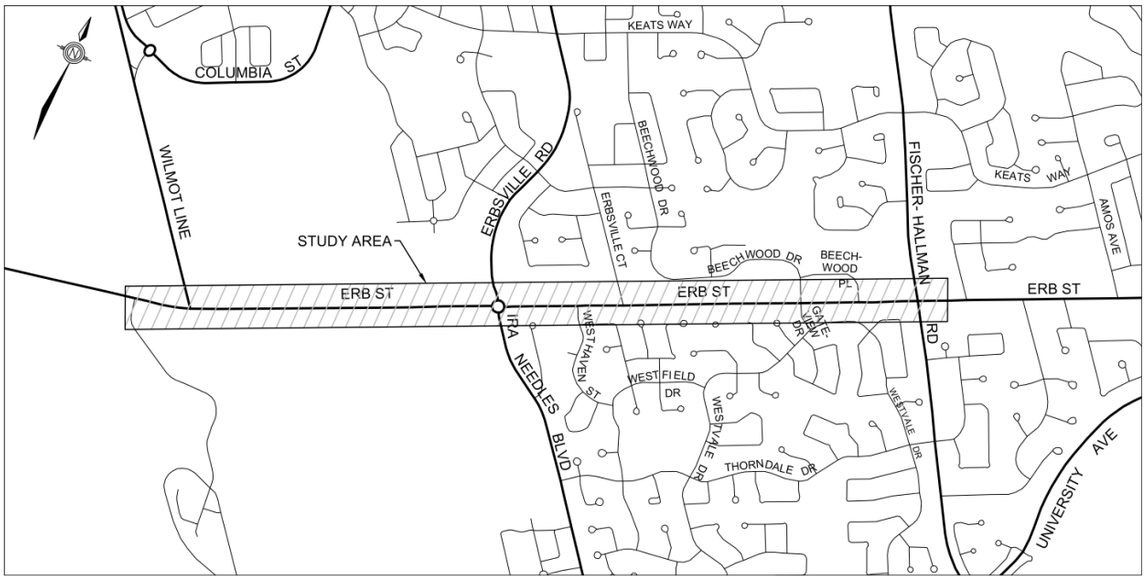
Date: Thursday, May 28, 2015
Time: 4:30 p.m. to 8:00 p.m.
Place: Kitchener-Waterloo Bilingual School, 600 Erb Street West, Waterloo, Ontario

Project information and plans will be available for review and Region staff will be present to answer questions and receive comments on this project. Anyone with an interest in this project is invited to attend and provide input for incorporation into the planning and design of this project.

If you require further information on this project, or wish to be added to the project mailing list for future project notices, please contact either:

William Gilbert, P. Eng.
Senior Project Manager
Regional Municipality of Waterloo
150 Frederick Street,
Kitchener, ON N2G 4J3
Phone: 519-575-4603
Email: WGilbert@regionofwaterloo.ca

Mark Christensen, P. Eng.
Project Manager
WalterFedy
675 Queen St. S., Suite 111
Kitchener, ON N2M 1A1
Phone: 519.576.2150 x285
Email: mchristensen@walterfedy.com



Accessibility: This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact William Gilbert (as above) at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to William Gilbert at the Region of Waterloo.

PUBLIC CONSULTATION CENTRE #1

Information Package

Erb Street Improvements
Fischer-Hallman Road to Wilmot Line
City of Waterloo

Public Consultation Centre #1
Information Package

What: Road Widening and Active Transportation Improvements on Erb Street

Where: Erb Street from Fischer-Hallman Road to Wilmot Line in the City of Waterloo

Why: To provide needed pavement reconstruction and road improvements for traffic growth and transportation system improvements for transit, pedestrians and cyclists along the Erb Street corridor in the City of Waterloo

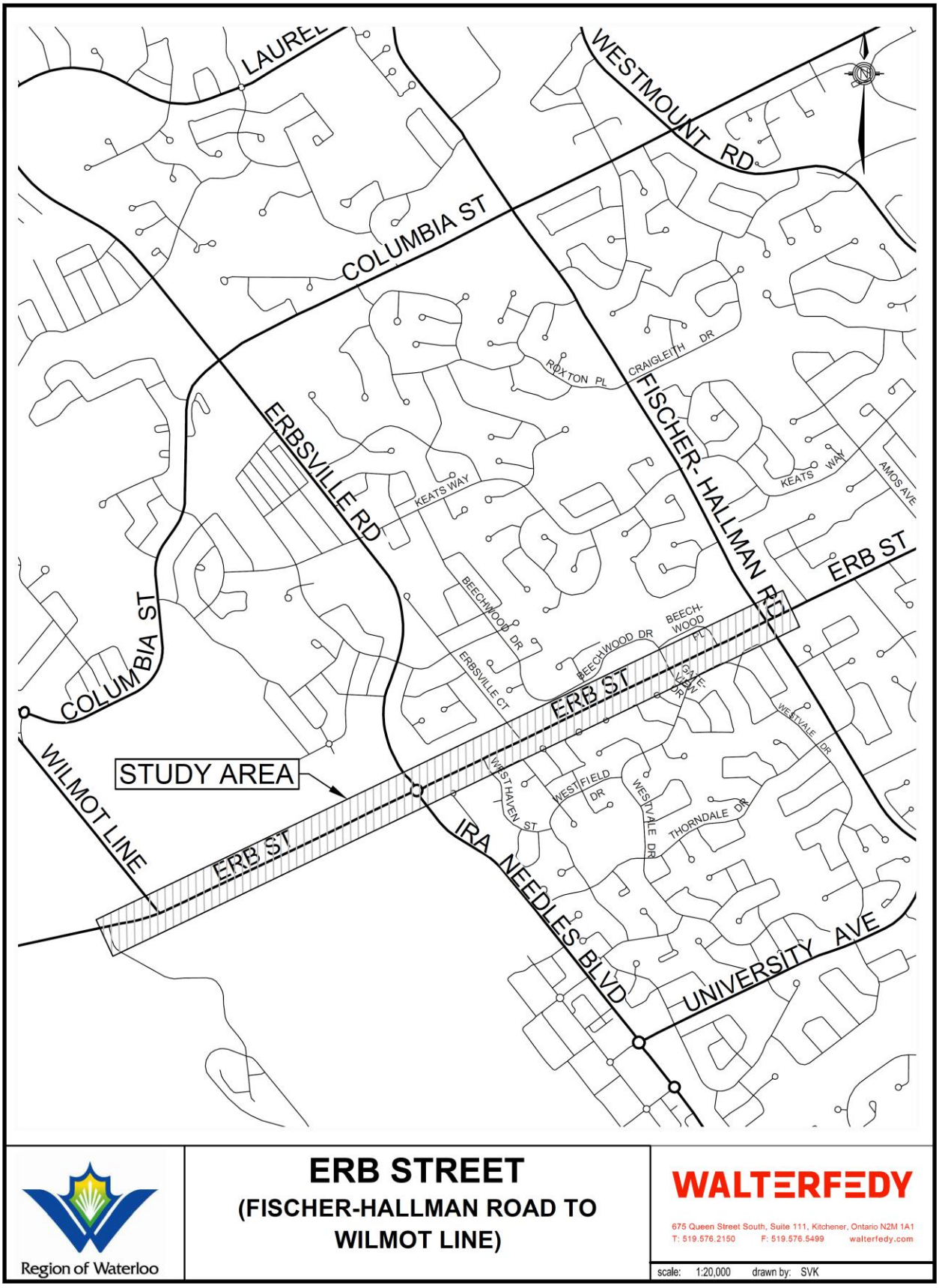
When: Construction in 2018

Who: Region of Waterloo Project Manager
William Gilbert, P. Eng.
Region of Waterloo
Phone: (519) 575-4603
Email: WGilbert@regionofwaterloo.ca

Public Consultation Centre #1
Thursday May 28, 2015, 4:30PM to 8:00PM
Kitchener- Waterloo Bilingual School
600 Erb Street West
Waterloo, Ontario

There is a comment sheet at the back of this package. Please fill it out and share your comments with us.

Key Plan


LAUREL
WESTMOUNT RD
COLUMBIA ST
ROXTON PL
CRAIGLEITH DR
FISCHER-HALLMAN RD
ERBSVILLE RD
KEATS WAY
KEATS WAY
AMOS AVE
ERB ST
BEECHWOOD DR
BEECHWOOD DR
BEECH-WOOD PL
ERBSVILLE CT
ERB ST
COLUMBIA ST
WESTVALE DR
WILMOT LINE
STUDY AREA
WEST HAVEN ST
WESTFIELD DR
WESTVALE DR
THORNDALE DR
ERB ST
IRA NEEDLES BLVD
UNIVERSITY AVE
Region of Waterloo
ERB STREET
(FISCHER-HALLMAN ROAD TO
WILMOT LINE)
WALTERFEDY
675 Queen Street South, Suite 111, Kitchener, Ontario N2M 1A1
T: 519.576.2150 F: 519.576.5499 walterfedy.com
scale: 1:20,000 drawn by: SVK

1. Why is the Region considering this project?

The section of Erb Street west of Fischer-Hallman Road to Gateview Drive is exhibiting poor pavement conditions and has been identified as in need of major reconstruction. In addition, sections of Erb Street from Fischer-Hallman Road to Erbsville Court, and west of Ira Needles Boulevard to Wilmot Line, are lacking sidewalks and or cycling facilities and thus do not provide pedestrians and cyclists' access throughout the entire road corridor and to transit stops along the corridor. The Region's Active Transportation Master Plan has identified Erb Street as a core on-road cycling route.

The 2010 Regional Transportation Master Plan (RTMP) has identified the sections of Erb Street from Gateview Drive westerly to Erbsville Court, and Ira Needles Boulevard westerly to Wilmot Line, for future widening to meet increased traffic demands associated with development in the area.

2. Who is directing this project?

The planning and design for this project is being directed by staff from the Region of Waterloo and City of Waterloo, along with Region of Waterloo Councillor Jane Mitchell and City of Waterloo Councillor Bob Mavin. The consulting engineering firm of WalterFedy has been retained by the Region of Waterloo to provide design services on this project and to provide contract administration and inspection services during construction.

3. How is this project being planned?

This project is being planned in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA). The Municipal Class EA is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts are considered before a project is approved. It requires consultation with the public, involved stakeholders and agencies in consideration of alternatives and their impacts on the project environment. This project is being planned as a Schedule 'C' Class EA project which applies to larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and requires multiple opportunities for public input.

This project is in the early phase of the Class EA process and this initial Public Consultation Centre is being held for members of the public to become aware of the project and to provide input into the project for further development of alternatives and their environmental impacts.

4. What is the purpose of this Public Consultation Centre?

The purpose of this Public Consultation Centre is to have interested groups and individuals learn about and provide input on:

a) The needs and opportunities for improvements on Erb Street;

b) The project environment (natural, social, cultural/heritage and economic);

c) The alternative solutions for improvements being considered by the Project Team;

d) How the alternative solutions for improvements will be evaluated and how a preferred alternative will be identified; and

e) Future public input opportunities planned.

Region and City staff as well as the project consultant are available at this Public Consultation Centre to answer any questions you may have. We kindly request that you fill out the Comment Sheet attached to the back of this Information Package and either put it in the Comment Box at the Public Consultation Centre or send it to the address noted on the Comment Sheet. Your comments will be considered by the Project Team in conjunction with all other relevant information in recommending a preferred alternative for this project.

5. What alternatives are being considered for this project?

The following alternative solutions for improvements are currently being considered by the Project Team;

1) **Do Nothing** – aside from general maintenance (asphalt repair/overlay, etc.), this alternative would retain the road in its current number of traveled lanes without widening or the addition of curbs and a drainage system, sidewalks or cycling facilities;

2) **Maintain the Existing Road and Add Active Transportation Facilities** - This alternative would retain the current number of traveled lanes similar to alternative 1, but would include for the addition of cycling facilities (either on-road or off-road) and pedestrian sidewalks;

3) **Urbanize the Existing Road (west of Ira Needles) and Add Active Transportation Facilities** – This alternative would retain the current number of traveled lanes, and add the following facilities:
   - Curb and gutter and a storm drainage system;
   - Cycling facilities (either on-road or multi-use trails);
   - Pedestrian sidewalks;

4) **Widen the Road to 4-lanes and Add Active Transportation Facilities** – This alternative would include all improvements under Alternative 3, as well as widening of Erb Street to 4-lanes between Gateview Drive and Erbsville Court, and west of Ira Needles Boulevard to Wilmot Line.

Common to all alternatives is the consideration of intersection design alternatives such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and the provision of transit stop pads and shelters as necessary.

6. What other improvements are planned or underway in the project area and how do they impact this project?

As part of the Region's Transportation Capital Program, other road improvements in the project area that are currently planned are as follows:

- Development of the West Waterloo Commercial Centre lands (known as the Costco site) on the north side of Erb Street, west of Ira Needles Boulevard and opposite the Region's Waste Management Centre, has been approved for which current plans have identified the need for two roundabouts on Erb Street in providing access to the development site as well as a connection to a future north-south City collector road. Potential construction of the proposed roundabout road improvements are scheduled for early 2016 (subject to Regional Council approval).
- Widening of Ira Needles Boulevard to 4 lanes from University Avenue to Erb Street and improvements to the roundabout at Erb Street are scheduled for 2016 (pending property acquisition).

The detailed design and construction information for these other road improvements will be incorporated into the background information for this EA study.

In addition, improvements for the addition of a second inbound scale at the Region's Waste Management Centre Small Vehicle Transfer Station (Gate 2) are underway. This second scale will enhance current operations at the Small Vehicle Transfer Station (Gate 2) which will be monitored for reductions in traffic queueing onto Erb Street.

7. How do the improvements being considered relate to the objectives of the Regional Transportation Master Plan, the Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?

The Regional Transportation Master Plan (RTMP) is a high-level strategic plan that assesses existing and future traffic patterns and volumes across the entire Regional road network to determine the short and long-term needs for road improvements. The RTMP was approved in 2010, and centered on four key goals to get people and goods around the Region through to 2031. These four goals are shown in Table 1:

Table 1: RTMP Goals

Optimize the Transportation System	Make the most of what exists: preserve and maximize the use of facilities and services — avoid or defer the need for new infrastructure that does not support the other goals.
Promote Transportation Choice	Provide and maintain a transportation system that offers competitive choices for moving people and goods in an integrated and seamless manner while minimizing single occupancy vehicle trips.
Foster a Strong Economy	Provide a transportation system that supports the retention of existing businesses and attraction of sustainable economic activity.
Support Sustainable Development	Provide and maintain a transportation system that supports sustainable growth in both urban and rural areas and reduces transportation contributions to climate change.

The RTMP considers a variety of strategic road improvements necessary to keep people and goods moving into the future. However, the provision of transportation choice is integral to several of the RTMP goals. With this in mind, and recognizing that local context will influence transportation design choices, priority will generally be given in the following order of decreasing priority:

- Walking;
- Cycling;
- Public transit;
- Carpooling and other smart commute strategies; and
- Single occupant vehicles.

Erb Street provides an important east-west transportation link from the surrounding area to Uptown Waterloo through the predominately residential areas east of Ira Needles Boulevard. The 2010 RTMP identified the need to widen Erb Street to four lanes between Gateview Drive and Erbsville Court, as well as between Ira Needles Boulevard and Wilmot Line, in the five to ten year horizon (approximately 2015 to 2020) to meet traffic demands associated with development in the area.

The Region of Waterloo's Active Transportation Master Plan (ATMP) recommended sidewalks and on-road bike lanes on both sides of Erb Street between Fischer-Hallman Road and Ira Needles Boulevard. On-road bike lanes currently exist on Erb Street west of Ira Needles Boulevard to St. Agatha and east of Fischer-Hallman to Westmount Road and as part of the EA the Project Team will evaluate the opportunity and benefit of other facilities for sidewalks and multi-use trails along this section of road.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional roads. The CDG identifies design parameters for necessary features within the road allowance such as vehicle lanes, cycling facilities, sidewalks and boulevards. In accordance with the CDG, Erb Street is identified as a "Neighbourhood Connector – Avenue". Designing Erb Street to support active transportation modes including walking and cycling is a fundamental character of this road classification.

Given that portions of the Study Area currently have transit (GRT Routes 5 & 29) and that more routes are planned for the future, the Regional Official Plan, the Transportation Master Plan and the Active Transportation Master Plan (ATMP) all support complete and continuous pedestrian facilities on this section of Erb Street for the full length of this project. Sidewalks or multi-use trails on both sides of the road will meet this need.

8. Who will be responsible for the winter maintenance of the new sidewalks/multi-use trails?

Maintenance of new back-lot sidewalks or multi-use trails along Regional roads is the responsibility of the local municipality and adding new sections of back-lot sidewalks or multi-use trails will be subject to confirmation of available maintenance funding by the local municipality.

9. How will existing trees be affected?

Existing trees along the road corridor may require removal to accommodate new sidewalks, multi-use trails or widening of the road to 4-lanes and/or implementation of on-road cycling lanes. Any potentially impacted trees will be reviewed as to their significance and health and a determination made if disturbance should and/or could be avoided. A streetscape design will be completed for planting of any new trees and any trees removed will be considered for replacement with nursery stock of a Region-approved native species on a two for one basis.

10. Are noise barriers being considered for this project?

Noise barriers will be considered as part of the project and the noise study and any recommended barrier installations would follow the Region's Implementation Guidelines for Noise Policies. Potential noise attenuation will be addressed later in the EA process once a preferred alternative has been chosen for this project.

11. Is any private property required for this project?

One of the goals of the planning and design process for this project is to minimize the impact on adjacent properties and minimize the need to acquire private property. An initial review of the existing road allowance indicates that along the majority of the road corridor, the width of the road right-of-way is sufficient for all options being considered. However, with the 4-lane option, it is anticipated that the Region would need to acquire some strips of property from several abutting property owners. Identification of property needs will be completed during the evaluation of alternatives as the study proceeds and will be presented at a future Public Consultation Centre.

In areas where property is required, the property owner would be contacted directly by the Region of Waterloo's Land Purchasing Officer. Compensation would be provided at fair market rates based on recent similar area sales. Please refer to Appendix "A" for further information on the property acquisition process.

12. How is the natural environment being considered?

As part of the environmental inventory for the project, a Natural Environment study has been undertaken documenting the natural features and wildlife within the study area. The review determined that there is no significant wildlife, fisheries or areas of natural significance at the project site. A wetland area on the south side of Erb Street, west of Ira Needles Boulevard, was identified as a "Regulated Area" by the GRCA. If any development or alteration is to take place in this regulated area, a permit for Development, Interference with Wetlands and Alterations to Shorelines and Watercourses will be required. Further consultation with the GRCA will be required to confirm the boundary of this regulated area and if there will be any overlaps with the road expansion.

Of the endangered species or species of concern as listed in the Endangered Species Act (ESA), the only species observed and considered to have moderate or high probability to occur at the site are the Snapping Turtle and Barn Swallow. The road expansion is not expected to directly affect these species or their habitat; however, further consultation will be undertaken with the Ministry of Natural Resources and Forestry (MNRF).

13. What is the estimated cost of this project?

The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations and property acquisitions. Funding of $11.675 million for improvements on Erb Street is included in the Region's 2015 Ten Year Transportation Capital Program.

14. What is the project schedule and what are the next steps for improvements on Erb Street?

The Project Team will review the public comments received from this Public Consultation Centre and use them as input for completion of the Erb Street Class Environmental Assessment. An assessment of the potential impacts of each alternative on the project environment will be completed and the Project Team will evaluate the alternatives for presentation of a preferred improvement alternative at a second Public Consultation Centre anticipated to be held in the Fall of 2015 for further public review and input. After consideration of the technical information completed and all public input received, the Project Team will present a recommendation to Regional Council in the Winter/Spring of 2015/2016 for approval of an improvement alternative that best meets the needs of the public while minimizing the impact on the project environment.

Pending project approval by Regional Council, detailed design and property acquisition would be completed throughout 2016 and 2017 with utility relocations in late 2017 and construction commencing in 2018.

15. How will I receive further notification regarding this project?

Property owners abutting the project site and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of all future meetings.

16. How can I provide my comments?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than Friday June 12, 2015.

We thank you for your involvement and should you have any questions or concerns please contact one of the following:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

17. How can I view project information following the PCC?

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at www.regionofwaterloo.ca.

Appendix A

Region of Waterloo

Property Acquisition Process Information Sheet

The following information is provided as a general overview of the property acquisition process and is not legal advice. Further, the steps, timing and processes can vary depending on the individual circumstances of each case.

Once the Class Environmental Assessment is complete and the Environmental Study Report outlining the Recommended Design Concept has been approved, the property acquisition process and the efforts of Regional Real Estate staff will focus on preparation for acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

After the project has been approved and as it approaches final design, the project planners will generate drawings and sketches indicating what lands and interests need to be acquired from each affected property to undertake the project. These drawing are referred to as Property Impact Plans (PIP).

Initial Owner Contact by Regional Real Estate Staff

Once the PIPs are finalized and available, Regional Real Estate staff will retain an independent appraiser to provide preliminary valuations of the land requirements and their effect on the value of the property. As this process nears completion Real Estate staff will contact the affected property owners by telephone and mail to introduce themselves and set-up initial meetings to discuss the project, appraisals and proposed acquisitions.

Initial Meetings

The initial meeting is attended by the project engineer and the assigned real estate staff person to brief the owner on the project, what part of their lands are to be acquired or will be affected, what work will be undertaken, when, with what equipment, etc and to answer any questions. The primary purpose of the meeting is to listen to the owner and identify issues, concerns, effects of the proposed acquisition on remaining lands and businesses that can be feasibly mitigated and/or compensated, and how the remaining property may be restored. These discussions may require additional meetings. The goal of staff is to work with the owner to reach mutually agreeable solutions.

Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

The initial meetings will form the basis of an initial offer of settlement or agreement of purchase and sale for the required lands or interests.

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows;

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;
2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;
3) reasonable costs of the owner will be included in any compensation settlement;
4) an offer with a purchase price and any other compensation or works in lieu of compensation will be submitted to the property owner for consideration; and
5) an Agreement will be finalized with any additional discussion, valuations, etc as may be required.

Depending on the amount of compensation, most agreements will require the approval of Council. The approval is undertaken in Closed Session which is not open to the public to ensure a level of confidentiality.

Expropriation

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Even after lands and interests have been acquired through expropriation an agreement on compensation can be reached through negotiation, this is usually referred to as a ‘settlement agreement’.

Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under that *Act* are protected.

For information on the expropriation process, please refer to ‘Expropriation Information Sheet’.

Region of Waterloo

The following information is provided as a general overview of the expropriation process and is not legal advice. For complete information, reference should be made to the Ontario Expropriations Act as well as the more detailed information in the Notices provided under that Act.

Expropriation Information Sheet

What is Expropriation?

Governmental authorities such as municipalities, school boards, and the provincial and federal governments undertake many projects which require them to obtain land from private property owners. In the case of the Regional Municipality of Waterloo, projects such as the construction or improvement of Regional Roads sometimes require the purchase of land from private property owners. In many cases, the Region of Waterloo only needs a small portion of the private property owner's lands or an easement for related purposes such as utilities, although in certain instances, entire properties are required.

Usually the governmental authority is able to buy the land required for a project through a negotiated process with the affected property owners. Sometimes, however, the expropriation process must be used in order to ensure that the land is obtained within a specific timeline. Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under that *Act* are protected.

<u>IMPORTANT NOTE</u>: The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to ensure that the Region of Waterloo will have possession of all of the lands needed to start a construction project on schedule. However, it is important to note that Regional staff continues to make every effort to reach a negotiated purchase of the required lands on mutually agreeable terms while the expropriation process is ongoing. If agreement is reached, expropriation proceedings can be discontinued and the land transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.

What is the process of the Region of Waterloo under the Expropriations Act?

- Regional Council considers a request to begin an application under the *Expropriations Act* to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a "Notice of Application for Approval to Expropriate" to affected property owners that the process has started to seek approval to expropriate the land.

- As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is "fair, sound and reasonably necessary in the achievement of the objectives" of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is <u>not</u> determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to $200.00 as compensation for the property owner's costs in participating in this Hearing, regardless of the outcome of the Hearing.

- If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.

- If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.

- If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.

- Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the *Expropriations Act* for calculation of the compensation.

- In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.

- Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the *Expropriations Act*, the compensation and/or costs matter may be referred to a provincially-appointed Board of Negotiation in an effort to reach a mediated settlement and/or an appeal may be made to the Ontario Municipal Board (OMB) for a decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OMB making a decision.

Comment Sheet

Regional Municipality of Waterloo

Erb Street Improvements

Public Consultation Centre #1, May 28, 2015

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by Friday, June 12, 2015 to:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
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Kitchener, ON N2M 1A1
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Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

Comments regarding this project:

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Name:

Address:

Postal Code:

Phone: **Email:**

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.

PUBLIC CONSULTATION CENTRE #1

Display Boards

Region of Waterloo

WELCOME TO

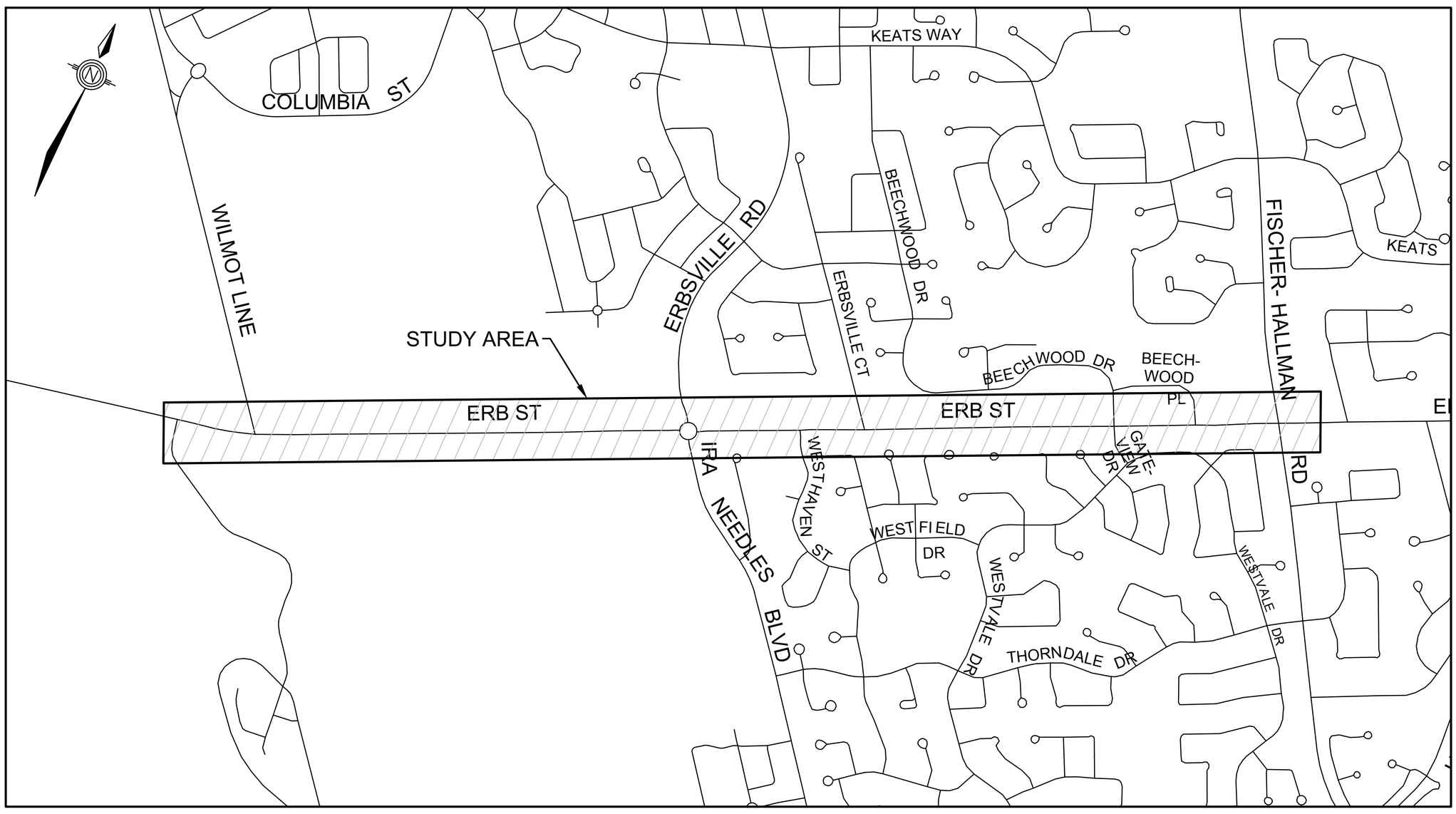
ERB STREET
WIDENING AND CORRIDOR STUDY
FROM WILMOT LINE TO
FISCHER-HALLMAN ROAD

PUBLIC CONSULTATION CENTRE

Region of Waterloo

ERB STREET

FROM WILMOT LINE TO FISCHER-HALLMAN ROAD



Why is the Region considering this project?

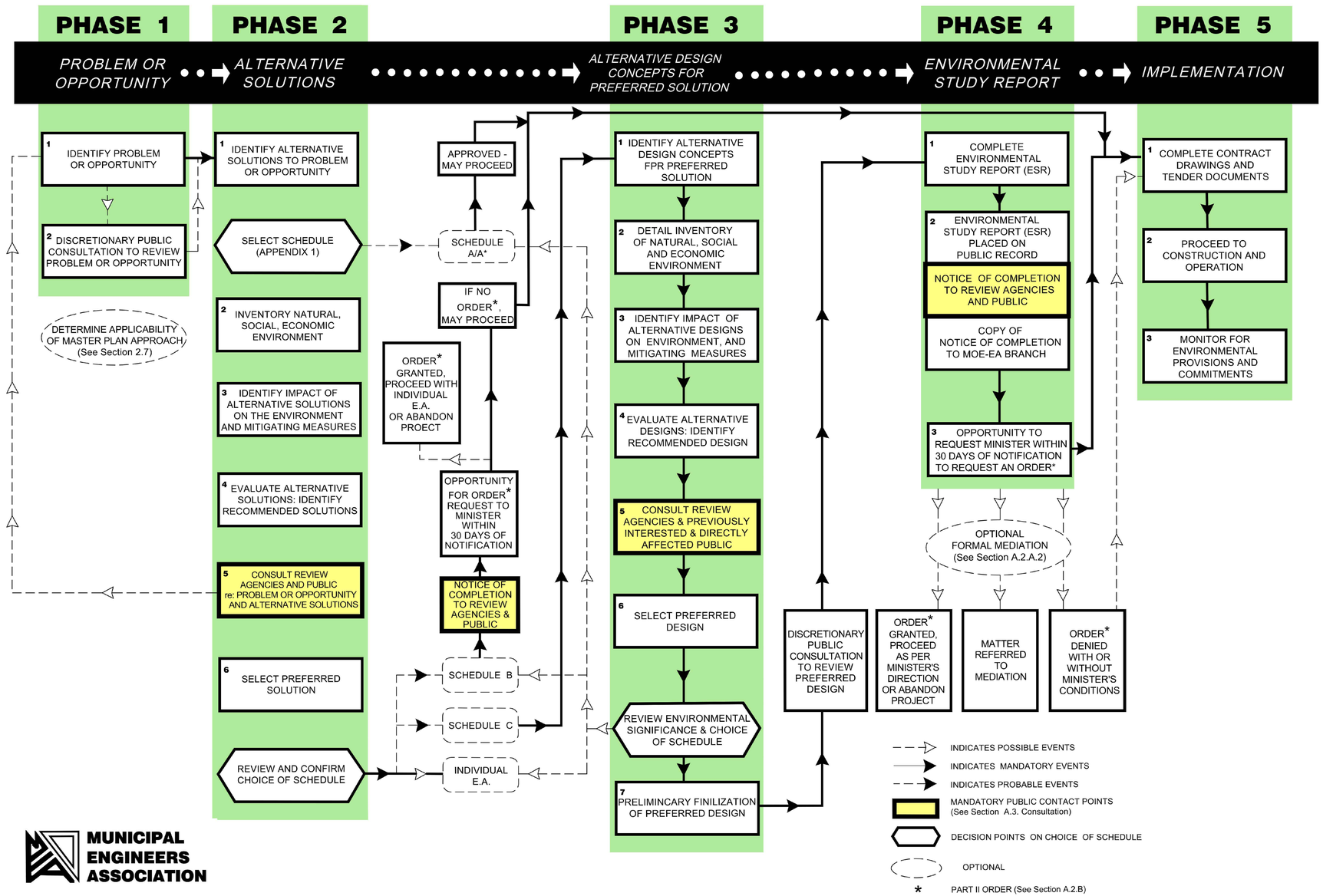
The section of Erb Street west of Fischer-Hallman Road to Gateview Drive is exhibiting poor pavement conditions and has been identified as in need of major reconstruction. In addition, sections of Erb Street from Fischer-Hallman Road to Erbsville Court, and west of Ira Needles Boulevard to Wilmot Line, are lacking sidewalks and/or cycling facilities and thus do not provide pedestrian and cyclist access throughout the entire road corridor and to transit stops along the corridor. The Region's Active Transportation Master Plan has identified Erb Street as a core on-road cycling route.

The 2010 Regional Transportation Master Plan (RTMP) has identified the sections of Erb Street from Gateview Drive westerly to Erbsville Court, and Ira Needles Boulevard westerly to Wilmot Line, for future widening to meet increased traffic demands associated with development in the area.

WALTERFEDY

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



MUNICIPAL ENGINEERS ASSOCIATION

Alternative Solutions Under Consideration

1. Do Nothing

Retain the current number of travelled lanes without widening or the addition of curbs and a drainage system, sidewalks or cycling facilities. Perform only general maintenance (asphalt repair/overlay, etc.);

2. Maintain the Existing Road and Add Active Transportation Facilities

Retain the current number of travelled lanes similar to Alternative 1, but would include the addition of cycling facilities (either on-road or off-road) and pedestrian sidewalks;

3. Urbanize the Existing Road (west of Ira Needles) and Add Active Transportation Facilities

Retain the current number of travelled lanes and add the following facilities:

- Curb and gutter and a storm drainage system;
- Cycling facilities (either on-road or multi-use trails);
- Pedestrian sidewalks;

4. Widen the Road to 4 Lanes and Add Active Transportation Facilities

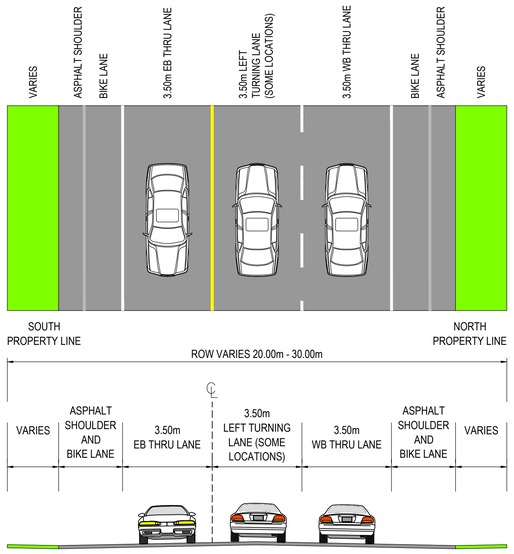
Includes all improvements under Alternative 3, as well as widening of Erb Street to 4 lanes between Gateview Drive and Erbsville Court, and west of Ira Needles Boulevard to Wilmot Line.

Common to all alternatives is the consideration of intersection design alternatives such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and the provision of transit stop pads and shelters as necessary.

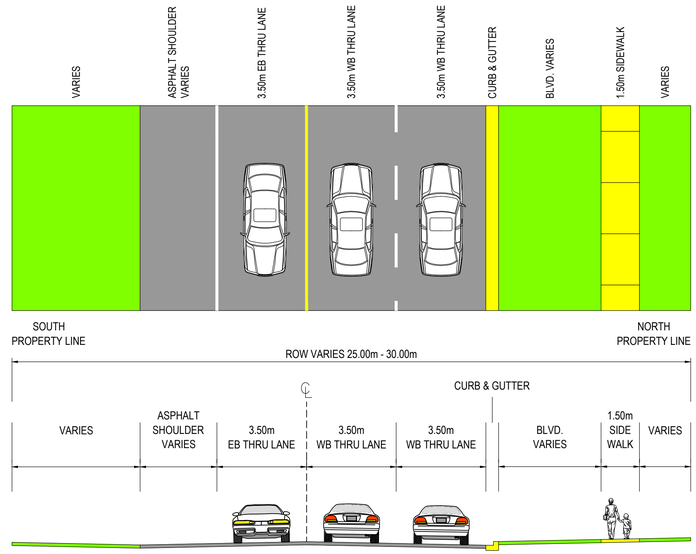
Please refer to sample cross sections shown on the next displays.

Region of Waterloo

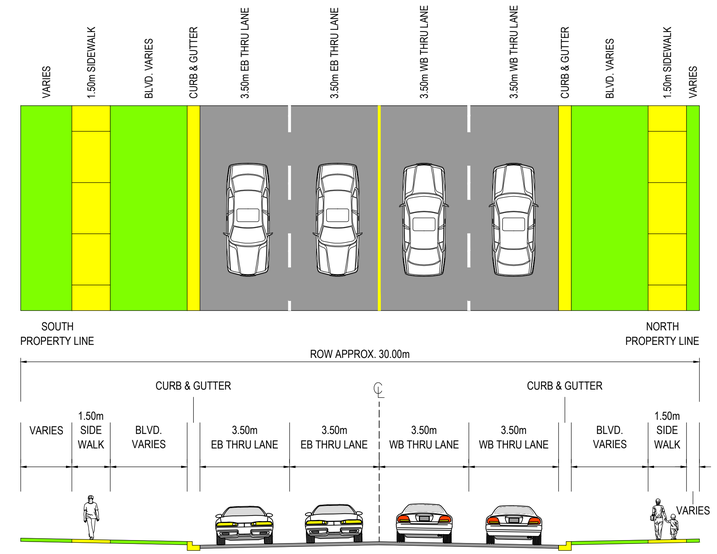
WALTERFEDY



WILMOT LINE TO ERBSVILLE ROAD / IRA NEEDLES BOULEVARD
TYPICAL SECTION

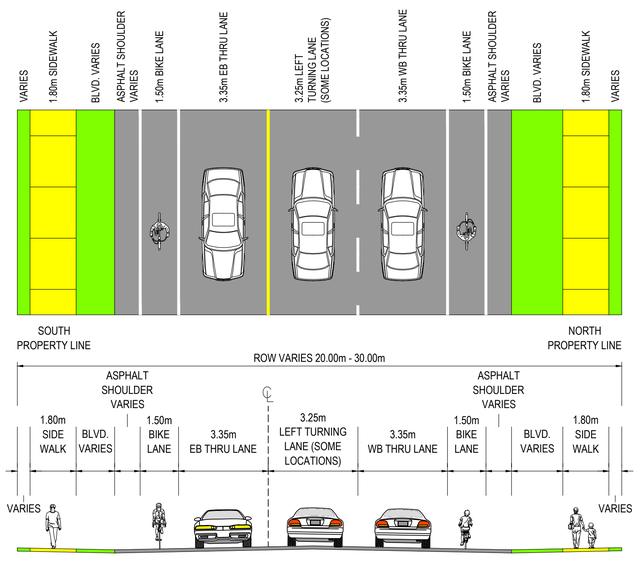


ERBSVILLE COURT TO GATEVIEW DRIVE
TYPICAL SECTION

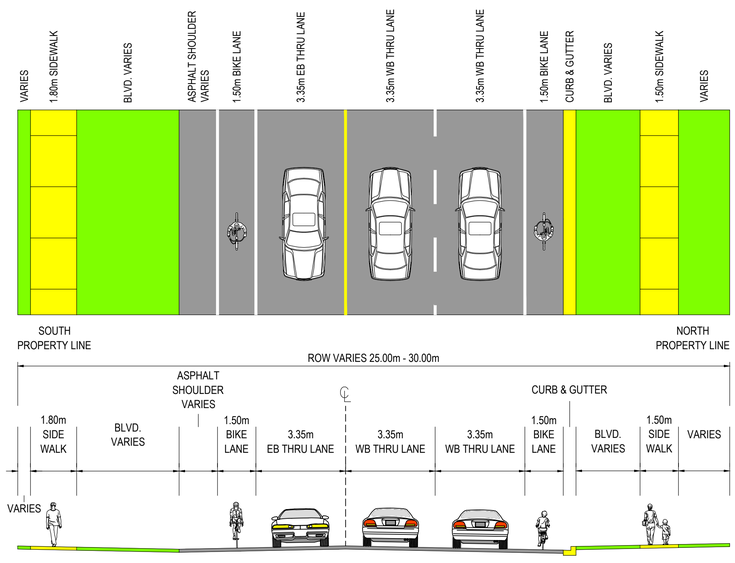


GATEVIEW DRIVE TO FISCHER-HALLMAN ROAD
TYPICAL SECTION

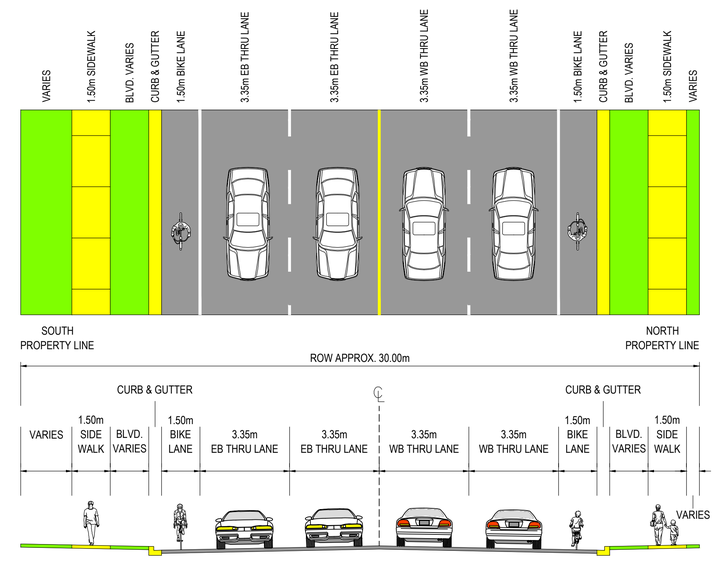
ALTERNATIVE #1 - DO NOTHING



WILMOT LINE TO ERBSVILLE ROAD / IRA NEEDLES BOULEVARD
TYPICAL SECTION



ERBSVILLE COURT TO GATEVIEW DRIVE
TYPICAL SECTION



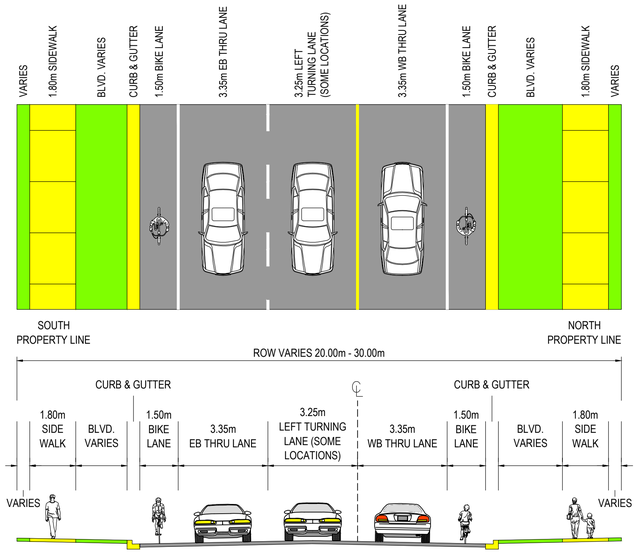
GATEVIEW DRIVE TO FISCHER-HALLMAN ROAD
TYPICAL SECTION

ALTERNATIVE #2 - MAINTAIN THE EXISTING ROAD AND ADD ACTIVE TRANSPORTATION FACILITIES

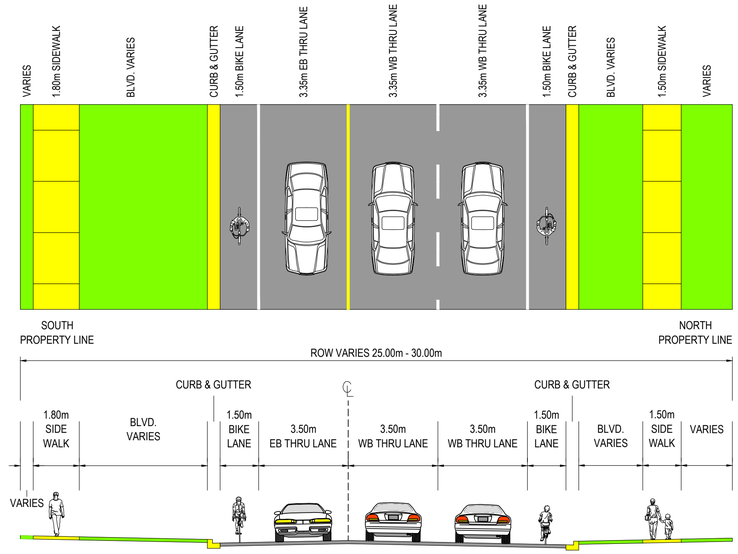
(MULTI-USE TRAILS IN LIEU OF SIDEWALK AND/OR ON-ROAD BIKE LANES TO BE REVIEWED)

Region of Waterloo

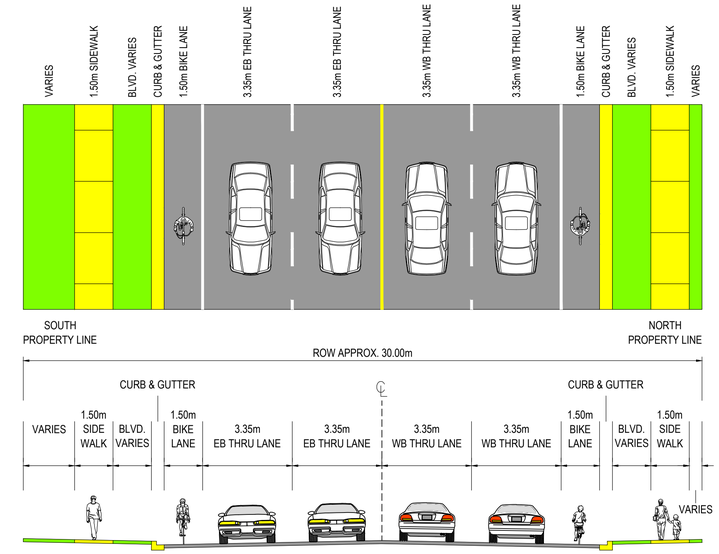
WALTERFEDY



WILMOT LINE TO ERBSVILLE ROAD / IRA NEEDLES BOULEVARD
TYPICAL SECTION



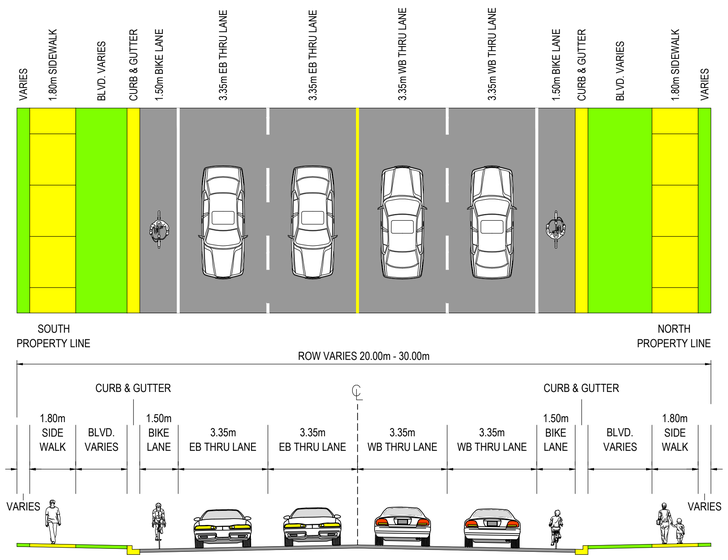
ERBSVILLE COURT TO GATEVIEW DRIVE
TYPICAL SECTION



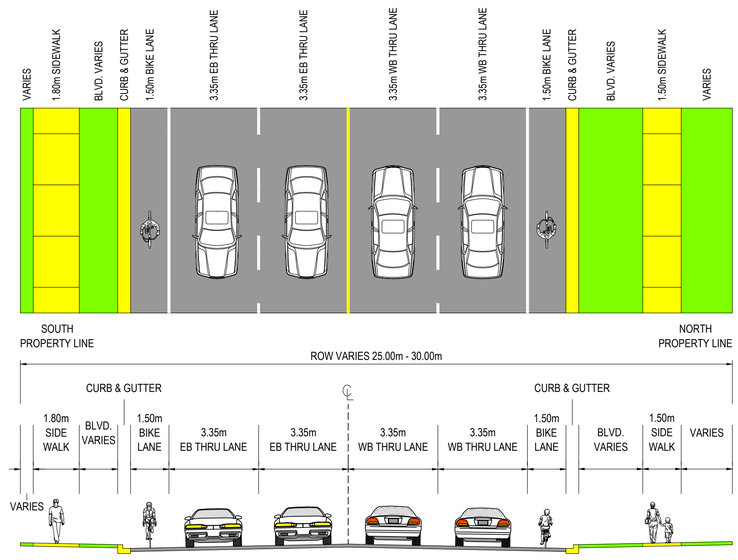
GATEVIEW DRIVE TO FISCHER-HALLMAN ROAD
TYPICAL SECTION

ALTERNATIVE #3 - URBANIZE EXISTING ROAD (WEST OF IRA NEEDLES) AND ADD ACTIVE TRANSPORTATION FACILITIES

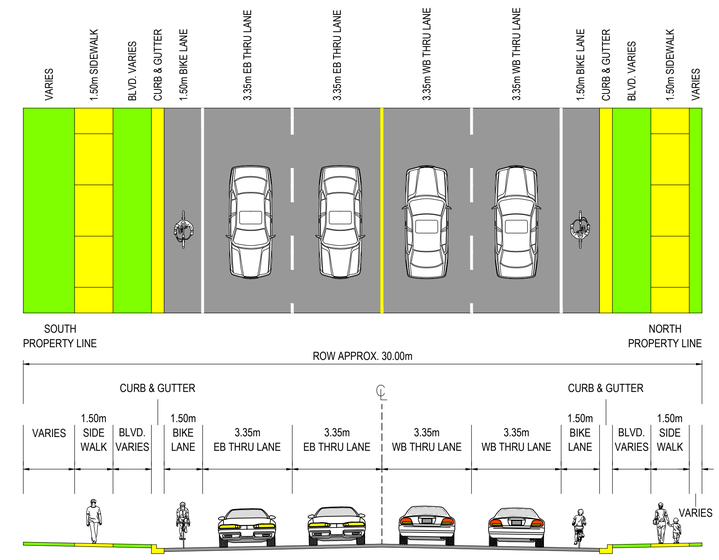
(MULTI-USE TRAILS IN LIEU OF SIDEWALK AND/OR ON-ROAD BIKE LANES TO BE REVIEWED)



WILMOT LINE TO ERBSVILLE ROAD / IRA NEEDLES BOULEVARD
TYPICAL SECTION



ERBSVILLE COURT TO GATEVIEW DRIVE
TYPICAL SECTION



GATEVIEW DRIVE TO FISCHER-HALLMAN ROAD
TYPICAL SECTION

ALTERNATIVE #4 - WIDEN THE ROAD TO FOUR LANES AND ADD ACTIVE TRANSPORTATION FACILITIES

(MULTI-USE TRAILS IN LIEU OF SIDEWALK AND/OR ON-ROAD BIKE LANES TO BE REVIEWED)

Region of Waterloo

WALTERFEDY

How Will Alternatives Be Evaluated?

Criteria	Evaluation Consideration
Traffic Operations and Safety	How well does the alternative manage motor vehicle, cycling, pedestrian and transit traffic?
Natural Environment	What impacts does the alternative have on natural environment features such as vegetation, wildlife and drainage?
Socio-Cultural Environment	What impacts does the alternative have on existing established communities and businesses, property noise/vibration, potential archaeological resources, built heritage features and visual character?
Economic Environment	What is the comparative cost to construct each alternative, including utility location, capital, property and maintenance and operating costs?
Official Policy – Active Transportation	How well does the alternative adhere to Active Transportation related policies?

Region of Waterloo

WALTERFEDY

Next Steps

- Review the public comments received from this Public Consultation Centre;
- Use public comments as input for development of proposed project alternatives;
- Assess the potential impacts of each alternative on the project environment;
- Present a preferred improvement alternative at a second Public Consultation Centre;
- Prepare an Environmental Study Report;
- Issue a Noice of Study Completion; and,
- Pending project approval by Regional Council, detailed design and property acquisition would be completed throughout 2016 and 2017 with utility relocations in late 2017 and construction commencing in 2018.

Thank You

Please complete a comment sheet and/or contact the following:

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Senior Project Manager Region of Waterloo
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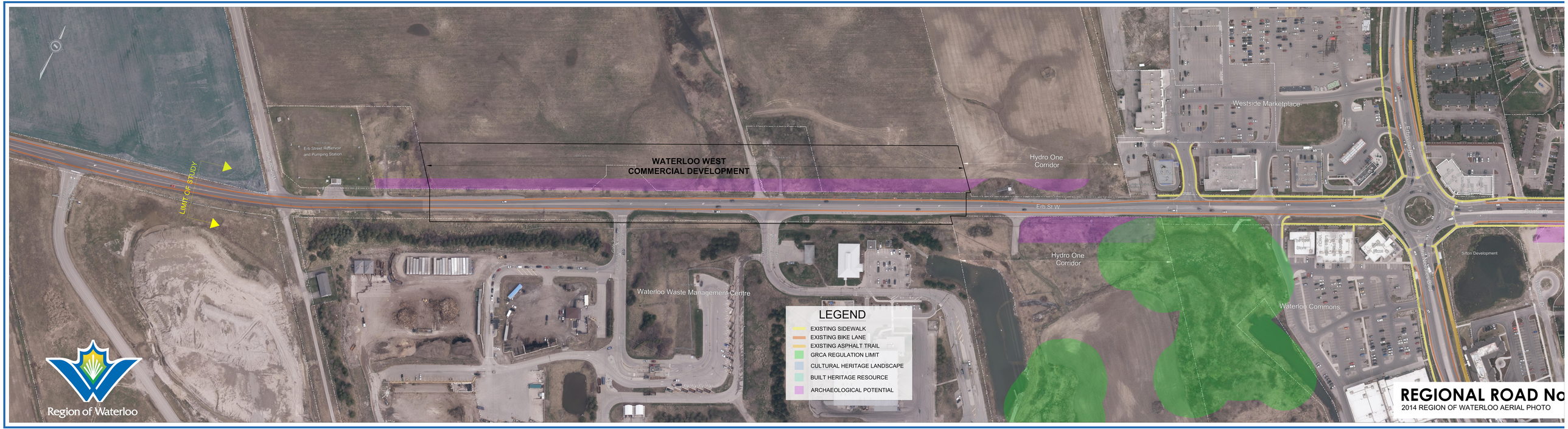
Region of Waterloo

WALTERFEDY

PUBLIC CONSULTATION CENTRE #1

Plans


WATERLOO WEST
COMMERCIAL DEVELOPMENT
LIMIT OF STUDY
Erb Street Reservoir
and Pumping Station
Hydro One
Corridor
Westside Marketplace
Erb St W.
Hydro One
Corridor
Waterloo Waste Management Centre
Waterloo Commons
Sifton Development
LEGEND
EXISTING SIDEWALK
EXISTING BIKE LANE
EXISTING ASPHALT TRAIL
GRCA REGULATION LIMIT
CULTURAL HERITAGE LANDSCAPE
BUILT HERITAGE RESOURCE
ARCHAEOLOGICAL POTENTIAL
Region of Waterloo
REGIONAL ROAD No
2014 REGION OF WATERLOO AERIAL PHOTO

6.9 (ERB STREET WEST)

PUBLIC CONSULTATION CENTRE #1

Comments and Responses

Erb Street Improvements – Comment Summary from PCC #1

The Project Team received eleven (11) comment sheets from the Public Consultation Centre and five (5) emails following the Public Consultation Centre. A summary of these comments along with the Project Team responses is provided here:

Comment 1 – Support for widening Erb Street to 4 lanes

Summary of Comments

Seven written comments expressed support for Alternative 4, which included the widening of Erb Street to four lanes throughout the project limits.

Project Team Response

The project team will develop a Preferred Design Alternative that includes widening of Erb Street through the full project limits.

Comment 2 – Request for additional noise barriers

Summary of Comments

Seven written comments expressed concern for existing and future noise levels in backyards along Erb Street, particularly between Erbsville Court and Fischer-Hallman Road.

Project Team Response

Implementation of noise control measures in connection with the widening of a Regional roadway is assessed in accordance with Part 'B' of the Region's Implementation Guidelines for Noise Policies. Under this Guideline, existing and projected average noise levels for the outdoor living areas of abutting properties is calculated in accordance with Ministry of Environment procedures. In accordance with the Region's Guideline, a noise barrier will be considered by residents, Area Municipal Council, and Regional Council in the following situations:

- Where the projected noise level exceeds 65 decibels (dBA); or
- Where the projected noise level exceeds 60 dBA and the difference between the existing and projected noise levels is 5 dBA or more.

As part of this Class EA Study, the project team will be performing a Noise Study within the project limits. The results of this noise study will be used to further assess the need for noise barriers based on the criteria listed above.

Comment 3 – Concerns about additional traffic from Costco development

Summary of Comments

Several written comments expressed concerns related to additional traffic and congestion resulting from the proposed Costco development. Comments include:

1. Two comments expressed concern about traffic to the Landfill, particularly on busy days like giveaway days, or spring and fall cleanup days. What if the additional scale is not sufficient to reduce queueing?
2. Two comments expressed concern about cyclists and pedestrians at the proposed roundabouts, suggesting alternative facilities should be considered in this location.
3. One comment suggested an alternative roundabout orientation, and another comment suggested an additional dedicated right turn lane addition to the proposed roundabouts at Costco.
4. Two comments noted that road upgrades should be in place sooner than later, so they are ready for Costco opening.
5. One comment expressed concern about proposed development causing increased traffic on adjacent residential streets (namely Beechwood Drive).
6. One comment expressed concern about possible increase in traffic within the ESL area along Wilmot Line.

Project Team Response

1. The project team has been working with staff at the Landfill to ensure that traffic monitoring will be in place to measure queueing and turning movements before and after a second scale is put to use. This data will be used to determine whether a second scale will be sufficient to prevent Landfill traffic queueing through the roundabout.
2. The project team has provided an alternative that includes a multi-use trail along the north side of Erb Street.
3. The Costco roundabouts are being completed as a separate project, and the design was approved by council.
4. As part of the Ira Needles reconstruction project scheduled for 2016, the Erb Street & Ira Needles roundabout will be upgraded, along with a portion of Erb Street between the traffic lights at the Westside Marketplace entrance and Ira Needles. This work will be in place and complete before the Costco development is operational.
5. The City of Waterloo is currently performing a traffic study in West Waterloo to determine the impact of on-going and future development. This study will provide recommendations for addressing future traffic concerns in the area.
6. The proposed upgrades to Erb Street have not proposed any revisions to the orientation of the Wilmot Line intersection.

Comment 4 – Pedestrian safety concerns

Summary of Comments

1. One comment expressed concern about pedestrian safety crossing Erb Street at Gateview Drive, based on past experience witnessing near accidents.
2. One comment expressed concern about pedestrian sidewalks too close to backyards and potential for pedestrians jumping fences to take shortcuts through private property.
3. One comment noted that the lack of sidewalk on the south side of Erb Street between Erbsville Court and Gateview Drive should be remedied.

Project Team Response

1. The current proposed design alternative includes the installation of 9m radii at the corners of Erb Street and Gateview Drive in accordance with Region of Waterloo standards. The smaller radius would reduce pedestrian crossing times while also reducing vehicle speeds around these corners. In addition, the existing lanes along Erb Street will be narrower under the proposed design alternatives (3.5m to 3.35m), which would be expected to reduce speeds of traffic along Erb Street.
2. The only new sidewalk running along backyards under the current design alternatives would be between Erbsville Court and Gateview Drive on the south side of Erb Street. In this location, the proposed design will endeavour to keep the sidewalk as close to the road as possible within the Region of Waterloo's design standards, so that minimal grading and property acquisition is required.
3. All current design alternatives include installation of sidewalk on the south side of Erb Street between Erbsville Court and Gateview Drive, as recommended in the Region's Active Transportation Master Plan.

Comment 5 – Concern for existing trees and landscape

Summary of Comments

Three written comments expressed concern for existing trees along the backyards of Heather Hill Place and requested that the proposed alternatives be adjusted in some way to ensure that existing trees are maintained.

Project Team Response

The project team will endeavour to minimize effects to existing trees as much as possible. However, it is anticipated that some trees will be affected by road widening and proposed sidewalk installation. Please refer to the latest design alternatives that will be presented at the forthcoming Public Consultation Centre to see specific locations where trees or vegetation may be impacted. It is the Region of

Waterloo's practice to replace removed trees with new trees in the ratio of two new trees for each removed tree.

Comment 6 – Concern about cycling layout

Summary of Comments

One comment expressed concern about the slope of Erb Street being too steep for cyclists

Project Team Response

On a road with an incline, it is preferable to have dedicated cycling facilities so that cyclists do not slow down traffic flow while climbing. Currently, Erb Street does not have cycling facilities along the incline in question, so a cyclist would need to "take the lane" and traffic would need to pass the cyclist in the remaining lane. Adding cycling facilities provides a dedicated location for cyclists, which reduces traffic congestion and improves safety for all users.

Comment 7 – Concerns about Ira Needles Boulevard

Summary of Comments

1. Three commenters noted the traffic congestion on Ira Needles and expressed concern about the Region's past planning mistakes, namely building a two-lane road only to expand to four lanes sooner than expected.
2. Two comments noted the need for a by-pass right turn lane at the southwest corner of the roundabout on Ira Needles & Erb.
3. One comment suggested that the Ira Needles roundabout be added to the Erb Street Class EA Study.

Project Team Response

1. The comments regarding Ira Needles widening have been noted. Development along Ira Needles has progressed faster than expected and as a result, traffic numbers have also increased more than expected. The Region completed the widening of Ira Needles between Thorndale Drive and Highview Drive in 2014 and is taking the necessary steps to widen the next portion of the roadway by 2016 to alleviate congestion.
2. The roundabout at Ira Needles Boulevard and Erb Street is being constructed in 2016 as part of the Ira Needles project. This project has already been approved through it's own study and consultation process.
3. The roundabout at Ira Needles Boulevard is being constructed in 2016, which would not be possible if it were to be included in this study. Furthermore, the roundabout was already included in the Ira Needles Boulevard study, which has been completed and approved.

Comment 8 – Additional Comments

Summary of Comments

1. One comments recommended larger "yield to pedestrian" signs at roundabouts.
2. One comment expressed concern about expropriation.
3. One comment expressed concern about small business access
4. One comment recommended "prepare to stop" warning light
5. One comment noted an existing drainage issue at Erb St & Erbsville Crt
6. One comment recommended consideration be given to individual driver impact on traffic modelling, particularly how improper use of roundabouts effects efficiency

Project Team Response

1. The Region has begun installing the pedestrian yield signs as a way to improve pedestrian safety through roundabouts, although the signs are not specifically required by applicable design guidelines for roundabouts. Increasing the size of these signs would negatively impact sightlines for traffic entering the roundabout (especially trucks) and thus could decrease safety through the roundabout. This is of particular concern since a typical 4-leg roundabout contains 32 of these signs.
2. The current Preferred Design Alternative shows very few areas requiring additional property, only one of which includes a residential property. Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Please refer to the Region's "Property Acquisition Process Information Sheet" provided with the Project Information Package for additional information.
3. Access to commercial plazas within the project limits is available from at least two locations. Access to these plazas will be maintained throughout construction as much as possible, however when the access is unavailable off of Erb Street, the secondary access will still be available off of adjacent streets.
4. A traffic warning light is currently in place on Erb Street westbound towards Erbsville Court. This warning light is in place due to the limited sight distance available as vehicles approach the Erbsville Court traffic light. A similar warning light would not be warranted for the Gateview Drive traffic light, since ample sight distance is available for vehicles approaching this light.
5. Drainage at the Erbsville Court intersection, as well as the rest of Erb Street within the project limits will be reviewed during detailed design.
6. Current traffic modelling uses average response times for roadway users. It is understood that some users may enter or exit a roundabout more quickly than others, but this is modelled using an average response time. Modelling specific behaviours or incidents is not feasible, since there is such variation in possibilities. Instead, a model is developed based on observed averages and is extrapolated to predict future traffic conditions.

Comment Sheet

Regional Municipality of Waterloo

Erb Street Improvements

Public Consultation Centre #1, May 28, 2015

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by Friday, June 12, 2015 to:

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Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

June 12/15

Comments regarding this project:

We have experienced several near accidents / near misses crossing Erb Street as pedestrians @ Gateview.

- we need to warn / slow down traffic as both uphill traffic accelerate too quickly to make the hill and downhill traffic speeds to quickly downhill. Traffic calming measures are required.
- we need "Be prepared to stop warning lights"
- cars coming downhill uphill should not see a green light untill they are closer
- a visible overhead cross walk sign across Erb Stead should be installed
- truck traffic should have a lower speed limit.
- police enforcement required

[redacted]

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.

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Email: mchristensen@walterfedy.com

Comments regarding this project:

- need sound barrier extended from Erbsville/bilingual school to Westhaven (traffic noise already high for houses backing on to Erb St and Costco will dramatically increase traffic)
- drainage issue at corner of Erb + Erbsville (often large puddles as water doesn't drain thru existing drain)
- widening Erb to 4 lanes all the way from Gateway to Erbsville is good idea
- would be good idea to move crosswalks away from traffic circles (ie not have crosswalks right at circle)

[redacted]

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Comment Sheet

Regional Municipality of Waterloo

Erb Street Improvements

Public Consultation Centre #1, May 28, 2015

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by Friday, June 12, 2015 to:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

Comments regarding this project:

My family owns and lives in 510 Heatherhill Place. ~~Our primary~~
The primary concerns of my family and our neighbors are
noise and the impact on trees.-
The noise has been an issue for years (10-15) and continuously increasing
because of new development & traffic slowing down the hill.
Please consider noise impact & sound barriers, ~~and effectiveness~~ (designed for effectiveness on the hill).
The trees are old growth (original farm bush) - remaing neighbor
trees often has an impact on others.
Please consider regrading, ~~main~~ and making the centreline of the
road to minimize impact on trees & dwellings.

[redacted]

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Comments regarding this project:

I live on Beechwood Drive & believe ~~with~~ the new Costco will ~~produce~~ result in an over abundance of traffic in our suburban neighbourhood! Beechwood Drive is already used as a cut through route from Erb to Keatsway & beyond! I understand there is a proposal to add a road from Columbia to Erb but is that sufficient? I think this is the same situation as Ira Needles. Under [redacted] estimating the size & impact!!

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Comments regarding this project:

☐ 4 lanes all way through on Erb St. (Otherwise, they'll need to be fixed 5 years later)
☐ larger pedestrian signs for all roundabouts
☐ This should be considered sooner rather than later.

[redacted]

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Comments regarding this project:

- GREAT OPEN HOUSE - GOOD MAPS, ATTENDANCE, SIGNAGE! KUDO'S.
- STILL HUGE CONCERNS ABOUT COSTCO TRAFFIC.
  - NEED TO PROTECT ESL & NOT OVERWHELM WILMOT LINE.
  - NEED TO GET SIDEWALKS - EVEN GRAVEL PATH TO COSTCO FOR OPENING DAY.
- NEED TO INCLUDE IRA NEEDLES ROUNDABOUT IN THIS E.A.
  - NEED TO FOUR LANE BY STARBUCKS / SHOPPERS / BEER STORE IN 2016 NOT 2018
  - NEED TO BUILD ALL THREE RIGHT TURN EXPRESS LANES IN 2016 EVEN THE BOSTON PIZZA ONE. THERE IS ROOM!
- INCLUDE BUS BAYS AT ROUNDABOUT TO PREVENT BLOCKING TRAFFIC.

[redacted]

Collection Notice

WELL DONE! KEEP MOVING FORWARD ASAP.

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Comments regarding this project:

NOISE STUDY WAS COMPLETED IN 2000 BY STANTEC, RECO TO PUT NOISE BARRIER, DEVELOPER GOT AWAY WITHOUT PUTTING NOISE BARRIER TO SAVE TREES, CITY/REGION ALLOWED THIS. NO TREES ARE EXISTING THERE AND NO NOISE BARRIER. CURRENTLY NOISE IS UNBEARABLE, ANOTHER NOISE STUDY WOULD PROVE THAT. PLEASE PUT UP A NOISE BARRIER FROM FISHER-HALLMAN ROAD TO IRA NEEDLER ON ERB STREET. PLEASE CONTACT ME IF YOU NEED THE NOISE STUDY FROM 2000, I HAVE A COPY OF IT.

[redacted]

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Comments regarding this project:

There is a sound issue along Erb St already.

We are also concerned about expropriation.

And, of course, are concerned for the trees.

I'm concerned for the small businesses as well - getting out to Hertle's, Dutchies, etc.

[redacted]

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Comments regarding this project:

I am currently residing at 481 Beechwood Dr. in the Beechwood Villas complex. I have concerns about the noise level from Erb St. as my unit is backing onto the street. (Erb)

[redacted]

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Comments regarding this project:

While there is a need to widen Erb St I remind the city that Ira Needles was intended to be a limited access 4 lane by pass. to carry traffic around the city. It has become a bumper to bumper nightmare on the weekends.

There is little room for widening at the Erb Street roundabout as businesses have been allowed to build tall buildings close to the road creating visual distractions in an area where one needs to be paying attention to the traffic and pedestrians. ~~Planning~~ Building permits and changes to land use should never be allowed until road conditions have been established →

[redacted]

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In Phase 2 Alternative Solutions #2, 3, 4 have not been done at all and Phase 3 should have had a lot more thought before a building permit was issued. All departments should have been involved.

The alternative evaluation should have been done before the businesses were allowed to establish themselves.

- Nothing should be built by a water station
- Erb's street between Wilmot Line & Ira Needles was just ~~repay~~ repaved 2 years ago TWICE
- That is a waste of money.

Hydro just replaced & moved poles this spring.
- and that was after the discussion about the 2 roundabouts.
- consideration → of large trucks coming through the area.

→ of alternative entrance to ~~Costco~~ Costco

→ of traffic going into dump from the city on giveaway days & spring & fall cleanup.

→ alternative ways of moving pedestrian & bicycle traffic through the area.

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Email: mchristensen@walterfedy.com

Comments regarding this project:

Erbsville Court to Gateview - what will happen to the existing greenery? They have been destroyed enough already. In most options there should be enough room to put a sidewalk closer to the road (if someone can't handle walking on a sidewalk that is close to the road they have no business walking on a sidewalk) - use the tree space as the boulevard. The houses along the street do not want pedistrians walking that close to their backyards. There have already

other side

[redacted]

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been incidents of pedestrians jumping fences and using backyards as through ways.

At the very least, there need to be sound and visual barriers (aka tall, nice looking sound barriers) along the property line where there are currently trees. Please don't replace our lovely trees with ugly roads or ugly sound barriers like the ones across the street.

And in future public information sessions, please have more easily understandable signage. look into UX principles.

user experience

[redacted]

[redacted]

Subject: FW: Erb Street Improvements - Fischer Hallman Road to Wilmot Line

[redacted]

[redacted]

Sent: Sunday, June 28, 2015 4:10 PM
To: wGilbert@regionofwaterloo.ca; Mark Christensen
Subject: Erb Street Improvements - Fischer Hallman Road to Wilmot Line

Dear Mr. Gilbert and Mr Christensen,

On Thursday, May 28, 2015, I attended a public consultation meeting at the Kitchener-Waterloo Bilingual School regarding Erb Street Improvements. At that time I did leave some comments however I would also like to provide the following additional information as we are very concerned, along with our neighbours on the street, about the Erb Street Improvement Plan and the impact it will have on Beechwood Drive.

My husband and I are homeowners at 654 Beechwood Drive and we do have concerns regarding the above-mentioned project and how it will affect traffic on Beechwood Drive. I understand that Beechwood Drive is a mixture of townhomes and single dwelling homes which account for ample traffic on our street. When we bought our home on Beechwood Drive we were aware of this aspect and understood this, however over the years as the city of Waterloo grows and develops, it seems like Beechwood Drive is overlooked when it comes to preserving a peaceful neighbourhood and calm traffic flow.

I believe Beechwood Drive is used by nearby neighbourhoods as a throughway road to travel north/south however with the changes and developments over the past few years, the street traffic has definitely increased.

First, a cul-de-sac was created on Erbsville Road to create Erbsville Court which resulted in an increase in traffic on Beechwood Drive using the street as a throughway.

Second, with the roundabout at Ira Needles Boulevard and Erb, even more traffic is travelling on Beechwood Drive to avoid the roundabout altogether. I believe this is due to the fact that many drivers are not comfortable using the roundabout and in addition, many individuals are using Beechwood Drive in order to escape the long lineups and heavy traffic at the roundabout. I believe when the Costco store opens in the future and attracts more traffic to this area, traffic will increase on Beechwood Drive.

Last but not least, there is an "Approved Draft Plan" on Beechwood Drive for the development of 3.43 acres of property which is presently up for sale. This project is for the construction of approximately 10 homes to be built with the road exiting directly onto Beechwood Drive. An additional apartment building is to be built behind the homes exiting onto Erbsville Court. The homes will definitely create more traffic on Beechwood and although the apartment building does not exit directly onto Beechwood Drive, I believe the result will be increased traffic on Beechwood Drive again.

I would like to suggest the following ideas to help minimize the effect on Beechwood Drive prior to the Erb Street Improvements.

1. Revise the approved draft plan so that it does not exit onto Beechwood Drive. Include one main road for all which exits onto Erbsville Court which would redirect traffic away from Beechwood Drive.

2. Install traffic calming measures to deter traffic from using Beechwood Drive as a throughway and alternate route from the main roads.

Thank you for your consideration.

Looking forward to hearing from you.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Subject: FW: Erb Street Improvements Study - Fischer-Hallman Road to Wilmot Line

[redacted]

[redacted]

From: William Gilbert [mailto:WGilbert@regionofwaterloo.ca]
Sent: Friday, May 22, 2015 4:56 PM
[redacted]
Subject: RE: Erb Street Improvements Study - Fischer-Hallman Road to Wilmot Line

[redacted]

The study is looking at the need, benefit and impact of road improvements such as widening, sidewalks and or cycling facilities (on-road or off-road multi-use trails). Along the section of Erb Street adjacent the properties at 589 Beechwood Drive, Erb Street is currently two lanes westbound and 1 lane eastbound without cycling facilities and without a sidewalk along the south side. As part of this study the Region will be reviewing the traffic needs for additional lanes as well opportunities to provide sidewalks and cycling facilities in providing connections to the Region and City's active transportation network.

Information and plans relating to this project will be available for public review at a Public Consultation Centre being held on Thursday May 28th, 2015 from 4:30 pm to 8:00 pm at the Kitchener-Waterloo Bilingual School at the corner of Erb Street and Erbsville Crt. Region and project staff will be available at the Public Consultation Centre to answer any questions and receive comments on this project. I encourage you to come out and learn more about this study and let us know of any concerns or suggestions you may have.

I hope the above is of assistance in answering your question and I thank you for your interest in this study.

William Gilbert, P. Eng.
Senior Project Manager
Design and Construction
Transportation and Environmental Services
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, Ontario N2G 4J3
Telephone: 519-575-4603

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[redacted]
Sent: Friday, May 22, 2015 2:57 PM
To: William Gilbert
[redacted]
Subject: FW: Erb Street Improvements Study - Fischer-Hallman Road to Wilmot Line

Good day Mr. Gilbert,
I am just circling back about my enquiry as below - could you kindly let me know the correct contact if you are not the right person to answer this!
Thank you again for your attention, and best regards -
Gail Caswell

[redacted]
To: wgilbert@regionofwaterloo.ca
[redacted]
Subject: Erb Street Improvements Study - Fischer-Hallman Road to Wilmot Line
Date: Mon, 18 May 2015 16:54:18 +0000

Good day Mr. Gilbert:

Thank you for your notice regarding the above study that the Regional Municipality of Waterloo's undertaking of a Schedule "C" Municipal Class Environmental Assessment (Class EA) for improvements to the Erb Street road corridor from Fischer-Hallman Road to Wilmot Line.

It is my understanding that Class C assessments include reviewing the construction of new 'facilities' and/or major expansions to existing facilities - in this case the section of Erb Street where the condominium property where my home is backs on to.

I did just want to clarify - when the letter refers to, "Improvements along Erb Street are being considered in order to improve roadway capacity to meet projected traffic growth and to improve active transportation facilities for pedestrians and cyclists along the corridor" - are you trying to say something about a potential widening of this section of Erb Street ...??

Thank you in advance for your attention, and I look forward to your reply as you can.

Best regards -

[redacted]

[redacted]

[redacted]

Subject: FW: Erb street improvements consult #1

[redacted]

[redacted]

Sent: Saturday, May 30, 2015 3:26 PM
To: Mark Christensen
Subject: Erb street improvements consult #1

hi,

Given we are widening Ira Needles to two lanes in each direction much sooner than anticipated when it could have been built with two lanes from the beginning, the only reasonable option for the Erb street improvements is Alternative 4. Erb street is a major east west route and the section between Ira Needles and Gateview is the only section with one lane going east (down the hill). By Gateview we are into 2 lanes (and a turning lane) in each direction. Like the lack of sidewalk on the Gateview side this pinch point needs to be rectified. Not clear what the implications of the upgrade will be for the electrical wires on the non-sidewalk side of Erb.

Only two concerns, one the grade and hill slope seems steep for bicycles (but this may be my impression) and second the cars coming down the slope inevitably speed up and the noise levels need attention. I would like to see noise abatement be a part of this project at the Gateview side where there are dwellings.

Appreciate the consultation process.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Subject: FW: Erb Street Improvements Feedback

[redacted]

-----Original Message-----
[redacted]
Sent: Wednesday, June 17, 2015 9:42 AM
To: wgilbert@regionofwaterloo.ca; Mark Christensen
Subject: Erb Street Improvements Feedback

Dear William and Mark,
I attended the information evening on May 28, and have shared the information package with my extended family, all of who live on Erb's Road (1231, 1253, 1264, 2054). I am emailing with our feedback.
As regional residents who live and operate a business on Erb's road, we are very aware of how heavily travelled Erb Street is. We are supportive of alternative #4 and recognize the need to widen and urbanize the corridor.
We have concerns about how the round abouts that will be constructed by the landfill and Costco site, will be effective. Hopefully the addition of a second weigh scale at the landfill site will take waiting vehicles off the road, but what if it doesn't? Costco will be so heavily visited in our area, that we suggest widening the round abouts and having a designated turn lane to the Costco site.
Additionally, Ira Needles at Erb needs to be widened to 4 lanes as soon as possible. I understand that you are waiting a development plan from the developer of the site beside the Boardwalk, and wanting to widen the road properly the first time, but hopefully, this construction can be done in short order. Traffic is often backed up to the WestHill, or about to the spot where the road narrows from 4 lanes to 2. We are hopeful for a solution soon.
Please feel free to contact us if you wish to dialogue further on this.
Thank you for your thoughtful planning.
[redacted]

[redacted]

[redacted]

Subject: FW: Public Consultation on May 28, 2015
Attachments: Bigger Round About for COSTCO Trafffic 2015-05-29 by IK.jpg

[redacted]

[redacted]

[redacted]
Sent: Friday, May 29, 2015 8:40 AM
To: William Gilbert
Cc: Mark Christensen
Subject: Public Consultation on May 28, 2015

Hello Bill,

This is further our conversation yesterday during the public consultation centre #1. (Erb Street Improvements Fisher-Hallman Road to Wilmot Line)

Thank you for making the Waterloo Region a better place by successfully tackling such challenging and controversial projects.

My comments regarding to this project are:

1. BETTER PLANNING FOR CONSTRUCTION COORDINATION (REGION/CITY/HYDRO) Before Costco store opens (late 2016), Erb street between Ira-Needles Blvd & Wilmot Line must be upgraded to 4-lane road to avoid a series of intermittent constructions and associated disruption/pain during added Costco traffic.
    - No one in the neighbourhood would like to experience similar upgrades (and pain) that Ira Needles Blvd went through within last 4 years, which left Ira Needles with a patchy and bumpy asphalt that will need to be repaired soon. One would expect a better planning this time.
2. IRA-NEEDLES INTERSECTION and DOING IT RIGHT AT THE FIRST TIME: Ira-needles & Erb Street Round-about is the key for this project and has to be done right a the first time (hopefully before Costco opens)
    - a dedicated right-turn lane should be added to the south-west corner (Boston Pizza). If you do NOT built one there, **it is almost guaranteed that people will have to take the early right turn (at the beer store) and go through the plaza to turn right (south) at the Ira Needles Blvd.**
    - any bus stations should be taken out of the round-about (by simply making two bus-stops: 100 m before and after the intersection)

- Toronto uses two (instead of one) bus-stations before and after such critical intersections (e.g.. Finch & Don Mills)
- if the GRT is not in favour of having dedicated bus-bays, then bus stations could be relocated to the beginning of the dedicated right turn lane for a happy-medium solution.

3. INDIVIDUAL DRIVER IMPACT on TRAFFIC MODELLING ANAYSIS. Any computer modelling is as good as quality of the data input, competency of the user (programmer) in the field and . omputer models may estimate numbers of cars on the road; however cannot estimate individual driver impact on round-abouts. Ira Needles round-abouts have already proven that one inexperienced driver can cause long line-ups and chaos during rush hours. Please consider the human factor when using computer modelling and take into account the lessons learned from round-abouts of Ira-Neddles and Homer-Watson.
4. BIKE LANES: For the scenario with two round-abouts (Gate#1 and Gate #2) being so close to each other, dedicated bike lanes will be very problematic and risky.
5. PRIORITIZING ACCESS TO COSTCO vs WASTE MANAGEMENT FACILITY

    - Round-about scenarios should **consider relocating the round-about at the Access #1 (Gate#1) to the Access #2 and making a bigger round-about at Gate #2. (**see attached hand-skecth**)** This may help with the bike lanes as well as WasteManagement Traffic would not be intercepted twice with the traffic going out of Coscto towards east.
    - A smaller round-about at the Access #2 (on the future road) should help.

6. Why NOT extend the 4-lane road just passing the Wilmot Line? (just about a hundred meter stretch) Should we have to find-out by "trial and error" each time? (as did in Ira-Needless)

I hope the above input helps. Please kindly confirm the receipt of this message and the attachment.

[redacted]

PUBLIC CONSULTATION CENTRE #2

Notice of Public Consultation Centre

Region of Waterloo

Notice of Public Consultation Centre

Erb Street Improvements
Fischer-Hallman Road to Wilmot Line
City of Waterloo
Municipal Class Environmental Assessment, Schedule 'C'

The Regional Municipality of Waterloo is undertaking a Municipal Class Environmental Assessment (Class EA) study for improvements to the Erb Street road corridor from Fischer-Hallman Road to Wilmot Line in the City of Waterloo. Improvements along Erb Street are being considered in order to improve roadway capacity to meet projected traffic growth and to improve active transportation facilities for pedestrians and cyclists along the corridor.

This study is being conducted in accordance with the Environmental Assessment Act through the approved environmental planning process for Schedule "C" projects under the "Municipal Class Environmental Assessment", dated October 2000, as amended in 2015.

Public Consultation Centre

A Public Consultation Centre (informal 'drop-in' format) has been arranged to present project information to the public and receive public input and comments on the traffic and transportation needs and opportunities, alternatives for improvements, environmental impacts and evaluation criteria, and the Project Teams Preferred Alternative for this project. The Public Consultation Centre will take place as follows:

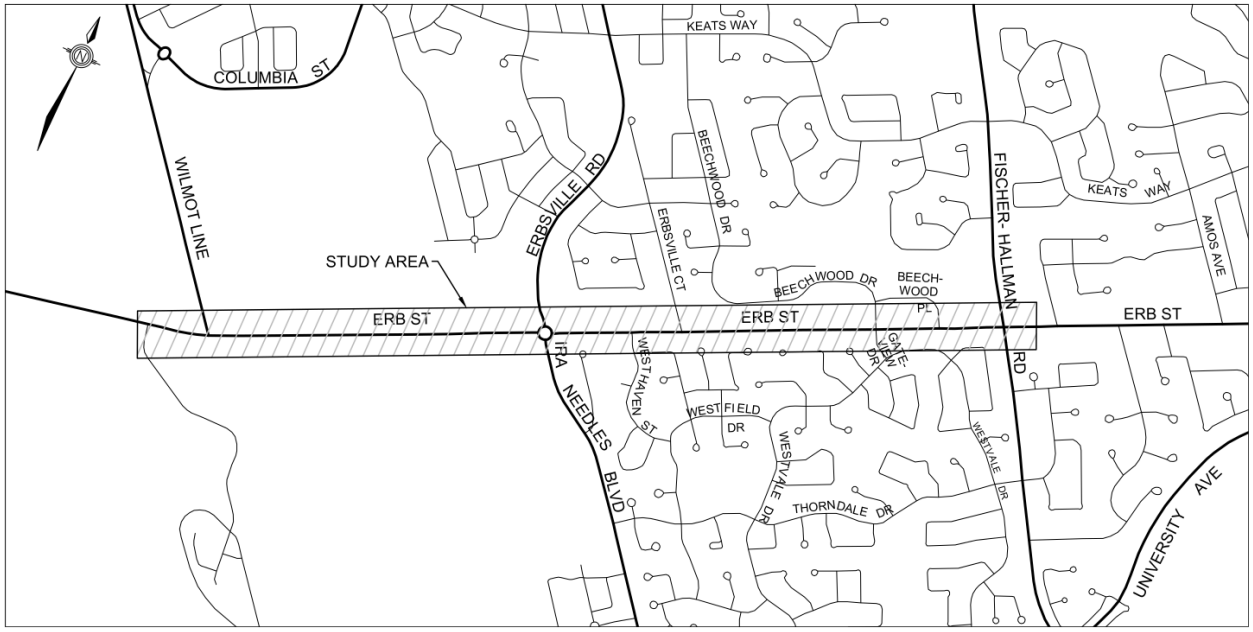
Date: Thursday, May 4, 2017
Time: 4:30 p.m. to 8:00 p.m.
Place: Kitchener-Waterloo Bilingual School, 600 Erb Street West, Waterloo, Ontario

Project information and plans will be available for review and Region staff will be present to answer questions and receive comments on this project. Anyone with an interest in this project is invited to attend and provide input for incorporation into the planning and design of this project.

If you require further information on this project, or wish to be added to the project mailing list for future project notices, please contact either:

William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3
Telephone: 519-575-4603
Fax: 519-575-4430
Email: wgilbert@regionofwaterloo.ca

Mark Christensen, P. Eng.
Project Manager
WalterFedy
675 Queen St. S., Suite 111
Kitchener, ON N2M 1A1
Telephone: 519-576-2150, Ext. 285
Fax: 519-576-5499
Email: mchristensen@walterfedy.com



Accessibility: This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact William Gilbert (as above) at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to William Gilbert at the Region of Waterloo.

PUBLIC CONSULTATION CENTRE #2

Information Package

Erb Street Improvements

Fischer-Hallman Road to Wilmot Line
City of Waterloo

Public Consultation Centre #2
Information Package

What: The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for Road Widening and Active Transportation Improvements on Erb Street

Where: Erb Street from Fischer-Hallman Road to Wilmot Line in the City of Waterloo

Why: To provide needed pavement reconstruction and road improvements for traffic growth and transportation system improvements for transit, pedestrians and cyclists along the Erb Street corridor in the City of Waterloo

When: Completion of Environmental Assessment in 2017
Construction in 2019

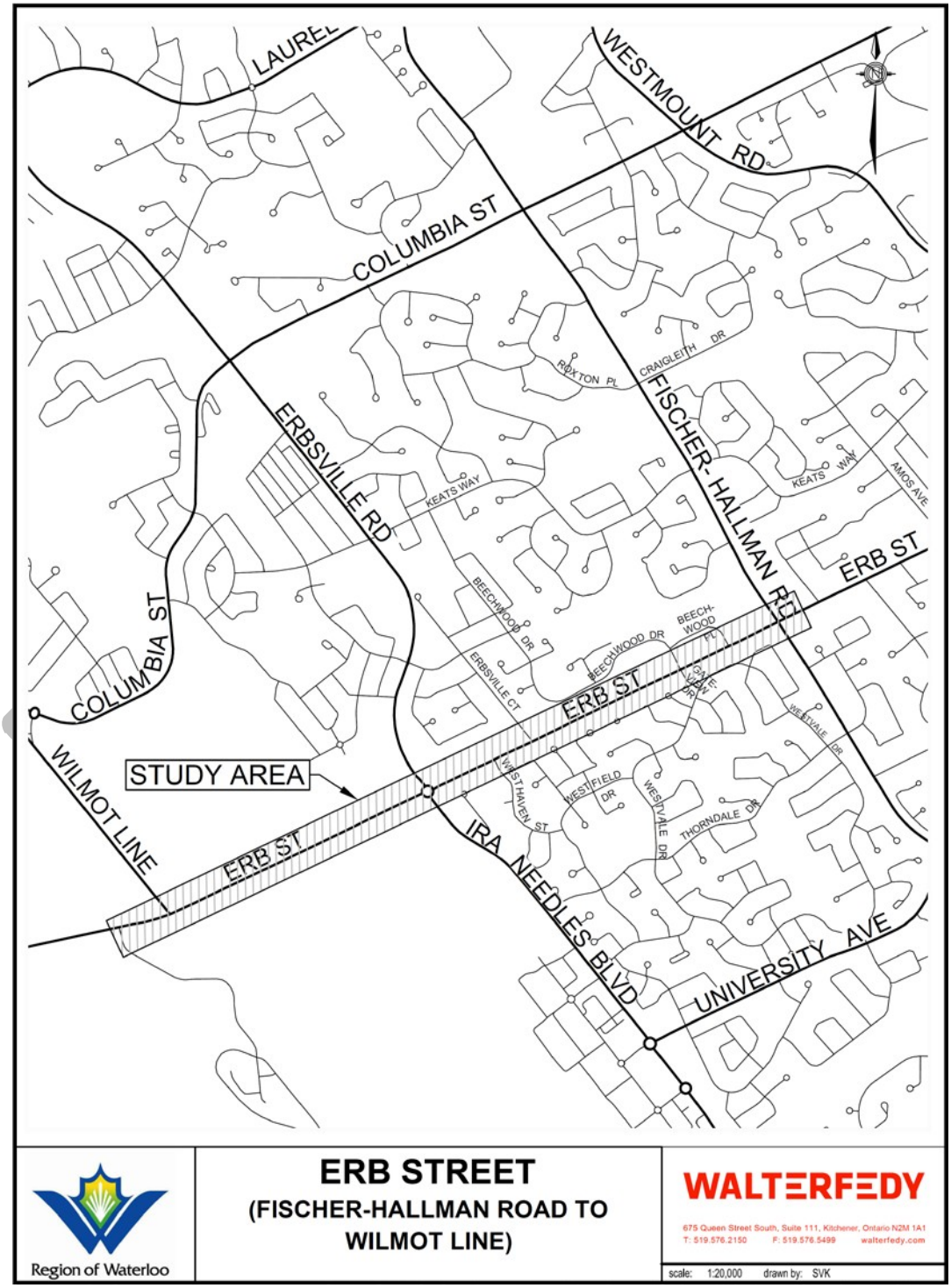
Who: Region of Waterloo Senior Project Manager
William Gilbert, P. Eng.
Region of Waterloo
Phone: (519) 575-4603
Email: WGilbert@regionofwaterloo.ca

Public Consultation Centre #2
Thursday May 4, 2017, 4:30PM to 8:00PM
Kitchener- Waterloo Bilingual School
600 Erb Street West
Waterloo, Ontario

There is a comment sheet at the back of this package. Please fill it out and share your comments with us.

1. What is the Purpose of this 2nd Public Consultation Centre (PCC)?

The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for improvements on Erb Street from Fisher-Hallman Road to Wilmot Line in the City of Waterloo (study area illustrated below).



The public is invited to this 2nd Consultation Centre which is a forum for you to provide input on the following:

- Identified study issues;
- The alternative solutions for improvements being evaluated by the Project Team;
- Criteria used in the evaluation of the alternatives; and,
- "Preferred" alternative identified by the Project Team.

Region and City staff as well as the project consultant are available at this Public Consultation Centre to answer any questions you may have. Comments received will be considered by the Project Team in conjunction with all other relevant information in recommending a preferred alternative for this project.

2. What is a Class Environmental Assessment?

This project is being planned in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA). The Municipal Class EA is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts are considered before a project is approved. It requires consultation with the public, involved stakeholders and agencies to consider alternatives and their impacts on the project environment. This project is being planned as a Schedule 'C' Class EA project which applies to larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and requires multiple opportunities for public input.

For additional details regarding the Municipal Class EA process, please refer to Appendix "A".

3. Who is Directing This Project?

The planning and design for this project is being directed by a "Project Team" consisting of staff from the Region of Waterloo, City of Waterloo, and the consulting engineering firm of WalterFedy, along with Region of Waterloo Councillor Jane Mitchell and City of Waterloo Councillor Bob Mavin.

4. Why is the Region considering This Project?

The 2010 Regional Transportation Master Plan identified the need to widen Erb Street to four lanes between Gateview Drive and Erbsville Court, as well as between Ira Needles Boulevard and Wilmot Line, in the five to ten year horizon (approximately 2015 to 2020) to meet traffic demands associated with development in the area. Increased traffic volumes with the completion of the Costco site development in 2016 have accelerated the need for road improvements along Erb Street. In addition, sections of Erb Street west of Fischer-Hallman Road to Gateview Drive are exhibiting poor pavement conditions and have been identified as in need of repair.

The Region of Waterloo's Active Transportation Master Plan identified Erb Street as deficient in cycling facilities and sidewalks (south side) along Erb Street from Fischer-Hallman Road to Erbsville Court and recommended improvements for completion of the pedestrian and cyclist connections. In addition, completion of the Costco site development westerly of Ira Needles Boulevard has resulted in a need for extension of pedestrian facilities to service current and future development in the area.

In accordance with the Regional Transportation Corridor Design Guidelines, Erb Street is identified as a "Neighbourhood Connector – Avenue". Designing Erb Street to support active transportation modes including walking and cycling is a fundamental character of this road classification. Erb Street from Fischer-Hallman Road to Ira Needles Boulevard is also an IXpress transit route which supports the need for complete and continuous pedestrian facilities for accessing transit use.

5. What work has been completed on this Project to date?

The project was initiated in 2014 with the first Public Consultation Centre (PCC#1) held on May 28, 2015, to provide information on the purpose of the Class EA study and need for improvements on Erb Street. Comments received at PCC#1 generally supported the need for traffic, pedestrian and cyclist improvements along the corridor, however, concerns were expressed regarding the increase in traffic and associated noise. Comments received from PCC#1 have been incorporated into the needs and opportunities of the project for the development of alternatives and evaluation of impacts.

In accordance with the Class EA, environmental studies were completed for the study area in order to identify areas of concern related to potential for impacts along the corridor. Environmental studies completed include: Traffic and Transportation; Natural Environment; Heritage and Cultural Environment; Noise Assessment; and

Archeological. No significant environmental constraints or potential for impact was identified from these studies with the exception of areas requiring further archeological investigations prior to any construction activities, permits and approvals for any work required in the GRCA regulated wetland area west of Ira Needles and south of Erb Street, and construction of noise attenuation barriers where warranted.

Alternatives for improvements on Erb Street have been developed by the Project Team and are presented in section 6.0 below.

6. What alternatives have been developed for improvements on Erb Street?

The following alternative solutions for improvements are currently being considered by the Project Team;

- **Do Nothing** – aside from general maintenance (asphalt repair/overlay, etc.), this alternative would retain the road in its current number of traveled lanes without widening or the addition of curbs and a drainage system, sidewalks or cycling facilities;

- **Alternative 1 – Urbanize the Existing Road with Widening to 4-lanes west of Ira Needles and Adding Active Transportation Facilities** – This alternative would widen the road to 4-lanes west of Ira Needles to the roundabout at the West Waterloo Commercial Centre (Costco) entrance and retain the current number of travelled lanes elsewhere, in addition to adding the following facilities:
  - Curb and gutter and a storm drainage system;
  - Cycling facilities (either on-road, on-road cycle tracks or multi-use trails); and,
  - Pedestrian sidewalks (or multi-use trails).

- **Alternative 2A - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes** – This alternative would include all improvements under Alternative 1, as well as widening of Erb Street to 4-lanes between Gateview Drive and Erbsville Court, and include sidewalks and on-road bike lanes throughout the project limits.

- **Alternative 2B - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails –** This alternative would

include all improvements under Alternative 2A, with multi-use trails in lieu of sidewalks and on-road bike lanes.

- **Alternative 2C - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Cycle Tracks** – This alternative would include all improvements under Alternative 2A, with on-road cycle tracks in lieu of on-road bike lanes.

Common to all alternatives is the consideration of intersection design alternatives such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and the provision of transit stop pads and shelters as necessary.

7. What other improvements have been completed in the project area and how do they impact this project?

As part of the Region's Transportation Capital Program, other road improvements in the project area that have recently been completed are as follows:

- Development of the West Waterloo Commercial Centre lands (known as the Costco site) on the north side of Erb Street, west of Ira Needles Boulevard and opposite the Region's Waste Management Centre, was completed in 2016. Two roundabouts on Erb Street were constructed to provide access improvements to the development site as well as a connection to a future north-south City collector road (Platinum Drive).

- Widening of Ira Needles Boulevard to 4 lanes from University Avenue to Erb Street and improvements to the roundabout at Erb Street were completed in 2016 to provide increased road capacity and operational improvements.

In addition, a second inbound scale at the Region's Waste Management Centre Small Vehicle Transfer Station (Gate 2) was installed in 2016. This second scale enhances public access operations at the Small Vehicle Transfer Station (Gate 2) and is expected to reduce landfill traffic queueing onto Erb Street.

The detailed design and construction information for these other area road improvements has been incorporated into the background information for this EA study.

8. How have the improvement Alternatives been Evaluated?

The improvement alternatives have been assessed against a set of evaluation criteria by the Project Team to determine which alternative is "Preferred" and is considered to best address the needs and opportunities for improvement on Erb Street. The evaluation criteria included the following:

1) **Technical**
   How well does the alternative manage traffic performance and network connectivity, transit access and pedestrian/cyclist needs?

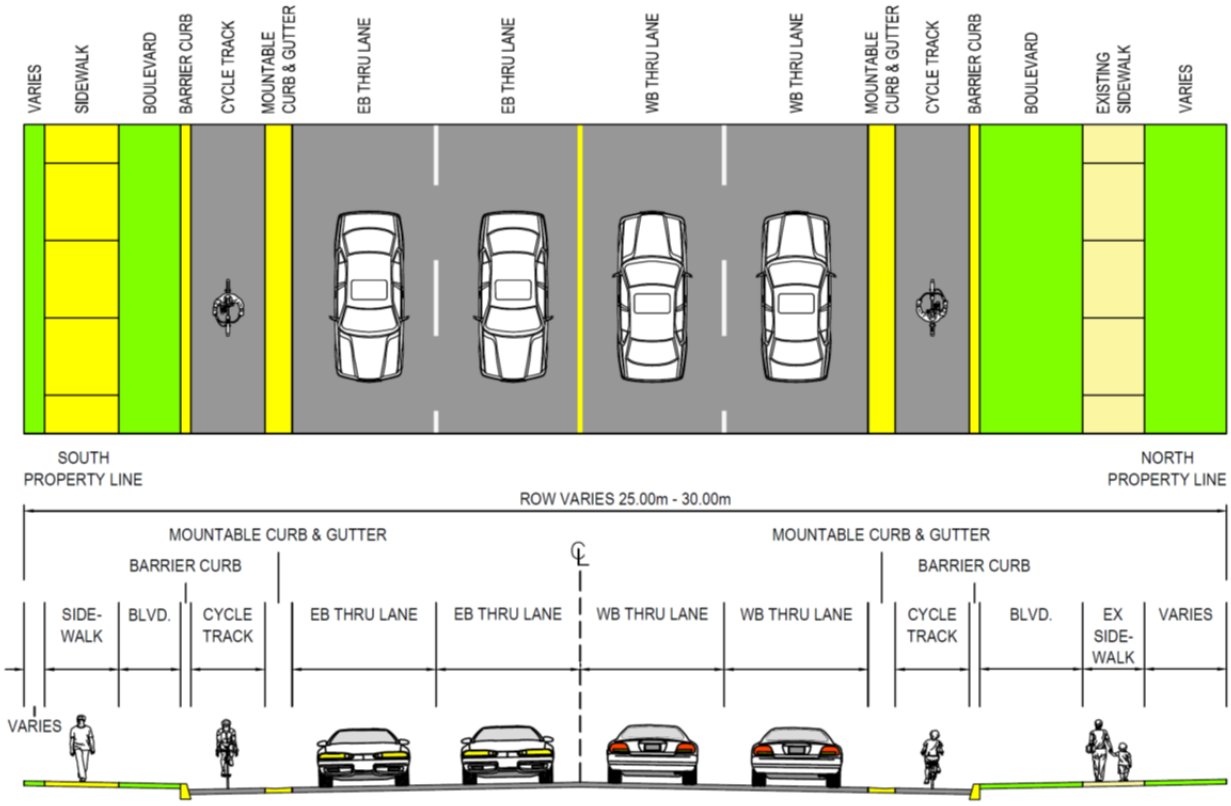
2) **Natural Environment**
   What impact does the alternative have on the natural environment features such as trees and wetlands, wildlife, aquatic habitat, air quality and surface drainage?

3) **Socio-Cultural Environment**
   What impact does the alternative have on adjacent communities and properties (access, property acquisition), landscapes, archaeological or heritage resources and traffic noise?

4) **Costs**
   How do the alternatives compare for anticipated capital, operating and property acquisition costs?

9. Has the Project Team Identified a Preferred Alternative?

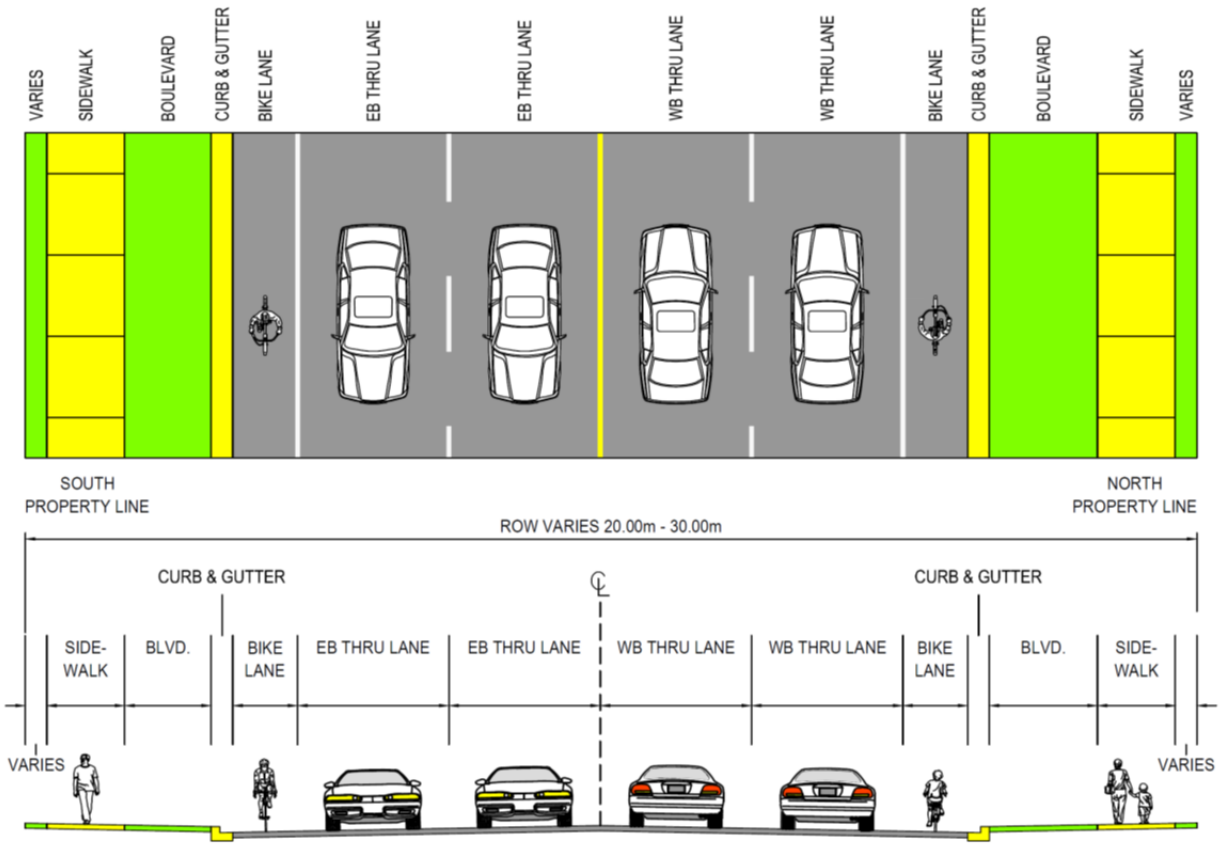
In consideration of the varying sections and needs of Erb Street throughout the project limits, the Project Team has identified a modified version of Alternative 2C as the Preferred alternative: **Alternative 2C (Modified)** - **Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and On-Road Cycle Tracks**. This Preferred alternative includes: Urbanizing and Widening Erb Street to four lanes from Fischer-Hallman Road to the roundabout at Gate 2 of the Region's Waste Management Centre (east of Wilmot Line); completing the sidewalk on the south side of Erb Street between Gateview Drive and Erbsville Court, and on the south side of Erb Street from the commercial plaza entrance to the traffic signals west of Ira Needles Boulevard (Westside Marketplace entrance); constructing a Multi-use trail on the north side of Erb Street from the Westside Marketplace entrance to the roundabouts at the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance; maintaining existing on-road bike lanes between Ira Needles Boulevard and Wilmot Line, and constructing on-road cycle tracks on Erb Street from Fischer-Hallman Road to Erbsville Court and ultimately to Ira Needles Boulevard. The Preferred alternative for each segment is shown in the following figure



FISCHER-HALLMAN ROAD TO IRA NEEDLES BOULEVARD / ERBSVILLE ROAD
TYPICAL SECTION

Region of Waterloo

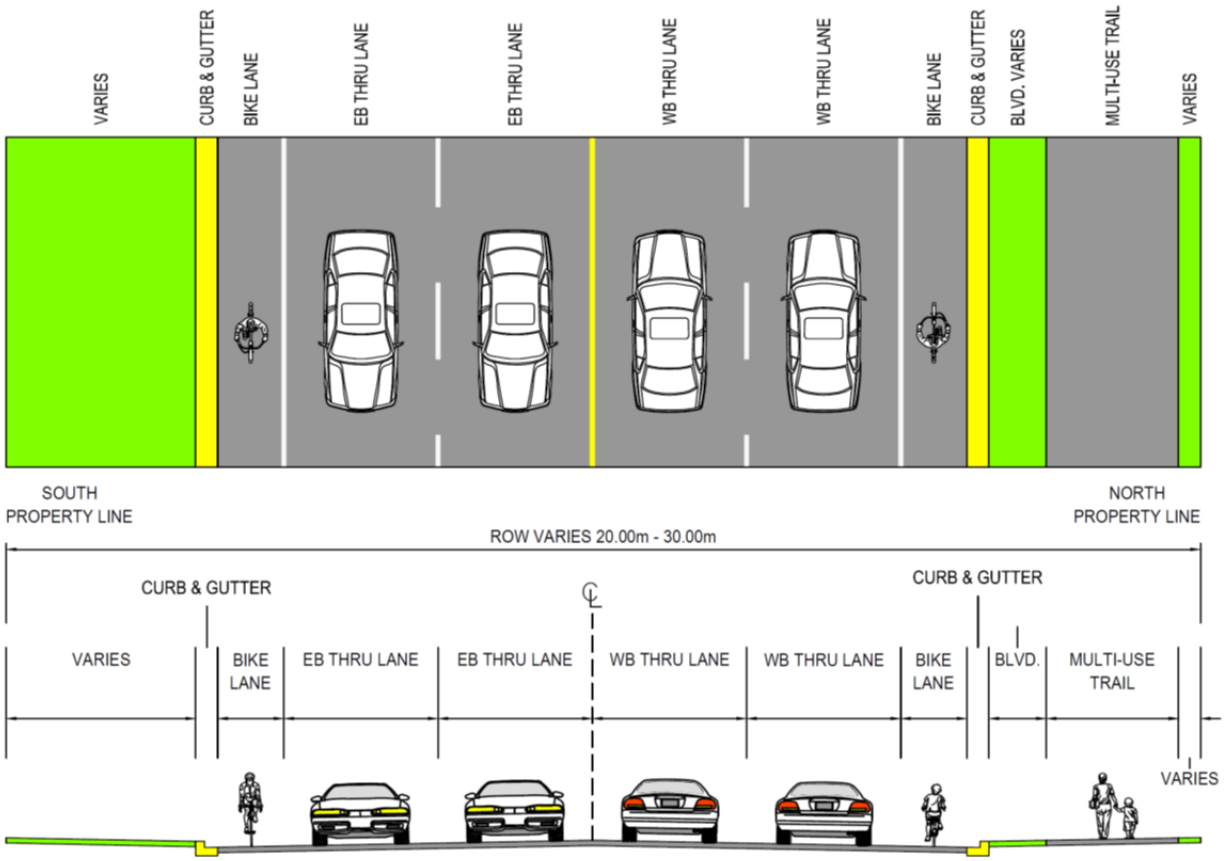
WALTERFEDY



IRA NEEDLES BOULEVARD / ERBSVILLE ROAD TO
TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE
TYPICAL SECTION

Region of Waterloo

WALTERFEDY



TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE TO ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE / WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

Region of Waterloo

WALTERFEDY

Subject to additional comments received as a result of this PCC No. 2 and additional Agency comments, **Alternative 2C (Modified)** is considered "Preferred" compared to all the other alternatives based on its overall impacts on the Traffic, Natural Environment, Socio-Cultural Environment and Costs.

A summary of the evaluation that resulted in the Project Team identifying **Alternative 2C (Modified) - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-useTrail and On-Road Cycle Tracks** as Preferred at this point in the project is as follows:

1) **Technical**

   Alternative 2C would provide for additional traffic capacity with the widening of the road to 4 lanes. Erb Street is a major roadway in Waterloo and widening to 4 lanes would increase the capacity available for the Region's east/west road network. The increased capacity of the road will also reduce the potential for delays to motorists and IXpress transit operations.

   Along with the road widening, inclusion of multi-use trails and segregated bike facilities will provide separated facilities for pedestrians and cyclists away from the road, encouraging greater use and providing greater safety for users. Separation from the road also keeps the road pavement widths to a minimum which may encourage lower operating speeds along the corridor.

2) **Natural Environment**

   Natural Environment studies completed for this EA reviewed existing vegetation, trees, wetlands, wildlife, aquatic habitat and surface drainage in and adjacent to the study area. No significant environmental constraints or features were identified from these studies, with the exception of the need to secure necessary permits and approvals for any work required in the vicinity of the natural area located on the south side of Erb Street immediately west of the commercial development opposite the Westside Marketplace entrance. All alternatives have some potential to have minor impacts to this natural area, however, the potential for significant impacts is minimal. Improvements to the surface drainage are proposed with the construction of curb and gutter and storm sewers as included in all alternatives.

3) **Socio-Cultural Environment**

No significant constraints were identified from the Archaeological study completed for this EA. Some areas were identified as requiring further archeological investigations (test pits) prior to any construction activities to document any archeological findings. Although all alternatives will require the additional investigations prior to construction, the majority of the Erb Street corridor has been disturbed in the past and potential impacts from the proposed improvements are expected to be minimal.

Some areas of cultural heritage significance were identified from the cultural heritage study carried out for this EA, however, none of these features are expected to be impacted by any of the alternatives.

As a result of road widening, Alternatives 2A, B and C will require the purchase of right-of-way widening from the Hydro One and commercial properties west of Ira Needles Boulevard, as well as one existing residential property east of Ira Needles Boulevard. This property requirement for each of Alternatives 2A, B and C is greater than that anticipated for Alternative 1, however, it is minor in nature and not expected to significantly affect the existing use of the commercial and residential properties.

Noise impacts have been assessed and would be mitigated as described further in Section 12.

4) Costs

Alternative 1 represents the least amount of work on Erb Street and respectively the least cost. Alternative 2A with widening and urbanization of the existing road (including the 3 lane section) and addition of pedestrian and on-road cycling facilities is estimated at approximately $6.3 million. Alternative 2B for urbanization and widening to 4 lanes and addition of multi-use trails is also estimated at approximately $6.3 million. Alternative 2C for urbanization and widening to 4 lanes and addition of segregated bike facilities represents the highest cost at an estimated $6.5 million. Although the cost for Alternative 2C is the highest it is only moderately higher than Alternative 2B as a result of minimal increase in the overall pavement width and additional curbs required to provide the segregated bike facilities. Additional costs for the utility relocations such as Hydro One towers west of Ira Needles Boulevard are required for all road widening alternatives and are estimated to be in the range of $2.0 million to $4.0 million.

10. What Happens when Property is Required for the approved Alternative?

While it is the intent of the design process to minimize as much as possible the need to obtain property for the Erb Street improvements, the Preferred Alternative being considered requires widening the road allowance onto private property and limited temporary work on adjacent property to match grades and restore landscaping during the construction period. In areas where property is required, the property owner will be contacted directly by the Region of Waterloo's Land Purchasing Officer during the future detail design process. Compensation will be provided at fair market rates based on recent similar area sales. Please refer to Appendix "B" for further information on the property acquisition process.

11. How will Existing Trees be affected?

Existing trees along the road corridor may require removal to accommodate new sidewalks, cycling facilities, transit pads or widening of the road to 4-lanes. Any potentially impacted trees will be reviewed as to their significance and health and a determination made if disturbance should and/or could be avoided. A streetscape design will be completed for planting of any new trees and any trees removed will be considered for replacement with nursery stock of a Region-approved native species on a two for one basis.

12. Are Noise Barriers being considered for this Project?

As part of this Class EA, a Noise Assessment study has been undertaken for the Project Team's Preferred Alternative for improvements on Erb Street.

Noise Criteria

The Region of Waterloo has established noise level criteria for road reconstructions entitled "Implementation Guideline for Noise Policies Part B: Existing Development Impacted by Proposed Regional Road Undertakings", published in July 1999. This guideline states that noise attenuation measures are required if either of the following conditions are met:

- The future noise level, after the proposed road work is completed, exceeds 65 dBA; or
- The future noise level exceeds 60 dBA, and the difference between the current and future noise levels exceeds 5 dBA.

Note that a noise level difference of less than 3dBA is not discernable by the human ear.

The MOECC (Ministry of the Environment and Climate Change) and Region of Waterloo requires that:

- Daytime noise be assessed for the outdoor living area (OLA) and at the exterior living room wall. For a typical residential lot, an OLA is defined as an area of 56 square metres centred 3 metres off the rear of a house.

Existing and forecasted traffic information for the Noise Assessment study was provided by the Region of Waterloo as identified in the "Erb Street Class EA Transportation Report", dated January 2017.

Results

The MOECC's noise modelling software Stamson 5.04 was utilized to predict noise levels both for the existing and forecasted scenarios based on the functional design of Alternative 2C.

The Noise Assessment study completed recommends noise attenuation barrier installations as follows:

- Erb Street (north side) – 2.0m high noise wall from Beechwood Drive westerly for approximately 170 m, for abutting residential properties only, where noise walls do not currently exist.
- Erb Street (south side) – 2.0m high noise wall from Gateview Drive westerly for approximately 340 m, for abutting residential properties only, where noise walls do not currently exist.

For all other road sections, the increase in noise level from existing to future conditions is less than 2 dBA, and all projected noise levels are below 65dBA and therefore no other noise mitigation will be required as part of the road improvements.

The existing noise walls on the north side of Erb Street, between Fischer-Hallman Road and Ira Needles Boulevard will be inspected during detailed design to identify necessary repairs or replacement.

13. What are the Next Steps in the Project?

The Project Team will use the comments received from Public Consultation Centre #2, along with other input received from the public and approval agencies as well as technical data, to identify a "Recommended" alternative for improvements on Erb Street.

Subject to comments received it is proposed to present the Recommended Alternative road alignment to the Region of Waterloo's Planning and Works Committee for formal approval in late 2017/early 2018. Following this confirmation of a Recommended Alternative design, the study process and findings will be documented in an Environmental Study Report (ESR) for "filing" and public and agency comment. This filing of the ESR is a requirement of the Municipal Class Environmental Assessment Act and consists of advertising and sending notices to interested and affected parties advising of the mandatory 30 day review period for submission of any questions or "objections" (Part II Orders). Any Part II Orders unresolved after the 30 day review period will be sent to the Ministry of Environment for further consideration and ruling.

Further consultation and preliminary design for utility relocations, such as Hydro One Networks Inc. towers west of Ira Needles Boulevard, are currently underway and will be incorporated into the assessment of alternatives being considered.

Pending project approval by Regional Council, detailed design and property acquisition would be completed throughout 2017 and 2018 with utility relocations in 2018 and construction commencing in 2019.

14. How will I receive further notification regarding this Project?

All property owners within the Study Area and members of the public registering at this Public Consultation Centre, or the first Public Consultation Centre, will receive any forthcoming additional information and be notified of any future meetings including Regional Council or Committee meetings. Advertisements will also be placed in local newspapers advising the public of the meetings and availability of the final Environmental Study Report for the Erb Street Improvements Class EA study.

15. How Can I Provide My Comments At This Stage?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to the Project Team members listed below, no later

than May 19, 2017.

We thank you for your involvement and should you have any questions or concerns please contact one of the following:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
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Mr. Mark Christensen, P. Eng.
Project Manager
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

16. How can I view project information following the PCC?

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at www.regionofwaterloo.ca.

Appendix A

Municipal Class Environmental Assessment Process

Ontario Environmental Assessment Act

The purpose of the Ontario Environmental Assessment Act (EA Act) is to provide for "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management of the environment in Ontario". Environment is applied broadly and includes the natural, social, cultural, built and economic components.

The key principles of successful environmental assessment planning include:

- Consultation with stakeholders and affected members of the public;
- Consideration of a reasonable range of alternatives;
- Assessment of the environmental impacts for each alternative;
- Systematic evaluation of alternatives; and
- Clear documentation of the process followed.

Municipal Class Environmental Assessment (EA)

The Municipal Class EA is a planning process approved under the Environmental Assessment Act that is used by municipalities to plan infrastructure enhancement projects while satisfying the requirements of the Environmental Assessment Act. Under the Class EA process, projects are planned in one of three ways depending on their scope, complexity, and potential for adverse environmental impacts.

Schedule "A"	Includes routine maintenance, operation and emergency activities. The Municipality can proceed with this work without further approval or public consultation.
Schedule "B"	Includes projects with the potential for some adverse environmental effects. These projects are subject to a screening process that includes consultation with directly affected public and agencies.
Schedule "C"	Includes larger, more complex projects with the potential for significant environmental effects.

These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

Public Involvement

Members of the public that have a stake in the project are encouraged to provide comment throughout the Class EA process. For Schedule "C" projects there are a minimum of three (3) opportunities for public contact. These typically include two Public Consultation Centres and the Notice of Study Completion.

Class EA Process for Schedule "C" Projects

Change in Project Status – Appeal Provision

It is recommended that all stakeholders (including the proponent, public and review agencies) work together to determine the preferred means of addressing a problem or opportunity. If you have any concerns, you should discuss them with the proponent and try to resolve them. In the event that there are major issues which cannot be resolved, you may request the Minister of the Environment by order to require a proponent to comply with Part II of the EA Act before proceeding with a proposed undertaking which has been subject to Class EA requirements. This is called a "Part II Order". The Minister will make one of the following decisions:

1. Deny the request (with or without conditions);
2. Refer the matter to mediation; or
3. Require the proponent to comply with Part II of the EA Act, ordering a full Environmental Assessment.

All stakeholders are urged to try to resolve issues since it is preferable for them to be resolved by the municipality in which a project is located, rather than at the provincial level.

To request a Part II Order, a person must send a written request to:

The Ministry/Minister of Environment and Climate Change

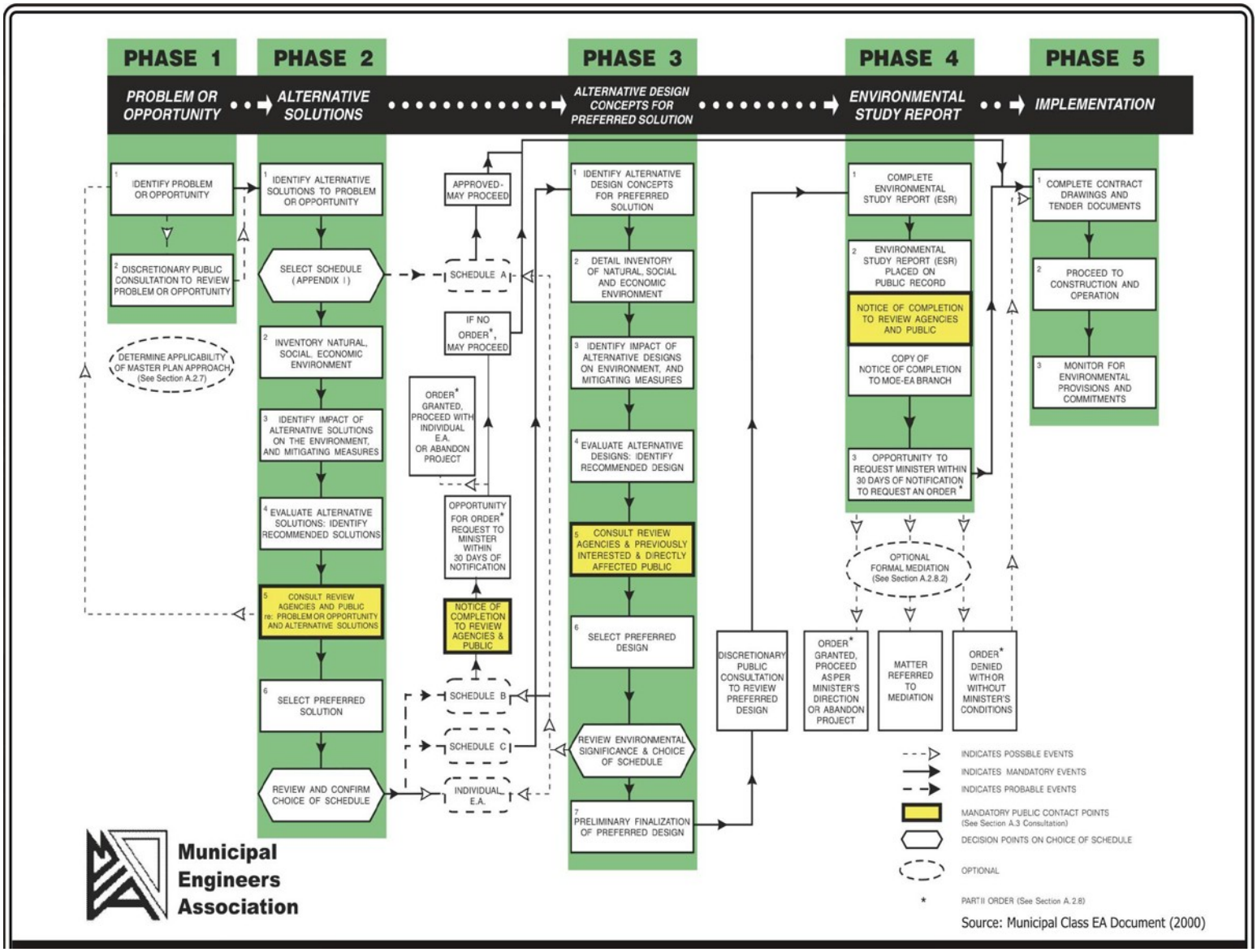
77 Wellesley St. West, 11th Floor

Toronto, ON M7A 2T5

The request must address the following with respect to the identified concerns:

- Environmental Impacts and specific concerns;
- Adequacy of the planning and public consultation process;

- Involvement of the person in the planning process and details of discussions held between the person and the proponent.



Appendix B

Property Acquisition Process Information Sheet

The following information is provided as a general overview of the property acquisition process and is not legal advice. Further, the steps, timing and processes can vary depending on the individual circumstances of each case.

Once the Recommended Design Concept has been approved, the property acquisition process and the efforts of Regional Real Estate staff will focus on acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

After the project has been approved and as it approaches final design, the project planners will generate drawings and sketches indicating what lands and interests need to be acquired from each affected property to undertake the project. These drawing are referred to as Property Impact Plans (PIP).

Initial Owner Contact by Regional Real Estate Staff

Once the PIPs are available, Regional Real Estate staff will contact the affected property owners by telephone and mail to introduce themselves and set-up initial meetings to discuss the project and proposed acquisitions.

Initial Meetings

The initial meeting is attended by the project engineer and the assigned real estate staff person to brief the owner on the project, what part of their lands are to be acquired or will be affected, what work will be undertaken, when, with what equipment, etc. and to answer any questions. The primary purpose of the meeting is to listen to the owner and identify issues, concerns, effects of the proposed acquisition on remaining lands and businesses that can be feasibly mitigated and/or compensated, and how the remaining property may be restored. These discussions may require additional meetings. The goal of staff is to work with the owner to reach mutually agreeable solutions.

Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner

and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

The initial meetings will form the basis of an initial offer of settlement or agreement of purchase and sale for the required lands or interests.

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows;

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;
2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;
3) reasonable costs of the owner will be included in any compensation settlement;
4) an offer with a purchase price and any other compensation or works in lieu of compensation will be submitted to the property owner for consideration; and
5) an Agreement will be finalized with any additional discussion, valuations, etc. as may be required.

Depending on the amount of compensation, most agreements will require the approval of Council. The approval is undertaken in Closed Session which is not open to the public to ensure a level of confidentiality.

Expropriation

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Even after lands and interests have been acquired through expropriation an agreement on compensation can be reached through negotiation, this is usually referred to as a ‘settlement agreement’.

Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the

transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under that *Act* are protected.

Comment Sheet
Regional Municipality of Waterloo
Erb Street Improvements
City of Waterloo
Public Consultation Centre #2, May 4, 2017

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by May 19, 2017 to either:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

_____

_____

_____

_____

_____

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

_____

_____

_____

_____

_____

_____

_____

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

_____

_____

_____

_____

_____

4. Are there any other general comments you have on this project?

_____

_____

_____

_____

_____

_____

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☐

Name: _____

Address: _____

Postal Code:_____

Phone & email:_____

Thank you for your interest and time.

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.

PUBLIC CONSULTATION CENTRE #2

Display Boards

Region of Waterloo

WELCOME TO

ERB STREET
WIDENING AND CORRIDOR STUDY
FROM WILMOT LINE TO
FISCHER-HALLMAN ROAD

PUBLIC CONSULTATION CENTRE #2

Region of Waterloo

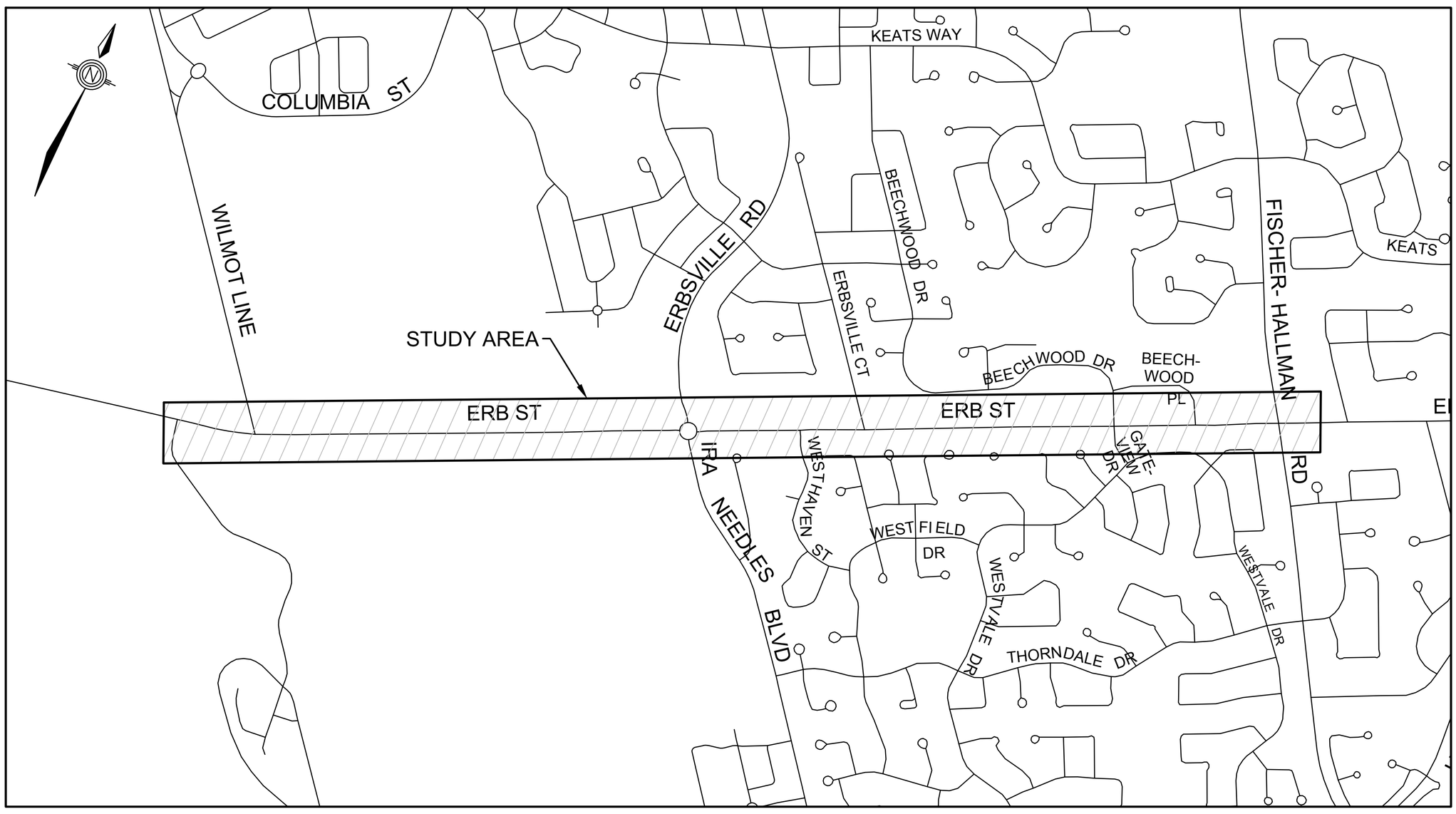
ERB STREET
WIDENING AND CORRIDOR STUDY
FROM WILMOT LINE TO
FISCHER-HALLMAN ROAD

PUBLIC CONSULTATION
CENTRE #2

Region of Waterloo

ERB STREET

FROM WILMOT LINE TO FISCHER-HALLMAN ROAD



Why is the Region considering this project?

The 2010 Regional Transportation Master Plan identified the need to widen Erb Street to four lanes between Gateview Drive and Erbsville Court, as well as between Ira Needles Boulevard and Wilmot Line, in the five to ten year horizon (approximately 2015 to 2020) to meet traffic demands associated with development in the area. Increased traffic volumes with the completion of the Costco site development in 2016 have accelerated the need for road improvements along Erb Street. In addition, sections of Erb Street west of Fischer-Hallman Road to Gateview Drive are exhibiting poor pavement conditions and have been identified as in need of repair.

The Region of Waterloo's Active Transportation Master Plan identified Erb Street as deficient in cycling facilities and sidewalks (south side) along Erb Street from Fischer-Hallman Road to Erbsville Court and recommended improvements for completion of the pedestrian and cyclist connections. In addition, completion of the Costco site development westerly of Ira Needles Boulevard has resulted in a need for extension of pedestrian facilities to service current and future development in the area.

In accordance with the Regional Transportation Corridor Design Guidelines, Erb Street is identified as a "Neighbourhood Connector - Avenue." Designing Erb Street to support active transportation modes including walking and cycling is a fundamental character of this road classification. Erb Street from Fischer-Hallman Road to Ira Needles Boulevard is also an iXpress transit route which supports the need for complete and continuous pedestrian facilities for accessing transit use.

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What Other Improvements Have Been Completed in the Project Area and How Do They Impact This Project?

As part of the Region's Transportation Capital Program, other road improvements in the project area that have recently been completed are as follows:

- **Development of the West Waterloo Commercial Centre lands (known as the Costco site) on the north side of Erb Street, west of Ira Needles Boulevard and opposite the Region's Waste Management Centre, was completed in 2016. Two roundabouts on Erb Street were constructed to provide access improvements to the development site as well as a connection to a future north-south City collector road (Platinum Drive).**
- **Widening of Ira Needles Boulevard to 4 lanes from University Avenue to Erb Street and improvements to the roundabout at Erb Street were completed in 2016 to provide increased road capacity and operational improvements.**

In addition, a second inbound scale at the Region's Waste Management Centre Small Vehicle Transfer Station (Gate 2) was installed in 2016. The second scale enhances public access operations at the Small Vehicle Transfer Station (Gate 2) and is expected to reduce landfill traffic queueing onto Erb Street.

The detailed design and construction information for these other area road improvements has been incorporated into the background information for this EA study.

Region of Waterloo

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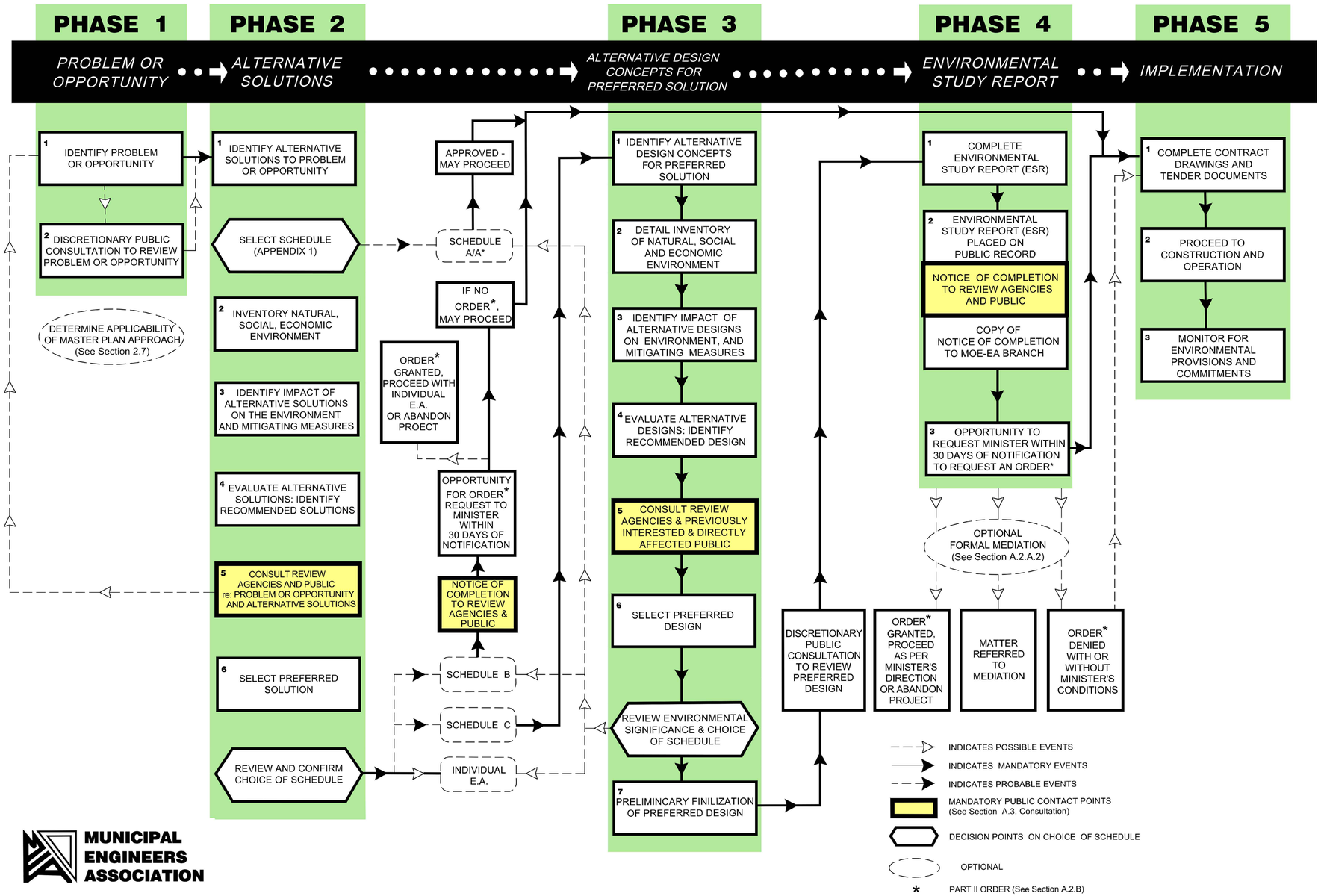
EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



MUNICIPAL ENGINEERS ASSOCIATION

What Alternatives Have Been Developed for Improvements on Erb Street?

Do Nothing

Aside from general maintenance (asphalt repair/overlay, etc.), this alternative would retain the road in its current number of traveled lanes without widening or the addition of curbs and a drainage system, sidewalks or cycling facilities.

Alternative 1 - Urbanize the Existing Road with Widening to 4-lanes West of Ira Needles and Add Active Transportation Facilities

This alternative would widen the road to 4-lanes west of Ira Needles to the roundabout at the West Waterloo Commercial Centre (Costco) entrance and retain the current number of traveled lanes elsewhere, in addition to adding the following facilities:

- Curb and gutter and a storm drainage system;
- Cycling facilities (either on-road, on-road cycle tracks or multi-use trails); and,
- Pedestrian sidewalks (or multi-use trails).

Alternative 2A - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes

This alternative would include all improvements under Alternative 1, as well as widening of Erb Street to 4-lanes between Gateview Drive and Erbsville Court, including completion of sidewalks and on-road bike lanes throughout the project limits.

Alternative 2B - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails

This alternative would include all improvements under Alternative 2A, with multi-use trails in lieu of sidewalks and on-road bike lanes east of Ira Needles Boulevard/Erbsville Road.

Alternative 2C - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Cycle Tracks

This alternative would include all improvements under Alternative 2A, with on-road cycle tracks in lieu of on-road bike lanes east of Ira Needles Boulevard/Erbsville Road.

Common to all alternatives is the consideration of intersection design alternatives such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and the provision of transit stop pads and shelters as necessary.

Please refer to sample cross sections shown on the next displays.

Region of Waterloo

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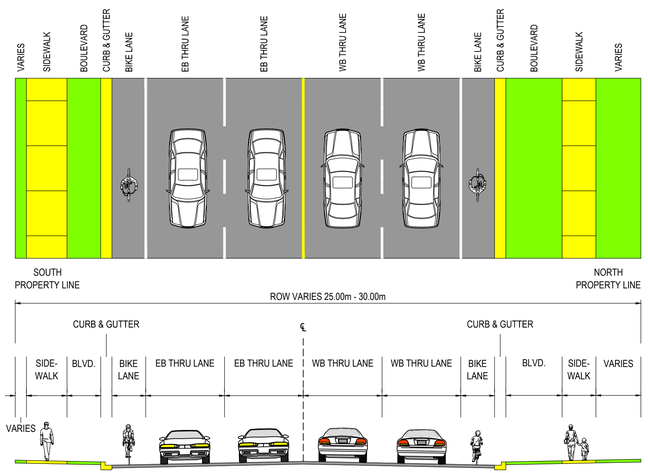
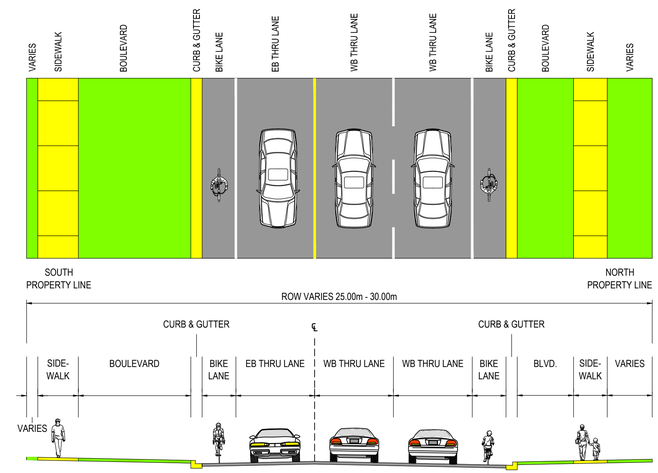
Alternative Solutions

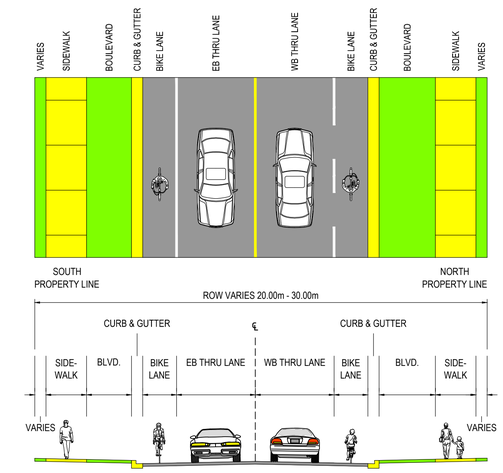
Alternative 1 - Urbanize the Existing Road with Widening to 4-lanes West of Ira Needles and Add Active Transportation Facilities



FISCHER-HALLMAN ROAD TO GATEVIEW DRIVE
TYPICAL SECTION



GATEVIEW DRIVE TO ERBSVILLE COURT
TYPICAL SECTION



ERBSVILLE ROAD / IRA NEEDLES BOULEVARD TO WILMOT LINE
TYPICAL SECTION

Region of Waterloo

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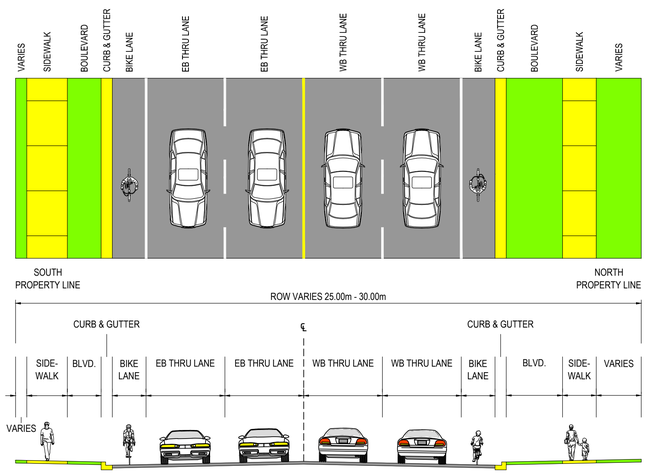
Alternative Solutions

Alternative 2A - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes



FISCHER-HALLMAN ROAD TO WILMOT LINE
TYPICAL SECTION

Region of Waterloo

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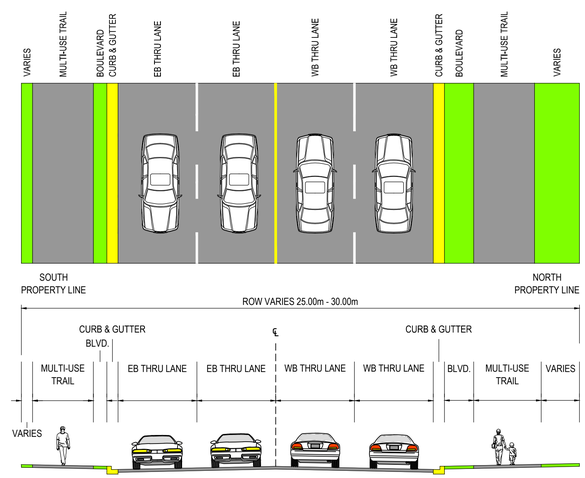
Alternative Solutions

Alternative 2B - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails



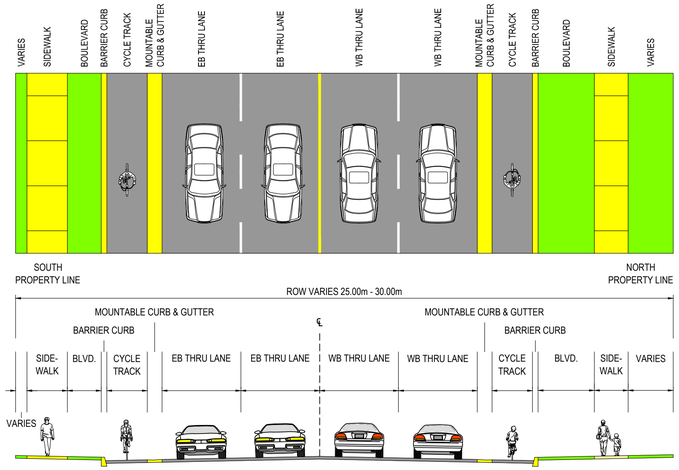
FISCHER-HALLMAN ROAD TO WILMOT LINE
TYPICAL SECTION

Region of Waterloo

WALTERFEDY

Alternative Solutions

Alternative 2C - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Cycle Tracks



FISCHER-HALLMAN ROAD TO IRA NEEDLES BOULEVARD / ERBSVILLE ROAD
TYPICAL SECTION

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How Have the Improvement Alternatives Been Evaluated?

Region of Waterloo

Erb Street Reconsruction
Wilmot Line to Fischer-Hallman Road
Evaluation Matrix

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Evaluation Criteria		Do Nothing Baseline	Widen to 4 lanes west of Ira Needles, maintain existing lane configuration elsewhere, urbanize, and add active transportation facilities Alternative 1	Widen to four travel lanes, urbanize, and add active transportation facilities Alternative 2A	Widen to four travel lanes, urbanize, and add active transportation facilities, including multi-use trail Alternative 2B	Widen to four travel lanes, urbanize, and add active transportation facilities, including segregated bike lanes Alternative 2C
Technical	Traffic Performance	Sufficient capacity east of Ira Needles. Lacking capacity for future development west of Ira Needles.	Sufficient capacity for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.
	Road network continuity	No continuity between existing & future 4-lane sections of Erb.	The 3-lane section of Erb Street requires merging of traffic between sections of 4-lane roadway.	Maintains 4 lanes throughout	Maintains 4 lanes throughout	Maintains 4 lanes throughout
	Transit Service Impacts	Erb Street remains servicable	Erb Street remains servicable	Added lane minimizes traffic impacts at bus stops.	Added lane minimizes traffic impacts at bus stops.	Added lane minimizes traffic impacts at bus stops.
	Cycling/Walking Impacts	Lack of continuity for cycling and pedestrian facilities.	Provides continuity for cycling and walking infrastructure, but no separation for cyclists	Provides continuity for cycling and walking infrastructure, but no separation for cyclists	Provides continuity for cycling and walking infrastructure	Provides continuity for cycling and walking infrastructure
	Summary					
Natural Environment	Natural Area Impact	No change to impacts	Minimal impacts to natural environment	Minimal impacts to natural environment	Minimal impacts to natural environment	Minimal impacts to natural environment
	Air Quality Impact	No change to impacts	Minimal impacts to air quality	Minimal impacts to air quality	Minimal impacts to air quality	Minimal impacts to air quality
	Stormwater Impact	No change to impacts	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection
	Summary					
Social/ Cultural	Heritage/Cultural Landscape Impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts
	Noise Impacts	No change in noise levels	No change in noise levels	No change in noise levels	No change in noise levels	No change in noise levels
	Summary					
Economic/Financial	Capital Cost	Minimal capital cost	Lowest capital cost	Some additional capital cost	Some additional capital cost	Some additional capital cost
	Operating & Maintenance Cost	Ongoing maintenance required	Maintenance improvements	Maintenance improvements	Maintenance improvements	Maintenance improvements
	Property Acquisition	None required	Some widening at Hydro One lands	Some widening at Hydro One lands, other minor widenings required	Some widening at Hydro One lands, other minor widenings required	Some widening at Hydro One lands, other minor widenings required
	Summary					
Overall Evaluation						

Legend: Most Preferred → → → Least Preferred

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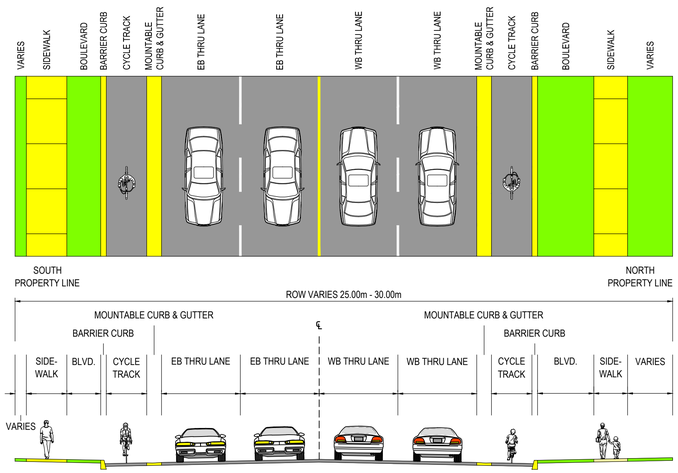
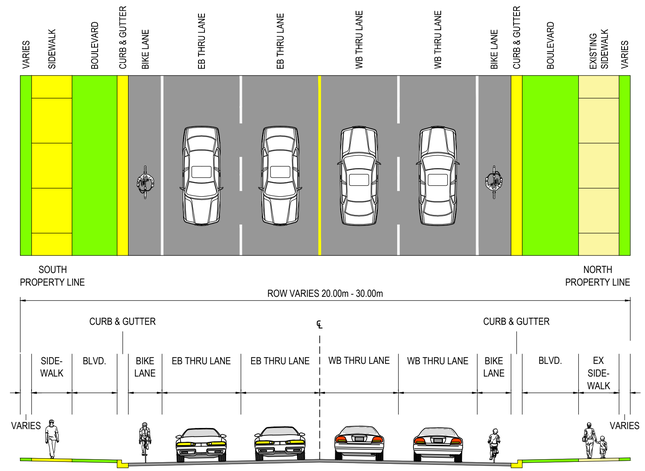
Preferred Alternative

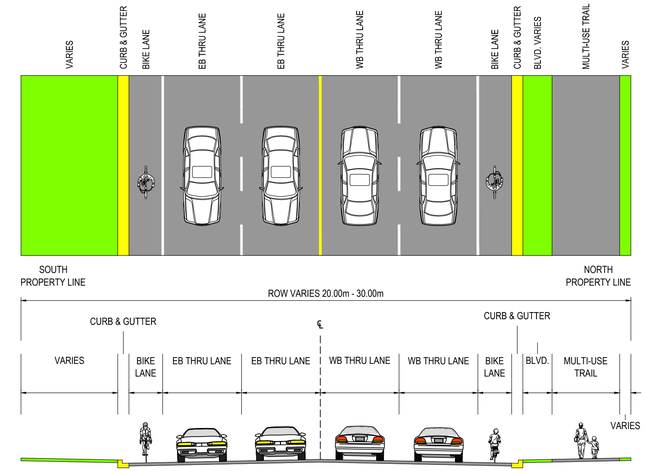
Alternative 2C (Modified) - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-Use Trail and On-Road Cycle Tracks



FISCHER-HALLMAN ROAD TO IRA NEEDLES BOULEVARD / ERBSVILLE ROAD
TYPICAL SECTION



IRA NEEDLES BOULEVARD / ERBSVILLE ROAD TO
TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE
TYPICAL SECTION



TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE TO
ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE /
WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

Region of Waterloo

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Summary of Evaluation for Alternative 2C (Modified)

1) Technical

Alternative 2C would provide for additional traffic capacity with the widening of the road to 4 lanes. Erb Street is a major roadway in Waterloo and widening to 4 lanes would increase the capacity available for the Region's east/west road network. The increased capacity of the road will also reduce the potential for delays to motorists and IXpress transit operations.

Along with the road widening, inclusion of multi-use trails and segregated bike facilities will provide separated facilities for pedestrians and cyclists away from the road, encouraging greater use and providing greater safety for users. Separation from the road also keeps the road pavement widths to a minimum which may encourage lower operating speeds along the corridor.

2) Natural Environment

Natural Environment studies completed for this EA reviewed existing vegetation, trees, wetlands, wildlife, aquatic habitat and surface drainage in and adjacent to the study area. No significant environmental constraints or features were identified from these studies, with the exception of the need to secure necessary permits and approvals for any work required in the vicinity of the natural area located on the south side of Erb Street immediately west of the commercial development opposite the Westside Marketplace entrance. All alternatives have some potential to have minor impacts to this natural area, however, the potential for significant impacts is minimal. Improvements to the surface drainage are proposed with the construction of curb and gutter and storm sewers as included in all alternatives.

3) Socio-Cultural Environment

No significant constraints were identified from the Archaeological study completed for this EA. Some areas were identified as requiring further archeological investigations (test pits) prior to any construction activities to document any archeological findings. Although all alternatives will require the additional investigations prior to construction, the majority of the Erb Street corridor has been disturbed in the past and potential impacts from the proposed improvements are expected to be minimal.

Some areas of cultural heritage significance were identified from the cultural heritage study carried out for this EA, however, none of these features are expected to be impacted by any of the alternatives.

As a result of road widening, Alternatives 2A, B and C will require the purchase of right-of-way widening from the Hydro One and commercial properties west of Ira Needles Boulevard, as well as one existing residential property east of Ira Needles Boulevard. This property requirement for each of Alternatives 2A, B and C is greater than that anticipated for Alternative 1, however, it is minor in nature and not expected to significantly affect the existing use of the commercial and residential properties.

4) Costs

Alternative 1 represents the least amount of work on Erb Street and respectively the least cost. Alternative 2A with widening and urbanization of the existing road (including the 3 lane section) and addition of pedestrian and on-road cycling facilities is estimated at approximately $6.3 million. Alternative 2B for urbanization and widening to 4 lanes and addition of multi-use trails is also estimated at approximately $6.3 million. Alternative 2C for urbanization and widening to 4 lanes and addition of segregated bike facilities represents the highest cost at an estimated $6.5 million. Although the cost for Alternative 2C is the highest it is only moderately higher than Alternative 2B as a result of minimal increase in the overall pavement width and additional curbs required to provide the segregated bike facilities. Additional costs for the utility relocations such as Hydro One towers west of Ira Needles Boulevard are required for all road widening alternatives and are estimated to be in the range of $2.0 million to $4.0 million.

Region of Waterloo

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Are Noise Barriers Being Considered for This Project?

As part of this Class EA, a Noise Assessment study has been undertaken for the Project Team's Preferred Alternative for improvements on Erb Street.

Noise Criteria

The Region of Waterloo has established noise level criteria for road reconstructions entitled “Implementation Guideline for Noise Policies Part B: Existing Development Impacted by Proposed Regional Road Undertakings”, published in July 1999. This guideline states that noise attenuation measures are required if either of the following conditions are met:

- The future noise level, after the proposed road work is completed, exceeds 65 dBA; or
- The future noise level exceeds 60 dBA, and the difference between the current and future noise levels exceeds 5 dBA.

Note that a noise level difference of less than 3dBA is not discernable by the human ear.

The MOECC (Ministry of the Environment and Climate Change) and Region of Waterloo requires that:

- Daytime noise be assessed for the outdoor living area (OLA) and at the exterior living room wall. For a typical residential lot, an OLA is defined as an area of 56 square metres centred 3 metres off the rear of a house.

Existing and forecasted traffic information for the Noise Assessment study was provided by the Region of Waterloo as identified in the “Erb Street Class EA Transportation Report”, dated January 2017.

Results

The MOECC's noise modelling software Stamson 5.04 was utilized to predict noise levels both for the existing and forecasted scenarios based on the functional design of Alternative 2C.

The Noise Assessment study completed recommends noise attenuation barrier installations as follows:

- Erb Street (north side) - 2.0m high noise wall from Beechwood Drive westerly for approximately 170 m, for abutting residential properties only, where noise walls do not currently exist.
- Erb Street (south side) - 2.0m high noise wall from Gateview Drive westerly for approximately 340 m, for abutting residential properties only, where noise walls do not currently exist.

For all other road sections, the increase in noise level from existing to future conditions is less than 2 dBA, and all projected noise levels are below 65dBA and therefore no other noise mitigation will be required as part of the road improvements.

The existing noise walls on the north side of Erb Street, between Fischer-Hallman Road and Ira Needles Boulevard will be inspected during detailed design to identify necessary repairs or replacement.

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Next Steps

- Review public and agency comments;
- Regional Council Approval and Notice of Study Completion;
- Filing of Environmental Study Report; and,
- Pending project approval, detailed design and property acquisition in 2018 with utility relocations in 2018 and construction commencing in 2019.

Thank You

Please complete a comment sheet and/or contact the following:

Mr. William Gilbert, P. Eng.
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150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner, WalterFedy
675 Queen Street South, Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

Region of Waterloo

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PUBLIC CONSULTATION CENTRE #2

Plans

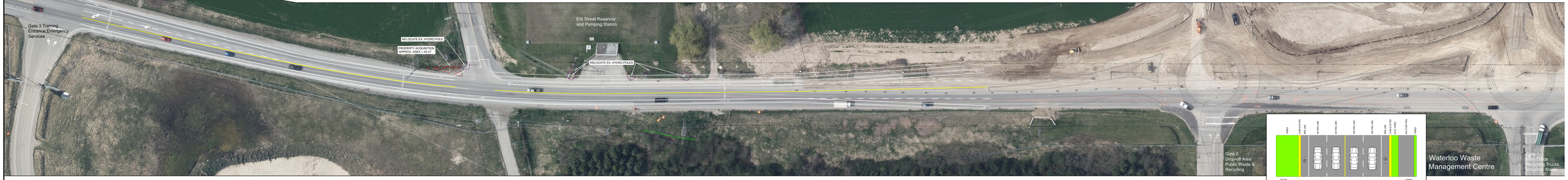
ERB STREET IM

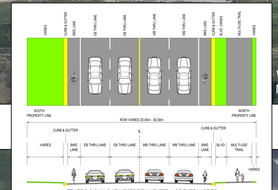
(FISCHER-HALLMAN R

PREFERRED ALTERNATIVE - WIDEN TO FOUR LANES, UR

Region of Waterloo

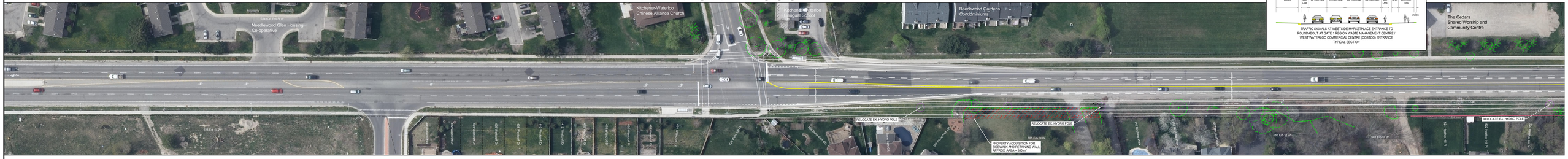
WILMOT LINE





TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE TO ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE / WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

ERBSVILLE COURT



IPROVEMENTS

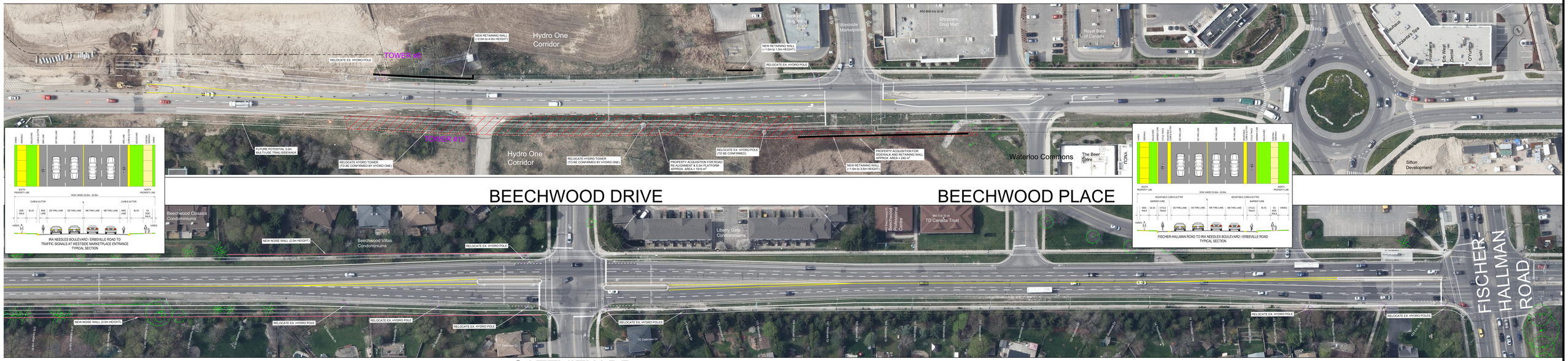
)AD TO WILMOT LINE)

BANIZE AND ADD ACTIVE TRANSPORTATION FACILITIES

SCALE: 1:250

WALTERFEDY

IRA NEEDLES BOULEVARD / ERBSVILLE ROAD



PUBLIC CONSULTATION CENTRE #2

Comments and Responses

Erb Street Improvements EA – PCC #2 Summary of Comments and Project Team Responses

No.	Name	Comment	Project Team Response
1	Anonymous	a. Consideration would be that local residents have favourable road access to communities during construction, i.e., no total lane shut-downs b. Add roundabout at Ira Needles and Royal Beech c. Consider extending Thorndale to reduce current traffic overload at Westside [Marketplace]	a. As with all Region of Waterloo road reconstruction projects, deliberate consideration is given towards mitigating impacts to vehicular and pedestrian travel and access during construction through the development of construction staging and traffic management plans. Typical Region practice is to maintain one lane of traffic in each direction at all times, as well as access to driveways and sidewalks as required. There may however be times when a short duration lane or full road closure will be required with appropriate flagging or detour signing as necessary. b. (and c.) Modifications to the Ira Needles/Royal Beech intersection and extension of Thorndale are outside of the scope of this study; transportation system improvements are considered in the Regions Transportation Master Plan and as part of specific area road improvement studies.
2	Bromand, Amir	- Noise barrier is a must.	- A Noise Assessment Study was completed for this project in accordance with Regional practices and policies and recommends a 2.0m high noise attenuation barrier be installed on the north side of Erb Street from Beechwood Drive westerly for approximately 170 metres, and on the south side from Gateview Drive westerly for approximately 340 metres, for abutting residential properties only where noise walls do not currently exist.
3	Ceric, Emir	- Please consider to propose pedestrian refuge island is as shown on enclosed map.	- The location of pedestrian crossing and refuge islands, such as mid-block between Beechwood Drive/Gateview Drive and Erbsville Court, will be considered as part of detailed design. Although this location provides connectivity to the pathway adjacent 543 and 525 Erb Street, the location will need to be reviewed to ensure the safety of pedestrians crossing given the grade of the road, as well as traffic volumes and speeds.

4	England, Byron	a. There are currently only street lights on the south-east side and the sidewalk is on the northwest side (no lights) from Gateway to Erbsville Road b. Strongly suggest having dual-purpose sidewalk/bicycle path like Ira Needles (east side) and like Holland. The roadway bike lanes we currently have are way too dangerous for bicyclists to use.	a. Roadway lighting levels will be evaluated during detailed design. The recommended design alternative for widening the road to 4 lanes between Gateview Drive and Erbsville Court includes for construction of a new sidewalk along the south side. b. The option for multi-use trails was presented and evaluated as Alternative 2B. However, given the gradient of the existing hill between Gateview Drive and Erbsville Court, cyclists traveling downhill would be moving at speeds sufficient enough to pose a safety issue to pedestrians. The cycle tracks included in the recommended design alternative maintain separation of cyclists and pedestrians, but also serve to keep cyclists off of the traveled portion of the roadway. Existing on-road cycling lanes are being maintained in other areas within the project limits
5	Klassen, Gary	- We live [on Heather Hill Place]. Our primary concern is the loss of mature trees and green space and increase in noise (that has already grown significantly over the past 12+ years). Thank you for the consideration of our concerns. In review of the design please consider: a. Keeping the road narrow (between Fischer-Hallman and Ira Needles—perhaps the same width as West of Ira Needles)? b. Re-grading the road to reduce the hill—the hill adds noise that may go over the wall unless it's very high c. A higher wall—sufficient to effectively block noise d. Moving the centreline of the road to reduce tree removal e. Reduce boulevard width to reduce the need to remove trees f. Perhaps a sidewalk on only one side g. Also—losing the edge of the trees on our property may significantly reduce the	a. Erb Street is a major roadway in Waterloo and widening to four lanes would increase the capacity available for the Region's east/west road network. Existing and projected vehicular demands show that widening of the existing roadway is necessary for accommodating increased traffic flow. b. Given the existing topography of Erb Street and its surrounding area, re-grading of the hill would require the construction of extensive retaining walls which would result in much more significant loss of existing trees and vegetation. c. A Noise Assessment Study was completed for this project which utilized modeling software to analyze both existing and forecasted noise levels for the properties adjacent the Erb Street right-of-way. The study resulted in the recommendation that a 2.0m high noise barrier be installed on the north side of Erb Street from Beechwood Drive westerly for approximately 170 metres, and on the south side from Gateview Drive westerly for approximately 340

		greenspace and cause the loss of more trees. This would add noise and reduce the livability and green space in our yard. Can this be considered in the decision? If we lose our trees what happens?	metres, for abutting residential properties only where noise walls do not currently exist. d. As is typical with many reconstruction projects, given the width of the existing road right-of-way, there is limited opportunity to modify the centreline alignment while still adhering to geometric design guidelines without acquisition of additional property. The recommended design alternative limits the amount of additional property required for road widening and existing trees to be removed. e. Opportunities to reduce the width of the proposed boulevard in the vicinity of existing trees will be reviewed further during detailed design. f. Erb Street West is classified as a neighbourhood connector and in accordance with the Region's Corridor Design Guidelines, pedestrian infrastructure is recommended on both sides of the street. g. Existing trees may require removal to accommodate new sidewalks, cycling facilities, transit pads, or widening of the road to four lanes. Any potentially impacted trees will be reviewed as to their significance and health and a determination made if disturbance should and/or could be avoided. A streetscape design will be completed for planting of any new trees and any trees removed as a result of construction will be considered for replacement with nursery stock of a Region-approved native species per Region practices.
6	Klassen, Jennifer	- We are very concerned about losing trees at the back of our property [on Heather Hill Place]. They offer visual peace and help to cut down on noise and were a drawing point to our property. Could you please consider sparing them? - Have less green space between the sidewalks and the bike lanes. - Consider keeping the road narrow like the west of Ira Needles.	- Please refer to answers for Comment No. 5 above.
7	Tyler, William	- OK with preferred solution.	- Thank you for your comment.

8	Vera-Gascho, Christine	a. 634 Needlewood Glen Co-operative is home to over 100 households. The fact that we were not taken into consideration when "designing" the new roadway is irreprehensible. We only have 1 exit/entrance into this complex. b. The park that is situated behind the Co-op could be made into the connecting roadway/streets. The last six years I have lived [on Erb Street West] this park is hardly used. c. Make roadway to parking lot of Chinese Church to have an alternate exit/entrance to Erbsville at the street lights. d. Four lanes will create more cars traveling at a high velocity unchecked as already happens at this time with drivers coming off of the roundabout at 80 km/h. e. As per usual with City projects the plans have already been made without input from citizens whom actually live in the area and have to deal with traffic headaches daily. f. Currently—after the lights at Erbsville/French School the side of the road with sidewalk has no lights and the side with no sidewalk has the lights. It's very dark at nights—lots of trees, it has now become a safety issue.	a. The existing left-turn lane on Erb Street and full movement access to the property is being maintained as part of the recommended improvements on Erb Street. In addition, the existing roundabout at Ira Needles and Erb Street, a short distance to the west of the property access, provides for U-turn movements as an alternative for left-turns out of the property. b. This land is privately owned by the housing development and falls outside of the scope of this project. Pinerow Crescent is a local municipal road and considerations for additional site access should be forwarded to the City of Waterloo. c. The Kitchener-Waterloo Chinese Alliance Church parking lot is privately owned. Erbsville Court is a local municipal road and considerations for additional site access should be forwarded to the City of Waterloo. d. Erb Street is a major roadway in Waterloo and widening to four lanes would increase the capacity available for the Region's east/west road network. Existing and projected vehicular demands show that widening of the existing roadway is necessary for accommodating increased traffic flow. The section of Erb Street east of the Ira Needles Blvd roundabout is currently 4 lanes with a centre left turn lane. No additional traffic lanes are proposed on this section of roadway. e. This project is being undertaken in accordance with the Municipal Class Environmental Assessment (EA) requirements under the Environmental Assessment Act. As required under this process, a first Public Consultation Centre (PCC) for this project was held on May 28, 2015 and a second PCC was held on May 4, 2017. These public consultations were advertised in the local newspapers, as well as, mailed, hand delivered or emailed to adjacent property owners. Input was solicited

			from the public which was subsequently incorporated into this EA study in developing a recommended design alternative. f. Roadway lighting levels will be evaluated during detailed design. The recommended design alternative for widening the road to 4 lanes between Gateview Drive and Erbsville Court includes for construction of a new sidewalk along the south side.
9	Elgie, Kae	a. I prefer the DO NOTHING option, because I feel it has the best chance of convincing people not to overload the environmentally sensitive Wilmot Line. I am deeply, deeply concerned that we will wreck the important natural environment on the edge of Waterloo. Anything that deters people from wanting to drive their cars along Erb Street on the west side of Waterloo is, in my mind, a deterrent to people driving on the Wilmot Line, and from (in their view) needing the City to pave that road. b. Staff explained that the option 2 variants would all make alternatives forms of transportation a.k.a. active transportation, more feasible and attractive. So these options rank higher for me than option 1. c. If I am correct in understanding that cycle lanes have barriers between cars and bicycles, while bike lanes simply separate bikes and cars by a brightly painted line, then the protected cycle lanes are strongly preferred. Option 2C d. I think it's a big mistake to look at traffic on Erb Street without considering the impact on the Wilmot Line and the Environmentally Sensitive Waterloo Moraine. Climate change is a big picture problem. Traffic planning should be done in that context.	a. No improvements for Erb Street west of the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance are recommended as part of this project. Further review of the Erb Street and Wilmot Line intersection suggests that no improvements at this intersection are required at this time. b. The recommended design alternative includes cycle tracks on both sides of Erb Street from Fischer-Hallman Road to Erbsville Court and maintains on-road cycling lanes within the rest of the project limits. Pedestrian facilities include completing the sidewalk on the south side of Erb Street between Gateview Drive and Erbsville Court, and on the south side of Erb Street from the commercial plaza entrance west of Ira Needles Boulevard to the traffic signals at the Westside Marketplace entrance. Additionally, a multi-use trail is proposed on the north side of Erb Street from the Westside Marketplace entrance west of Ira Needles Boulevard to the roundabouts at the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance. c. The proposed cycle tracks provide a semi-mountable concrete curb as separation between the roadway and the cycle track. d. The Region of Waterloo's Transportation Master Plan (RTMP) identifies the transportation network improvements necessary in providing for projected transportation and traffic capacity needs

			around the Region. The RTMP has identified the need for transportation system improvements on this section of Erb Street. As indicated above, no improvements for Erb Street west of the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance are recommended as part of this project.
10	Hodgins, Eric	- My only comment is that I would like to see the storm water drainage design to understand whether there is any road runoff directed to the West of Wilmot Line or whether the road is regraded so it all drains east. I had a similar concern with the roundabouts and you indicated they drained east. If you have a digital map or a report that I could peruse that would be great.	- Preliminary review of the existing storm drainage system indicates that there is a drainage divide approximately 100 metres east of the Erb Street/Wilmot Line intersection which would direct runoff to the west. No improvements are recommended as part of this project for Erb Street west of the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance and as such no change to the existing drainage in this area is proposed.
11	Hutten-Czapski, Eric	a. If the incremental cost for 2C over 2B is due to additional pavement, couldn't we shave the driving lanes' widths to make up the room with less financial outlay? b. Fischer-Hallman's MUT+bikelane approach is a little frightening to use. A segregated bike lane makes the difference in areas of high car volume and speed. c. Please oh please don't let people water down the cycling provisions. As correctly noted in the information packet, they don't cost much and they can drastically increase the throughput of a road, feeling of safety of its occupants, and range of activities it can support.	a. The width of the traffic lanes will be finalized as part of detailed design in consideration of the traffic needs, roadway geometry and safety. b. The use of cycle tracks is currently under review by the Region as part of pilot projects around the Region. The intention of the cycle tracks is to increase cyclist comfort and confidence while also maintaining separation between motorists and cyclists as well as cyclists and pedestrians. c. Given the grade of the existing hill between Gateview Drive and Erbsville Court, cycle tracks on both sides of Erb Street from Fischer-Hallman Road to Erbsville Court are being recommended with on-road cycling lanes throughout the rest of the project limits.
12	Janzen, Rich	a. Is the proposed 2m sound barrier height tall enough to reduce sound given the steep incline of Erb Street west of Gateview? b. There are about 10 mature trees on or very near the property line (on regional land) behind my and my neighbours' lots. Is the plan to keep these trees? Or?	a. A Noise Assessment Study was completed for this project which utilized modeling software to analyze both existing and forecasted noise levels for the properties adjacent the Erb Street right-of-way. The study recommended areas requiring the installation of mitigation measures such as noise barriers in accordance with Regional

			policies. Details for the noise barriers such as elevations and grades will be completed as part of detailed design in providing noise mitigation as required in accordance with Region Noise Policies and the Noise Assessment Study recommendations. b. Existing trees may require removal to accommodate new sidewalks, cycling facilities, transit pads, or widening of the road to four lanes. Any potentially impacted trees will be reviewed as to their significance and health and a determination made if disturbance should and/or could be avoided. A streetscape design will be completed for planting of any new trees and any trees removed will be considered for replacement with nursery stock of a Region-approved native species per Region practices.
13	Melendez, Erick and Nou	- As per the Region of Waterloo website it lists under the Future Construction Projects that the "Erb Street, Fischer-Hallman Road to Ira Needles Boulevard, Waterloo" has been approved by Regional Council on January 11, 2017. As a resident in this area that will be affected by the construction, I was wondering if you could please let me know if this project is still going ahead and if there are estimated start/end dates?	- Funding for the improvements on Erb Street is currently provided in the Region's 2018 Ten Year Transportation Capital Program for construction in 2019 to 2020 pending approvals and completion of advance utility relocations. The timing of construction will be reviewed and revised as necessary during development of future Transportation Capital Programs.
14	Noori, Hamid	a. [As a result of the reconstruction], will any of our lot be taken away? Because of the trees and everything else that we have, I really want to know how much of it will be taken. b. Is the plan to put walls across the houses that face Erb Street after the expansion is completed?	a. While it is the intent of the design process to minimize as much as possible the need to obtain property for the Erb Street Improvements, the Preferred Alternative being considered requires widening the road allowance onto private property and limited temporary work on adjacent property to match grades an and restore landscaping during the construction period. In areas where property is required, the property owner will be contacted directly by the Region of Waterloo's Land Purchasing Officer during the future detail design process. Preliminary property needs for road widening are shown on the

			preliminary design plans for the recommended design alternative. b. As recommended in the Noise Assessment Study, 2.0m high noise walls are proposed on the north side of Erb Street from Beechwood Drive westerly for approximately 170 metres, and on the south side from Gateview Drive westerly for approximately 340 metres, for abutting residential properties only where noise walls do not currently exist. No other noise walls are proposed as part of this project.
15	Grand River Conservation Authority	- We have an interest in this study as Erb Street abuts an unevaluated wetland regulated by the GRCA under Ontario Regulation 150/06. We were unable to attend the meeting last night, and kindly request that you circulate the GRCA on all applicable information relating to this study for our review and comment.	- We acknowledge the presence of an unevaluated wetland regulated by the GRCA and will be coordinating with the GRCA during detailed design.

[redacted]

[redacted]

Subject: Erb Street Improvements Public Consultation Centre #2 May 4 2017

Follow Up Flag: Follow up
Flag Status: Flagged

I attended the Public Consultation Centre on May 4 at K-W Bilingual School and spoke to several staff there.

- I prefer the DO NOTHING option, because I feel it has the best chance of convincing people not to overload the environmentally sensitive Wilmot Line. I am deeply, deeply concerned that we will wreck the important natural environment on the edge of Waterloo. Anything that deters people from wanting to drive their cars along Erb Street on the west side of Waterloo is, in my mind, a deterrent to people driving on the Wilmot Line, and from (in their view) ***needing*** the City to pave that road.

- Staff explained that the option 2 variants would all make alternative forms of transportation a.k.a. active transportation, more feasible and attractive. So these options rank higher for me than option 1.

But who are we kidding? The more convenient we make it for cars, the less likely it is that anyone will EVER switch to other forms of transportation.

How can the Region even pretend it wants to "help reduce our local impact on climate change" when it continues to look for ways to make it easier to people to choose cars? How can the City of Waterloo say it "will be a city that leaves a legacy of environmental responsibility for future generations" when it does nothing to discourage people from driving automobiles?

I was opposed to the building of Costco = car-dependent development, for environmental and climate change reasons. But I was told the development plan had been filed years before we knew the extent of the climate change problem, and we could do nothing but proceed.

I sat through hours and hours of presentations and debate at Waterloo City Council about the west side urban development proposals (Vista Hills, Clair Creek Meadows, Greyerbiehl), especially the concerns about the probable negative impact on the

Waterloo moraine and our water supply. I was horrified with myself that I hadn't been aware of this proposal when it was first presented, and that I hadn't spoken up then before it, too, was approved, and we could do nothing but proceed, and hope for the best.

- If I am correct in understanding that cycle lanes have barriers between cars and bicycles, while bike lanes simply separate bikes and cars by a brightly painted line, then the protected cycle lanes are strongly preferred. Option 2C

Back when the west side developments were being approved, City of Waterloo, Region of Waterloo promised to never pave the Wilmot Line.

- I think it's a big mistake to look at traffic on Erb Street without considering the impact on the Wilmot Line and the Environmentally Sensitive Waterloo Moraine. Climate change is a big picture problem. Traffic planning should be done in that context.

[redacted]

please add me to the mailing list for this project.

[redacted]

[redacted]

Subject: RE: Public Consultation - Region of Waterloo - Erb Street Improvements Class EA Study

Hi Bill,
My only comment is that I would like to see the storm water drainage design to understand whether there is any road runoff directed to the west of Wilmot line or whether the road is regraded so it all drains east. I had a similar concern with the roundabouts and you indicated they drained east. If you have a digital map or a report that I could peruse that would be great.

Thanks

[redacted]

[redacted]

Please find attached a Notice and Information Package of a Public Consultation Centre for the Region of Waterloo's Erb Street Improvements Class Environmental Assessment study. Should you have comments or concerns you can contact me as below.

William Gilbert, P. Eng.

Senior Project Manager
Design and Construction
Transportation and Environmental Services
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, Ontario N2G 4J3
Telephone: 519-575-4603

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[redacted]

[redacted]

Subject: Comments regarding Erb Street Improvements PCC#2

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

[redacted]. These are my comments:

"Do you think there are any other problems, needs or opportunities that should be considered for this project?"

No, I think this covers it. Though, iIf the incremental cost for 2C over 2B is due to additional pavement, couldn't we shave the driving lanes' widths to make up the room with less financial outlay?

"Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?"

I'm afraid not. There's really nothing for it but to add lanes, isn't there.

"Are you in agreement with the Preferred Alternative (Alternative 2C – Widen the Road to 4- lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes)?"

Yes. Fischer-Hallman's MUT+bikelane approach is a little frightening to use. A segregated bike lane makes the difference in areas of high car volume and speed.

"Are there any other general comments you have on this project?"

Please oh please don't let people water down the cycling provisions. As correctly noted in the information packet, they don't cost much and they can drastically increase the throughput of a road, feeling of safety of its occupants, and range of activities it can support.

"Do you wish to be placed on the mailing list for this project?"
Yes please.

[redacted]

Sincerely,

[redacted]

[redacted]

[redacted] [redacted] Street Improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Hello William Gilbert,

Thank you for organizing the public consultation on May 4 regarding the Erb St. improvements. I live on 514 Heatherhill Place which backs onto Erb St west of Gateview. I have two questions in follow-up:

1. Is the proposed 2m sound barrier height tall enough to reduce sound given the steep incline of Erb Street west of Gateview?

2. There are about 10 mature tress on or very near the property line (on regional land) behind my and my neighbours' lots. Is the plan to keep these trees? Or?

Again thank you for the community consultation. I appreciate the opportunity to ask these questions.

Sincerely,
[redacted]

[redacted]

[redacted]

Subject: Erb Street improvements

Hello Mr.Gilbert,

As per the Region of Waterloo website it lists under the Future Construction Projects that the "Erb Street, Fischer-Hallman Road to Ira Needles Boulevard, Waterloo" has been approved by Regional Council on January 11, 2017.

As a resident in this area that will be affected by the construction, I was wondering if you could please let me know if this project is still going ahead and if there are estimated start/end dates?

Thank you,
[redacted]

Comment Sheet
Regional Municipality of Waterloo
Erb Street Improvements
City of Waterloo
Public Consultation Centre #2, May 4, 2017

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by May 19, 2017 to either:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

Consideration would be that local residents have favourable road access to communities during construction ie: no total lane shut-downs.

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

① Add roundabout @ Ira Needles + Royal Beech
② Consider extending Thorndale to reduce current traffic overload @ Westside

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

Fully agree to this proposal.

4. Are there any other general comments you have on this project?

Thanks for the information

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☒

Name: _____

Address: _____

Postal Code: _____

Phone & email: _____

Thank you for your interest and time.

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

NOISE BARRIER IS A MUST.

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

YES – NOISE BARRIERS ARE GREAT, ROAD NOISE IS TOO LOUD

4. Are there any other general comments you have on this project?

NOISE BARRIER IS ESSENTIAL

Do you wish to be placed on the mailing list for this project? Yes ☑ No ☐

[redacted]

Thank you for your interest and time.

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

PLEASE CONSIDER TO PROPOSE PEDESTRIAN REFUGE ISLAND/S AS SHOWN ON ENCLOSED MAP.

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

NO

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

YES

4. Are there any other general comments you have on this project?

NO

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☒

[redacted]

Thank you for your interest and time.

Collection Notice

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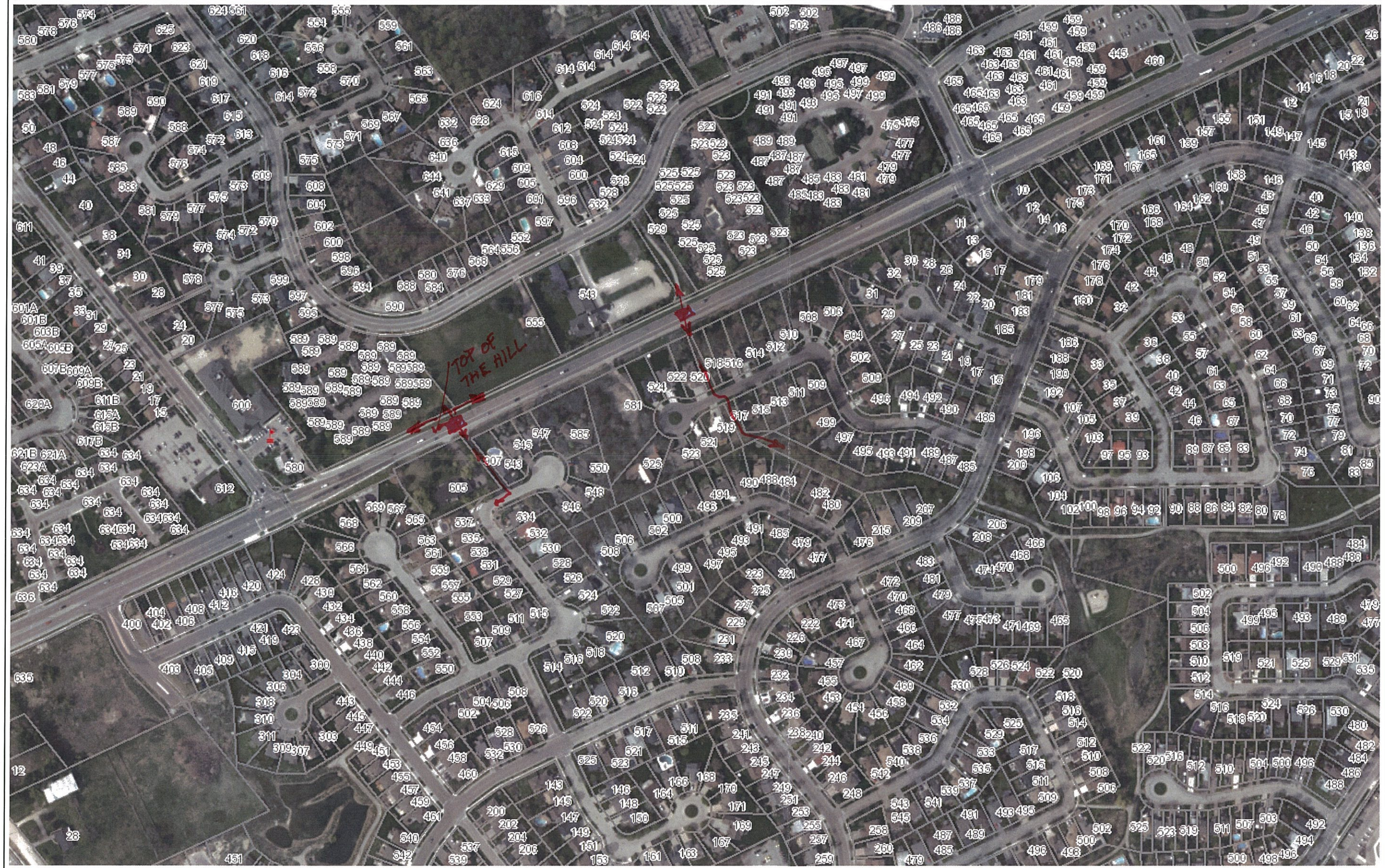
Region of Waterloo



Legend

- Addresses
- Schools
- Libraries
- Airport
- Towns and Villages
- Assessment Parcels
- Municipal Boundaries

■ - PLEASE PROPOSE PEDESTRIAN REFUGE ISLAND/S

1: 4,513

229.3 0 114.63 229.3 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

This map was automatically generated using Geocortex Essentials.

Comment Sheet
Regional Municipality of Waterloo
Erb Street Improvements
City of Waterloo
Public Consultation Centre #2, May 4, 2017

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by May 19, 2017 to either:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. Mark Christensen, P. Eng.
Partner
WalterFedy
675 Queen Street S., Suite 111
Kitchener, ON N2M 1A1
Telephone: (519) 576-2150, ext. 285
Fax: (519) 576-5499
Email: mchristensen@walterfedy.com

1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

There are currently only street lights on the south-east side and the sidewalk is on the north-west side (no lights) from Gateway to Erbsville Road

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

Strongly suggest having dual-purpose sidewalk/bicycle path like Iva Needles (east side) and like Holland. The roadway bike lanes we currently have are way too dangerous for bicyclists to use

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

Yes except the segregated bike lanes as per #2

4. Are there any other general comments you have on this project?

Do you wish to be placed on the mailing list for this project? Yes ☑ No ☐

[redacted]

Thank you for your interest and time.

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

We live at 510 Heatherhill Place. Our primary concern is the loss of mature trees and greenspace and increase in noise (that has already grown ~~over the~~ significantly over the past 12+ years). Thank you for the consideration of our concerns. In Review of the design please consider

- keeping the road narrow (~~to match~~ between Fisher Hallman & Ira Needles)

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

(perhaps the same width as ~~bet~~ west of Ira Needles)?

- regrading the road to reduce the hill – the hill adds noise that may go over the wall unless its very high
- a higher wall ~~or~~ sufficient to effectively block noise
- moving the centerline of the road to reduce tree removal
- reduce boulevard width to reduce the need to remove trees
- perhaps a sidewalk on only one side

Also – losing the edge of the trees on our property may significantly reduce the greenspace and cause the loss of more trees. This would add noise, & reduce ~~the property value of our home~~ the livability & green space in our yard. ~~If m~~ Can this be considered in the design. If we lose our trees what happens?

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

4. Are there any other general comments you have on this project?

Do you wish to be placed on the mailing list for this project? Yes ☑ No ☐

[redacted]

Thank you for your interest and time.

Collection Notice

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

We are very concerned about losing trees at the back of our property (510 Heather Hill Pl.) They offer visual peace and help cut down on noise and were a drawing point to our property. Could you please consider sparing them?

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

Have less green space between the sidewalks and bike lanes.

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

Almost. The noise barriers are good.

4. Are there any other general comments you have on this project?

Consider keeping the road narrow like the west of Ira Needles.

Do you wish to be placed on the mailing list for this project? Yes ☑ No ☐

[redacted]

Thank you for your interest and time.

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

   OK with Preferred Solution

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

Yes

4. Are there any other general comments you have on this project?

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☒

[redacted]

Thank you for your interest and time.

Collection Notice

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1. Do you think there are any other problems, needs or opportunities that should be considered for this project?

634 Needlewood Glen Co-operative is home to over 100 households. The fact that we were not taken into consideration when "designing" the new roadway is irreprehensible. We only have the I exit/entrance into this complex.

2. Do you have any additional suggestions for possible solutions or alternatives to address the problem/needs?

(1) The park that is situated behind the co-op could be made into the connecting roadway/streets. The last 6 yrs I have lived @ 634 Erb St. West this park is hardly used.

(2) Make roadway to parking lot of Chinese church to have an alternate exit/entrance to Erbsville @ the street lights

3. Are you in agreement with the Preferred Alternative (**Alternative 2C – Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Raised/Segregated Bike Lanes**)?

4 lanes will create more cars traveling @ a high velocity unchecked as already happens at this time w/ drivers coming off of the Round about @ 80/Km.

4. Are there any other general comments you have on this project?

As per usual w/ city projects the plans have already been made WITHOUT input from citizens whom actually live in the area and have to deal with traffic headaches daily.

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☑

Name: [redacted] It will make me too upset

Address:

Postal Code: you may call me for feedback

Phone & email: [redacted] + my opinion. Thank you.

Thank you for your interest and time.

Collection Notice

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After speaking w/ Julia,
I remembered
Currently – after the lights @ Gibsville / French school
the side of the road w/ sidewalk has no lights
and the side w/ no sidewalk has the lights
It's very dark @ night - lots of trees, it has
now become a safety issue

400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519.621.2761 **Toll free:** 866.900.4722 **Fax:** 519.621.4844 **Online:** www.grandriver.ca

May 5, 2017

William Gilbert, P.Eng.
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3

Re: Notice of Public Consultation Centre
Erb Street Improvements from Fischer Hallman Road to Wilmot Line
Schedule 'C' Municipal Class Environmental Assessment
Regional Municipality of Waterloo (RMOW)

Dear Mr. Gilbert,

We received notice of a Public Consultation Centre held on May 4, 2017. As per our letter dated May 15, 2015, we have an interest in this study as Erb Street abuts an unevaluated wetland regulated by the GRCA under Ontario Regulation 150/06.

We were unable to attend the meeting last night, and kindly request that you circulate the GRCA on all applicable information relating to this study for our review and comment. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Beth Brown

Beth Brown
Supervisor of Resource Planning - Grand River Conservation Authority
519-621-2763 ext. 2307 | bbrown@grandriver.ca

c.c. Mark Christensen – WalterFedy (email)

STAKEHOLDER CORRESPONDENCE

Ministry of Tourism, Culture and Sport

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7145
Fax: 416 212 1802

Ministère du Tourisme, de la Culture et du Sport

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7145
Téléc: 416 212 1802

Ontario

June 18, 2015 (EMAIL ONLY)

William Gilbert, P.Eng
Regional Municipality of Waterloo
150 Frederick Street
Waterloo, ON N2G 4J3
E: WGilbert@regionofwaterloo.ca

RE: MTCS file #: 0002861
Proponent: Regional Municipality of Waterloo
Subject: Notice of Commencement, Schedule 'C' Municipal Class EA
Erb Street Improvements Fischer-Hallman Road to Wilmot Line
Location Regional Municipality of Waterloo, Ontario

Dear William Gilbert, P.Eng:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MTCS.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources
Your EA project may impact archaeological resources and you should screen the project with the MTCS *Criteria for Evaluating Archaeological Potential* to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at *archaeologicalsites@ontario.ca*. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes
The MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerks for the Regional Municipality of Waterloo and City of Waterloo can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting
All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Joseph Muller, RPP/MCIP
Heritage Planner
Joseph.Muller@Ontario.ca

Copied to: Mark Christensen, Project Manager, WALTERFEDY

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Ministry of the Environment and Climate Change
West-Central Region
Technical Support Section
Water Resources
12th Floor
119 King St W
Hamilton ON L8P 4Y7
Fax: (905) 521-7820
Tel:

Ministère de l'Environnement et de l'Action en matière de changement climatique
Direction régionale du Centre-Ouest
Section du Soutien Technique
Ressource en eau
12e étage
119 rue King W
Hamilton ON L8P 4Y7
Télécopieur: (905) 521-7820
Tél:

Ontario

June 3, 2015

Mark Christensen, P. Eng.
WALTERFEDY
675 Queen Street. S., Suite 111
Kitchener, ON
N2M 1A1

Dear Mark Christensen:

RE: Erb Street Improvements Fischer- Hallman Road to Wilmot Line
Municipal Class Environmental Assessment, Schedule 'C'
Response to Notice of Commencement
Reference Number 8603-9X5P4Y

This letter is our response to the Notice of Commencement for the above noted project. This response acknowledges that The Region of Waterloo has indicated that its study is following the Schedule 'C' process under the Municipal Class EA. We understand that the EA is being done in order to improve roadway capacity to meet traffic growth and improve active transportation facilities for pedestrians and cyclists along the corridor.

Thank you for the opportunity to comment on this project.

Based on the information submitted, we have created a map (copy attached) to assist in identifying features relevant to the proposed undertaking:

- Numerous water wells are located within the study area which might be affected by proposed road work
- Small surface water body south-west of Erb Street and Regional Road 70 might also be affected

We therefore expect that during the preparation of the EA these features would be considered.

Consultation with First Nation and Métis Communities

Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty- rights protected under Section 35 of Canada's *Constitution Act* 1982.

The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may -adversely affect them.

Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.

The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.

Where the Crown's duty to consult is triggered in relation to your proposed project**,** the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.

You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may **adversely affect an Aboriginal or treaty right**, **consultation has reached an impasse**, or if a Part II Order request; is anticipated. The Ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Should you or any members of your project team have any questions regarding the material above, please contact me at 905-521-7394 or at joan.delvillarcuicas@ontario.ca
Yours truly,

Joan Del Villar Cuicas
West Central Region

File Storage Number: EA 04 WA ER

From:	Mark Christensen
To:	Amanda Whaley
Subject:	FW: Waterloo – Erb Street Improvements – Fischer-Hallman Road to Wilmot Line EA
Date:	July-17-15 4:29:39 PM

Mark Christensen
Ext. 285

From: Claire.Zhang@HydroOne.com [mailto:Claire.Zhang@HydroOne.com] **On Behalf Of** SecondaryLandUse@HydroOne.com
Sent: Wednesday, July 15, 2015 2:45 PM
To: Wgilbert@regionofwaterloo.ca; Mark Christensen
Cc: ierullo@HydroOne.com; w.d.kloostra@HydroOne.com; Lana.Kegel@HydroOne.com
Subject: Waterloo – Erb Street Improvements – Fischer-Hallman Road to Wilmot Line EA

Dear Mr. Gilbert and Mr. Christensen,

In our initial review, we **have confirmed** that Hydro One has high voltage transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.

In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

We reiterate that this message does not constitute any form of approval for your project. Once

more details about your plans are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit your plans to:

Lana Kegel,Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6277
Lana.Kegel@HydroOne.com

Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Claire Zhang
Tel: 416-345-4249
On behalf of
Secondary Land Use
Transmission Asset Management
Hydro One Networks

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email.

400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519.621.2761 **Toll free:** 866.900.4722 **Fax:** 519.621.4844 **Online:** www.grandriver.ca

May 5, 2017

William Gilbert, P.Eng.
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3

Re: Notice of Public Consultation Centre
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Schedule 'C' Municipal Class Environmental Assessment
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Dear Mr. Gilbert,

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We were unable to attend the meeting last night, and kindly request that you circulate the GRCA on all applicable information relating to this study for our review and comment. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Beth Brown

Beth Brown
Supervisor of Resource Planning - Grand River Conservation Authority
519-621-2763 ext. 2307 | bbrown@grandriver.ca

c.c. Mark Christensen – WalterFedy (email)

Ontario
Infrastructure Ontario

One Dundas Street West, Suite 2000, Toronto, ON M5G 2L5
1, rue Dundas Ouest, bureau 2000, Toronto, ON M5G 2L5

May 25th 2015

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI).* There is a potential that IO manages lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.

Potential Negative Impacts to IO Tenants and Lands

General Impacts
Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings
Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

416.327.3937 416.327.1906 info@infrastructureontario.ca www.infrastructureontario.ca

Ontario
Infrastructure Ontario

One Dundas Street West, Suite 2000, Toronto, ON M5G 2L5
1, rue Dundas Ouest, bureau 2000, Toronto, ON M5G 2L5

Impacts to Cultural Heritage
Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI's Class EA
IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, dispostion, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at

http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken.. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,

Lisa Myslicki
Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC	Ontario Lands Corporation
ORC	Ontario Realty Corporation
PIR	Public Infrastructure and Renewal
MGS	Ministry of Government Services
MBS	Management Board and Secretariat
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation
MNR	Ministry of Natural Resources
MEI	Ministry of Energy and Infrastructure

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

http://www.ene.gov.on.ca/environment/en/resources/STD01_076108.html

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may

in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;

- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
    - summarize the nature of any comments and questions received from First Nation and/or Métis communities
    - describe your response to those comments and how their concerns were considered
    - include a communications log indicating the dates and times of all communications; and
    - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted.
If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		
7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?		
8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have the potential to impact any archaeological sites?		

PLANNING AND WORKS COMMITTEE REPORT

Regional Municipality of Waterloo

Planning and Works Committee

Minutes

Tuesday, June 19, 2018

9:05 a.m.

Regional Council Chamber

150 Frederick Street, Kitchener, Ontario

Present were: Chair T. Galloway, L. Armstrong, E. Clarke, S. Foxton, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, K. Seiling, S. Shantz, S. Strickland and B. Vrbanovic*

Members absent: D. Craig

Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

G. Lorentz declared a pecuniary interest for report TES-DCS-18-12, Class Environmental Assessment Study – Erb Street Improvements, Fischer-Hallman Road to Wilmot Line, City of Waterloo, due to his employment at Voisin Development Limited.

Delegations

a) Craig Robson re: PDL-CPL-18-28/COR-TRY-18-61, Brownfields Financial Incentives Program – Tax Increment Grant Application – 1011 Homer Watson Boulevard, City of Kitchener

Craig Robson appeared before the Committee in support of the report and thanked City and Regional staff for their work and cooperation.

Moved by K. Redman

Seconded by S. Foxton

in the MCR in which Cambridge Council denied in order to remain neutral during the process.

Moved by E. Clarke

Seconded by S. Shantz

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'.

Carried,

Opposed: K. Kiefer and H. Jowett

d) Dave Aston, MHBC Planning, re: TES-DCS-18-12, Class Environmental Assessment Study – Erb Street Improvements, Fischer-Hallman Road to Wilmot Line, City of Waterloo

Dave Aston appeared before the Committee and provided a report requesting to have a potential roundabout at Erb Street West and connection to the Boardwalk. The report is appended to the original minutes.

S. Strickland added an item to the recommendation that staff give consideration to the roundabout, as indicated on the map provided by Dave Aston.

T. Schmidt noted that roundabouts and accident reports are considered as a part of an evaluation process for every intersection.

Moved by S. Strickland

Seconded by D. Jaworsky

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.

Carried, as amended

e) Levi Oakey re: TES-TRP-18-09.1, Moving Forward (Transportation Master Plan Update) – Recommended Plan Additional Information

Levi Oakey appeared before the Committee and provided a report noting his recommendations on how to make active transportation a priority in the Transportation Master Plan, a copy of his report is appended to the original minutes.

In response to a Committee member's question, T. Schmidt explained how resources are distributed to each project and currently there is no plan in place to increase staff resources for the Transportation Master Plan projects but staff will identify areas that need resource improvement in order to bring forward during the budget process.

Committee members noted support of the changes that were made to the plan and indicated that going forward there should more of a focus on moving people over moving vehicles.

Moved by K. Seiling

Seconded by S. Strickland

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.

2756498

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

June 18, 2018

Leslie Pucan
Region of Waterloo
150 Frederick Street 2nd Floor
Kitchener, Ontario
N2G 4J3

Dear Ms. Pucan:

RE: Planning and Works Committee – Class Environmental Assessments Study – Erb Street Improvement, Fischer-Hallman Road to Wilmot Line, City of Waterloo
OUR FILE: Y594E

On behalf of our client, Voisin Development Limited The INCC Corp., we are submitting this letter as comments on the staff report for the Class Environmental Assessment Study - Erb Street Road Improvements. We have been working with a group of landowners and City and Regional Staff as it relates to addressing traffic considerations on the west side of Waterloo. Meetings have occurred with City and Regional staff to discuss a potential new connection to Erb Street for a new north-south road extending from Thorndale Drive to Erb Street to assist with providing:

- An alternative north-south traffic movement to alleviate vehicle trips through the Erb Street/Ira Needles Boulevard roundabout;
- A secondary access/route for emergency vehicles in the event there is delay in the Erb Street/Ira Needles Boulevard roundabout; and,
- Additional cycling and pedestrian movement connections.

It is our understanding that the Region and the City were coordinating to address traffic considerations and in our previous comments we suggested that the Class EA should not proceed in advance of the City study in the event that a new road connection to Erb Street was identified as a preferred solution. A copy of the submission (dated July 2017) is attached to this letter.

Since that time, the City of Waterloo has further progressed on the Integrated Multi-modal Transportation Study (IMMTS) and completed a report which recommends the following roadway improvements, among others:

- Implementation of an intersection of The Boardwalk with Erb Street, to be controlled by a roundabout. The North leg of the roundabout is to be approximately at the driveway location between BMO and Shoppers Drug Mart.

We have prepared a plan that illustrates the approximate location of the roundabout and an alternative road pattern to illustrate the connection from The Boardwalk/Thorndale Drive to Erb Street. The details associated with the Municipal road extension will be subject to further review and approval, however the new road was included within the City of Waterloo Development Charges By-law.

We request that the following recommendation be included as part of the consideration of the report:

> "Direct staff to update the report to identify the additional roundabout on Erb Street and modify the "Recommended Design Alterative 2C" to illustrate the potential for a future roundabout."

Attached to this letter is a modified plan illustrating this request.

We would be pleased to have further discussion with Regional staff as it relates to this letter and recognition that the Class EA provides for the future roundabout potential, and in advance of the filing of a notice of complication.

Yours truly,

MHBC

David Aston, M.Sc., MCIP, RPP
Partner

Attach:
DA:jg

Cc: Greg Voisin, Vince Varga, Phil Hewittson, Joel Cotter, Cam Rapp, Barbara Sutherland, Brian Reed, Carol Cressman

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

July 12, 2017

William Gilbert, P. Eng. Senior Project Manager
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3

Dear Mr. Gilbert:

RE: Class Environmental Assessment – Erb Street Improvements, Waterloo
OUR FILE Y594E

On behalf of our client, Voisin Development Limited and The INCC Corp., we are pleased to submit this letter as input to the ongoing Class Environmental Assessment (EA) for Erb Street Improvements. Our understanding is that the Class EA is assessing improvements along Erb Street in order to improve roadway capacity to meet projected traffic growth and to improve active transportation facilities for pedestrians and cyclists along the corridor.

We want to thank you for taking the time to meet with our team to discuss the study objectives and a potential new connection to Erb Street for a new north-south collector road in the Westhill District. The potential north-south collector road is generally an extension of The Boardwalk to the north from the newly constructed Thorndale Avenue.

We understand the Region and the City are working together to address traffic considerations on the west side of Waterloo. The City is undertaking a broader transportation study for the west side of Waterloo. We suggest that these studies need to be coordinated from the perspective of traffic analysis and counts (including traffic counts for Saturday peak period), assumptions for land uses and potential for additional road improvements to address traffic movement on the west side. Specifically, we would recommend that the Regional Class EA should not proceed in advance of the City study in the event that a new road connection for the north-south collector is identified as a preferred solution and a new connection is required to Erb Street. We also request that the Class EA begin to identify the potential for a new connection to Erb Street. We request a copy of any traffic model information as it relates to the analysis.

A preliminary plan for the north-south collector road was reviewed at our last meeting. The plan proposes a new roundabout on Erb Street. There are a number of benefits to the proposed north-south collector, including a further movement option for vehicles/cyclists/pedestrians; alternative route for emergency services vehicles, potential for street connections to existing parcels that may result in removal of other access points on Erb Street, and the potential for improved movement in the existing Erb Street roundabout with diverted traffic to the north-south collector.

We look forward to working with the City and Region to establish a road network that serves the current and future traffic and transportation needs for the Waterloo West Side.

Please call with any questions.

Yours truly,

MHBC

David Aston, M.Sc., MCIP, RPP
Partner

C. Mark Christensen, Greg Voisin, Vince Varga, Jeff Martens, Phil Hewitson

Potential Erb Street W. Roundabout and Connection to The Boardwalk

City of Waterloo
Region of Waterloo

LEGEND

Parcel Fabric (MPAC)

The INCC Corp. Property Ownership

Potential Erb Street W. Roundabout Location based on City of Waterloo West Side Integrated Multi-Modal Transportation Study

Potential location of new Municipal Road Connection of the Boardwalk to Erb Street W

Air Photo Source: Google Satellite, 2016

Date: June 15, 2018

Scale: 1:3,000

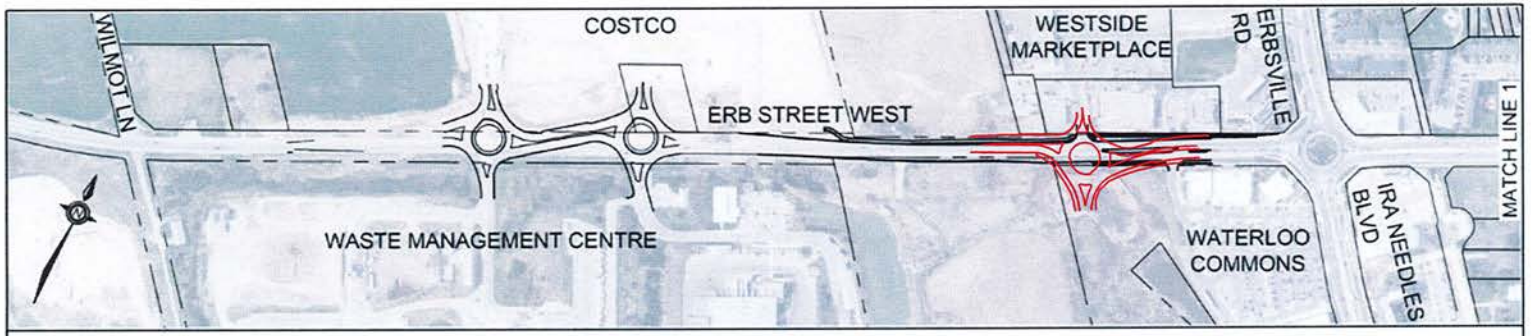
north

K:\15044 WESTHILL DISTRICT PLAN\RPT\PROPERTY OWNERSHIP MAP WITH PROPOSED ROUNDABOUT_JUNE15.2018.DWG

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Recommended Design Alternative 2C (Modified)

Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trails and Cycle Tracks



- EXISTING 2 LANES (RURAL)
- EXISTING ON-ROAD CYCLING LANES

- EXISTING 4 LANES
- EXISTING ON-ROAD CYCLING LANES
- EXISTING MULTI-USE TRAIL (NORTH SIDE)

- PROPOSED WIDENING FROM EXISTING 2 LANES TO 4 LANES
- ON-ROAD CYCLING LANES
- PROPOSED MULTI-USE TRAIL (NORTH SIDE)

- EXISTING 4 LANES
- EXISTING ON-ROAD CYCLING LANES
- EXISTING SIDEWALKS

- EXISTING 4 LANES
- EXISTING ON-ROAD CYCLING LANES
- EXISTING SIDEWALKS
- RESURFACE OR RECONSTRUCT EXISTING ROAD & SIDEWALKS AS REQUIRED

- PROPOSED WIDENING FROM EXISTING THREE LANES TO FOUR LANES
- PROPOSED CYCLE TRACKS
- EXISTING SIDEWALK (NORTH SIDE)
- PROPOSED SIDEWALK (SOUTH SIDE)
- REMOVE RIGHT-TURN ENTRANCE LANE NORTH SIDE AT KITCHENER-WATERLOO BILINGUAL SCHOOL

- RECONSTRUCT EXISTING 4 LANES & SIDEWALKS AS REQUIRED & ADD PROPOSED LEFT TURN LANE (FIFTH LANE)
- PROPOSED CYCLE TRACKS

RECOMMENDED DESIGN ALTERNATIVE 2C (MODIFIED) - PLAN VIEW

54

Report: TES-DCS-18-12

Region of Waterloo

Transportation and Environmental Services

Design and Construction

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: June 19, 2018 **File Code:** 07327.E

Subject: **Class Environmental Assessment Study – Erb Street Improvements, Fischer-Hallman Road to Wilmot Line, City of Waterloo**

Recommendation:

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.

Summary:

The Region of Waterloo is currently undertaking a Class Environmental Assessment

(Class EA) Study to consider needed pavement reconstruction and road improvements for traffic growth, as well as transportation system improvements for transit, pedestrians and cyclists on Erb Street from Fischer-Hallman Road to Wilmot Line in the City of Waterloo. Please refer to Appendix 'A' for a Key Plan of the Study Area.

Five alternative design concepts were developed by the Project Team and evaluated with respect to their ability to meet the traffic and transportation needs on Erb Street, as well as their potential for impact on the project environment in relation to: traffic capacity, operations, safety, natural environment, social environment and costs. These alternatives were:

- Do-Nothing;
- Alt. 1 - Urbanize the Existing Road and retain the current number of travelled lanes with the exception of Widening to 4-lanes west of Ira Needles to the roundabout at the Waterloo Waste Management Centre/Costco Entrance and Adding Active Transportation Facilities;
- Alt. 2A - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes;
- Alt. 2B - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails; and
- Alt. 2C - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and Cycle Tracks.

Please refer to Appendix 'B' for typical cross-sections of the Design Alternatives. The design alternatives and their preliminary evaluations were presented to the public along with identification of the Project Team's preferred design alternative, Alternative 2C (Modified), to Widen the Road to Four Lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and On-Road Cycle Tracks. Comments received from the public are supportive of the need for traffic, pedestrian and cyclist improvements along this section of Erb Street, however, concerns were expressed regarding the increase in traffic and associated noise.

In consideration of the technical information gathered for this project, as well as a review of all public and agency comments received, the Project Team is recommending a modified version of Alternative 2C as the Preferred alternative: Alternative 2C (Modified) - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Cycle Tracks. This Preferred alternative includes:

- Urbanizing and Widening Erb Street to four lanes from Fischer-Hallman Road to the roundabout at Gate 2 of the Region's Waste Management Centre (east of Wilmot Line);
- Construction of an eastbound left-turn lane on Erb Street at Beechwood Place

and extension of existing turn lanes at intersections;

- Removing the right-turn lane to the Bilingual School entrance at the north east corner of Erb Street and Erbsville Court;
- Completing the sidewalk on the south side of Erb Street between Gateview Drive and Erbsville Court, and on the south side of Erb Street from the commercial plaza entrance west of Ira Needles Boulevard to the traffic signals at the Westside Marketplace entrance;
- Constructing a Multi-use trail on the north side of Erb Street from the Westside Marketplace entrance west of Ira Needles Boulevard to the roundabouts at the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance and maintaining existing on-road bike lanes on both sides of Erb Street between Erbsville Court and Wilmot Line;
- Constructing cycle tracks on both sides of Erb Street from Fischer-Hallman Road to Erbsville Court; and
- Constructing noise walls abutting residential properties along the north side of Erb Street from Beechwood Drive westerly for approximately 170 m, and south side of Erb Street from Gateview Drive westerly for approximately 340 m.

The Recommended Design Alternative provides the required capacity for long-term traffic needs on this section of Erb Street, improves traffic operations and provides enhanced active transportation facilities as recommended in the Region's Active Transportation Master Plan.

The estimated cost of the Recommended Design Alternative for the design and construction of the road improvements on Erb Street from Fischer-Hallman Road to Wilmot Line is $8.5 million to $10.5 million, including estimated costs of $2.0 million to $4.0 million for utility relocations such as Hydro One towers west of Ira Needles Boulevard that are required for all road widening alternatives. Funding for the improvements on Erb Street is currently provided in 2019 to 2020 in the Region's 2018 Ten Year Transportation Capital Program pending approvals and completion of advance utility relocations. The timing of construction will be reviewed and revised as necessary during preparation of the recommended 2019 Ten Year Transportation Capital Program.

Pending Regional Council approval of the Recommended Design Alternative, a Notice of Study Completion for this Class Environmental Study will be filed by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, with the Environmental Study Report placed on public record for a thirty (30) day review period.

In order to facilitate the improvements above, amendments to the Region's Traffic and Parking By-law must be approved to allow implementation of the new cycling lanes.

Report:

1.0 Background

The Region of Waterloo is currently undertaking a Class Environmental Assessment (Class EA) Study to consider road improvements on Erb Street from Fischer-Hallman Road to Wilmot Line in the City of Waterloo. Please refer to Appendix 'A' for a Key Plan of the Study Area.

The 2010 Regional Transportation Master Plan (RTMP) identifies the need to widen sections of Erb Street between Gateview Drive westerly to Erbsville Court, and Ira Needles Boulevard westerly to Wilmot Line, to four lanes in the five to ten year horizon (approximately 2015 to 2020) to meet increased traffic demands associated with development in the area. Increased traffic volumes with the completion of the Costco site development in 2016 have accelerated the need for road improvements along Erb Street.

The section of Erb Street west of Fischer-Hallman Road to Gateview Drive is exhibiting poor pavement conditions and has been identified as needing major reconstruction. In addition, sections of Erb Street from Fischer-Hallman Road to Erbsville Court, and west of Ira Needles Boulevard to Wilmot Line, are lacking sidewalks and or cycling facilities and thus do not provide pedestrians and cyclists' access throughout the entire road corridor and to transit stops along the corridor. The Region's Active Transportation Master Plan identifies Erb Street as a core on-road cycling route and recommends improvements for completion of the pedestrian and cyclist connections.

In accordance with the Regional Transportation Corridor Design Guidelines, Erb Street is identified as a "Neighbourhood Connector – Avenue". Designing Erb Street to support active transportation modes including walking and cycling is a fundamental character of this road classification. Erb Street from Fischer-Hallman Road to Ira Needles Boulevard is also an IXpress transit route which supports the need for complete and continuous pedestrian facilities for accessing transit use.

This project is being planned as a Schedule 'C' project in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA). Schedule 'C' projects are typically larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and require multiple opportunities for input through consultation with the public, involved stakeholders and agencies in consideration of alternatives and their impacts on the project environment.

This Class EA Study is being directed by a "Project Team" consisting of staff from the Region of Waterloo and City of Waterloo, along with Region of Waterloo Councillor Jane Mitchell and City of Waterloo Councillor Bob Mavin. The consulting engineering firm of WalterFedy has been retained by the Region of Waterloo to provide engineering

planning and design services on this project, as well as contract administration and inspection services during construction.

2.0 Project Environment

In accordance with the Class EA, an environmental inventory for the study area was undertaken through completion of environmental studies in order to identify areas of concern related to potential for impacts along the corridor. Environmental studies completed include: Traffic and Transportation; Natural Environment; Heritage and Cultural Environment; and Archeological.

2.1 Traffic and Transportation

A detailed Transportation Report has been completed for this section of Erb Street, from Fischer-Hallman Road to Wilmot Line, to examine existing traffic operations within the study area, forecast future traffic volumes and identify transportation improvement needs. The Transportation Report confirms that the existing 2-lane and 3-lane sections of Erb Street are in need of widening to 4-lanes in order to provide the needed traffic capacity to accommodate existing and future projected traffic. In addition to road widening, construction of a new eastbound left-turn lane at Beechwood Place is required, as well as extension of existing turn lanes at intersections along Erb Street. The report also suggests that the existing right turn lane off Erb Street to the Bilingual School entrance on the north side of Erb Street, east of Erbsville Court, is not currently being used nor necessary for site access and its removal would provide additional space within the existing road allowance for the needed road widening.

The Transportation Report also confirms the lack of connected sidewalk and cycling facilities along this section of Erb Street and recommends consideration for continuous pedestrian and cyclist facilities on both sides of Erb Street with access to transit.

As part of the Transportation Report, concerns previously expressed by the public regarding traffic safety at the intersection of Wilmot Line and Erb Street were reviewed. Although vehicles turning from Wilmot Line to Erb Street are required to encroach beyond the stop bar in order to see approaching traffic from the east on Erb Street (due to adjacent property elevations and road grades), existing sightline distances meet the required standards. In addition, the collision history at this intersection is comparable to other similar intersections and the posted speed limits on this section of Erb Street have been reduced from 80 kph to 60 kph in association with the implementation of roundabouts on Erb Street at the West Waterloo Commercial/Costco site. The report suggests that no improvements are currently required at this intersection and recommends monitoring operations to identify any future improvement needs.

As part of the Region’s Transportation Capital Program, other road improvements in the project area that have recently been completed are as follows:

- Development of the West Waterloo Commercial Centre lands (known as the Costco site) on the north side of Erb Street, west of Ira Needles Boulevard and opposite the Region's Waste Management Centre, was completed in 2016. Two roundabouts on Erb Street were constructed to provide access improvements to the development site as well as a connection to a future north-south City collector road (Platinum Drive).
- Widening of Ira Needles Boulevard to 4 lanes from University Avenue to Erb Street and improvements to the roundabout at Erb Street were completed in 2016 to provide increased road capacity and operational improvements.

Region staff are also working with the developer of the West Waterloo Commercial Centre (Costco) site to address existing traffic queuing and backup concerns on Erb Street at the Gate 1 Waterloo Waste Management Centre/West Waterloo Commercial Centre (Costco) roundabout. As part of continuing site development the developer is required to improve on-site traffic access by relocating internal stop signs and increasing traffic circulation within the site to reduce traffic backup onto Erb Street.

Current conditions of development on the Waterloo West Commercial lands restrict full buildout until completion of the needed traffic capacity improvements on Erb Street west of Ira Needles Boulevard. Approval of the recommendations for road improvements as included in this Erb Street Improvements Environmental Assessment Study will allow the necessary road improvements to be constructed to remove the development restriction on the property.

In addition, a second inbound scale at the Region's Waste Management Centre Small Vehicle Transfer Station (Gate 2) was installed in 2016. This second scale enhances public access operations at the Small Vehicle Transfer Station (Gate 2) and has reduced landfill traffic queueing onto Erb Street.

The detailed design and construction information for these other area road improvements has been incorporated into the background information for this EA study.

2.2 Natural Environment

The Natural Environment study undertaken for this project includes a Background Review documenting the natural features and wildlife within the study area. The review determined that there are no Core Environmental Features, Areas of Natural and Scientific Interest (ANSI) or provincially designated areas within the study area. There is however a local wetland within the study area on the south side of Erb Street west of Ira Needles Boulevard, in the vicinity of the Hydro One corridor. Although this wetland complex is considered to have minimal significance, proposed road improvements will require GRCA permits and approvals for encroachments and alterations. No further significant environmental constraints or potential for impact were identified from this study.

2.3 Heritage and Cultural Environment

A built heritage and cultural landscape inventory of cultural heritage resources was completed to identify existing conditions of the study area and potential impacts associated with improvements along the Erb Street corridor. The results of the background research and field review indicate that the only cultural heritage resources within the study area are a cultural heritage building at the north-east corner of Erb Street at Erbsville Court and an existing cemetery on the east side of Fischer-Hallman Road. No encroachment outside of the existing road allowance is expected in these areas and as such no potential for impact has been identified.

2.4 Archeological Environment

A Stage 1 archeological assessment was completed for this project to review the history, current land conditions, geography and previous archeological field work to evaluate the archeological potential in the study area. Based on the background study and property inspection completed, much of the lands along and adjacent to Erb Street are considered not to retain archeological potential and no further archeological assessment is required. There are however selected areas along Erb Street that are considered to possess archeological potential and require further archeological assessment. These lands require Stage 2 archeological assessment by test-pit survey prior to any proposed land disturbance to the property. The Stage 2 archeological assessment on these lands will be completed as part of detailed design.

3.0 Design Alternatives

Based on all identified needs and objectives for the Erb Street corridor, between Fischer-Hallman Road and Wilmot Line, including the recommendations in the Transportation Study, the Region's Transportation Master Plan, the Region's Active Transportation Master Plan and the Region's Context Sensitive Corridor Design Guidelines for a Neighbourhood Connector – Avenue, 5 design alternatives were developed by the Project Team for improvements to Erb Street as follows:

Do Nothing

- Aside from general maintenance (asphalt repair/overlay, etc.), this alternative would retain the road in its current number of traveled lanes without widening or the addition of curbs and storm sewers, sidewalks or cycling facilities.

Alternative 1 – Urbanize the Existing Road with Widening to 4-lanes west of Ira Needles and Adding Active Transportation Facilities

- This alternative would widen the road from 2-lanes to 4-lanes west of Ira Needles to the roundabout at the West Waterloo Commercial Centre (Costco) entrance and retain the current number of travelled lanes elsewhere, in addition to adding the following facilities:

- Curb and gutter and a storm drainage system;
- Cycling facilities (either on-road, cycle tracks or multi-use trails); and,
- Pedestrian sidewalks (or multi-use trails).

Alternative 2A - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes

- This alternative would include all improvements under Alternative 1, as well as widening of Erb Street from 3-lanes to 4-lanes between Gateview Drive and Erbsville Court, and include sidewalks and on-road bike lanes throughout the project limits.

Alternative 2B - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails

- This alternative would include all improvements under Alternative 2A, with multi-use trails in lieu of sidewalks and on-road bike lanes.

Alternative 2C - Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and Cycle Tracks

- This alternative would include all improvements under Alternative 2A, with cycle tracks between Fischer-Hallman Road and Erbsville Court in lieu of on-road bike lanes.

Common to all alternatives is the consideration of intersection design alternatives, such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and provision of transit stop pads and shelters. Typical cross-sections of the Design Alternatives are shown in Appendix ‘B’.

4.0 Assessment and Evaluation of Design Alternatives

The Design Alternatives were assessed against a set of evaluation criteria by the Project Team to determine a recommended alternative that is considered to best address the needs and opportunities for improvements on Erb Street in comparison to their potential environmental impacts. The evaluation criteria included the following:

1) **Technical**

   How well does the alternative manage traffic performance and network connectivity, transit access and pedestrian/cyclist needs?

2) **Natural Environment**

   What impact does the alternative have on the natural environment features such as trees and wetlands, wildlife, aquatic habitat, air quality and surface drainage?

3) Socio-Cultural Environment

What impact does the alternative have on adjacent communities and properties (access, property acquisition), landscapes, archaeological or heritage resources and traffic noise?

4) Costs

How do the alternatives compare for anticipated capital, operating and property acquisition costs?

The evaluation criteria developed by the Project Team and the assessment and evaluation of the Design Alternatives are shown in Appendix 'C'. Based on the preliminary evaluation of the design alternatives using the above noted criteria, a modified Design Alternative No. 2C to Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Cycle Tracks, was presented at PCC#2 as being preferred by the Project Team.

5.0 Public & Stakeholder Consultation

In accordance with the requirements of the Municipal Class EA, two Public Consultation Centres (PCC's) have been held for this Erb Street Improvements Class EA Study. Notices in advance of the Public Consultation Centres were advertised in the local newspaper as well as mailed, hand delivered or emailed to adjacent property owners, residents, businesses, authorities and agencies.

Public Consultation Centre #1 was held on May 28, 2015 and provided information on the project needs and project environment. Plans of the study area and preliminary alternatives were on display with Project Team members present to answer questions and receive feed back from the public. The Public Consultation Centre was well attended and in total eleven (11) comment sheets were received and five (5) email responses. Comments received at PCC#1 generally supported the need for traffic, pedestrian and cyclist improvements along Erb Street, however, concerns were expressed regarding the increase in traffic and associated noise.

Public Consultation Centre #2 was held on May 4, 2017 and provided information on the design alternatives being considered for traffic and transportation system improvements, evaluation of their potential impact on the Project environment, and to identify the preliminary preferred design alternative being considered by the Project Team. Members of the Project Team were present at the PCC to answer questions and receive feed back from the public. PCC#2 was well attended with sixty one (61) members of the public signing in and eight (8) comment sheets received along with seven (7) email/voice message responses. Comments received generally support the need for traffic improvements as well as sidewalks and cycling facilities along the corridor. Concerns were expressed regarding the increase in traffic and difficulties in

accessing properties along the corridor in addition to increased traffic noise to adjacent residential properties. Comments received from the Public Consultation Centres and responses from the Project Team are available for review on the Regions website.

As part of the Project Team's preferred design alternative a combination of sidewalks, multi-use trails and on-road cycle tracks have been incorporated to provide for pedestrian and cycling access and connections along Erb Street.

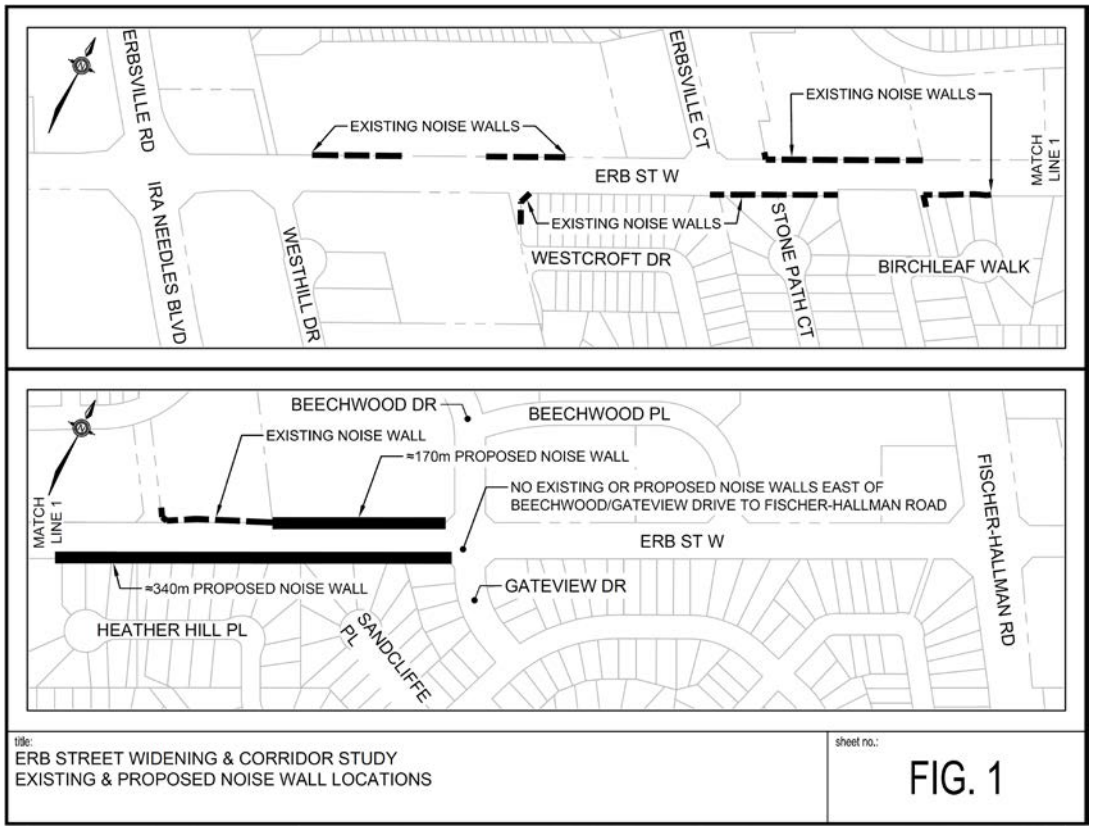
The Project Team's preliminary preferred design alternative was presented to the Region's Active Transportation Advisory Committee (ATAC) on January 17, 2017. ATAC expressed general support of sidewalks, multi-use trails and cycle tracks along Erb Street and requested staff consider cyclist safety when designing the road crossings within the project area. Staff confirm that cyclist safety will be an important consideration during design.

6.0 Noise Assessment Study

A Noise Assessment Study was completed for this project in accordance with Regional practices and policies and recommends noise attenuation barrier installations as follows:

- Erb Street (north side) – 2.0m high noise wall from Beechwood Drive westerly for approximately 170 m, for abutting residential properties only, where noise walls do not currently exist.
- Erb Street (south side) – 2.0m high noise wall from Gateview Drive westerly for approximately 340 m, for abutting residential properties only, where noise walls do not currently exist.

For all other road sections, the increase in noise level from existing to future conditions is less than 2 dBA, and all projected noise levels are below 65dBA and therefore no other noise mitigation will be required as part of the road improvements. See figure 1 below for the location of existing and proposed noise barriers.



7.0 Recommended Design Alternative

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is recommending that Regional Council approve Alternative 2C (Modified) – Widen the Road to 4-lanes and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Cycle Tracks as the Recommended Design Alternative for Erb Street Improvements, from Fischer-Hallman Road to Wilmot Line. The Recommended Design Alternative includes:

- Urbanizing and Widening Erb Street to four lanes from Fischer-Hallman Road to the roundabout at Gate 2 of the Region's Waste Management Centre (east of Wilmot Line);
- Construction of an eastbound left-turn lane on Erb Street at Beechwood Place and extension of existing turn lanes at intersections;
- Removing the right-turn lane to the Bilingual School entrance on the north side of Erb Street east of Erbsville Court;
- Completing the sidewalk on the south side of Erb Street between Gateview Drive and Erbsville Court, and on the south side of Erb Street from the commercial plaza entrance west of Ira Needles Boulevard to the traffic signals at the Westside Marketplace entrance;
- Constructing a Multi-use trail on the north side of Erb Street from the Westside Marketplace entrance to the roundabouts at the West Waterloo Commercial

(Costco) site entrance;
- Maintaining existing on-road bike lanes between Erbsville Court and Wilmot Line;
- Constructing cycle tracks on both sides of Erb Street from Fischer-Hallman Road to Erbsville Court; and
- Constructing noise walls abutting residential properties along the north side of Erb Street from Beechwood Drive westerly for approximately 170 m, and south side of Erb Street from Gateview Drive westerly for approximately 340 m.

Please refer to Appendix 'B' for drawings of the typical cross-sections for the Recommended Design Alternative 2C (Modified).

Implementation of the Project Team's Recommended Design Alternative for improvements will require that parcels of property be obtained along Erb Street from Hydro One and commercial properties west of Ira Needles Boulevard, as well as one existing residential property east of Ira Needles Boulevard. Property required for road widening is expected to impact landscaped areas only along the frontage or side/rear yard of a property. All of the alternatives require the acquisition of property from Hydro One and the relocation of hydro towers adjacent to the Regions Waste Management Centre.

In order to relocate hydro towers, Hydro One is required to complete their own Environmental Assessment (EA) and detailed design which along with property transfer and construction can take one to two or more years. The EA and design for the hydro tower relocations required is ongoing by Hydro One.

Letters advising of the recommendations contained in this Report TES-DCS-18-12 have been mailed to all agencies and those who attended the Public Consultation Centres, as well as mailed or hand delivered to all owners/residents abutting the Erb Street project limits, in advance of this Planning and Works Committee meeting.

In order to support the roadway improvements on Erb Street, Region staff is recommending that the Region's Traffic and Parking By-law be amended to enable installation of lane designation signs and markings on Erb Street for the cycling lane improvements on the north and south side of Erb Street from Fischer-Hallman Road to Ira Needles Boulevard in the City of Waterloo.

8.0 Project Cost

The total estimated cost for the proposed Erb Street improvements including engineering, construction, utility relocation, property acquisition and other project costs is $8.5 million to $10.5 million. The total estimated cost includes $2.0 million to $4.0 million for utility work such as Hydro One tower relocations west of Ira Needles Boulevard.

9.0 Next Steps

Subject to Regional Council approval of the Recommended Design Alternative, a Notice of Completion will be filed for this project by means of mail-outs and advertised notices; and the Environmental Study Report, which will include all relevant documentation regarding the planning and decision-making process, will be placed (filed) on the public record for a minimum mandatory review period of thirty (30) days. During this thirty (30) day filing period, any party may object to the Recommended Design Alternative by requesting the Ministry of Environment and Climate Change grant a Part "II" Order requesting that the project subject to a full environmental assessment. A request for a full environmental assessment must be made in writing to the Minister of Environment and Climate Change with a copy to the Region's Commissioner of Transportation and Environmental Services. When the thirty (30) day public filing has expired and if no requests for a full environmental assessment are received by the Minister within that thirty (30) days, the Recommended Design Alternative will be considered approved for implementation.

Subject to Regional Council approval of the Recommended Design Alternative, it is anticipated that this Class EA Study will be completed and filed in September 2018 with detailed design, property acquisition and utility relocations being completed in the 2018 and 2019. Funding for the Erb Street improvements is currently included in 2019 to 2020 in the Region's 2018 Ten Year Transportation Capital Program. The timing of construction is subject to receipt of all technical and financial approvals, acquisition of the required property, relocation of utilities (including Hydro One tower relocations) and will be reviewed and revised as necessary during the preparation of the recommended 2019 Ten Year Transportation Capital Program.

Corporate Strategic Plan:

This project supports the Region's 2015 – 2018 Corporate Strategic Plan in that the implementation of the Erb Street improvements aligns with Focus Area 2.3 to build infrastructure for and increase participation in, active forms of transportation (cycling and walking), and Focus Area 2.4 to optimize road capacity to safely manage traffic and congestion.

Financial Implications:

The Region's 2018 Ten Year Transportation Capital Program (TCP) includes $11.725 million for road improvements on Erb Street which is provided in the TCP by the following budget line items:

- Urban Resurfacing –Erb Street (Reg. Rd. No.9), Erbsville Court to Ira Needles Boulevard (Project #6983) $595,000 (2018 – 2019), to be funded from the Roads Rehabilitation Reserve ($595,000);

- Reconstruction and Major Rehabilitation – Erb Street (Reg. Rd. No.9), Fischer-Hallman Road to Gateview Drive (Project #5390) $1,740,000 (2018 – 2020), to be funded from the Roads Rehabilitation Reserve ($1,380,000) and Roads Development Charges Reserve Fund ($360,000);
- Road Widening – Erb Street (Reg. Rd. No.9), Gateview Drive/Beechwood Drive to Erbsville Court (Project #7297) $3,215,000 (2018 – 2020), to be funded from the Roads Development Charges Reserve Fund ($2,732,750) and Roads Capital Levy Reserve ($482,250); and
- Road Widening – Erb Street (Reg. Rd. No.9), Ira Needles Boulevard to Wilmot Line (Project #7327) $6,175,000 (2018 – 2020) to be funded from the Roads Development Charges Reserve Fund ($6,175,000).

Other Department Consultations/Concurrence:

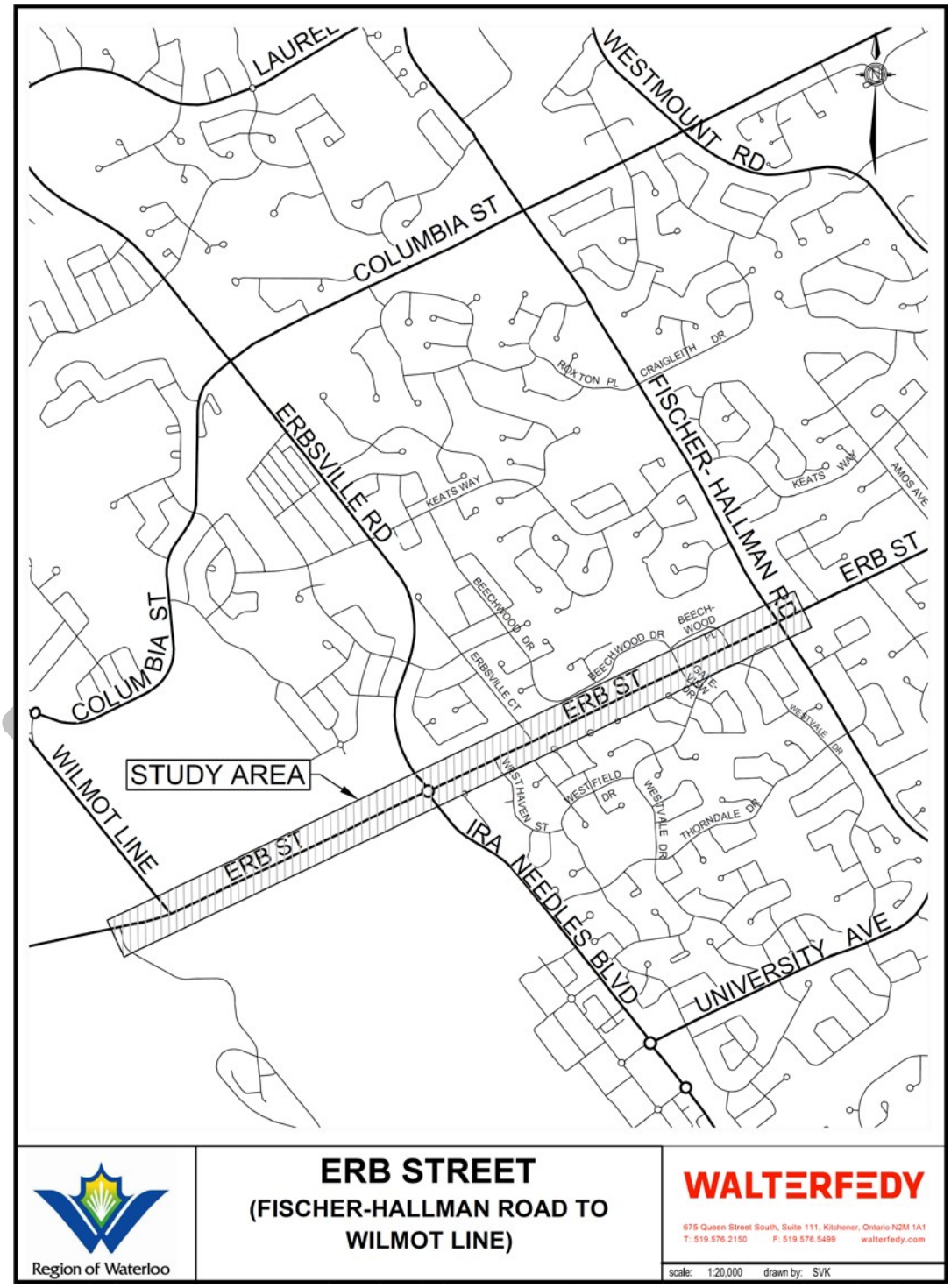
Nil

Attachments

Appendix 'A'	Key Plan of the Erb Street Project Limits
Appendix 'B'	Typical Cross-sections of Design Alternatives and Plan View/Typical Cross-sections of Recommended Design Alternative 2C (Modified)
Appendix 'C'	Evaluation of Design Alternatives

Prepared By:	**William Gilbert**, Senior Project Manager, Design and Construction
Approved By:	**Thomas Schmidt**, Commissioner Transportation and Environmental Services

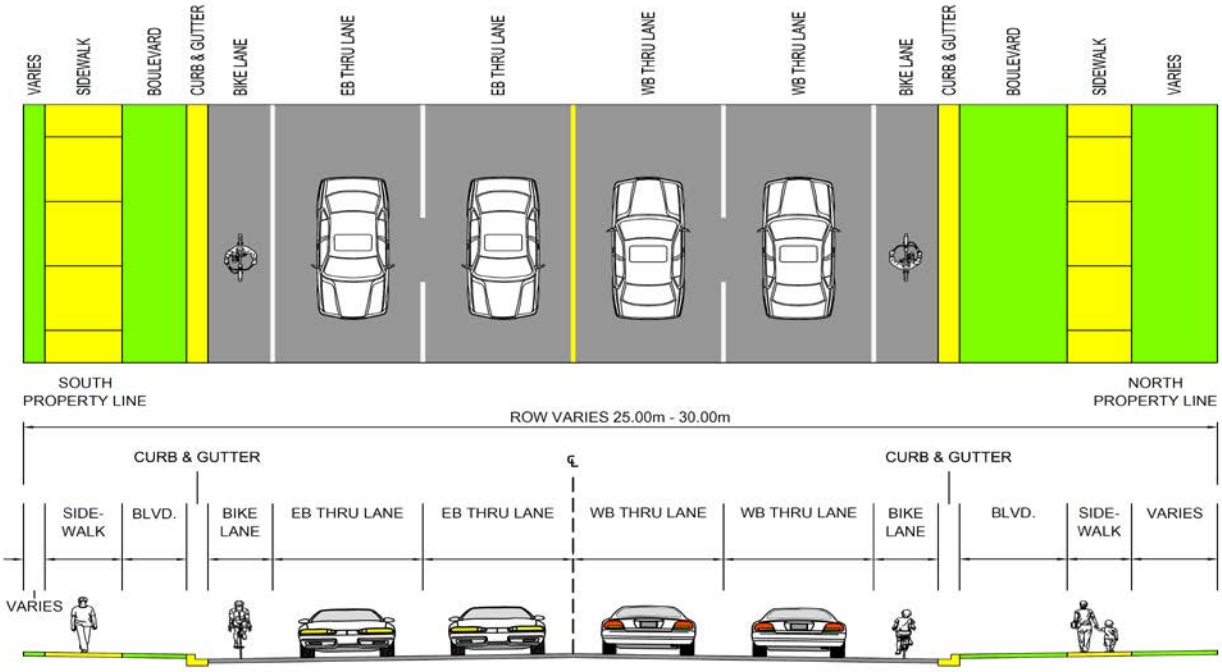
Appendix "A" – Key Plan



Appendix "B" – Typical Cross-sections of Design Alternatives

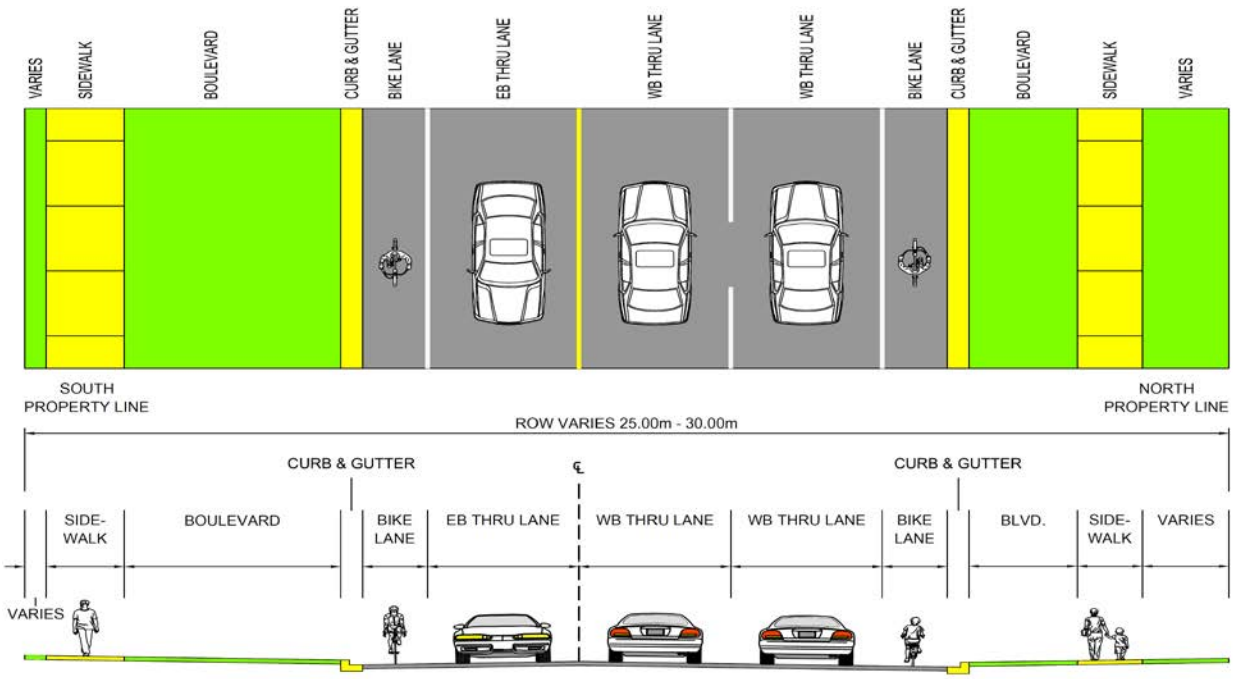
Design Alternative 1

Urbanize the Existing Road and retain the current number of travelled lanes with the exception of Widening to 4-lanes west of Ira Needles Boulevard to the roundabout at the Waterloo Waste Management Centre/Costco entrance and Adding Active Transportation Facilities



FISCHER-HALLMAN ROAD TO GATEVIEW DRIVE &
ERBSVILLE COURT TO ROUNDABOUT AT GATE 1
REGION WASTE MANAGEMENT CENTRE / WEST WATERLOO
COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

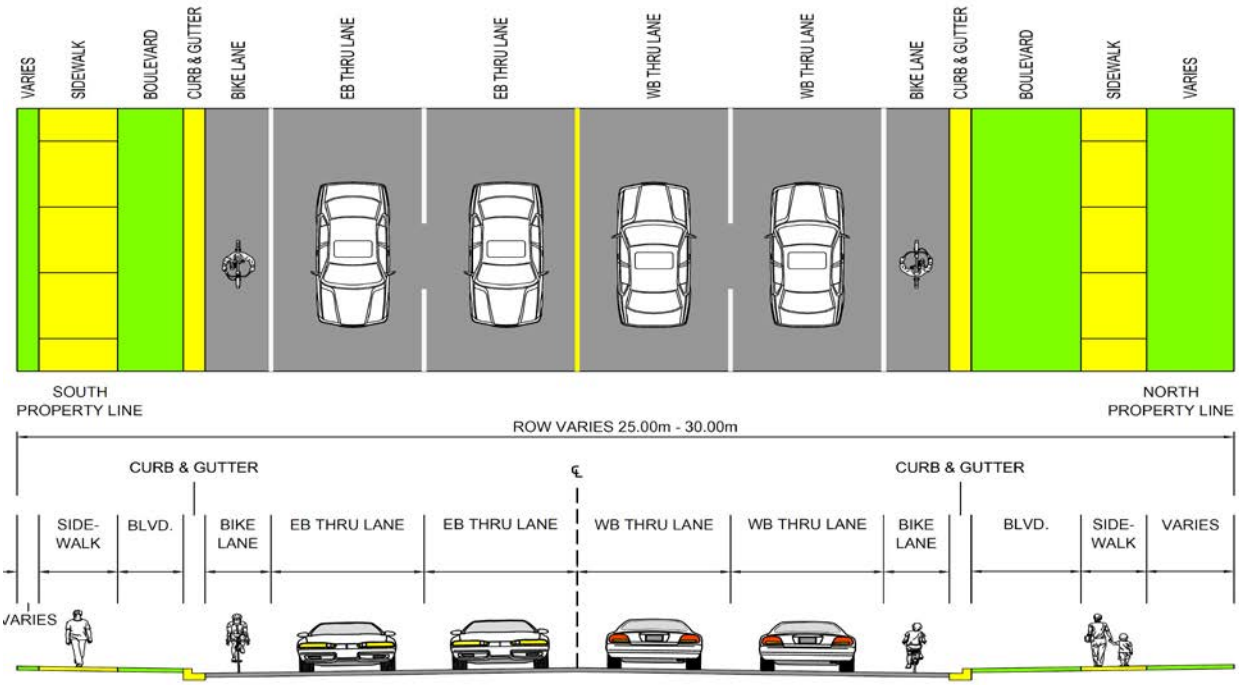
Design Alternative 1 (continued)



GATEVIEW DRIVE TO ERBSVILLE COURT
TYPICAL SECTION

Design Alternative 2A

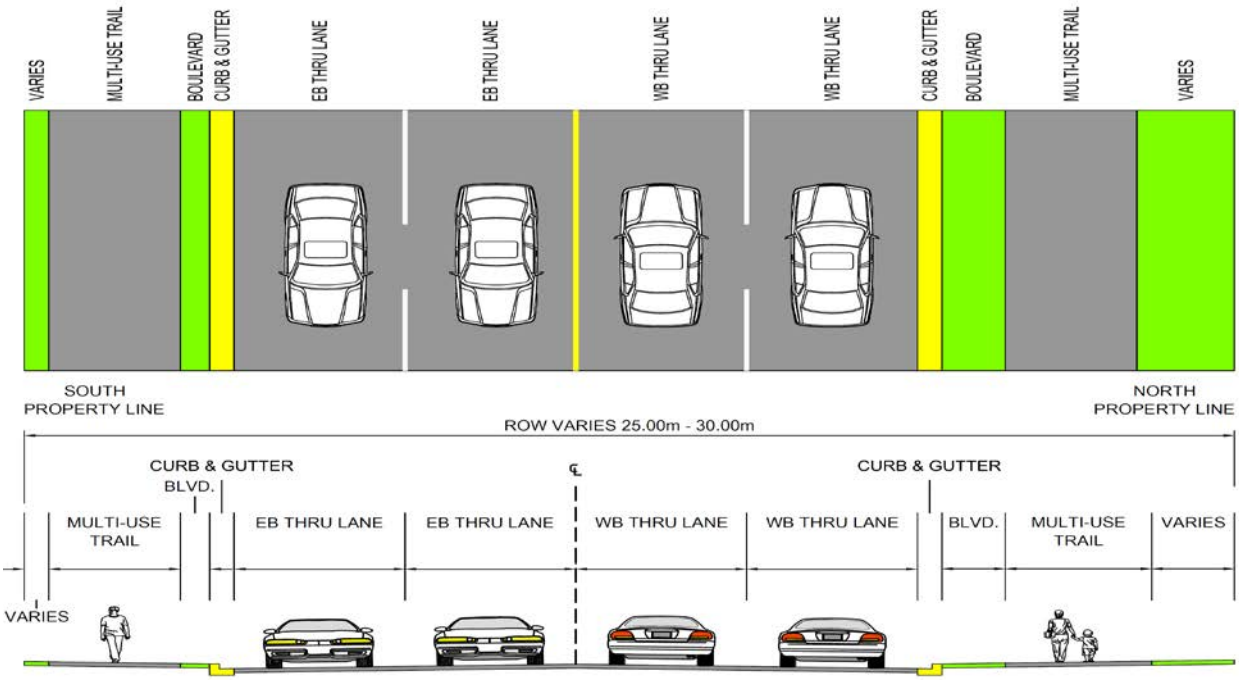
Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and On-Road Bike Lanes



FISCHER-HALLMAN ROAD TO
ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE /
WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

Design Alternative 2B

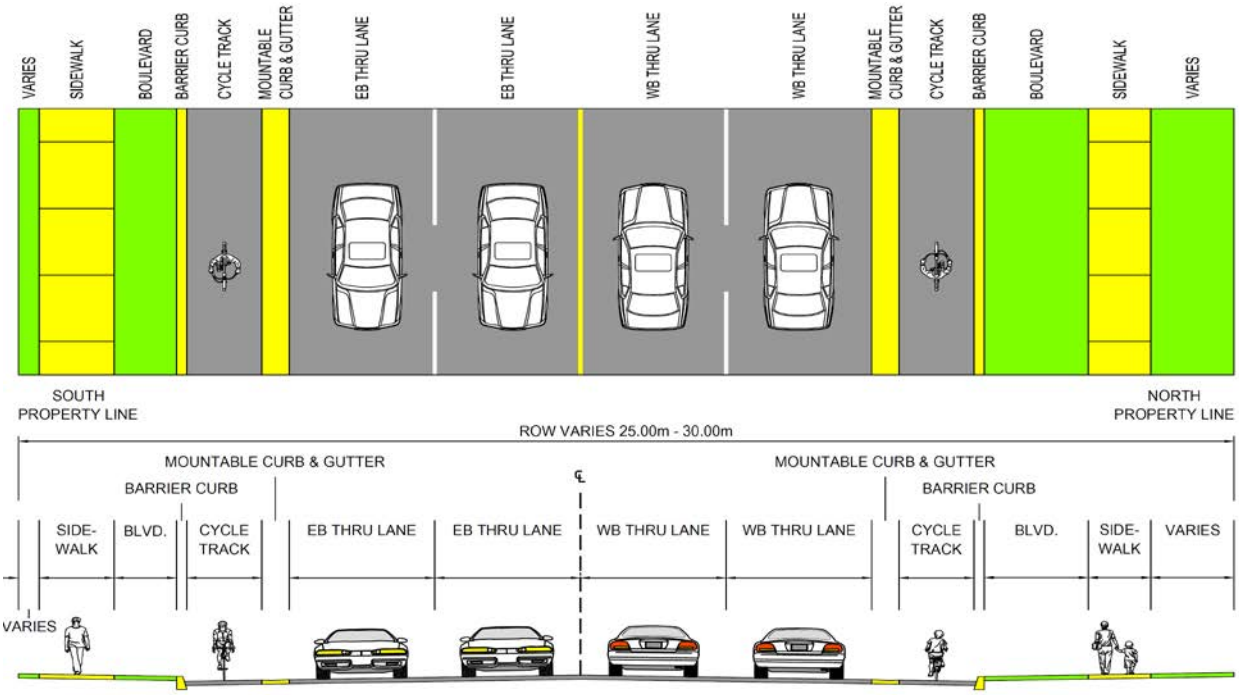
Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Multi-Use Trails



FISCHER-HALLMAN ROAD TO
ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE /
WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

Design Alternative 2C

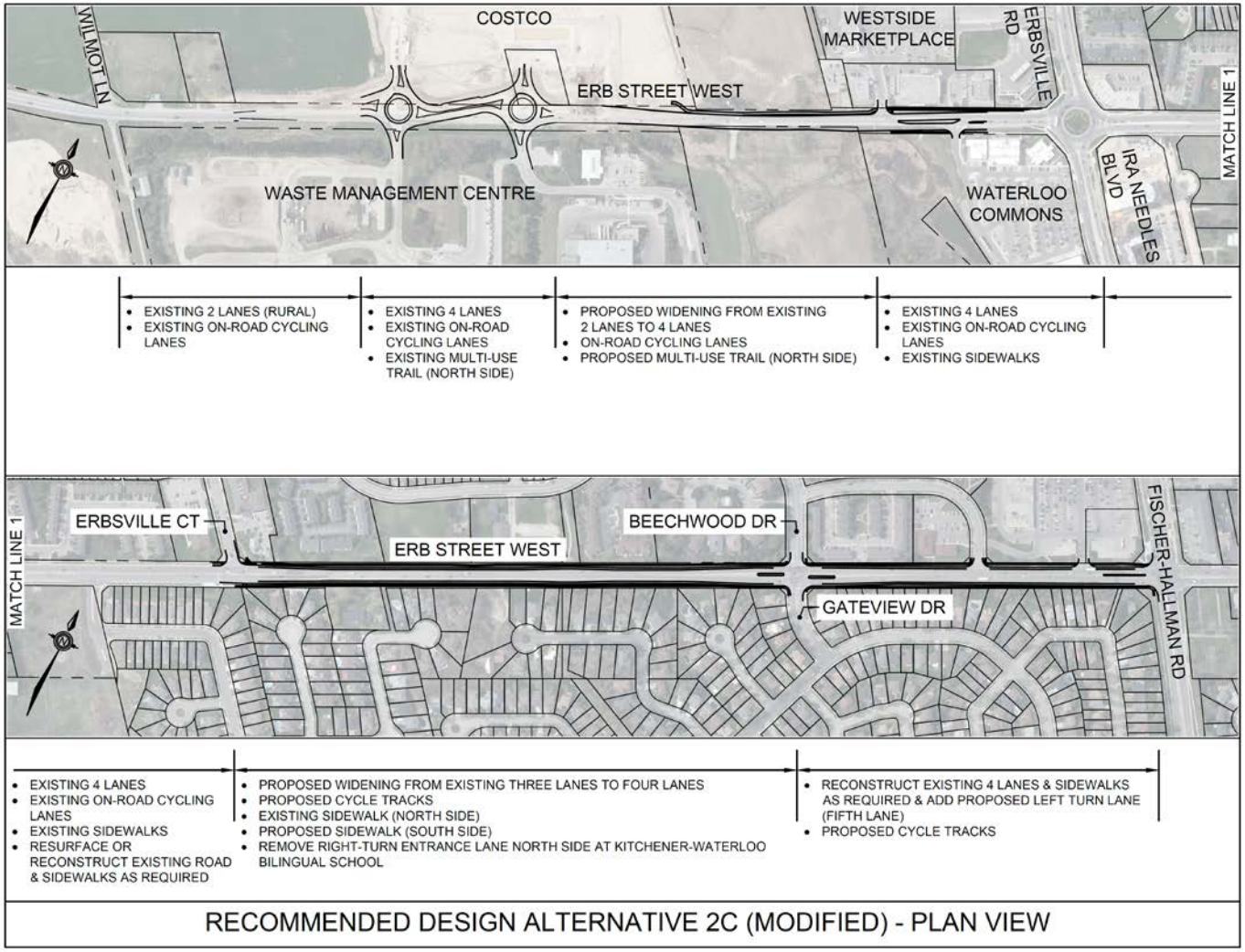
Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks and Cycle Tracks



FISCHER-HALLMAN ROAD TO
ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE /
WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE
TYPICAL SECTION

Recommended Design Alternative 2C (Modified)

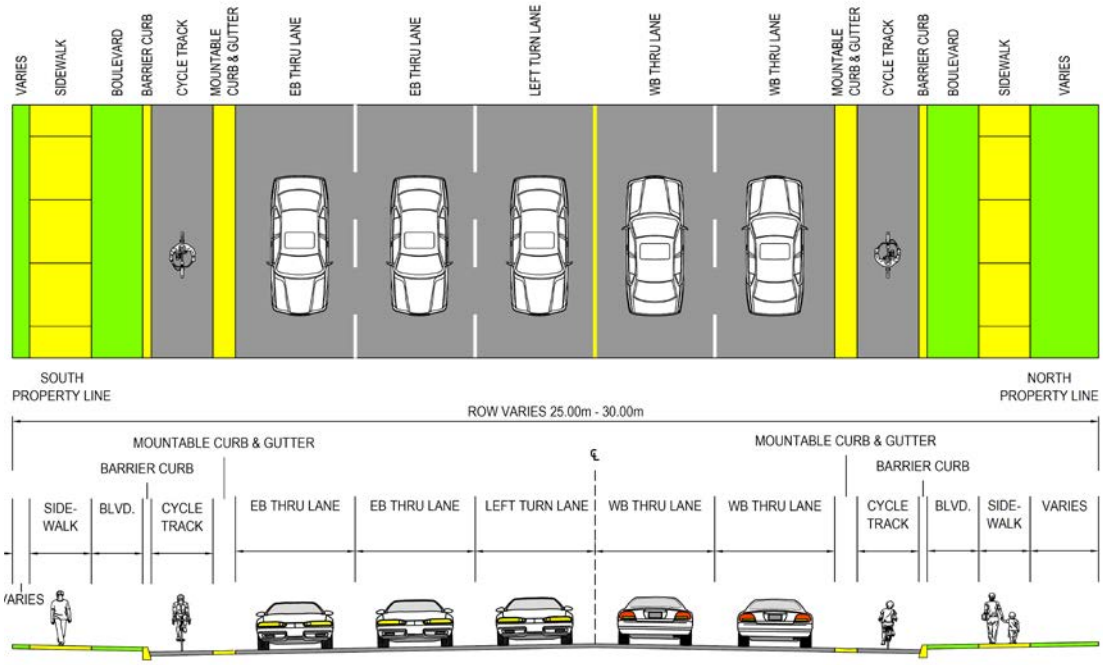
Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trails and Cycle Tracks



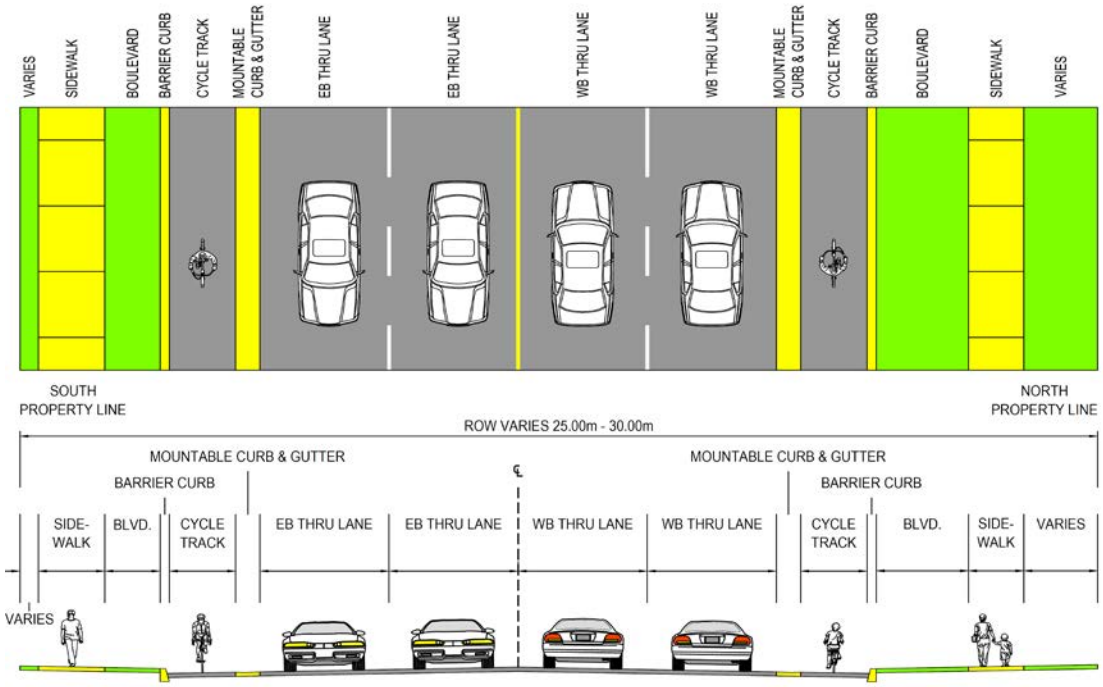
RECOMMENDED DESIGN ALTERNATIVE 2C (MODIFIED) - PLAN VIEW

Recommended Design Alternative 2C (Modified) (continued)

Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trails and Cycle Tracks



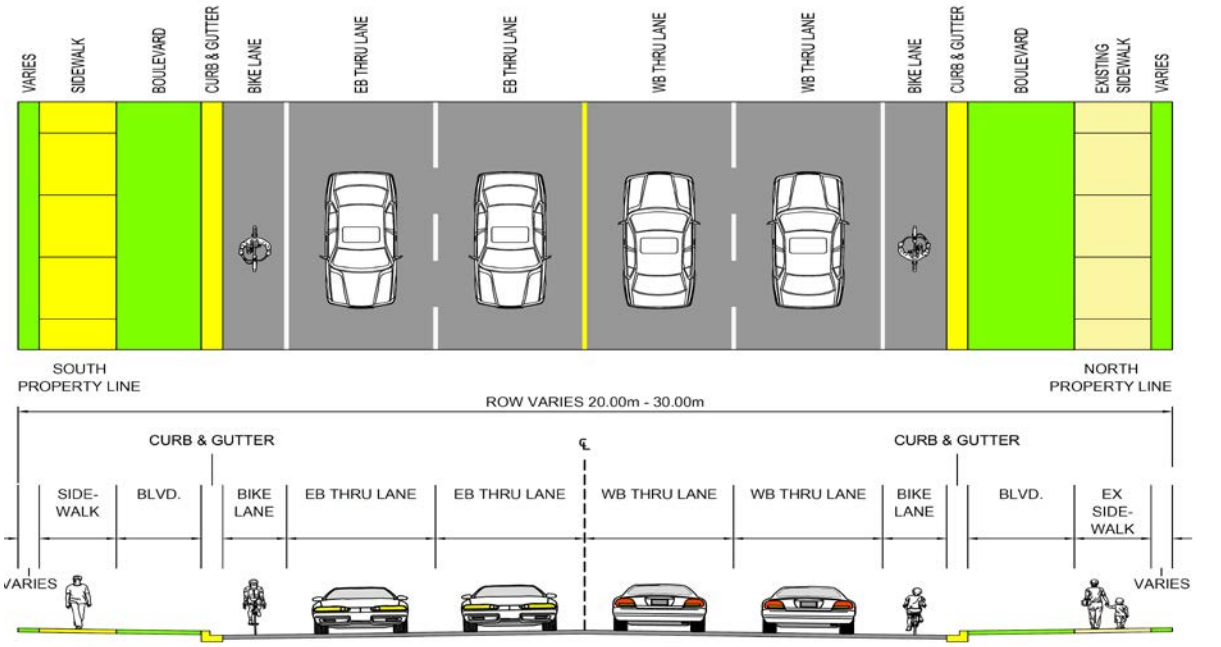
FISCHER-HALLMAN ROAD TO BEECHWOOD DRIVE/GATEVIEW DRIVE
TYPICAL SECTION



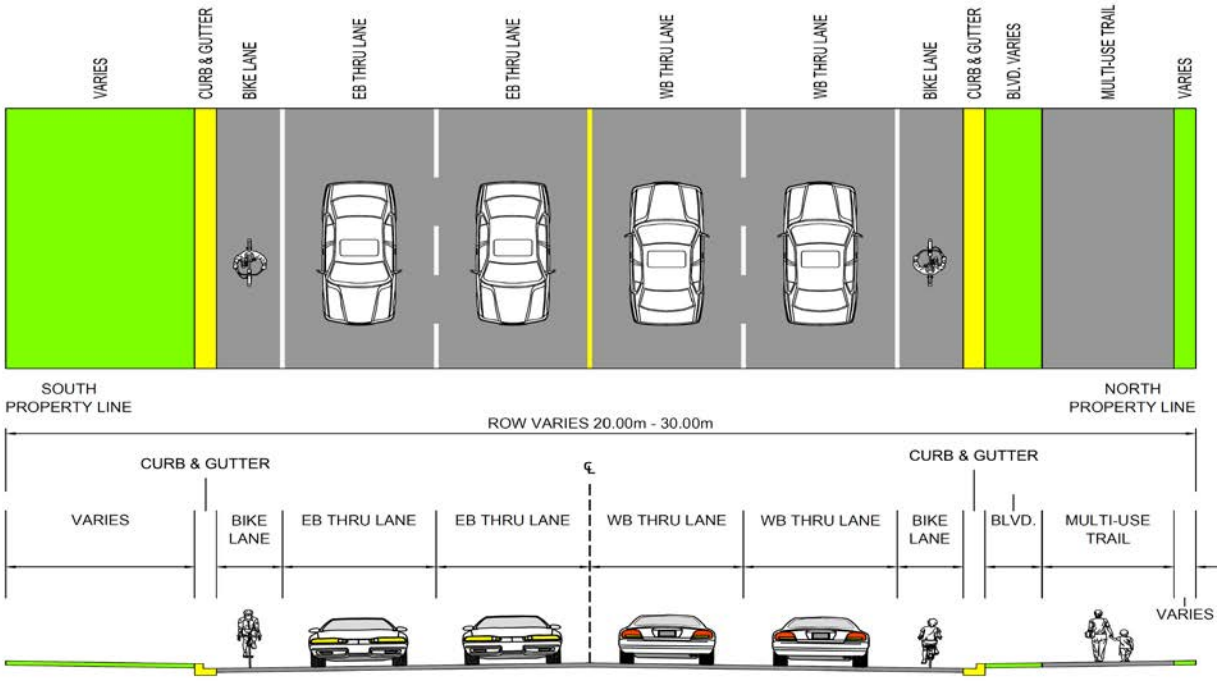
BEECHWOOD DRIVE/GATEVIEW DRIVE TO ERBSVILLE COURT
TYPICAL SECTION

Recommended Design Alternative 2C (Modified) (continued)

Widen the Road to 4-lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trails and Cycle Tracks



ERBSVILLE COURT TO TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE TYPICAL SECTION



TRAFFIC SIGNALS AT WESTSIDE MARKETPLACE ENTRANCE TO ROUNDABOUT AT GATE 1 REGION WASTE MANAGEMENT CENTRE / WEST WATERLOO COMMERCIAL CENTRE (COSTCO) ENTRANCE TYPICAL SECTION

Appendix "C" - Evaluation of Design Alternatives

Region of Waterloo

Erb Street Reconsruction
Wilmot Line to Fischer-Hallman Road
Evaluation Matrix

WALTERFEDY

	Evaluation Criteria	Do Nothing Baseline	Widen to 4 lanes west of Ira Needles, maintain existing lane configuration elsewhere, urbanize, and add active transportation facilities Alternative 1	Widen to four travel lanes, urbanize, and add active transportation facilities Alternative 2A	Widen to four travel lanes, urbanize, and add active transportation facilities, including multi-use trail Alternative 2B	Widen to four travel lanes, urbanize, and add active transportation facilities, including segregated bike lanes Alternative 2C
Technical	Traffic Performance	Sufficient capacity east of Ira Needles. Lacking capacity for future development west of Ira Needles.	Sufficient capacity for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.	Exceeds capacity required for existing and future projected traffic.
	Road network continuity	No continuity between existing & future 4-lane sections of Erb.	The 3-lane section of Erb Street requires merging of traffic between sections of 4-lane roadway.	Maintains 4 lanes throughout	Maintains 4 lanes throughout	Maintains 4 lanes throughout
	Transit Service Impacts	Erb Street remains servicable	Erb Street remains servicable	Added lane minimizes traffic impacts at bus stops.	Added lane minimizes traffic impacts at bus stops.	Added lane minimizes traffic impacts at bus stops.
	Cycling/Walking Impacts	Lack of continuity for cycling and pedestrian facilities.	Provides continuity for cycling and walking infrastructure, but no separation for cyclists	Provides continuity for cycling and walking infrastructure, but no separation for cyclists	Provides continuity for cycling and walking infrastructure	Provides continuity for cycling and walking infrastructure
	Summary					
Natural Environment	Natural Area Impact	No change to impacts	Minimal impacts to natural environment	Minimal impacts to natural environment	Minimal impacts to natural environment	Minimal impacts to natural environment
	Air Quality Impact	No change to impacts	Minimal impacts to air quality	Minimal impacts to air quality	Minimal impacts to air quality	Minimal impacts to air quality
	Stormwater Impact	No change to impacts	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection	Improvements to be made to stormwater collection
	Summary					
Social/ Cultural	Heritage/Cultural Landscape Impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts	No anticipated impacts
	Noise Impacts	No change in noise levels	No change in noise levels	No change in noise levels	No change in noise levels	No change in noise levels
	Summary					
Economic/Financial	Capital Cost	Minimal capital cost	Lowest capital cost	Some additional capital cost	Some additional capital cost	Some additional capital cost
	Operating & Maintenance Cost	Ongoing maintenance required	Maintenance improvements	Maintenance improvements	Maintenance improvements	Maintenance improvements
	Property Acquisition	None required	Some widening at Hydro One lands	Some widening at Hydro One lands, other minor widenings required	Some widening at Hydro One lands, other minor widenings required	Some widening at Hydro One lands, other minor widenings required
	Summary					
	Overall Evaluation					

Legend: Most Preferred ● → ◕ → ◐ → ◔ → ○ Least Preferred

Region of Waterloo

TRANSPORTATION AND
ENVIRONMENTAL SERVICES
Design and Construction
150 Frederick Street
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
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www.regionofwaterloo.ca

Refer To:	**File No:**	**Date:**
William Gilbert, (519) 575-4603	7327.E	June 4th, 2018

Property Owners and/or Occupants, Agencies and Interested Parties

Dear Sir/Madam:

Re: Municipal Class Environmental Assessment Study
Erb Street Improvements
Fischer-Hallman Road to Wilmot Line, City of Waterloo

This notice is to advise all property owners, tenants, agencies and interested parties that a staff report will be tabled at the June 19th, 2018, Regional Planning and Works Committee meeting for approval of the Recommended Design Alternative for improvements on Erb Street, from Fischer-Hallman Road to Wilmot Line, and authorizing staff to file the 'Notice of Completion' for this Class Environmental Assessment Study.

Following a review of the technical information gathered for this study and consideration of all public comments received, the Project Team is recommending to Widen the Road to Four Lanes, Urbanize and Add Active Transportation Facilities for Sidewalks, Multi-use Trail and Cycle Tracks as the Recommended Design Alternative for Erb Street Improvements, from Fischer-Hallman Road to Wilmot Line. The Recommended Design Alternative includes:

- Urbanizing and Widening Erb Street to four lanes from Fischer-Hallman Road to the roundabout at Gate 2 of the Region's Waste Management Centre (east of Wilmot Line);
- Removing the right-turn lane to the Bilingual School entrance at the north east corner of Erb Street and Erbsville Court;
- Completing the sidewalk on the south side of Erb Street between Gateview Drive and Erbsville Court, and on the south side of Erb Street from the commercial plaza entrance west of Ira Needles Boulevard to the traffic signals at the Westside Marketplace entrance;
- Constructing a Multi-use trail on the north side of Erb Street from the Westside Marketplace entrance west of Ira Needles Boulevard to the roundabouts at the Region Waste Management Centre/West Waterloo Commercial (Costco) site entrance and maintaining existing on-road bike lanes on both sides of Erb Street between Erbsville Court and Wilmot Line;
- Constructing cycle tracks on both sides of Erb Street from Fischer-Hallman Road to Erbsville Court; and
- Constructing noise walls abutting residential properties along the north side of Erb Street from Beechwood Drive westerly for approximately 170 m, and south side of Erb Street from Gateview Drive westerly for approximately 340 m.

Construction of the recommended road improvements is tentatively scheduled to commence in 2019/2020 subject to necessary approvals.

Interested members of the public may attend this meeting of Regional Planning and Works Committee on Tuesday, June 19th, 2018, at approximately 9:00 a.m. in the Council Chamber, 2nd Floor, Regional Administration Building, 150 Frederick Street, Kitchener. The staff report will be available for public review on the Region of Waterloo's web site www.region.waterloo.on.ca after 4:30 p.m. on Friday, June 15th, 2018. The time of the Planning & Works Committee meeting may change so if you plan to attend please contact

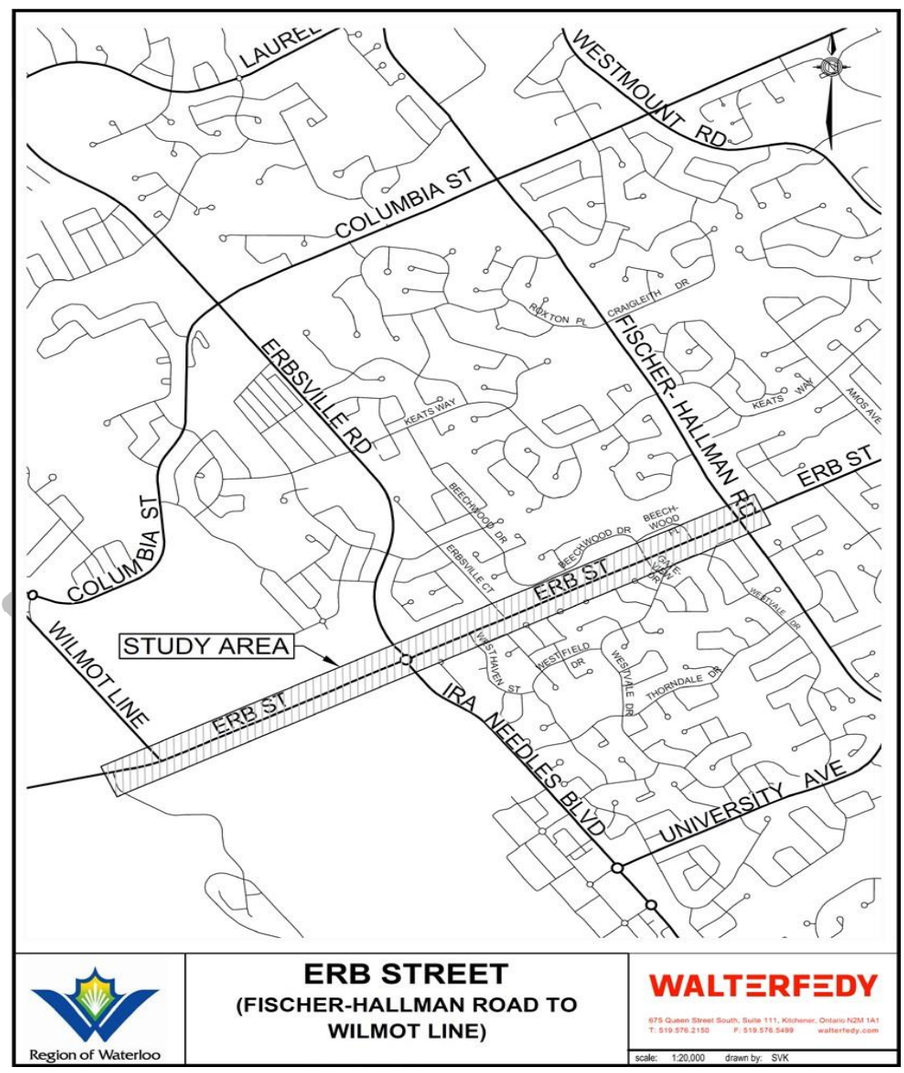
Council and Administrative Services at 519-575-4420 on June 15th, to confirm the meeting time.

Should you wish to appear as a delegation at this meeting to voice an opinion on this project please contact Regional Council and Administrative Services at (519) 575-4420 or email to RegionalClerk@regionofwaterloo.ca by Noon on the Thursday before the date of the Committee meeting.

Yours truly,

William Gilbert, P. Eng.
Senior Project Manager, Design and Construction

Cc. Marcos Kroker, Region of Waterloo



Accessibility: This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact William Gilbert (as above) at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to William Gilbert at the Region of Waterloo.

REGIONAL COMMITTEE AND COUNCIL REPORTS

Committee Reports

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Geoff Lorentz, Vice-Chair of the Committee. Item # 2 was deferred and discussed under Delegations. Items #8, 9 and 10 were taken separately due to the pecuniary interest.

Moved by G. Lorentz

Seconded by T. Cowan

That the Summary of Recommendations of the Planning and Works Committee, dated February 11, 2014, Items 1 and 3 to 7, be adopted as follows:

1. That the Regional Municipality of Waterloo take the following action regarding Walk Cycle Waterloo Region, the final Active Transportation Master Plan (ATMP), as described in Report No. P-14-019, dated February 11, 2014:

    a) Receive the Active Transportation Master Plan, entitled Walk Cycle Waterloo Region, for information, and make the Plan available to the community, including posting it online in the Big Shift Tool Box;

    b) Direct staff to develop, in conjunction with the Area Municipalities and other partners, an implementation plan for Walk Cycle Waterloo Region that includes network priorities and funding options;

    c) Direct staff to continue to use Walk Cycle Waterloo Region as a guiding document for Regional transportation infrastructure planning and construction; and

    d) Direct staff to meet with Easy Riders and other groups to continue to address issues as they develop.

3. That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with CIMA Canada Inc., to provide engineering services for detailed design and services during construction for the Preston Wastewater Treatment Plant (WWTP) Odour Control Upgrades in the City of Cambridge, at an upset fee limit of $426,745, plus applicable taxes. [E-14-011]

4. That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Walter Fedy to provide consulting engineering services for the Class Environmental Assessment (EA), Detailed Design, Construction Contract Administration and Inspection Services associated with Erb Street Improvements from Fischer-Hallman Road to Wilmot Line at an upset fee limit of $486,870.00 plus applicable taxes for the Class EA and design phases, with construction contract administration and inspection services to be paid on a time basis, as outlined in report E-14-019, dated February 11, 2014.

Regional Council Minutes

Wednesday, June 27, 2018

The following are the minutes of the Regular Council meeting held at 7:05 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, E. Clarke, D. Craig, S. Foxton, T. Galloway, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, S. Shantz, S. Strickland, B. Vrbanovic.

Closed Session

Moved by D. Jaworsky

Seconded by K. Kiefer

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

Carried

Moved by J. Nowak

Seconded by K. Redman

That Council reconvene in Open Session.

Carried

Declarations of Pecuniary Interest Under The "Municipal Conflict Of Interest Act"

G. Lorentz declared a pecuniary interest for Item #4 on the Planning and Works Summary of Recommendations regarding report TES-DCS-18-12, Class Environmental

Assessment Study – Erb Street Improvements, Fischer-Hallman Road to Wilmot Line, City of Waterloo, due to his employment at Voisin Development Limited.

Presentations

a) Ontario Heritage Trust Lifetime Achievement Award – Lawrence (Lary) Turner

K. Seiling read a letter from Ontario Heritage Trust about the volunteer work undertaken and he thanked all the award recipients for their community involvement.

Helen Chimirri-Russell, Director, Cultural Services, Region of Waterloo introduced Cambridge resident and local cultural heritage conservationist Lawrence (Lary) Turner. Lary Turner was awarded the Lieutenant Governor's Ontario Heritage Trust Lifetime Achievement Award in a ceremony in February at Queen's Park in Toronto.

b) Ontario Heritage Trust Young Leaders Award (Group) – Bluevale Collegiate Institute

Sue Reid, Coordinator, Groundwater Festival thanked the Region for their support of the festival. She introduced the students from Bluevale Collegiate who volunteer at the festival and the great work they do.

c) Ontario Senior of the Year – Ruth Hicks

Debbie Moxam, Coordinator, Volunteer Services, Waterloo Region Museum provided an overview of Ruth Hicks' remarkable volunteer involvement with the Community.

Ruth Hicks has been a dedicated volunteer for over 23 years and has donated over 2800 hours of her time to Waterloo Region Museum and Schneider Haus.

d) Jennifer Murray, Friends of the Waterloo Region Museum Re: Cheque Presentation, Support of Costume Provisions

J. Murray, President, Friends of the Waterloo Region Museum, appeared before Council to present a cheque in the amount of $5000 to be used towards supporting costume provisions. She acknowledged the support of local businesses and volunteers.

An overview summary of the accomplishments of the honoured award recipients is appended to the original minutes.

Delegations

a) Natalie Lasenby appeared before Council regarding an Access Permit in North Dumfries Township. She has met with Regional staff and requested a change to the access for the safety of her family and showed a map of the area. It is a busy road and she is concerned with vehicles backing in and out of her driveway. Staff is not supportive of her request. A copy of her presentation is appended to the original minutes.

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.

15. That The Regional Municipality of Waterloo approve, enter into an agreement pursuant to Section 30 of the Expropriations Act (the “Section 30 Agreement”), and execute all documentation related to the acquisition of a part of lands legally described as Lots 1-2 and 6-7, Plan 813, City of Waterloo; Part Lots 3-5, Plan 813, City of Waterloo, being Parts 4,14 on 58R-6289; subject to 1475755; Waterloo (PIN 22280-0144 (LT)); and Gingerich Av Plan 813, City of Waterloo, closed by 1445475, Waterloo (PIN 22280-0012 (LT)); and Lot 8, Pl 813 City of Waterloo (PIN 22280-0098); and Reserve A plan 813 City of Waterloo (PIN 22280-0119), municipally known as 561-573 King Street North, City of Waterloo, Regional Municipality of Waterloo (the “Property”), from McCrory Associates Limited, being the owner of the Property, with the Section 30 Agreement and all documentation to the satisfaction of the Regional Solicitor;

And that the Regional Solicitor has all necessary authority to execute the Section 30 Agreement and all such other documents related thereto.

Carried

Moved by T. Galloway

Seconded by K. Kiefer

That the Summary of Recommendations of the Planning and Works Committee, dated June 19, 2018, Item 4, be adopted as follows:

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.

Carried

(G. Lorentz, Conflict)

Moved by T. Galloway

Seconded by K. Kiefer

That Item #8 of the Summary of Recommendations of the Planning and Works Committee, dated June 19, 2018, regarding the relocation of the existing intersection pedestrian signal from the current location at the Bridgeport Road (Regional Road 9) Peppler Street intersection be deferred to a future Planning and Works Committee meeting.

Carried

Administration and Finance

The Summary of Recommendation of the Administration and Finance Committee was presented by Sean Strickland, Chair of the Committee.

Moved by S. Strickland

Seconded by S. Shantz