

Appendix G – Consultation Materials



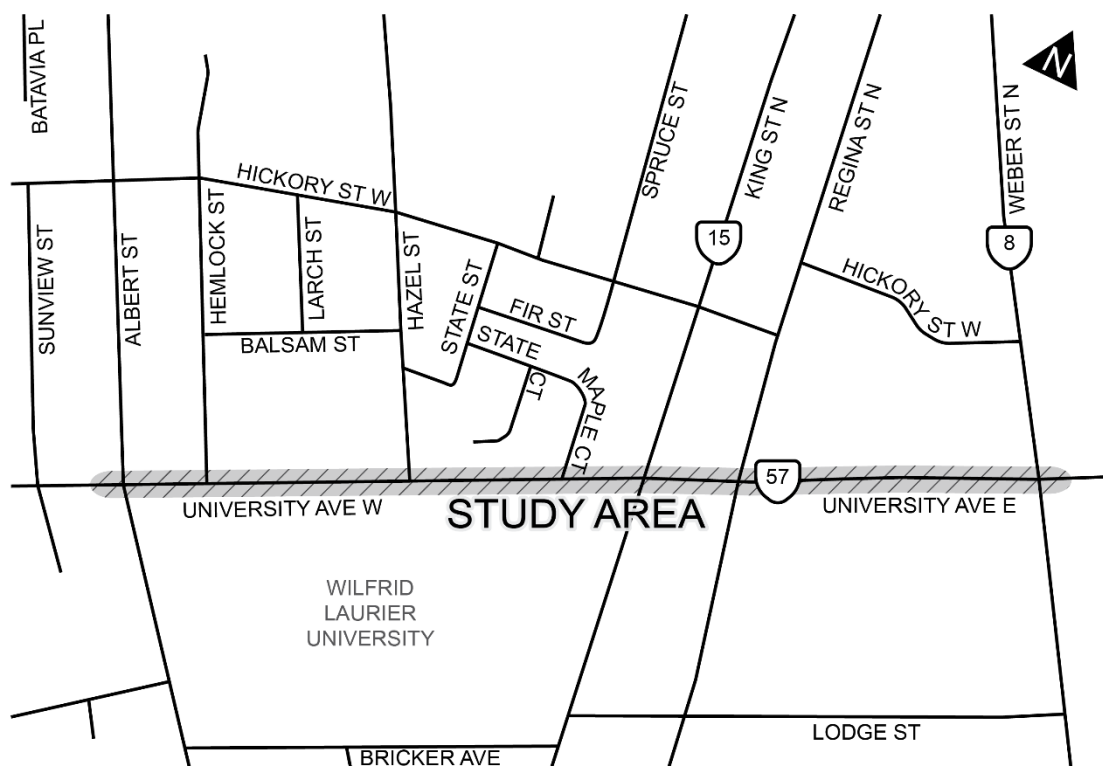
Public Consultation Centre #1
Schedule 'C' Class Environmental Assessment for
University Avenue (Regional Road 57) Improvements
Albert Street to Weber Street
City of Waterloo

You are invited to our First Public Consultation Centre to provide your input into the planning of the University Avenue Improvements.

Date: Tuesday, March 24, 2020
Time: 5:00 PM to 8:00 PM
Location: Wilfrid Laurier University – Senate Chamber
75 University Avenue West
Waterloo, Ontario

Background

The Regional Municipality of Waterloo is undertaking a Schedule “C” Municipal Class Environmental Assessment (Class EA) for improvements to the University Avenue (Regional Road 57) corridor from Albert Street to Weber Street in the City of Waterloo. Improvements along University Avenue (Regional Road 57) are being considered to improve roadway and underground infrastructure, active transportation facilities and traffic operations along the corridor.



The Active Transportation Master Plan (ATMP) has identified this section of road for the installation of an on-road bike lane.

The Process

The study is being conducted in accordance with the requirements of a Municipal Class Environmental Assessment, which is an approved process under the Ontario Environmental Assessment Act (Last Amended 2010).

The Project Team will be presenting the needs and opportunities for improvements on University Avenue at this First Public Consultation Centre, as well as alternative solutions in order to seek input. This Public Consultation Centre is designed to provide interested members of the public, local businesses, community, and agencies the opportunity to meet the Project Team, get an update on the project work completed to date, and discuss project issues.

Community Involvement

The Region of Waterloo encourages members of the public, stakeholder groups, and agencies to actively participate in this study by attending public consultation opportunities and/or contacting staff directly with comments or questions. If you wish to be added to the project mailing list, or would like further information on the project and any future project meetings, please visit our website at www.regionofwaterloo.ca or contact:

Andrew Doman, P.Eng.
Senior Engineer
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3
Phone: 519-575-4400 x3183
Email: ADoman@regionofwaterloo.ca

Kelly Cobbe, P.Eng.
Consultant Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo ON N2L 3V3
Phone: 519-585-2255 x63201
Email: kcobbe@IBIGroup.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 alternate formats, please contact Andrew Doman at least five (5) 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 information that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to Andrew Doman.



CANCELLATION NOTICE
Public Consultation Centre #1
Schedule 'C' Class Environmental Assessment for
University Avenue (Regional Road 57) Improvements
Albert Street to Weber Street
City of Waterloo

The First Public Consultation Centre for the above noted project, that was to be held on March 24th at Wilfrid Laurier has been **CANCELLED**. We are looking to reschedule the Public Consultation Centre and will provide an update with the rescheduled date once it is set.

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RESCHEDULED
Public Consultation Centre #1
Schedule 'C' Class Environmental Assessment for

University Avenue (Regional Road 57) Improvements
Albert Street to Weber Street
City of Waterloo

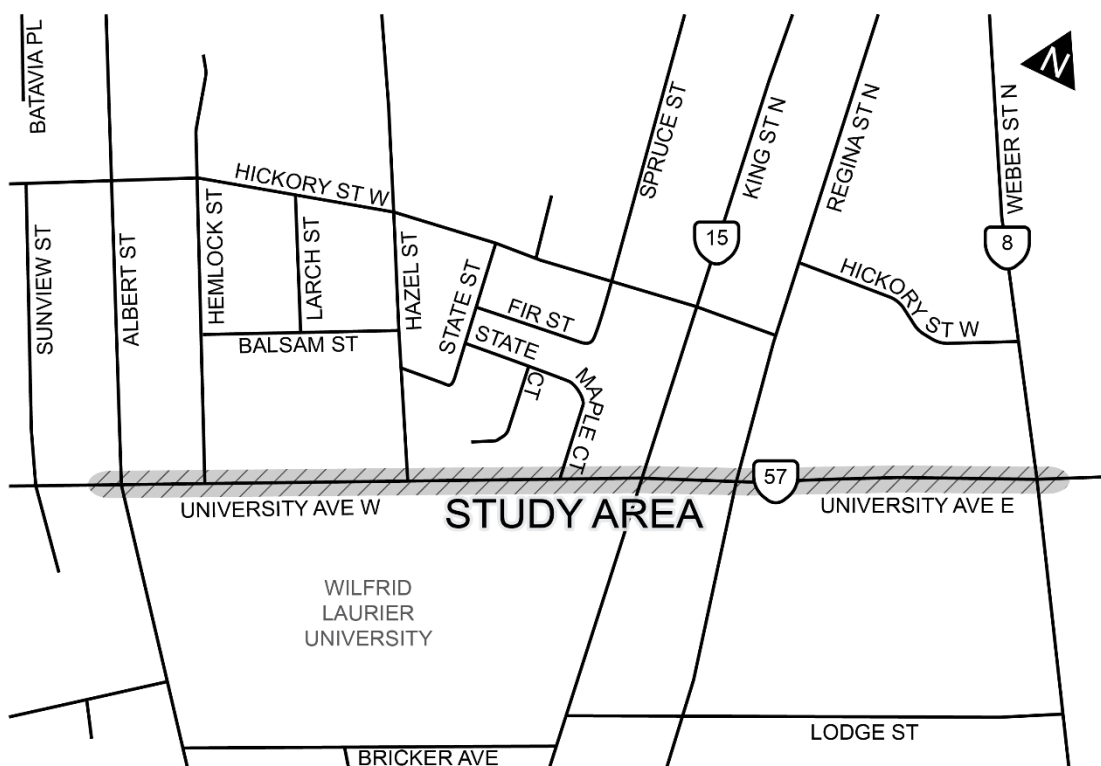
You are invited to our First Public Consultation Centre to be held virtually to provide your input into the planning of the University Avenue Improvements.

The video presentation for the Public Consultation Centre will be available online on the Engage Waterloo Region Project Page, starting August 12, 2020 at:

www.engagewr.ca/University-Ave

Background

The Regional Municipality of Waterloo is undertaking a Schedule "C" Municipal Class Environmental Assessment (Class EA) for improvements to the University Avenue (Regional Road 57) corridor from Albert Street to Weber Street in the City of Waterloo. Improvements along University Avenue (Regional Road 57) are being considered to improve roadway and underground infrastructure, active transportation facilities and traffic operations along the corridor.



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**University Avenue Improvements
Albert Street to Weber Street
City of Waterloo
Public Consultation Centre #1
Information Package**

What: The Regional Municipality of Waterloo is undertaking a Schedule “C” Municipal Class Environmental Assessment (Class EA) for improvements to the University Avenue (Regional Road 57) corridor.

Where: University Avenue from Albert Street to Weber Street in the City of Waterloo.

Why: To provide roadway and underground infrastructure, active transportation facilities and traffic operation improvements along the corridor.

When: 2023 Construction (2020 Region Transportation Capital Program).

Who: Region of Waterloo Project Manager
Andrew Doman, P. Eng.
Region of Waterloo
Phone: (519) 575-4757 Ext. 3183
Email: ADoman@regionofwaterloo.ca

Public Consultation Centre #1
Tuesday, March 24, 2020 from 5:00 p.m. to 8:00 p.m.
Wilfrid Laurier University
75 University Avenue 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



1. Why is the Region considering this project?

The 2018 Regional Transportation Master Plan has identified this section of roadway for major rehabilitation to address deteriorated pavement structure and provide active transportation and intersection improvements. Also, the City of Waterloo's watermain and sanitary sewer systems require replacement.

The Transportation Master Plan has identified the road section on University Avenue from King Street to Weber Street for cycling infrastructure installation to complete cycling network connectivity in this 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 City of Waterloo Mayor and Region of Waterloo (Waterloo) Councillor Dave Jaworsky and City of Waterloo (Ward 6) Councillor Jeff Henry. The consulting engineering firm IBI Group has been retained by the Region of Waterloo to provide planning and preliminary design services during the study phase of this project, as well as detailed design, contract administration, and inspection services through the construction phase.

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) process. The Municipal Class EA process is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects in order 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 potential 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.

Under a separate study the City of Waterloo is undertaking a Gateway Strategy to define potential ideas to establish University Avenue from Highway 85 to Westmount Road as a gateway corridor with an enhanced public streetscape and place-making.

In addition, the Region of Waterloo has implemented a Separated Bike Lane Pilot Project in the Fall of 2019 to assess the performance, maintenance and user feedback of a variety of separation treatments. This pilot project is expected to be in place until the Fall of 2020.

Both the Gateway Strategy and the Separated Bike Lane Pilot Project will be providing valuable information and feedback into this project.

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 University Avenue;
- 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 project consultant staff are available at this Public Consultation Centre to answer any questions you may have. We 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. To complement this Class EA process, the Region of Waterloo's will use it's EngageWR online survey platform in effort to reach out to a large spectrum of the public for input into this project. 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 alternative solutions for improvements currently being considered by the Project Team are listed below and are included in Appendix A:

- 1) **Do Nothing** – this alternative would include reconstructing the road in its current cross-section configurations.
- 2) **On-road Buffered Bike Lanes** – this alternative maintains on-road bike lanes between Albert Street and King Street and add bike lanes from King Street to Weber Street on both sides of the roadway. These bike lanes would be separated by a painted buffer space.
- 3) **Separated Bike Lanes with Enhanced Sidewalk** – this alternative would provide an enhanced 2.1m wide sidewalk where possible and separated bike lane facilities on both sides of the roadway.
 - Option 3 includes flexible bollards; and
 - Option 3a includes setting the bike lane off the roadway platform.

6. Do the improvements include active transportation facilities?

Yes, various options for active transportation improvements are being considered as described in section 5.

The Transportation Master Plan has identified the road section on University Avenue from King Street to Weber Street for cycling infrastructure installation to complete cycling network connectivity in this area.

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, University Avenue is identified as a “Neighbourhood Connector – Avenue”. Designing University Avenue to facilitate the movement of a large volume of people and goods with vehicular and active transportation modes is a fundamental character of this road classification.

Transit (GRT & Metrolinx) bus routes improvements are planned for the future and will also be considered in this study.

The Regional Transportation Master Plan and Corridor Design Guidelines all support complete and continuous pedestrian facilities on this section of University Avenue for the full length of this project. Completion of cycling infrastructure and connectivity, along with pedestrian facility enhancements would satisfy that requirement.

Existing and planned active transportation facilities in the surrounding area are shown in Appendix C.

7. Who will be responsible for the winter maintenance of the new multi-use trails, sidewalks, and/or separated bike lanes?

Maintenance of active transportation facilities along Regional roads is the responsibility of the City of Waterloo. Responsibility for winter maintenance of sidewalks is the responsibility of the adjacent property owner under City of Waterloo bylaw.

8. Will the posted speed be changed?

The existing posted speed limit is 50km/hr along University Avenue between Albert Street and Weber Street. No change to the posted speed is being considered at this time in order to maintain a uniform and consistent posted speed along the entire corridor.

9. Are noise attenuation measures being considered for this project?

There is no widening for additional vehicle through travel lanes planned for this project and most properties are front-lotted. As such, there is no recommendation to consider additional physical noise attenuation along University Avenue from Albert Street to Weber Street at this time.

10. 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 the need to acquire private property. An initial review of the existing road allowance indicates that along the road corridor the width between King Street and Regina Street of the road right-of-way may not be sufficient for all options being considered.

The Region may also need to obtain temporary access at some locations along the right-of-way limit for construction grading activities. Identification of property needs will be completed during the evaluation of alternatives as the study proceeds and will be confirmed during detailed design, following completion of the study.

In areas where property acquisition or temporary access is required, the property owner will be contacted directly by the Region of Waterloo. Compensation for land acquisitions would 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 is the natural environment being considered?

As part of the environmental inventory for the project, a Natural Environment Impact Study (EIS) has been initiated with completion of a Background Review Summary documenting the natural features and wildlife within the study area. Included within the EIS are: amphibian and reptile road mortality surveys, turtle surveys, amphibian call surveys, vegetation community surveys and boundary delineation, and bat habitat assessment. The review determined that there are no Core Environmental Features, Areas of Natural and Scientific Interest (ANSI), wildlife movement corridors, or provincially designated areas within the study area. Based on available background information candidate “suitable habitat” for one significant species was identified at the project outset within the study area. None of these species were detected during field work. Field studies also focused on identifying existing wildlife movement across the road to determine the need for road mortality mitigation. The need for such mitigation was not identified. Given the urbanized nature of the corridor and because the proposed undertaking is likely to be confined to the disturbed University Avenue right-of-way, it is not anticipated that wildlife or their habitats will be impacted by the proposed undertaking.

A tree assessment was completed in the Summer of 2019 to inventory the various trees within the Study Area. The trees will be assessed for overall health and significance in order to develop mitigation and protection plans for any trees to be retained. Where trees may be impacted or removed, a compensation strategy will be developed as part of the tree management and landscaping design.

12. How is the cultural/heritage/archaeological environment being considered?

A Cultural Heritage Resource Assessment was completed in July 2019. A review of available cultural heritage resource inventories revealed that there are three (3) designated cultural

heritage resources within the study area, including two properties listed on the unofficial municipal inventory. No additional resources were identified through field review. Impacts and mitigation measures for cultural heritage resources will be assessed as part of the evaluation of alternatives.

A Stage 1 Archaeological Assessment (Background Research and Property Inspection) was completed in July 2019. The Stage 1 Background Research indicated that two (2) previously registered sites are within the Study Area, but do not retain archaeological potential. The remainder of the Study Area does not retain archaeological potential due to prior deep and extensive land disturbance.

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 \$3.27 million for improvements on University Avenue is included in the Region's 2020 10-Year Transportation Capital Program. This includes an allocation of \$485,000 for active transportation facilities. The cost of various alternatives will be considered during their evaluation.

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

The Project Team will review the public comments received from this Public Consultation Centre and use them as input for assessment of the potential impacts of each alternative on the project environment. The Project Team will evaluate the alternatives for presentation of a Preferred Alternative for improvements at a second Public Consultation Centre to be held later in 2020 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 2021 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 (if required) is funded in the 2020 Region Transportation Capital Program to be completed throughout 2021, with utility relocations in 2022, and construction commencing in 2023.

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

Property owners and tenants 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?

The Region of Waterloo encourages members of the public, stakeholder groups, and agencies to actively participate in this study by attending public consultation opportunities and/or contacting staff directly with comments or questions. If you wish to be added to the project

mailing list, or would like further information on the project and any future project meetings, please visit our website at www.regionofwaterloo.ca or contact:

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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.

Comment Sheet
Regional Municipality of Waterloo
University Avenue Improvements
Public Consultation Centre #1 – Tuesday, March 24, 2020

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 Tuesday, April 14, 2020 to:

Andrew Doman, P. Eng.
Senior Engineer
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: 519-575-4757 Ext. 3183
Fax: 519-575-4430
Email: ADoman@regionofwaterloo.ca

Kelly Cobbe, P. Eng.
Consultant Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo, ON, N2L 3V3
Telephone: 519-585-2255
Email: kcobbe@ibigroup.com

Comments regarding this project:

Name:

Address:

Postal Code:

Phone:

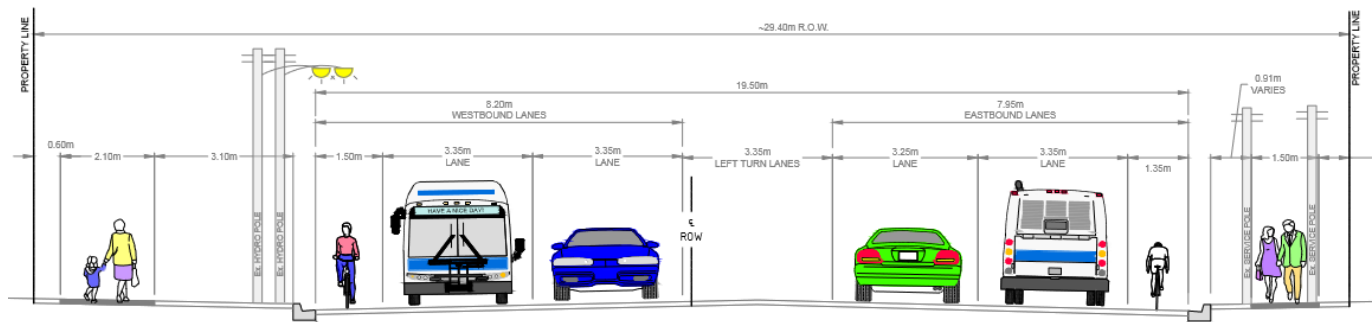
Email:

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) which 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.

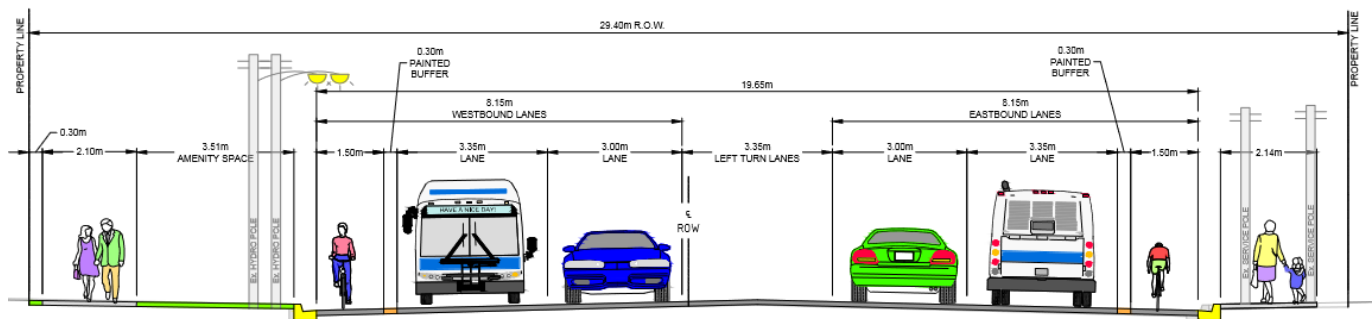
Appendix A – Design Alternative #1

Do Nothing (Maintain Existing Conditions)



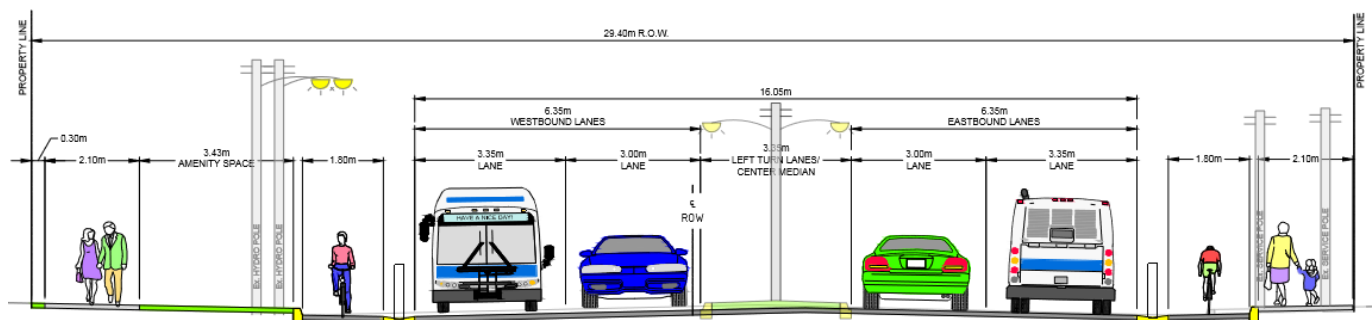
Appendix A – Design Alternative #2

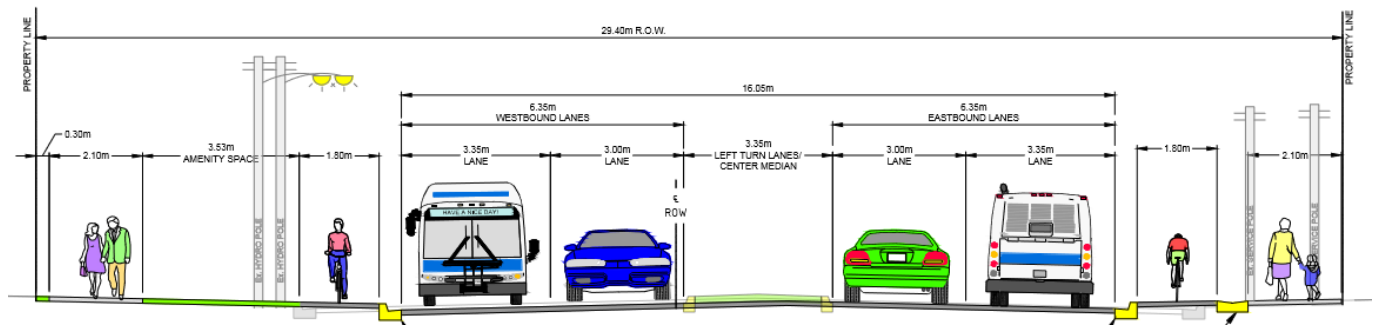
Separated Bike Lane with Painted Buffer



Appendix A – Design Alternative #3

Separated Bike Lane with Flexible Bollards



Appendix A – Design Alternative #3a**Separated Bike Lane with Physical Barrier**

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 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 owner/s 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, etc.) such 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 toward 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, agreements may 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 ensure 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'.

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.

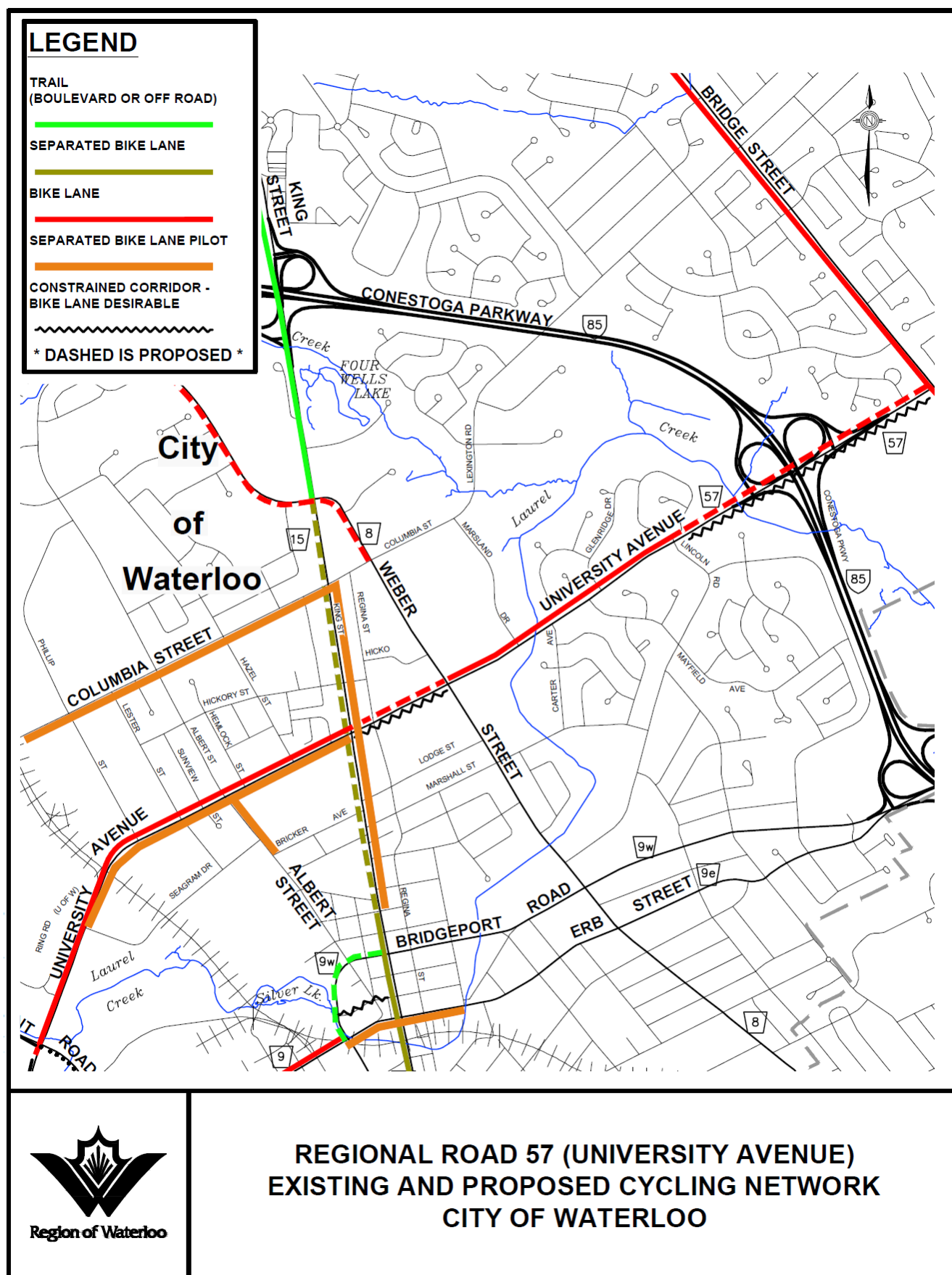
Important Note: The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to 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 not 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.

Appendix C – City of Waterloo – Existing and Proposed Cycling Network



University Avenue (RR 57) Improvements



August 12, 2020



Hello and welcome to the first Public Consultation Centre for University Avenue Improvements Project between Albert Street and Weber Street in the City of Waterloo. The project is being completed by the Region of Waterloo under the Municipal Class Environmental Assessment Act.

This presentation will take about 18 minutes.

Originally posted on August 12, 2020, this presentation, along with the EngageWR survey questionnaire, is an online Public Consultation Centre, providing a forum for the project to be introduced and an opportunity for the Public to provide valuable design input. Thank you for participating and providing your feedback.

Agenda

Purpose of this
Public Consultation
Centre & the Study

Municipal Class
Environmental
Assessment
Process

Key Features Within
the Corridor

Needs and
Opportunities
Related to the
Corridor

Design Alternatives
in Consideration



Region of Waterloo



This presentation will review:

- the purpose of this Public consultation Centre and the Study,
- the Municipal Class Environmental Assessment process,
- key features within the corridor that will need to be considered
- needs and opportunities related to the corridor
- And finally,
- The design alternatives now being considered

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- key features within the corridor that will need to be considered
- needs and opportunities related to the corridor
- And finally,
- The design alternatives now being considered

Purpose of the Public Consultation Centre



To provide stakeholders with an opportunity to participate in the planning and decision-making process



To present and receive input on the needs and opportunities, the project environment, alternative solutions and future opportunities



For participants to ask questions and provide comments, concerns or additional information



University Avenue (RR 57) Improvements | 2020

The purpose of this Public Consultation Centre is:

To provide interested and/or potentially affected stakeholders with an opportunity to participate in the process;

Specifically, it allows the Project Team to present the project and receive public input on:

- The needs and opportunities for improvements on University Avenue;
- The project environment – this includes natural, social, cultural/heritage, and economic environments;
- The alternative solutions for improvements now being considered by the Project Team;
- How the alternative solutions for improvements will be evaluated and how a preferred alternative will be identified;
- And finally, provide a schedule for future public input opportunities planned.

Following the presentation we invite you to fill out the question section on the home page of the University Avenue project page, on Engage Waterloo region platform (<https://www.engagewr.ca/University-Ave>), providing any comments, suggestions or additional information that you would like to share about the Project. Staff from the Region of Waterloo and our Engineering consultant IBI Group will review the comments and

suggestions submitted and provide direct answers to any questions.



The study area for the University Avenue Improvement Project is the University Avenue right-of-way and land immediately next to the roadway between Albert Street and Weber Street North, in the City of Waterloo.

Purpose of the Study

“

Investigate the need for capacity, safety and operational improvements to **University Avenue** between **Albert Street** and **Weber Street North** in the City of Waterloo.

”



University Avenue (RR 57) Improvements | 2020



University Avenue is scheduled for renewal by the Region of Waterloo. Important factors to be considered in this project are the need for capacity, safety and operational improvements that can be completed as part of the work

Specifically, the Study will consider:

- Adjacent land uses – present and projected;
- Projected Community Growth;
- Traffic Management needs like property access and intersection turning provisions
- Natural Environment features;
- Active Transportation such as pedestrians and cyclists;
- Streetscape improvement opportunities; and
- Local public interests.

The diagram illustrates a four-step process for municipal infrastructure projects. A large white circle on the left contains the text "Enables the planning and implementation of municipal infrastructure projects". To its right, a curved line connects four numbered steps, each in a white circle with a blue number. The steps are: 1. Consultation, 2. Develop and Evaluate alternative solutions, 3. Assessment of potential impacts, and 4. Development of mitigating measures.

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graph LR; A((1 Consultation)) --> B((2 Develop and Evaluate alternative solutions)); B --> C((3 Assessment of potential impacts)); C --> D((4 Development of mitigating measures));
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Enables the planning and implementation of municipal infrastructure projects

- 1 Consultation
- 2 Develop and Evaluate alternative solutions
- 3 Assessment of potential impacts
- 4 Development of mitigating measures



Region of Waterloo



University Avenue (RR 57) Improvements | 2020

The Municipal Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, local public interests and unique project requirements.

- Consultation (like this Public Consultation Centre),
- Development and evaluation of alternative solutions and design concepts,
- Assessment of potential impacts associated with the proposed improvements, and
- Development of mitigating measures.

Municipal Class EA Process

August 2019

June 2020

December 2020

July 2021

PHASE 1: Problem or Opportunity

- Problem identification
- Project Initiation
- Public notices (newspaper & mail-outs)
- Letter to agencies

PHASE 2: Alternative Solutions

- Inventory natural, cultural and economic environment
- **PCC #1: Public input on problem and opportunity and possible concept solutions**
- Identification of alternative solutions
- Identification of opportunities and constraints
- Identification of evaluation criteria
- Select preferred alternative solutions

PHASE 3: Alternative Design Concepts

- Evaluation of alternative design concepts
- Evaluate natural, cultural and economic environment impacts
- PIC#2: Public input on preliminary preferred design concept
- Select preferred design concept

PHASE 4: Documentation and Study Completion

- Prepare Environmental Study Report
- Notice of Study Completion
- 30-day review period

PHASE 5: Implementation

- Construction, budget permitting, is scheduled for 2023 (construction may be phased).



University Avenue (RR 57) Improvements | 2020

The study is being conducted in accordance with the planning process for a Schedule 'C' project as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" dated October 2000, as amended in 2015. The assessment process includes a number of recommended tasks.

Phase 1: Problem or Opportunity kicked-off in August 2019. This phase included identifying the problem, project initiation, and notifying agencies such as the **Grand River Conservation Authority, Ministry of Natural Resources and the Department of Fisheries and Oceans** of the start of the project by mailing out project notices to agencies, nearby residents and business owners [including the notification of project initiation in the newspaper] .

We are now in **Phase 2: Alternative Solutions**.

During this phase:

- We have conducted field studies to inventory natural, cultural and economic environment;
- We are hosting this online PCC to collect public input on problem, opportunity and possible concept solutions
- We will identify alternative solutions including opportunities and constraints associated with each alternative.
- We will develop and refine the evaluation criteria used to evaluate and rank the alternatives
- AND Finally, the last step of phase 2 is to select a **PREFERRED ALTERNATIVE** making use of the input and suggestions that we receive in response to this presentation.

This will bring us to **Phase 3: Alternative Design Concepts** - a task that will be completed in the fall of 2020.

In this phase of the project we will prepare design concepts based on the preferred alternative and evaluate these concepts against the natural, cultural and economic impacts. We will then host the second Public Information Centre to present these concepts to the public. Following the Public Information Centre we will select a **PREFERRED DESIGN CONCEPT** taking into consideration public input as well as technical criteria.

Phase 4 is generally the end of the Preliminary Design Process where we **Document the Evaluation and Decision process** and **Formally Announce the Completion of the Study**. We will prepare an **Environmental Study Report**, bringing together the findings and conclusions from Phases 1 through 3. A **Notice of Study Completion** will be mailed to nearby residents, businesses and agencies, it will also be posted in the local newspaper. Once the Notice of Study Completion has been posted, a 30-day review period is initiated.

Following the completion of the 30-day review period **Phase 5: Implementation – detailed design, contract documents and tendering and construction**, can begin. This is the final phase of the Municipal Class EA process.

Construction for University Avenue is tentatively scheduled to start in 2023. Although specific details of scheduling will be determined during detailed design, work is currently expected to be phased over 2-3 construction seasons.

Problem Statement

“

To improve the roadway and underground infrastructure, active transportation facilities and traffic operations to the **University Avenue (Regional Road 57) corridor**.

”



University Avenue (RR 57) Improvements | 2020

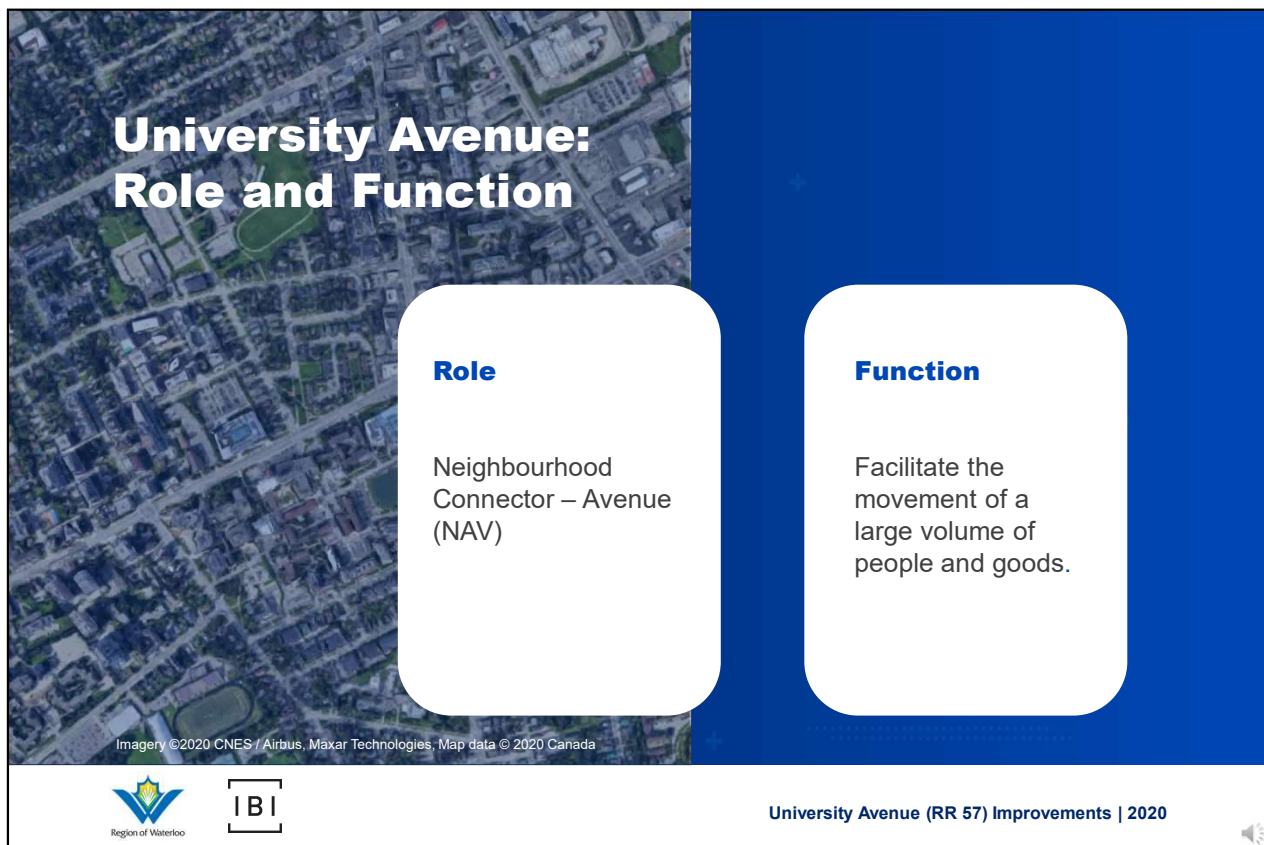


The problem Statement identified for Municipal Class Environmental Assessment for University Avenue is as follows:

To improve the roadway and underground infrastructure, active transportation facilities and traffic operations to the **University Avenue (Regional Road 57) corridor**.

This study will consider improvements to roadway and underground infrastructure, active transportation facilities and traffic operations along the corridor.

IN THE FOLLOWING SLIDES, WE DESCRIBE AND HIGHLIGHT SOME OF THE CHARACTERISTICS AND ISSUES WITHIN THE UNIVERSITY AVENUE CORRIDOR.



ROLE AND FUNCTION

University Avenue is classified as a **Neighbourhood Connector – Avenue (NAV)** as identified in the Regional Transportation Corridor Design Guidelines.

Neighbourhood connectors are typically continuous across several communities/neighbourhood's within the Region, they offer a balance of active transportation (bicycles and pedestrians), transit and vehicle movement.

An avenue is located in built up areas with development, like commercial buildings or shopping malls) set further back from the roadway.

A neighbourhood connector avenue is meant to serve the movement of a large volume of people and goods.

For this type of street, the desired public right-of-way is 30 meters wide, with a posted speed of 50 kph and sidewalk on both sides of the street.



ACTIVE TRANSPORTATION

The term Active Transportation (AT) is generally used to describe PHYSICAL movement - walking, cycling, roller blading. The intent of this project is to balance the needs of Active Transportation users with the needs of motor vehicles.

Sidewalks currently exist on both sides of University Avenue, providing connection to the residences, institutions and businesses lining the route. The sidewalk network also provide links to existing bus stops along the corridor. Current transit service includes multiple GRT routes, the iXpress route 202 and Metrolinx Go Transit Services. The Region's Active Transportation Master Plan (ATMP) recommends sidewalk for the subject section of University Avenue.

While on-road bike lanes currently exist between Albert Street and King Street North, there are no cycling facilities between King Street North and Weber Street North – forcing cyclists to either brave mixed traffic on the roadway or ride on the sidewalk. The Region's Transportation Master Plan has identified the road section on University Avenue from King Street North to Weber Street North for cycling infrastructure installation to complete the cycling network connectivity in this area.

There are high volumes of traffic and pedestrians along University Avenue especially at King Street and University intersection. A pedestrian scramble intersection at King Street and University Avenue is not able to be implemented due to major concerns for visually impaired pedestrians using the intersection.

A pedestrian scramble does not provide proper notification for the visually impaired to indicate they are approaching a non-conventional pedestrian crossing. These pedestrians use sounds of moving vehicles to orient themselves to travel in the correct direction.

At locations that operate a scramble phase, all vehicles are stopped and there is no moving vehicle noise. Another concern includes the Accessibility for Ontarians with Disabilities Act's (AODA) already established directional tones the visually impaired pedestrians use to orient themselves for the north-south verses the east-west crossing. Currently, there is no standardized tone for a diagonal crossing. There could be additional delay and inconvenience to visually impaired pedestrians who do not want to cross diagonally, requiring them to make their crossings over two traffic signal cycles.



NATURAL ENVIRONMENT AND CULTURAL HERITAGE

As part of the Environmental assessment process, we have conducted a Natural Environment Impact Study that includes a review of potential **Species at Risk** and **Existing Vegetation** along the study corridor. Generally, given that the work will be largely restricted to the existing road allowance, the urban character of the area and the history of previous road construction – we did not expect to find wildlife or their habitats being impacted by the proposed project. In fact, the review determined there are **NO** Core Environmental Features, Areas of Natural and Scientific Interest (ANSI), wildlife movement corridors or provincially designated areas within the study area.

Based on available background information, a “suitable habitat” candidate for bats (a significant species) was identified during project background review. During subsequent field work, none of these species were detected on site.

A **Tree Assessment** along the corridor was completed during the Summer of 2019. The overall health and size (or significance) of the vegetation was assessed and noted. Where trees may be impacted by the proposed design, a tree replacement strategy will be developed as part of tree management and landscaping design during the detailed design stage. Alternatives developed will allow for retention and proper maintenance of significant and mature trees that provide benefit to the community.

A Stage 1 Archaeological Assessment (Background Research and Property Inspection) was completed in July 2019. The Stage 1 Background Research indicated that two (2) previously registered sites are within the Study Area, but do not retain archaeological potential. The

remainder of the Study Area does not retain archaeological potential due to prior deep and extensive land disturbance.

Needs and Opportunities



Streetscaping

Create a welcoming Urban Environment



Active Transportation

Support all modes of active transportation



Traffic

Improve traffic flow



University Avenue (RR 57) Improvements | 2020

University Avenue has many unique users. The three main opportunities identified for improvement through this project are **streetscaping, active transportation and traffic.**

Streetscaping

We want to Create a welcoming urban environment that encourages and supports walking and cycling; make the street accessible and comfortable for all users; maintain access to existing properties and services; and replace or add additional street trees

Active Transportation

To support all modes of active transportation, all design alternatives include wider sidewalks, exclusive cycling facilities – either with a physical barrier separating cyclists from motor vehicles or a Bike Lane separated by a physical curb.

Vehicle Traffic

To improve traffic flow we are looking at Traffic Signal Improvements

throughout the corridor, priority bus signal at the King Street and University Ave intersection, and improvements to dedicated turn lanes at signalized intersections to optimize operations.

Alternative Solutions Under Consideration



University Avenue (RR 57) Improvements | 2020

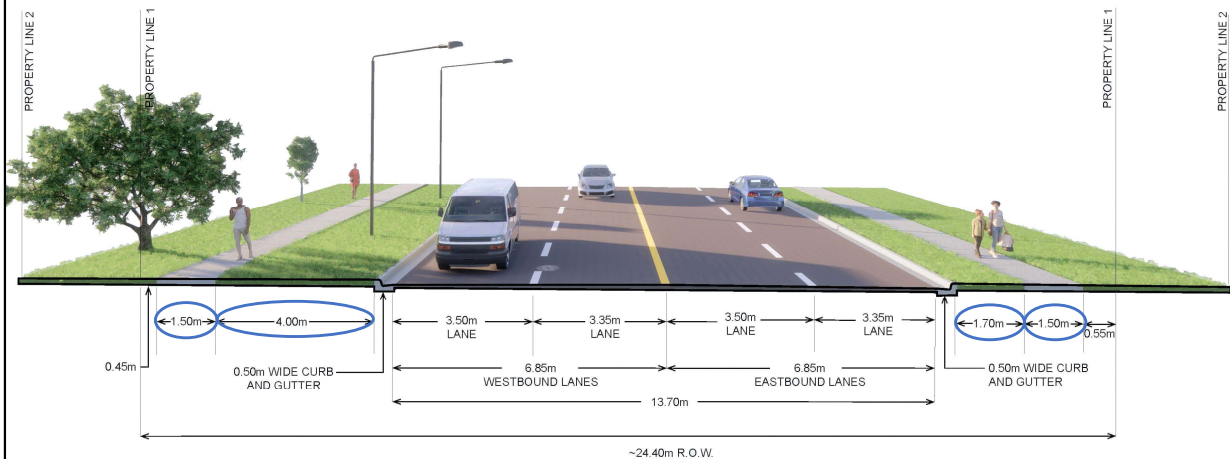
We have developed four alternative solutions under consideration.

The alternatives are as follow

1. Do Nothing (Maintain Existing Conditions)
2. On-road Buffered Bike Lanes
3. Separated Bike Lane with a Raised Physical Barrier
- 3a. Separated Bike Lane with a Physical Barrier

In the following slides I will describe the alternatives being considered in more detail.

Alternative 1: Do Nothing



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ALTERNATIVE SOLUTIONS UNDER CONSIDERATION

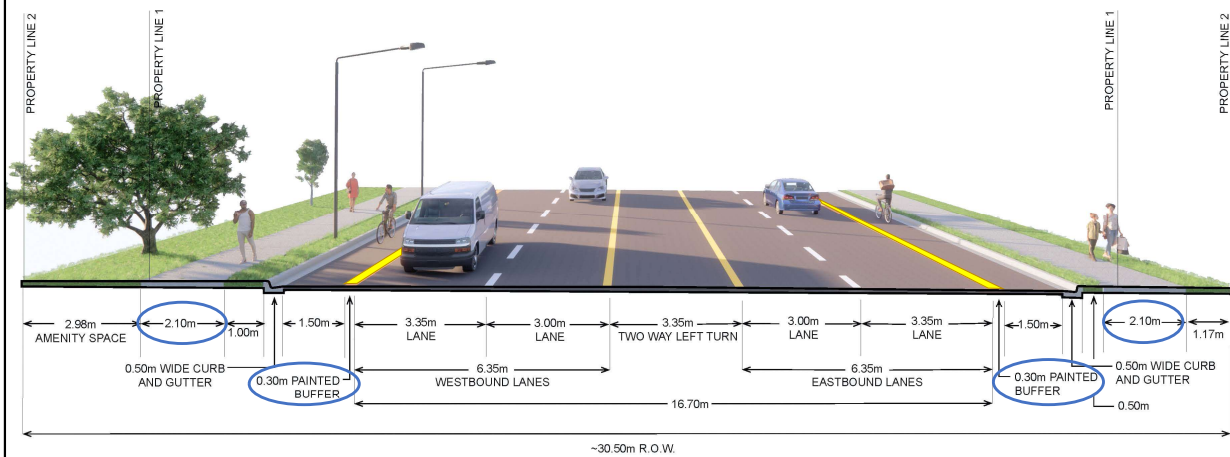
The first alternative is to “**Do Nothing**” or maintain the Status Quo.

University Avenue between Albert Street and Weber Street would be reconstructed in its current cross-section configuration.

This rendering shows the typical cross-section of University Avenue between Regina Street and Weber Street as it currently exists.

A 1.5m sidewalk would be maintained on both sides of the road with a wide boulevard, and two lanes of traffic in each direction.

Alternative 2: Separated Bike Lane with a Painted Buffer



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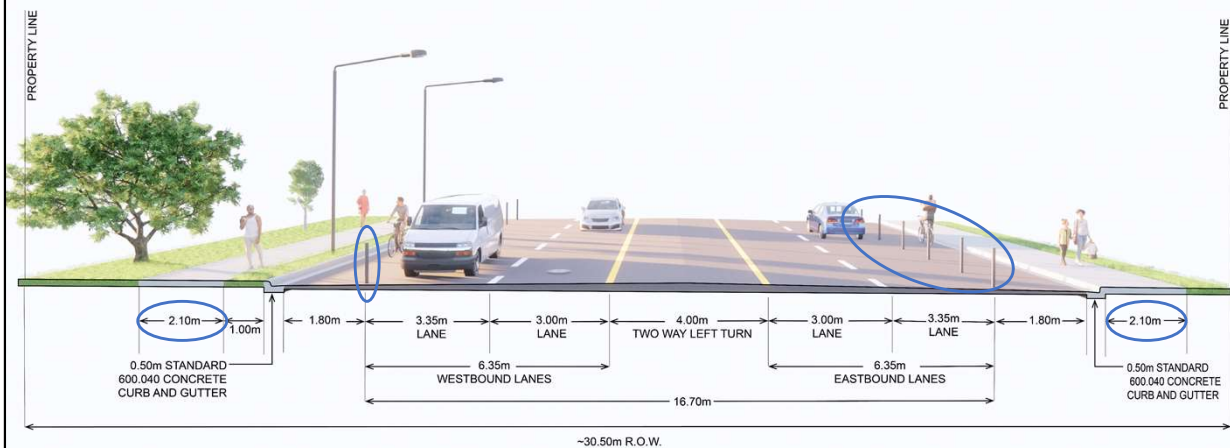
The **SECOND** alternative being considered is a **Separated bike lane with a painted buffer**.

This alternative would maintain the on-road bike lanes between Albert Street and King Street North, and add on-road bike lanes between King Street North and Weber Street North.

The difference between what currently exists and what is being proposed, is a 0.3m painted buffer between outside lane of traffic and the bike lane as you can see on this rendering.

Also, the sidewalk width would be increased to 2.1m wide where possible, from the existing 1.5m wide sidewalks.

Alternative 3: Separated Bike Lane with a Raised Physical Barrier



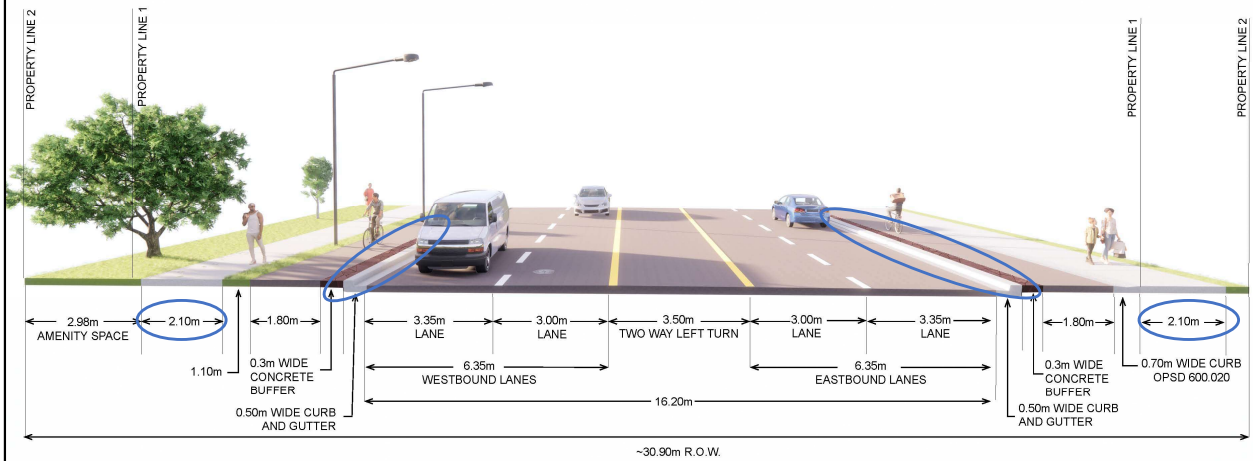
University Avenue (RR 57) Improvements | 2020

The **THIRD ALTERNATIVE** is a **Separated Bike Lane with a Raised Physical Barrier**.

The rendering you see here is a typical cross section between Regina and Weber Street. The main difference in this alternative is the travel lane widths would be modified to provide flexible bollards between the outside travel lane and the bike lane. This will look similar to what was installed on Columbia Street between King Street and Hagey Boulevard as part of the **Separated Bike Lane Pilot Project**.

In addition to bike lanes separated by flexible bollards, the sidewalk width would be increased to 2.1m wide where possible, from the existing 1.5m wide sidewalks.

Alternative 3a: Separated Bike Lane with a Physical Barrier

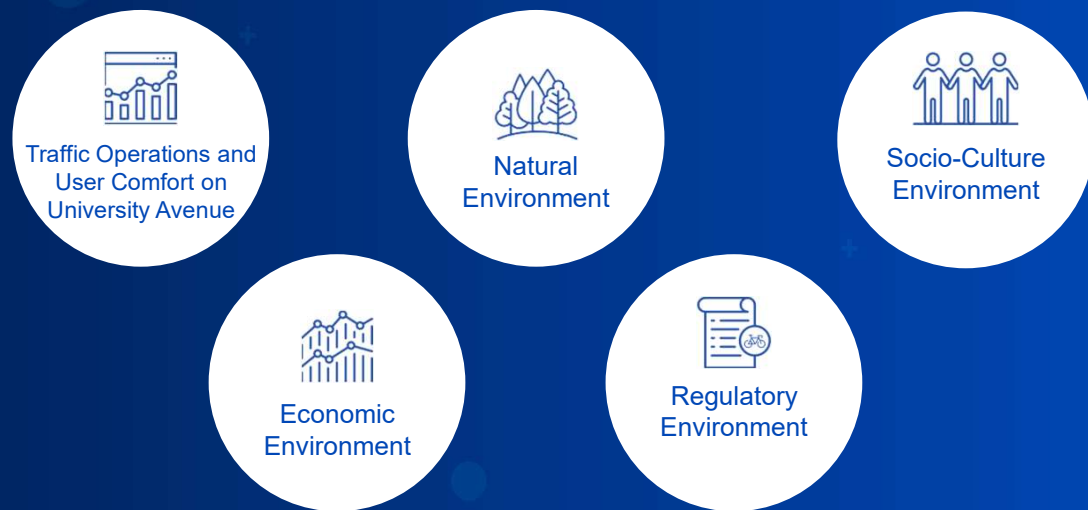


University Avenue (RR 57) Improvements | 2020

The **FOURTH ALTERNATIVE** or alternative 3a is a variation of the third alternative. The difference here is that a physical barrier would separate the outside travel lane and the bike lane. The bike lane would be raised from the road level and separated by a curb, similar to the bike lane on Columbia Street between Fischer-Hallman and Erbsville Road, or on King Street in Uptown Waterloo.

This alternative will also provide an opportunity for wider 2.1m sidewalks in most locations.

Alternative Solutions Evaluation Criteria



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EVALUTION CRITERIA

Each alternative will be evaluated against the following categories:

- **Traffic Operations and User Comfort** - 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?
- **Regulatory Environment, Official Plans**- How well does each alternative adhere to official policies including Active Transportation related policies?

Next Steps



Review all comments and suggestions



Prepare Environmental Study Report



Confirm the preferred planning alternative for University Avenue



Issue Notice of Study Completion (2021)



Develop and evaluate design solutions



Complete final design and prepare drawings (2021-2022)



Present preferred alternative at a future Public Information Centre (i.e. PIC #2)



Competitively tender proposed works



Proceed to construction in 2023.



University Avenue (RR 57) Improvements | 2020

NEXT STEPS

Following this Public Consultation centre, our next step will be to Review all comments and suggestions received from the public, stakeholders and agencies.

Based on the input received, we will confirm the preferred planning alternative for University Avenue

We will then Develop and evaluate design solutions for the preferred planning alternative and identify potential impacts;

The **PREFERRED ALTERNATIVE** will be presented at a future Public Information Centre to be held sometime in the fall of this year.

Following the second PIC, we will prepare an **ENVIRONMENTAL STUDY REPORT** and issue the **Notice of Study Completion** this will occur in early 2021.

The final detailed design of the **PREFERRED DESIGN CONCEPT** will start in 2021, and will be completed by 2022. The project will be tendered, and proceed to construction in 2023...all subject to Council approval.

Contact Information

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Visit the University Avenue Reconstruction Project
website at

<https://www.engagewr.ca/University-Ave>



University Avenue (RR 57) Improvements | 2020

This concludes our presentation. Thank you for your taking part.

The presentation will be available on the project site for download. We are available by phone or email anytime during the consultation process, and contact information for the project team is included here, and on the project site home page.

Please provide comments and suggestions using the “Ask a Question” tab on the home page of the project site. Our project team will be responding to comments and suggestions submitted.

Visit the University Avenue project page on Engage Waterloo Region for information and updates on the project. To stay connected please subscribe to updates on the project page.

Thank you again for your participation and input!



Region of Waterloo

Public Consultation Centre #2 Schedule 'C' Class Environmental Assessment for

University Avenue (Regional Road 57) Improvements Albert Street to Weber Street City of Waterloo

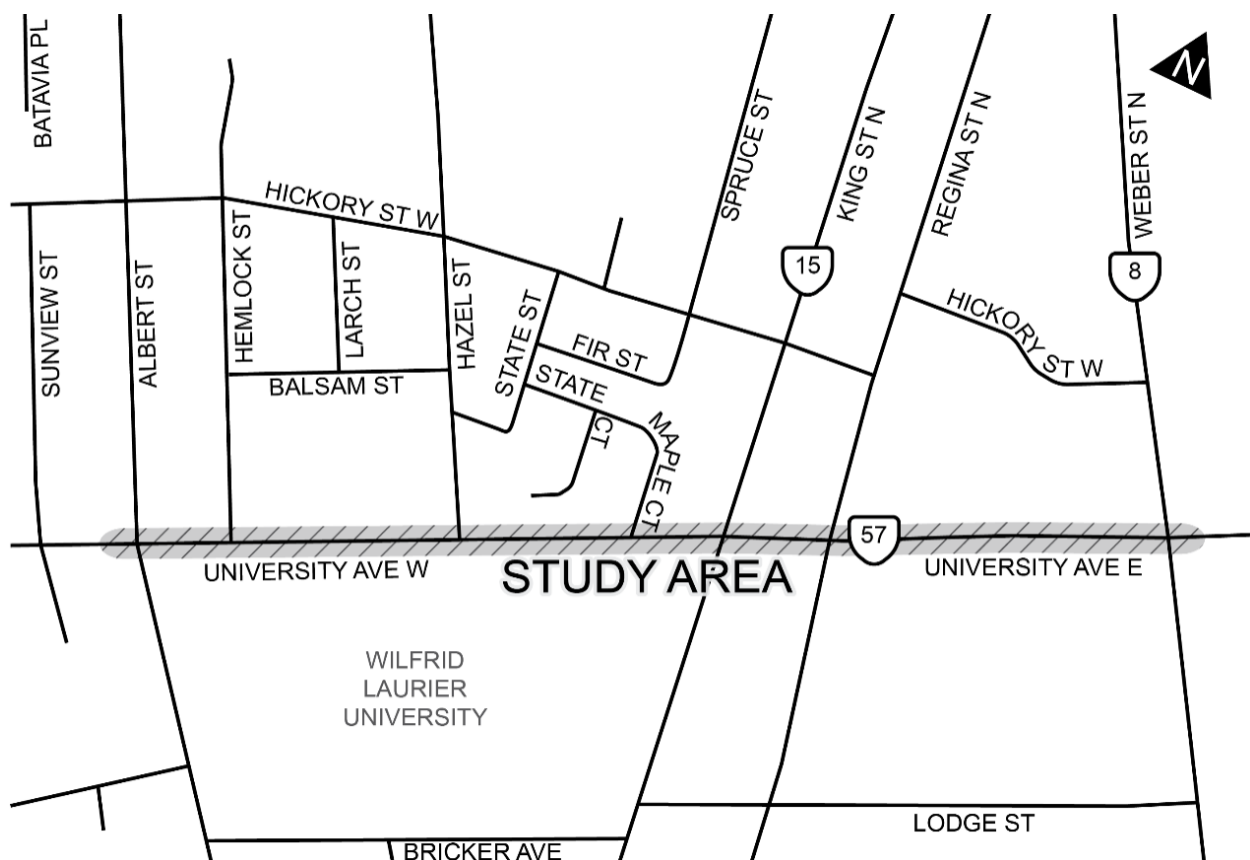
You are invited to our second Public Consultation Centre to provide your input into the planning of the University Avenue Improvements.

The video presentation for the Public Consultation Centre will be available online on the Engage Waterloo Region project page between **March 8, 2022 and April 8, 2022** at: www.engagewr.ca/University-Ave.

Background

The Regional Municipality of Waterloo is undertaking a Schedule "C" Municipal Class Environmental Assessment (Class EA) for improvements to the University Avenue (Regional Road 57) corridor from Albert Street to Weber Street in the City of Waterloo. Improvements along University Avenue (Regional Road 57) are being considered to improve roadway and underground infrastructure, active transportation facilities and traffic operations along the corridor.

The Active Transportation Master Plan (ATMP) has identified this section of road for the installation of an on-road bike lane.



The Process

The study is being conducted in accordance with the requirements of a Municipal Class Environmental Assessment, which is an approved process under the Ontario Environmental Assessment Act (last amended in 2020).

This Public Consultation Centre is designed to provide interested members of the public, local businesses, community, and agencies the opportunity to receive an update on the project work completed to date and discuss project issues.

Community Involvement

The Region of Waterloo encourages members of the public, stakeholder groups, and agencies to actively participate in this study by attending public consultation opportunities and/or contacting staff directly with comments or questions. If you wish to be added to the project mailing list, or would like further information on the project and any future project meetings, please visit our website at www.regionofwaterloo.ca or contact:

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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 information that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to Andrew Doman.



University Avenue Improvements

Albert Street to Weber Street

City of Waterloo

Public Consultation Centre #2 Information Package

What: The Regional Municipality of Waterloo is looking to improve the University Avenue (Regional Road 57) corridor. This work will include a Schedule “C” Municipal Class Environmental Assessment (Class EA).

Where: University Avenue from Albert Street to Weber Street in the City of Waterloo.

Why: To improve roadway and underground infrastructure, active transportation facilities and traffic operation along the corridor.

When: 2023 Construction (Region Transportation Capital Program).

Who: Andrew Doman, P. Eng., Project Manager
Region of Waterloo 519-575-4757 Ext. 3183
ADoman@regionofwaterloo.ca

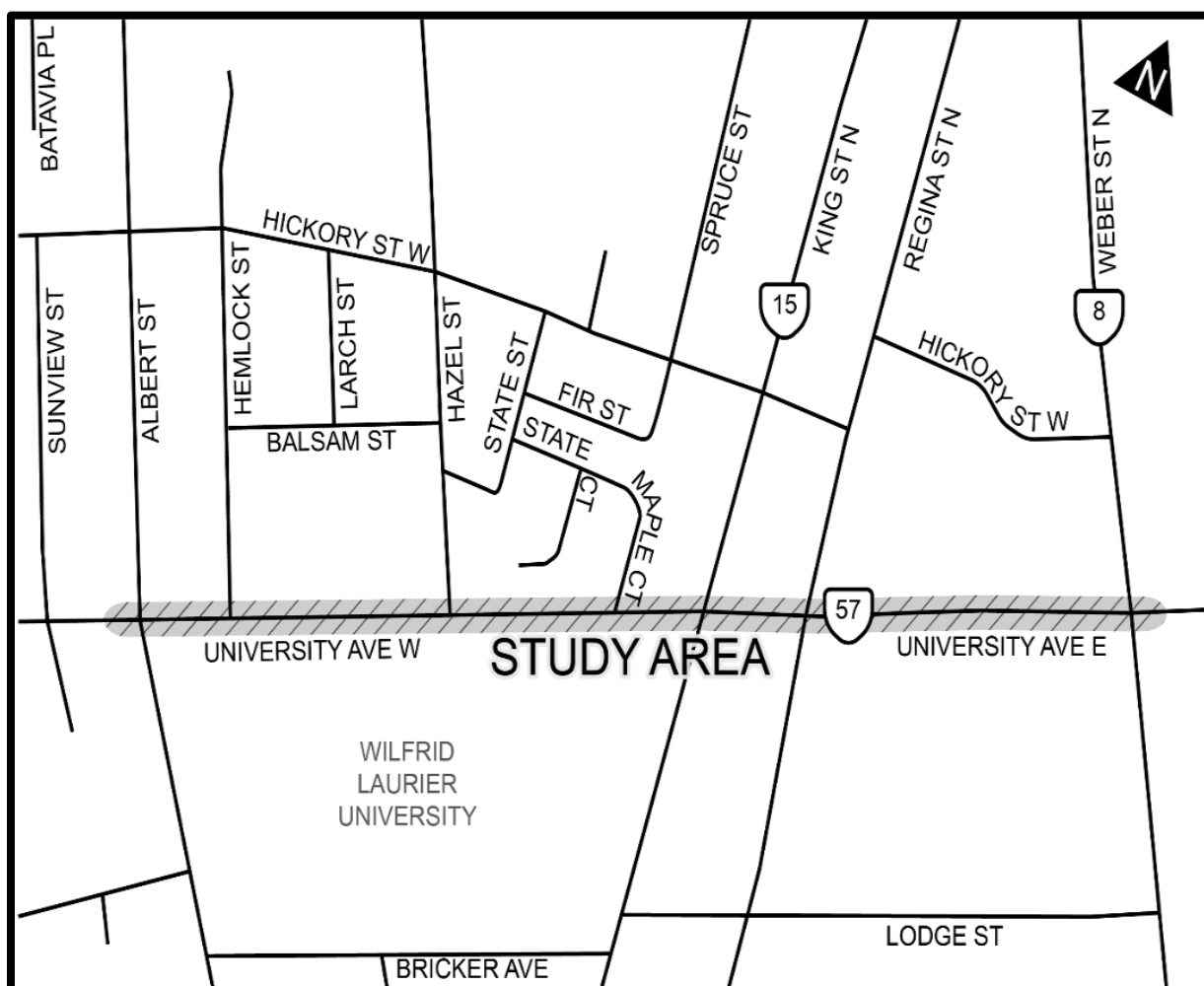
Public Consultation Centre #2
Held virtually online at www.engagewr.ca

1. What is the purpose of this second Public Consultation Centre (PCC)?

At this PCC, the project team will present a preferred alternative to meet the improvements needs of University Avenue. We will share the findings of the Environmental Assessment (EA) in terms of the improvement needs, what other solutions were considered, how we evaluated all alternative solutions to reach a preferred solution, and ask the public for their comments on the preferred solution.

Region and project consultant staff are available to answer any questions the public may have.

To complement this Class EA process, the Region of Waterloo will use its EngageWR online survey platform to help reach as many of the public as possible to get input on this project. Your comments will be considered by the project team in conjunction with all other relevant information in recommending a preferred alternative for this project.



Version: 2

2. What is a Class Environmental Assessment?

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 in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) Schedule “C” 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 “B”.

3. 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 the City of Waterloo Mayor and Region of Waterloo (Waterloo) Councillor Dave Jaworsky and City of Waterloo (Ward 6) Councillor Jeff Henry. The consulting engineering firm IBI Group has been retained by the Region of Waterloo to provide planning and preliminary design services during the study phase of this project, as well as detailed design, contract administration, and inspection services through the construction phase.

4. Why is the Region considering this project?

The Region’s Transportation Capital Program has identified this section of roadway for major rehabilitation to address deteriorated pavement structure and provide active transportation and intersection improvements. Also, the City of Waterloo’s watermain and sanitary sewer systems require replacement.

The Region’s Transportation Master Plan has identified the road section on University Avenue from King Street to Weber Street for cycling infrastructure installation to complete cycling network connectivity in this area.

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

The project was initiated in 2019 with the first Public Consultation Centre (PCC#1) held online between August 1, 2020 and October 2, 2020, to provide information on

Version: 2

the purpose of the Class EA study and need for improvements on University Avenue. Comments received at PCC#1 generally supported the need for traffic, pedestrian and cyclist improvements along the corridor. 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; and Archeological.

No significant environmental constraints or potential for impact was identified from these studies.

6. What work has been completed on this project to date since the first public consultation?

Alternatives for improvements on University Avenue have been developed by the project team and are presented in section 7 below. The project team reviewed and responded to public comments from the first public consultation and continued consultation with stakeholders such as Wilfrid Laurier University, City of Waterloo, Grand River Transit and the public. The team also evaluated the identified alternatives.

7. What alternatives have been developed for improvements on University Avenue?

The alternate solutions for improvements considered by the Project Team are listed below and cross-sections are provided in Appendix A. Please note all alternatives maintain four lanes of vehicle traffic as these were deemed required as part of the Transportation Study.

- 1. Do Nothing** – this alternative would include reconstruction of the road in its current cross-section configurations.
- 2. On-road Buffered Bike Lanes** – this alternative maintains on-road bike lanes between Albert Street and King Street and adds bike lanes from King Street to Weber Street on both sides of the roadway. These bike lanes would be separated by a painted buffer space.
- 3. Separated Bike Lanes with Enhanced Sidewalk** – this alternative would provide an enhanced 2.1m wide sidewalk, where possible, and separated bike lane facilities on both sides of the roadway separated with flexible bollards.

- 3a. Separated Bike Lanes with Enhanced Sidewalk** – this alternative would provide an enhanced 2.1m wide sidewalk, where possible, and separated bike lane facilities on both sides of the roadway setting the bike lane off the roadway platform.

8. 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:

- Infrastructure and Streetscape Improvements on King Street from Central Street to University Avenue
- Region's Separated Cycling Pilot Project was implemented in 2019 along King Street crossing University Avenue, University Avenue between King Street and the Laurel Trail and on Albert Street crossing University Avenue.

9. 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 University Avenue. 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?

Following PCC #1, the Project Team reviewed public input, as well as the various identified constraints, in order to finalize the evaluation of the alternatives.

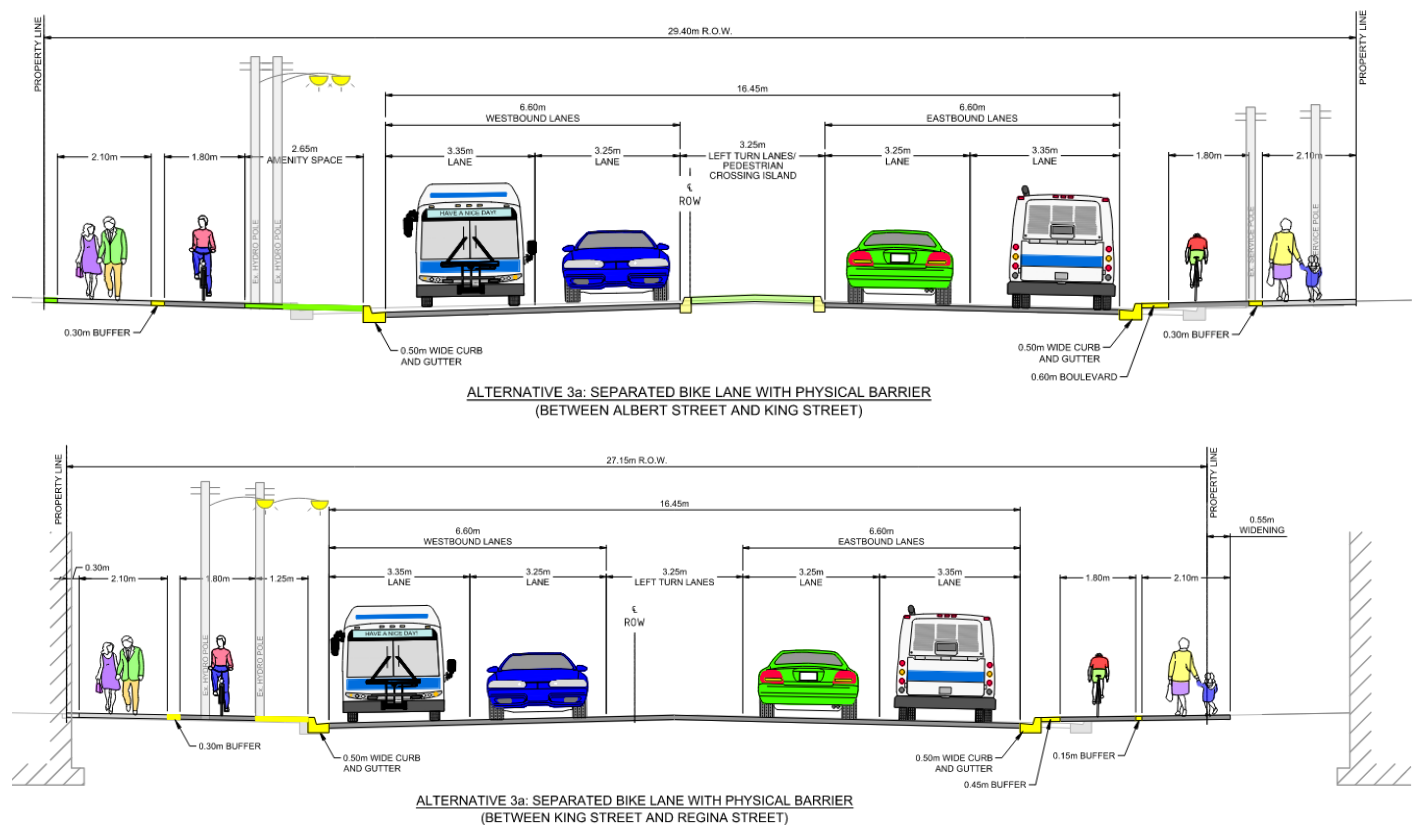
10. Has the project team identified a preferred alternative?

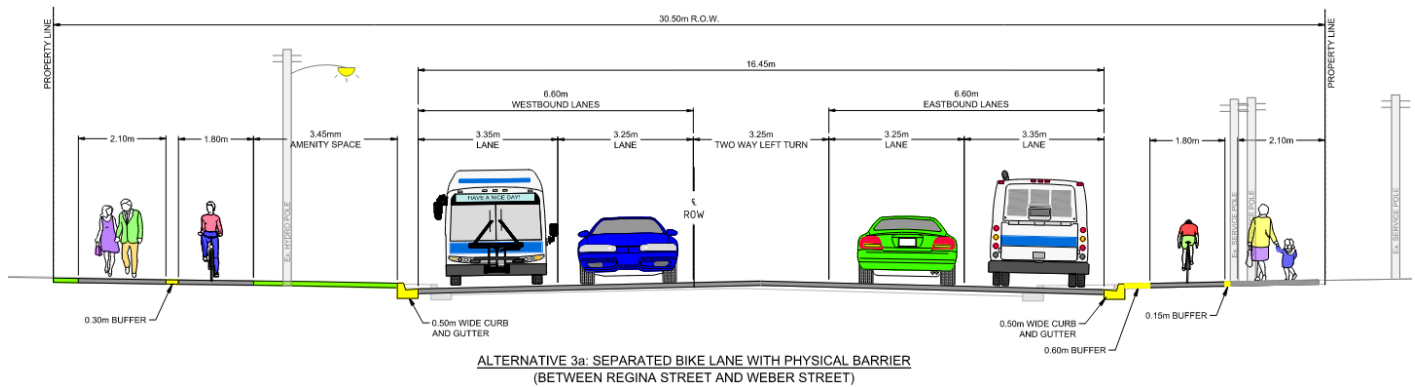
In consideration of the varying section and needs of University Avenue throughout the project limits, the Project Team has identified Alternative 3a as the Preferred Alternative.

Alternative 3a – Separated bike lane with a physical barrier.

This preferred alternative includes the addition of separated bike lane off of the road level, wider 2.1m sidewalks along the corridor where possible, and two lanes of traffic in each direction with left turn lanes.

The preferred alternative for each segment is shown in the following figures:





Subject to additional comments received as a result of this second Public Consultation Centre, and additional agency comments, **Alternative 3a** is considered “Preferred” compared to all the other alternatives based on its overall impacts on the traffic, natural environment, socio-cultural environment and costs.

The following is a summary of the evaluation that resulted in the project team identifying **Alternative 3a, Separated Bike Lane with Physical Barrier**, as preferred at this point in the project:

1) Technical

Alternative 3a maintains the four lane road with turning lanes, and includes enhanced 2.1m wide sidewalks and a separated cycle track that 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. A single-candidate significant wildlife habitat was identified within the study area: Special Concern and Rare Wildlife Species (habitat for species of conservation concern). The preferred alternative does not directly impact any of the trees having potential suitable roost habitat features for species at risk bats, which comprise the candidate SWH. Information gathered through background review and field investigations, combined with technical input from reviewing agencies, was used to inform the evaluation of alternatives from a natural environment perspective, as well as determining mitigation strategies to avoid or minimize impacts to natural heritage.

Version: 2

3) Socio-Cultural Environment

A Stage 1 Archaeological Assessment (Background Research and Property Inspection) was completed in July 2019. The Stage 1 Background Research indicated that two (2) previously registered sites are within the Study Area, but do not retain archaeological potential. The remainder of the Study Area does not retain archaeological potential due to prior deep and extensive land disturbance.

A Cultural Heritage Resource Assessment for Built Heritage Resources and Cultural Heritage Landscapes was completed for the study area. This study revealed a study area with a rural land use history, which has experienced significant commercial, institutional, residential, and road development. It was determined that three (3) cultural heritage resources are located within the study area. Based on these findings, construction activities and staging will be suitably planned and undertaken to avoid impact to the cultural heritage resources. No direct impacts to identified cultural heritage resources are anticipated.

4) Costs

Alternative 1 represents the least amount of work on University Avenue and respectively the least cost, however the do nothing alternative would require a reconstruction of University Ave due to failing pavement conditions and need to replace underground infrastructure at a cost of \$1.9 million.

Alternative 2 with addition of on-road cycling facilities is estimated at approximately \$4.2 million.

Alternative 3 with addition of separated bike lanes and enhanced wider sidewalks is estimated at approximately \$4.3 million. Alternative 3A with addition of separated bike facilities and wider 2.1m wide sidewalks is at approximately \$4.2 million.

Additional costs for the utility relocations are required for all alternatives and are estimated to be in the range of \$180,000 to \$220,000.

11. 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 University Avenue Improvements, the Preferred Alternative being considered will require widening the road allowances in areas to accommodate the cycle track and wide 2.1m sidewalks, 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 "C" for further information on the property acquisition process.

12. How will existing trees be affected?

A tree assessment was completed in the summer of 2019 to inventory the various trees within the study area. 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.

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 University Avenue.

Subject to comments received, we propose to present the Recommended Alternative to the Region of Waterloo's Planning and Works Committee for approval in Summer 2022. If the Recommended Alternative design is approved, the study process and findings will be documented in an Environmental Study Report (ESR) which will then be advertised, notification sent to interested parties and available for public review and comment for 30 days. This is a requirement of the Municipal Class Environmental Assessment Act (Part II Order requests). Any Part II Order requests 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 are currently underway and will be incorporated into the assessment of alternatives being considered.

Version: 2

Pending project approval by Regional Council, detailed design and property acquisition would be completed throughout 2022 with utility relocations in 2022/2023 and construction commencing in 2023.

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 University Avenue Improvements Class EA study.

15. How can I provide my comments at this stage?

We encourage you, stakeholder groups, and agencies to actively participate in this study by attending public consultation opportunities and/or contacting staff directly with comments or questions. If you wish to be added to the project mailing list, or would like further information on the project and any future project meetings, please visit our website at www.engagewr.ca/University-Ave or contact one of the following:

Andrew Doman, P. Eng.
Senior Engineer
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3
519-575-4400 x3183
ADoman@regionofwaterloo.ca

Kelly Cobbe, P. Eng.
Consultant Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo, ON N2L 3V3
519-585-2255
kcobbe@IBIGroup.com

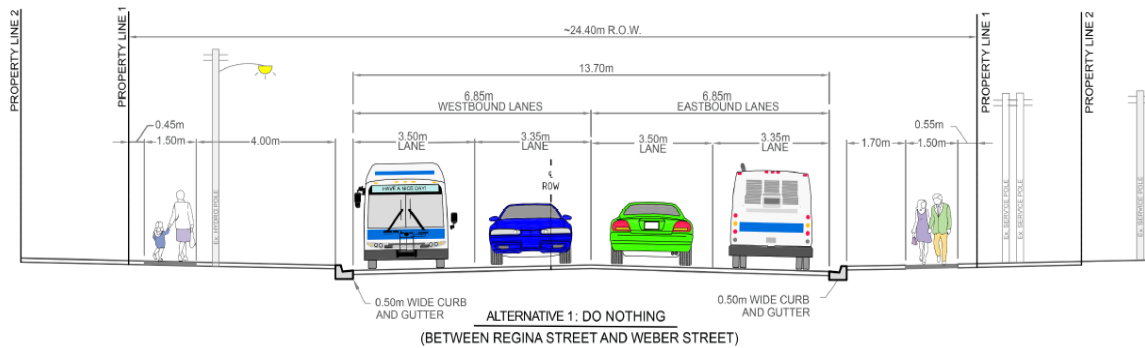
16. How can I view project information following the PCC?

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.engagewr.ca/University-Ave.

Appendix A

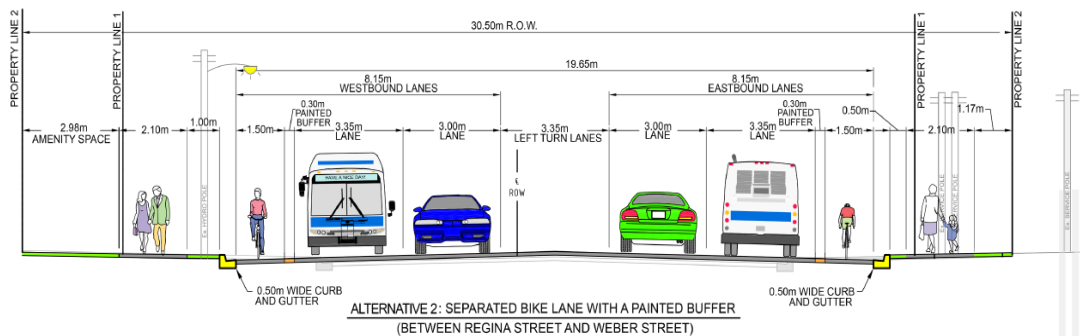
Alternative Solutions Considered

Alternative 1: Do Nothing



- Reconstructing the road in its current cross-section configurations

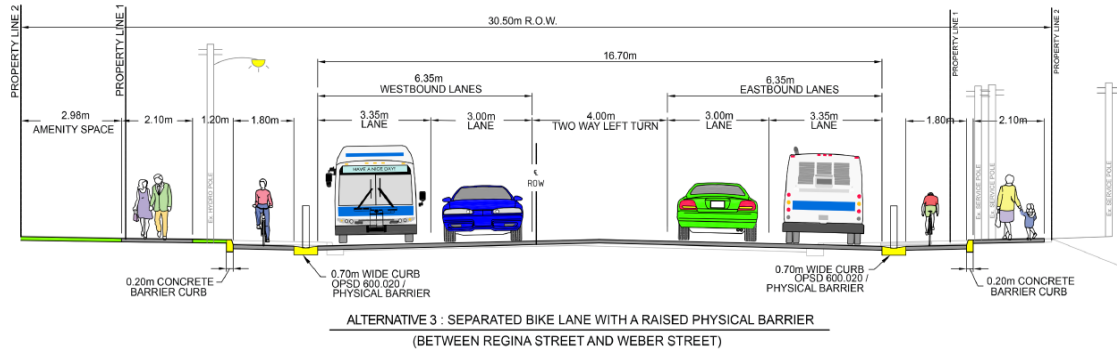
Alternative 2: Separated Bike Lane with a Painted Buffer



- Maintain on-road bike lanes between Albert Street and King Street North, add on-road bike lanes between King Street North and Weber Street North.
- Provide a 0.3m painted buffer between outside vehicular travel lane and the bike lane.

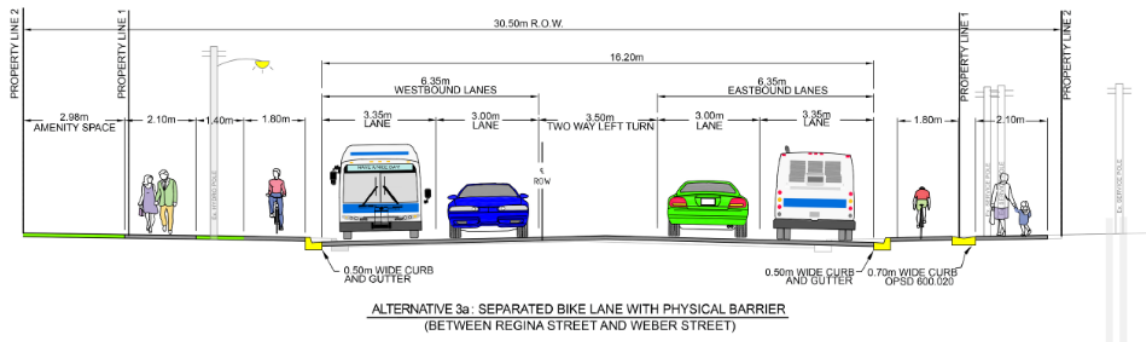
Version: 2

Alternative 3: Separated Bike Lane with a Raised Physical Barrier



- Modified travel lane widths to provide flexible bollards between the outside vehicular travel lane and the bike lane.
- Enhanced 2.1m wide sidewalk where possible.

Alternative 3a: Separated Bike Lane with a Physical Barrier



- Provide a separated bike lane behind standard curb and gutter, further away from the vehicular travel lanes.
- Enhanced 2.1m wide sidewalk where possible.

Appendix B

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.

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.
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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.
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Schedule “C”	Includes larger, more complex projects with the potential for significant environmental effects.
--------------	--

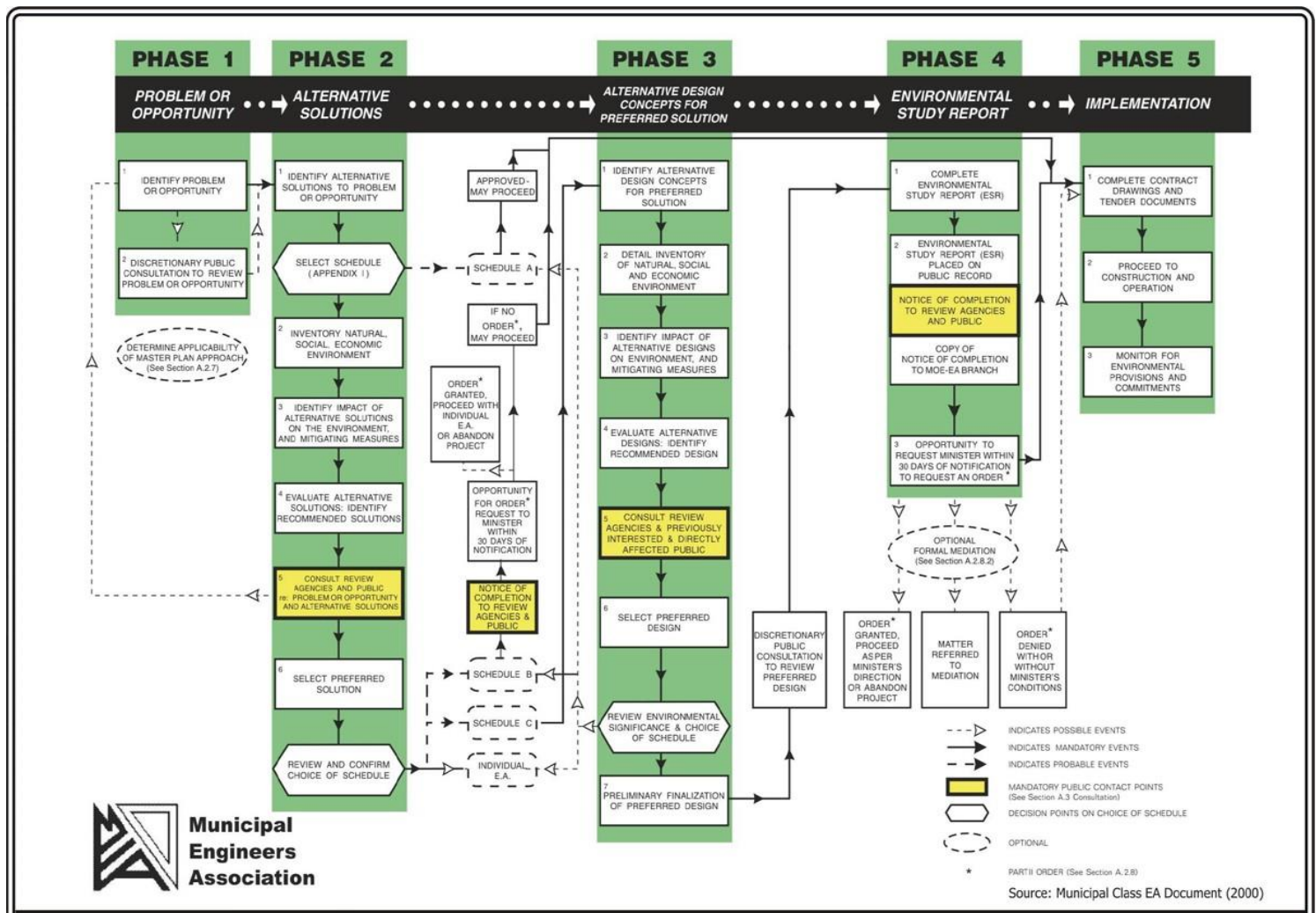
These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

Version: 2

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; and,
- Involvement of the person in the planning process and details of discussion held between the person and the proponent.

Appendix C

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 drawings 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.

Version: 2

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

Version: 2

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
University Avenue Improvements
City of Waterloo
Public Consultation Centre #2, March 8 – April 8, 2022

Please complete and email or fax your comments by April 4, 2022 to either contact below. Alternatively you can complete the survey online at: www.engagewr.ca/University-Ave

Andrew Doman, P. Eng.
Senior Engineer
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: 519-575-4757 Ext. 3183
Fax: 519-575-4430
Email: ADoman@regionofwaterloo.ca

Kelly Cobbe, P. Eng.
Consultant Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo, ON, N2L 3V3
Telephone: 519-585-2255
Email: kcobbe@ibigroup.com

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

2. What opportunities/challenges do you see with the Preferred Alternative (**Alternative 3a – Separated Bike Lane with Physical Barrier**)?

3. 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.

University Avenue (RR 57) Improvements PCC #2

Purpose of the Public Consultation Centre



To provide stakeholders with an opportunity to participate in the planning and decision-making process

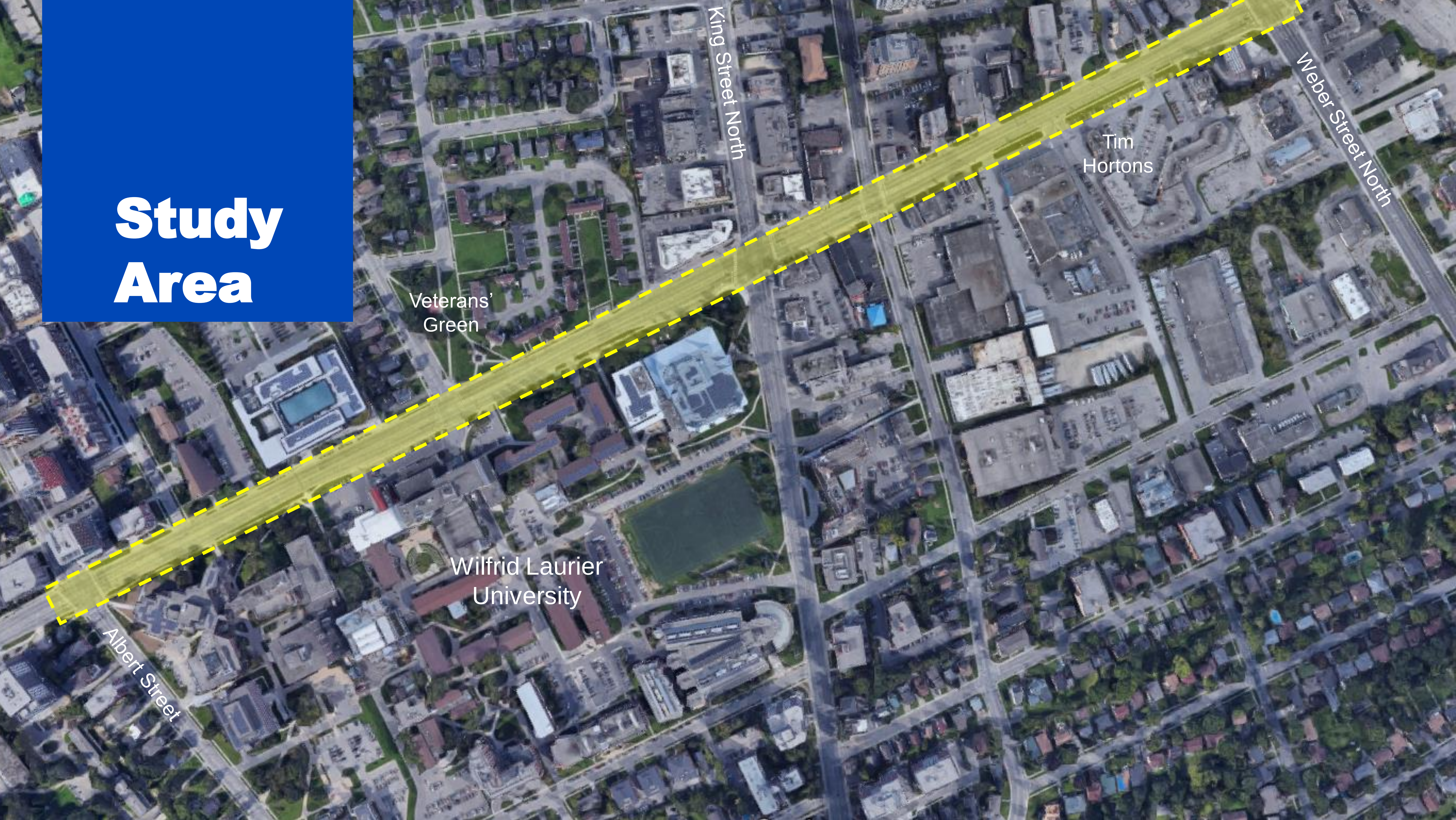


To present and receive input on the needs and opportunities, the project environment, alternative solutions and future opportunities



For participants to ask questions and provide comments, concerns or additional information

Study Area



Purpose of the Study

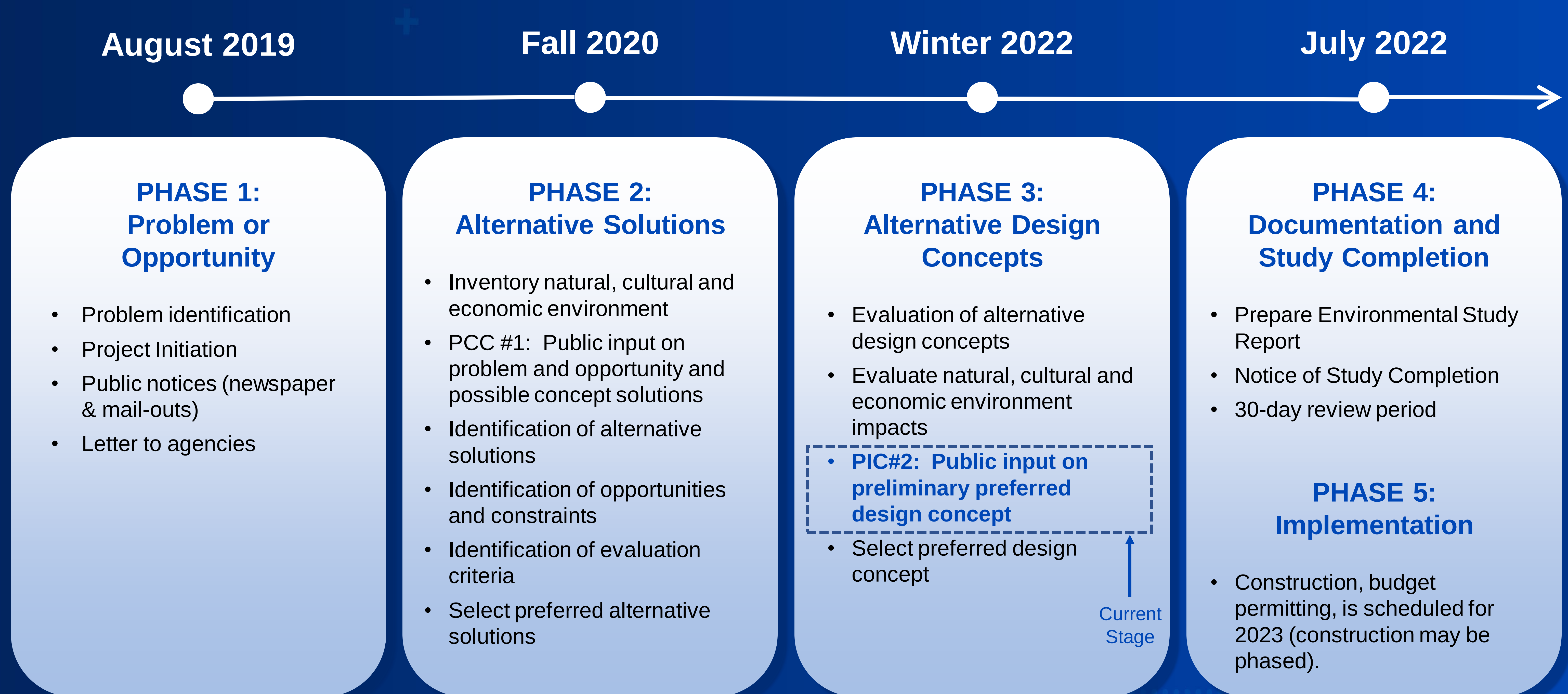
— “

Investigate the need for capacity, safety and operational improvements to **University Avenue** between **Albert Street** and **Weber Street North** in the City of Waterloo.

” —

Municipal Class EA Study Process

Enables the planning and implementation of municipal infrastructure projects



Problem Statement

— “

To improve the roadway and underground infrastructure,
active transportation facilities and traffic operations to the
University Avenue (Regional Road 57) corridor.

” —

Public Feedback

Public Consultation Centre #1

Hosted virtually on the Regions EngageWR Website between August 12 and October 2, 2020

Participants were encouraged to:

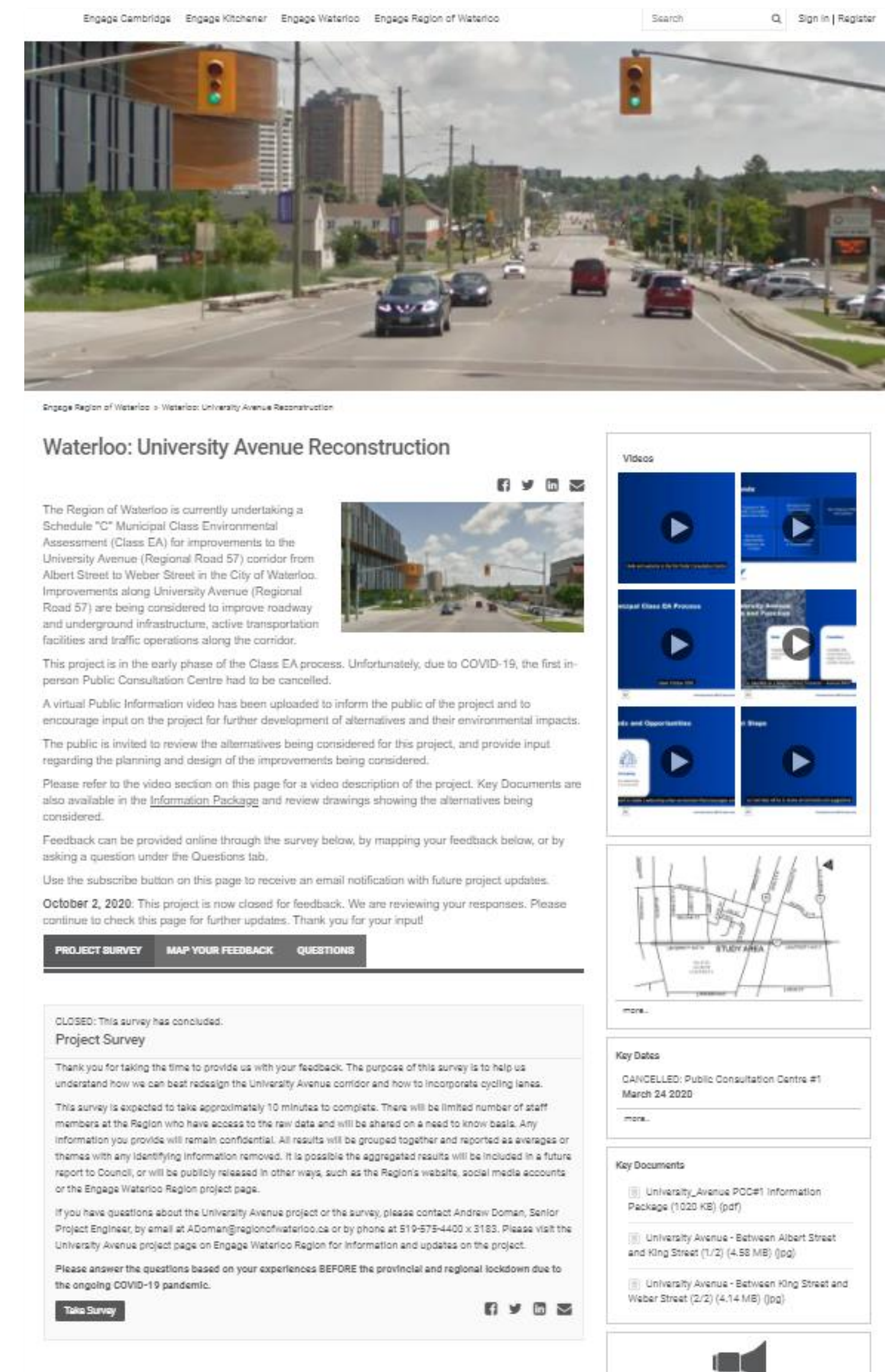
- Complete PCC#1 Public Survey
- Submit questions via the Question and Answer (Q&A) page
- Submit comment forms/emails
- Call the Study Team by phone

324 Site Visits

- The Study webpage on EnageWR was visited times during PCC#1

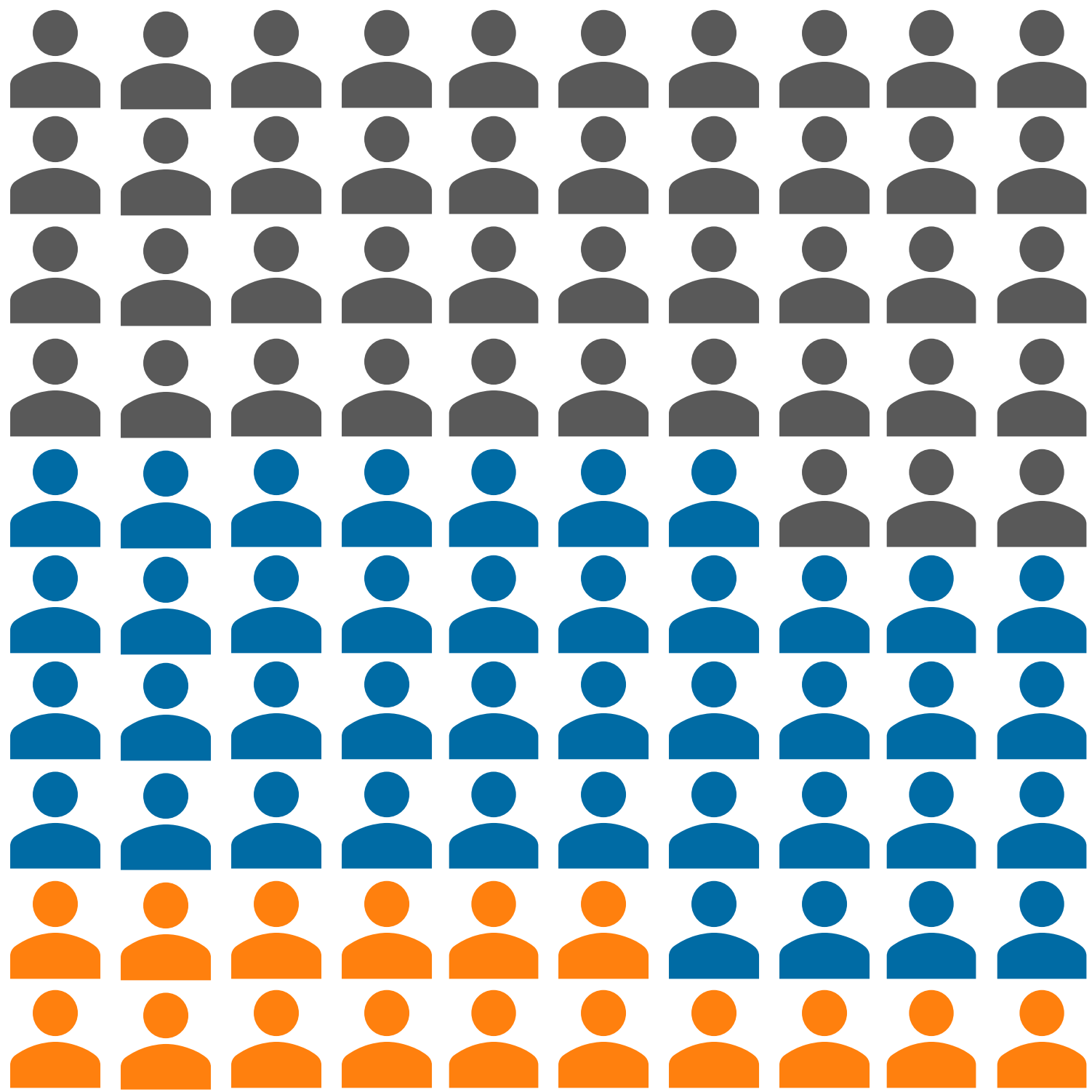
85 Surveys and Comments received

- Through EnageWR website and by email



Public Feedback

Public Consultation Centre #1

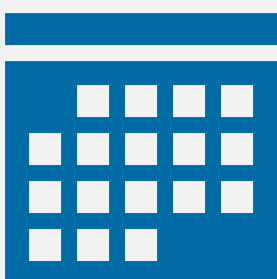
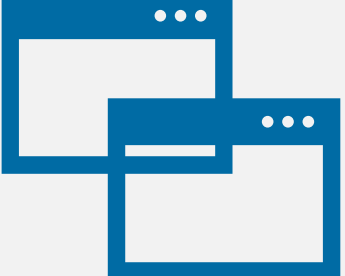


324 Informed Visitors

Viewed documents, images or multiple pages
(Includes Engaged Visitors)

90 Engaged Visitors

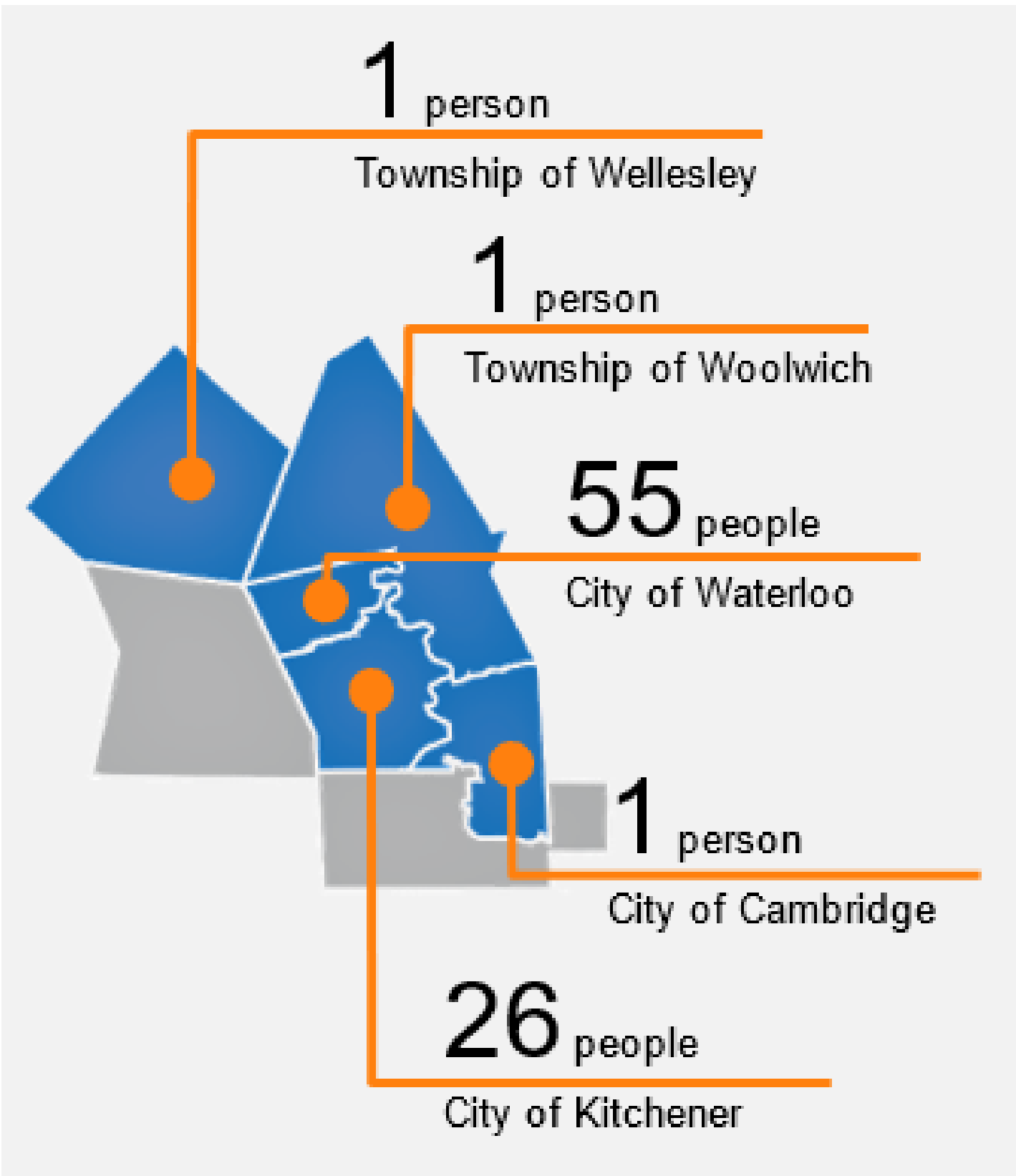
Participated in the online survey, submitted
mapped feedback and/or asked a question

85 Participated in the PCC #1 Survey 	54 Viewed the PCC #1 Presentation 	14 Visited the Key Dates page 
2 Submitted Questions to the Q&A 	28 Viewed the Detailed Study Area Map 	207 Visited Multiple Project Webpages 
9 Placed Pins on the Map 	133 Downloaded a document 	568 Visited Project Webpage 

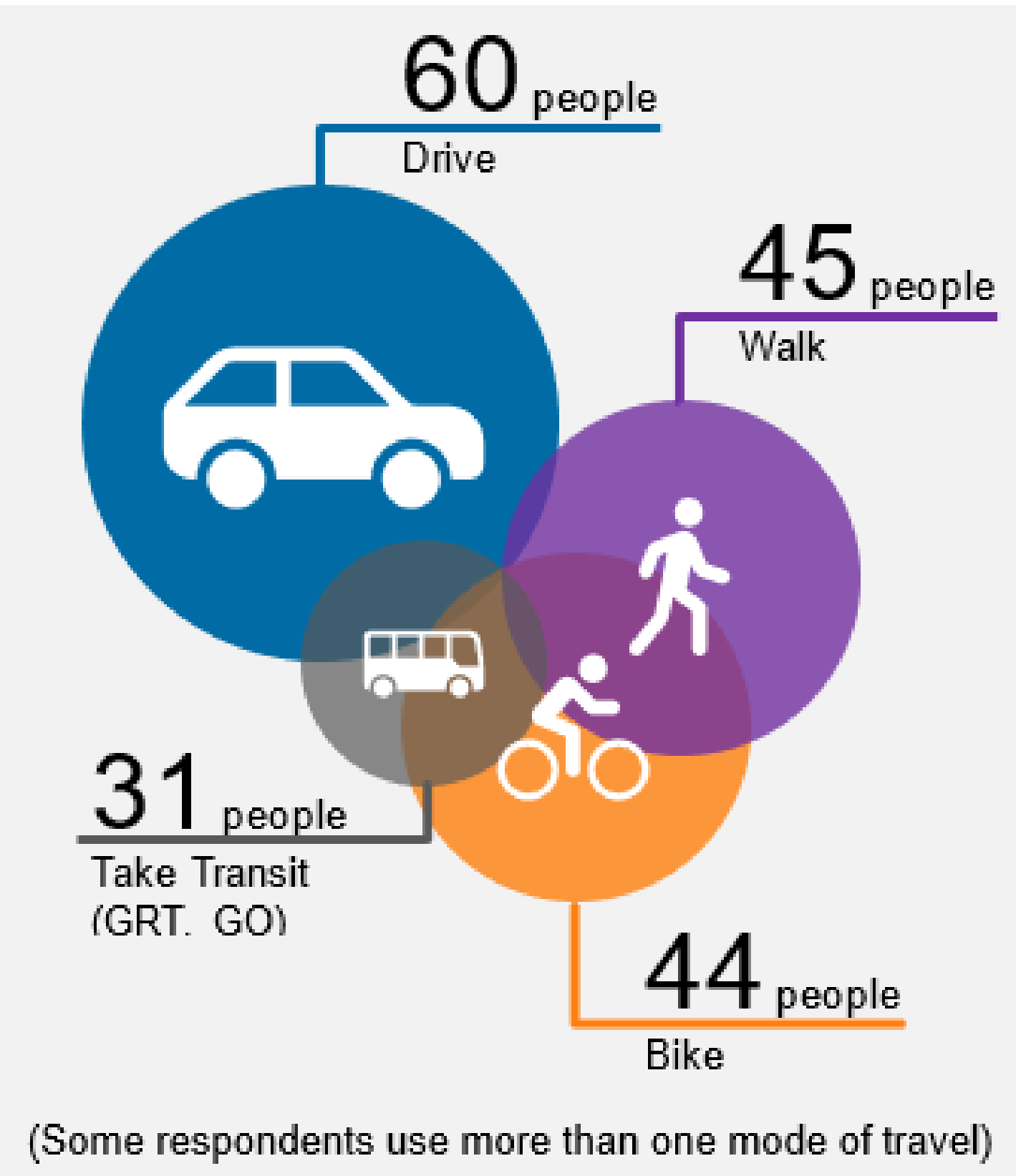
Public Feedback

Public Consultation Centre #1 – Respondent Profile

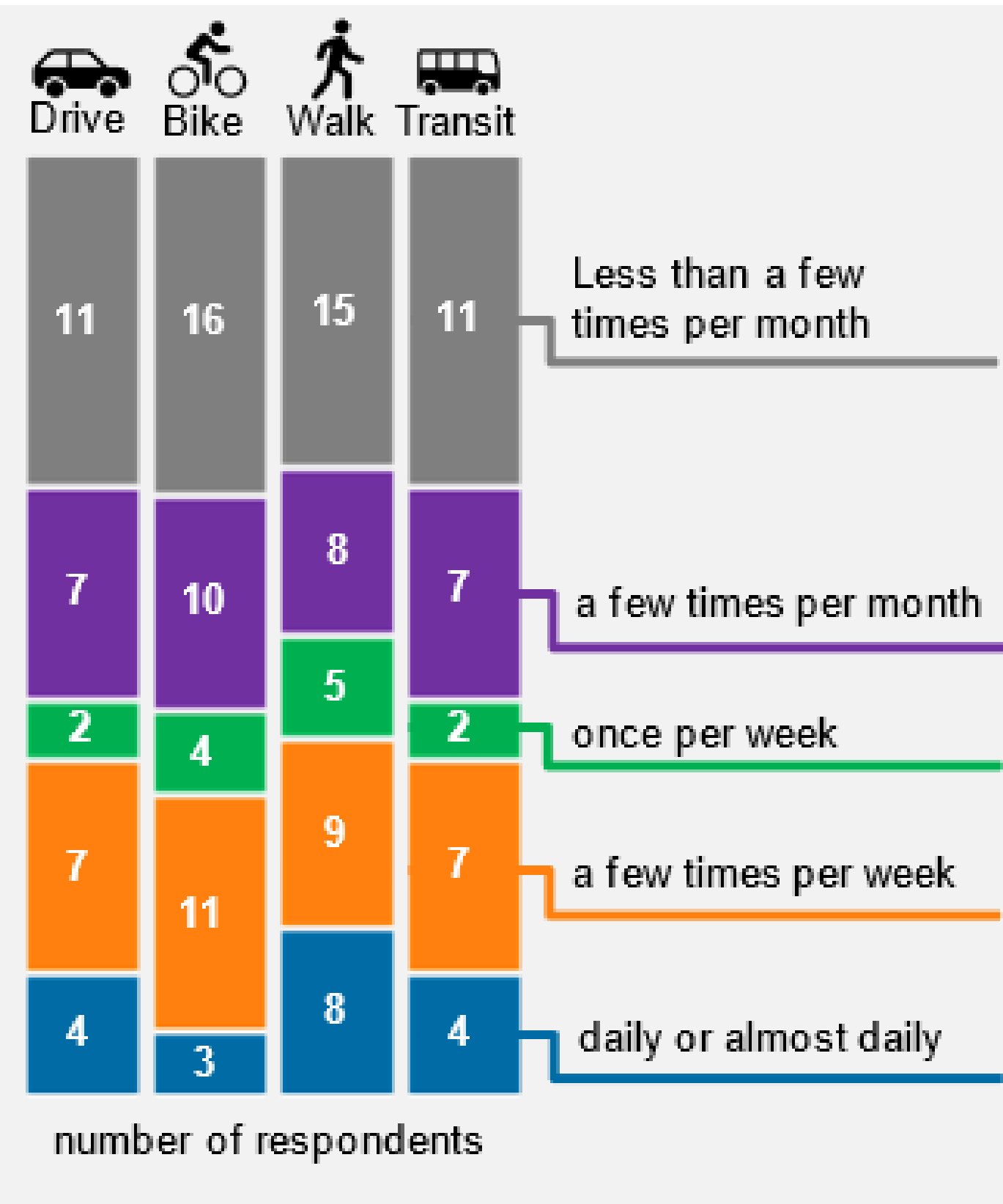
Where do you live?



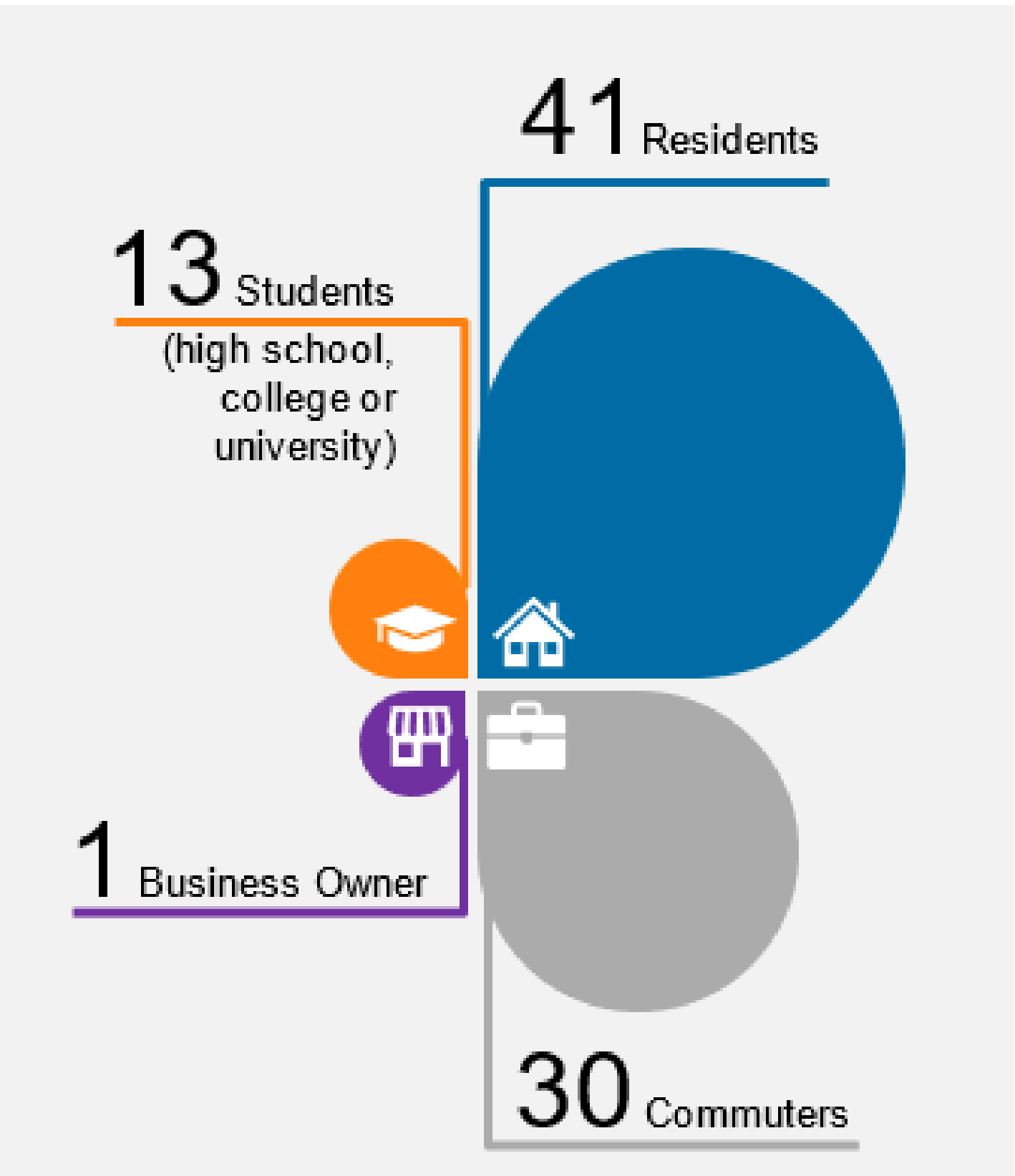
How do you most often travel?



How often do you travel along University Avenue?



Which of the following best describes how you live or interact with the University Avenue area?



Public Feedback

Public Consultation Centre #1 – Community Priorities



Longer crossing times for
pedestrians



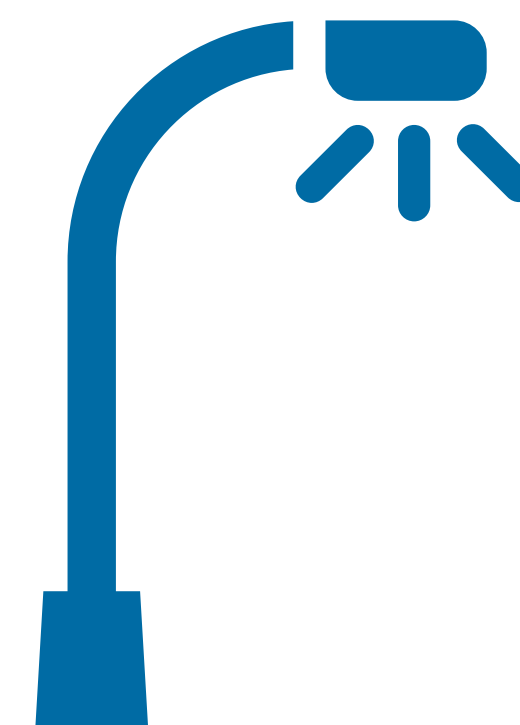
Longer turning lanes for vehicles



Longer advanced turning
signals for vehicles



Improvements to visibility at
intersections



Improvements to lighting on
sidewalks

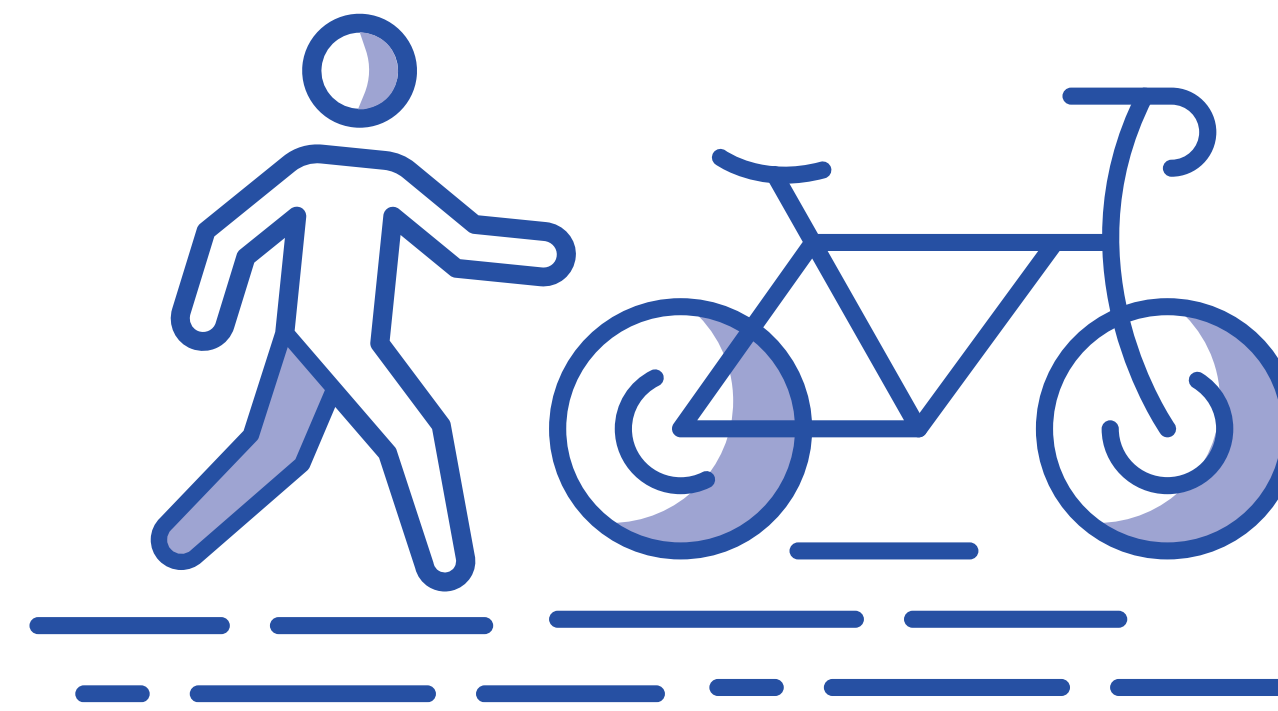


Traffic Calming Measures

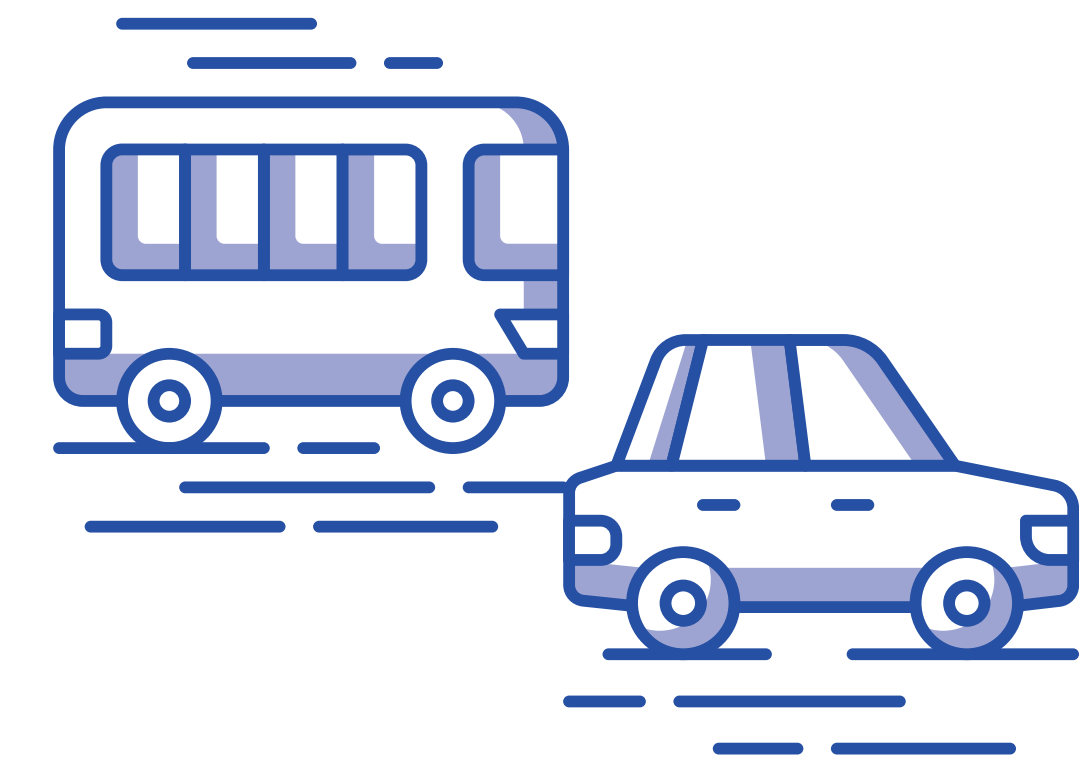
Studies Undertaken



**Environmental
Impact Study**



**Stage 1
Archeological
Assessment and
Cultural heritage
Resource
Assessment**



Traffic Impact Study

The Region Considered four (4) Alternatives

1

Do Nothing
(Maintain Existing
Conditions)

3

Separated Bike
Lane with Flexible
Bollards

2

Separated Bike
Lane with Painted
Buffer

3a

Separated Bike
Lane with a
Physical Barrier
(Preferred
Solution)

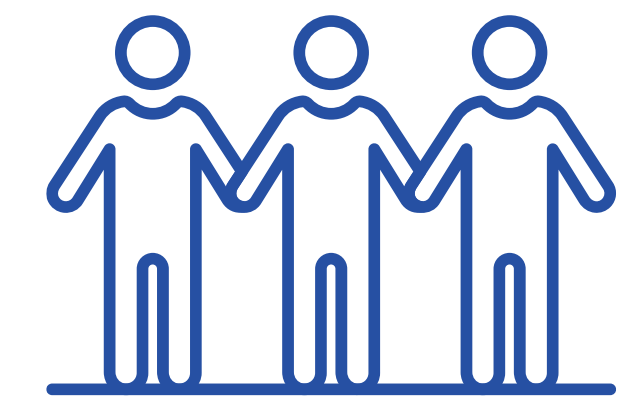
Alternative Designs Evaluation Process Criteria



Traffic Operations and
User Comfort on
University Avenue



Natural
Environment



Socio-Culture
Environment



Economic
Environment

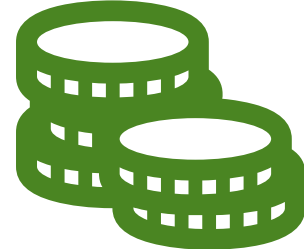


Regulatory
Environment

Evaluation Process

Criteria	Sub-Criteria	Least Preferred	Most Preferred
Natural Environment 	Aquatic Species & Habitat	Significant impact to aquatic species or habitat	No impact to aquatic species or habitat
	Terrestrial Species & Habitat	Significant impact to terrestrial species or habitat	No impact to terrestrial species or habitat
	Floodplain	Significant expansion or construction into floodplain area	Improvements to floodplain storage
	Wetlands	Significant loss of, or impact to wetlands	No loss of, or impact to, wetlands
	Trees & Landscaping	Significant loss of existing trees and landscaping	Improvements to trees and landscaping
	Wildlife	Significant impact to Species at Risk	Improvements to conditions for Species at Risk
	Property Contamination	Exposure of contaminated materials	Avoidance of contaminated materials
	Drainage	Detrimental Impact on storm water management and drainage	Maintenance or improvements to existing storm water management and drainage
Social Environment 	Cultural Heritage & Archaeology	Significant loss or impact to cultural heritage or archaeological sites	No impact to cultural heritage or archaeological sites
	Culture & Recreation	Significant loss or impact to cultural or recreational facilities	No impact to cultural or recreational facilities
	Businesses	Reduced access to businesses	Improved access to businesses
	Construction	Lengthy construction duration with traffic delays and/or reduced access	Limited construction duration, traffic delays and/or access restrictions
	Streetscaping	Reduced opportunity to provide space for improvements to streetscaping elements (e.g. plantings, decorative paving materials, decorative streetlights)	Enhanced opportunity to provide space for improvements to streetscaping elements (e.g. plantings, decorative paving materials, decorative streetlights)
	Air Quality & Noise	Increased air and noise emissions	Reduced air and noise emissions
	Private Property	Greater impacts on property and need for land acquisition	Lesser impacts on property and need for land acquisition

Evaluation Process (Continued)

Criteria	Sub-Criteria	Least Preferred	Most Preferred
Traffic Capacity, Operations and Safety 	Traffic Level-of-Service	Increased congestion	Reduced congestion
	Safety	No improvement to safety for all users	Improved safety for all users
	Access Management	Diminished access to driveways and side roads	Improved access to driveways and side roads
	Transit	Diminished transit service, reduced access to transit stops, and potential conflicts with other road users	Enhanced transit service and access to transit stops, and reduced potential conflicts with other road users
	Cycling	Diminished opportunity for improvement to existing facilities	Enhanced opportunity for improved cycling facilities and pedestrian space
	Pedestrians	Reduced potential space and separation of pedestrian facilities from other vehicular uses	Increased potential pedestrian space
	Emergency Services	Increase to emergency response time	Minimize emergency response time
Costs 	Utility Relocations / Conflicts	Greater need for utility relocations	Lesser need for utility relocations
	Initial Capital Costs	Higher construction cost	Lower construction cost
	Life-Cycle Costs	Higher maintenance and operation cost	Lower maintenance and operating cost
Public Support 	Public Preference	Lesser public support	Greater public support

Alternative Designs Evaluation Summary



Traffic Capacity, Operations and Safety: How might the alternative serve the expected vehicular, transit, pedestrian and cycling traffic in terms of travel delay, safety and emergency access?

Design Alternative 1 Do Nothing – Retain Roadway Cross-Section in its Current Configuration	Design Alternative 2 On Road Buffered Bike Lane	Design Alternative 3 Separated Bike Lane with Enhanced Sidewalk	Design Alternative 3a Separated Bike Lane with Physical barrier
- Does not satisfy the Region’s Transportation Master Plan with respect to vehicular, pedestrian, or cycling facilities. - Does not provide adequate capacity for vehicular traffic. - Does not improve conditions for Emergency Services, Heavy Trucks, and Transit Vehicles. - Does not provide improved conditions for cyclists or pedestrians.	- Addresses the Region’s Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities. - Addition of on road buffered bike lanes will keep cyclists and motorists separated. - Reconstruction of roadway to address pavement condition, and safety of cyclists by providing on-road cycle lanes. - Roadside is shared with cyclists and transit stops introducing a potential conflict between cyclist and transit vehicles. - On Road cycling added between King Street and Weber Street. Potential for conflicts between cyclist and vehicles. - Enhanced 2.1 metre wide sidewalk to be constructed on north side and south side of University Avenue right-of-way where possible. - Emergency response times will remain the same, as no changes to the current configuration will be made. - No change in current operation and maintenance services.	- Addresses the Region’s Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities. - Separated bike lanes will allow cyclists to remain off road, decrease visibility issues between vehicular traffic and cyclists at intersections. - Addition of centre turning lane allows for easier turning into adjacent properties and will allow for more efficient traffic operations. Additional signal timing optimization will further improve intersection operations. - Separated cycling facility is provided where the cycling facility is separated from vehicular traffic by flexible bollards. Reducing potential conflicts between cyclists and vehicles but increasing potential conflict between cyclist and transit vehicles with a shared roadside. - Enhanced 2.1 metre wide sidewalk to be constructed on north side and south side of University Avenue right-of-way where possible. - Emergency response times will improve due to additional two way left turn lane and related reductions in conflict, delays and congestion. - Additional snow clearing methods will need to be used for the separated bike lane and will require several passes of snow clearing equipment.	- Addresses the Region’s Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities. - Physical grade separation of bike lanes maintains safety of cyclist, and good visibility for vehicular traffic. Vehicular traffic is not affected - Addition of centre turning lane allows for easier turning into adjacent properties and will allow for more efficient traffic operations. Additional signal timing optimization will further improve intersection operations. - Addresses Transit concerns regarding on road conflicts at stop locations reducing potential conflicts between cyclist and transit users . - Separated cycling facility is provided, where the cycling facility is separated from vehicular traffic by full height concrete curb and gutter. This further reduces potential conflicts between cyclists and vehicles. - Enhanced 2.1 metre wide sidewalk to be constructed on north side and south side of University Avenue right-of-way where possible. - Emergency response times will improve due to additional two way left turn lane and related reductions in conflict, delays and congestion. - No change in current operation and maintenance services. Opportunities for efficient methods of snow clearing for both sidewalk and bike lane.
POOR	FAIR	GOOD	VERY GOOD

Alternative Designs Evaluation Summary



Natural Environment: How might the alternative affect existing trees, vegetation and wildlife?

Design Alternative 1 Do Nothing – Retain Roadway Cross-Section in its Current Configuration	Design Alternative 2 On Road Buffered Bike Lane	Design Alternative 3 Separated Bike Lane with Enhanced Sidewalk	Design Alternative 3a Separated Bike Lane with Physical barrier
• There are no existing watercourses, culvert crossings or bridges requiring widening or replacement within the study area. Impact on fisheries is not anticipated. • No impacts to significant woodland areas or vegetation communities. Vegetation removal is limited to cultural woodland or cultural thicket communities and landscape trees. • Weber Street at University Ave is within the GRCA floodplain limit, a fill alteration permit will be required during construction. • Hydrogeological impacts are similar for all alternatives and can be mitigated. • No significant existing landscape trees on existing road allowance. • Trees that need to be removed can be replaced during construction, with enhanced plantings. • SAR would not be affected with this alternative • There are no known environmentally impacted lands affected this alternative. No contaminated properties have been identified in the City's past studies.	• There are no existing watercourses, culvert crossings or bridges requiring widening or replacement within the study area. Impact on fisheries is not anticipated. • No impacts to significant woodland areas or vegetation communities. • Weber Street at University Ave is within the GRCA floodplain limit, a fill alteration permit will be required during construction. • Hydrogeological impacts are similar for all alternatives and can be mitigated. • No significant existing landscape trees on existing road allowance. Trees that need to be removed can be replaced during construction, with enhanced plantings. • This alternative does not directly impact any of the trees having potential suitable roost habitat features for SAR bats, trees identified in the study are outside of the public right-of-way. • There are no known environmentally impacted lands affected this alternative. No contaminated properties have been identified in the City's past studies. • Opportunities to be evaluated for improved stormwater management, like implementation of oil/grit separators or other Low Impact Development (LID) measures.	• There are no existing watercourses, culvert crossings or bridges requiring widening or replacement within the study area. Impact on fisheries is not anticipated. • No impacts to significant woodland areas or vegetation communities. • Weber Street at University Ave is within the GRCA floodplain limit, a fill alteration permit will be required during construction. • Hydrogeological impacts are similar for all alternatives and can be mitigated. • No significant existing landscape trees on existing road allowance. Trees that need to be removed can be replaced during construction, with enhanced plantings. • This alternative does not directly impact any of the trees having potential suitable roost habitat features for SAR bats, trees identified in the study are outside of the public right-of-way. • There are no known environmentally impacted lands affected this alternative. No contaminated properties have been identified in the City's past studies. • Opportunities to be evaluated for improved stormwater management, like implementation of oil/grit separators or other Low Impact Development (LID) measures.	• There are no existing watercourses, culvert crossings or bridges requiring widening or replacement within the study area. Impact on fisheries is not anticipated. • No impacts to significant woodland areas or vegetation communities. • Weber Street at University Ave is within the GRCA floodplain limit, a fill alteration permit will be required during construction. • Hydrogeological impacts are similar for all alternatives and can be mitigated. • No significant existing landscape trees on existing road allowance. Trees that need to be removed can be replaced during construction, with enhanced plantings. • This alternative does not directly impact any of the trees having potential suitable roost habitat features for SAR bats, trees identified in the study are outside of the public right-of-way. • There are no known environmentally impacted lands affected this alternative. No contaminated properties have been identified in the City's past studies. • Opportunities to be evaluated for improved stormwater management, like implementation of oil/grit separators or other Low Impact Development (LID) measures.
VERY GOOD	GOOD	GOOD	GOOD

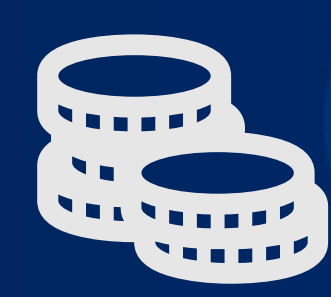
Alternative Designs Evaluation Summary



Social Environment: How might the alternative affect the residential and commercial properties abutting the road (driveways, access, property impacts, noise, air quality, streetscaping / beautification potential and archaeological / heritage resources)?

Design Alternative 1 Do Nothing – Retain Roadway Cross-Section in its Current Configuration	Design Alternative 2 On Road Buffered Bike Lane	Design Alternative 3 Separated Bike Lane with Enhanced Sidewalk	Design Alternative 3a Separated Bike Lane with Physical barrier
• No anticipated archaeological or cultural heritage impacts • No change to business visibility, no access improvements • No new opportunities for streetscaping adjacent to designated road allowance including plantings, decorative paving materials, decorative streetlights, etc. • No change to air quality and noise.	• No anticipated archaeological or cultural heritage impacts • Relieves traffic congestion facilitating better access to businesses and adjacent neighbourhoods. • Less traffic congestion leads to better relative air quality. • Business visibility and access improvements with additional Active Transportation. • Limited opportunities for streetscaping adjacent to designated road allowance • Some additional property is required to accommodate sidewalk encroachments at intersections along the corridor. • Noise levels may increase due to projected traffic volumes.	• No anticipated archaeological or cultural heritage impacts • Relieves traffic congestion facilitating better access to businesses and adjacent neighbourhoods. • Less traffic congestion leads to better relative air quality. • Business visibility and access improvements with additional Active Transportation and enhanced sidewalks • Limited opportunities for streetscaping adjacent to designated road allowance including plantings, decorative paving materials, decorative streetlights, etc. • Some property acquisition is required to accommodate wider sidewalks along the corridor and encroachments at intersections • Noise levels may increase due to projected traffic volumes.	• No anticipated archaeological or cultural heritage impacts • Relieves traffic congestion facilitating better access to businesses and adjacent neighbourhoods. • Less traffic congestion leads to better relative air quality. • Business visibility and access improvements with additional Active Transportation and enhanced sidewalks • Greatest opportunities for Streetscaping adjacent to designated road allowance including plantings, decorative paving materials, decorative streetlights, etc. • Some property acquisition is required to accommodate wider sidewalks along the corridor and encroachments at intersections • Noise levels may increase due to projected traffic volumes.
GOOD	GOOD	VERY GOOD	VERY GOOD

Alternative Designs Evaluation Summary



Costs: What is the total cost of the alternative, including the cost for road construction, utility and street-lighting relocations, property acquisitions, traffic signal and intersection improvements, and landscaping?

Design Alternative 1 Do Nothing – Retain Roadway Cross-Section in its Current Configuration	Design Alternative 2 On Road Buffered Bike Lane	Design Alternative 3 Separated Bike Lane with Enhanced Sidewalk	Design Alternative 3a Separated Bike Lane with Physical barrier
- Increased costs for movement of goods and services as congestion increases. - No change to maintenance costs for road, pedestrian/ cycling facilities, or landscaping. - Increased traffic over fewer travel lanes increases frequency of required maintenance. - Increased traffic volume increases congestion and may lead to increased accident frequency due to gap reduction.	- Cross-section unit cost is \$4,240/m. - Reduced costs for movement of goods and services as congestion decreases. - No change in maintenance costs for road, pedestrian/ cycling facilities, and landscaping.	- Cross-section unit cost is \$4,320/m. - Reduced costs for movement of goods and services as congestion decreases. - Increased maintenance costs for road, pedestrian/ cycling facilities, and landscaping.	- Cross-section unit cost is \$4,100/m. - Reduced costs for movement of goods and services as congestion decreases. - Increased maintenance costs for road, pedestrian/ cycling facilities, and landscaping.
POOR	GOOD	FAIR	VERY GOOD

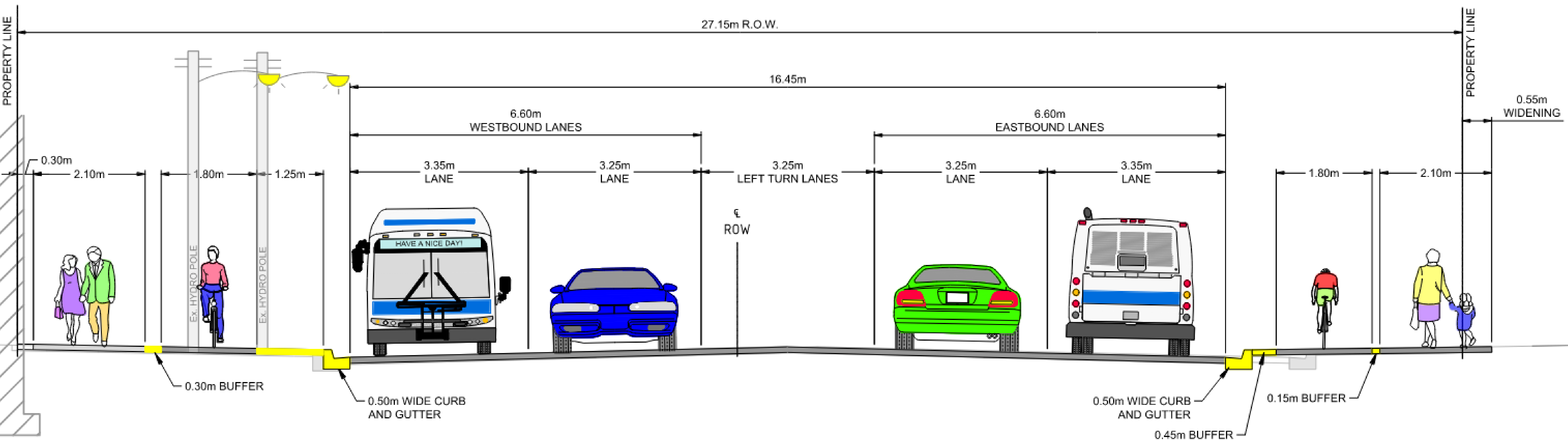
Alternative Designs Evaluation Summary

For more information on how each alternative was evaluated visit the documents section at www.engagewr.ca/University-Ave

Design Alternative 1 Do Nothing – Retain Roadway Cross- Section in its Current Configuration	Design Alternative 2 On Road Buffered Bike Lane	Design Alternative 3 Separated Bike Lane with Enhanced Sidewalk	Design Alternative 3a Separated Bike Lane with Physical barrier
Does not address safety and design deficiencies identified in the problem/opportunity statement for this study.	This alternative fails to adequately address operational and safety deficiencies. It does not address the parameters laid out in the active transportation master plan.	This alternative does not address all pedestrian and cyclist conflicts that exist with this alternative.	This alternative balances transportation needs and enhances safety of pedestrians and cyclists while enhancing urban design / streetscaping along the corridor.
FAIR	GOOD	GOOD	VERY GOOD
4	3	2	1
			
Not carried forward	Not carried forward	Not carried forward	Carried forward as the preferred design alternative

Project Team Recommended Design Alternative

Alternative 3a: Separated Bike Lane with a Physical Barrier



Next Steps



Public Review of Preliminary Preferred Design at Public Consultation Centre #2



Prepare Environmental Study Report including Preferred Design, identification of impacts and mitigation measures
(Spring 2022)



Issue Notice of Study Completion and hold 30-day public review of the Environmental Study Report
(Summer 2022)



Proceed to Detailed Design and Construction Phases subject to council approval
(2022/2023/2024)

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**Visit the University Avenue Reconstruction Project
website at**

<https://www.engagewr.ca/University-Ave>