APPENDIX H

Public Consultation

H1

Notice of Commencement

Region of Waterloo

Notice of Study Commencement
East Boundary Road- Corridor Study,
City of Cambridge & Township of North Dumfries
Municipal Class Environmental Assessment, Schedule "C"

The Regional Municipality of Waterloo is undertaking a Schedule "C" Municipal Class Environmental Assessment (Class EA) for the East Boundary being planned in south-east Cambridge and North Dumfries Township. The Study Area extends approximately 5 km from Dundas Street (Highway 8) to the south and Townline Road to the north and falls within the boundaries of the City of Cambridge and the Township of North Dumfries. The study will follow Phases 1 through 4 of the Class Environmental Assessment (EA) process (Schedule "C") for Municipal Road Projects in establishing the corridor alignment

As shown on this exhibit, the study area is to link between Townline Road to the north and the recently approved South Boundary Road to the south.

The Study will follow the Class EA planning process, and will consider the potential social, economical and environmental impacts of the East Boundary Road within the study area. The study will be completed following the guidelines of the Class EA for Municipal Transit Projects dated October 2000 (as revised 2011), and will commence as a Schedule "C" undertaking.

As part of the Class EA process, the public and involved stakeholders will have an opportunity to review the study findings, and provide input on the impact assessment and associated recommendations. The first of multiple Public Consultation Centres will be held later this year to invite input into the Study. The public will also be notified of the Study completion and recommendations in advance of completing the Class EA process.

If you wish to be added to the Study mailing list to receive further information, or have any comments or questions regarding the Study, please contact either of the following:

Marcos Kroker, P. Eng.
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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
1	1143019 ONTARIO LTD	C/O ENGINEERING ATTN JAMES COLLISHAW	15 CAMBRIDGE ST	CAMBRIDGE ON	N1R 3R8	810 Clyde Rd
2	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	480 Townline Rd
3	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	520 Townline Rd
4	1404966 ONTARIO LIMITED	C/O JEFF GRIMM	1100 RIVERBANK DR	CAMBRIDGE ON	N3H 4R6	975 Clyde Rd
5	1655512 ONTARIO INC	23ZA GUELPH ST SUITE 201		GEORGETOWN ON	L7G 4B1	105 Ripplewood Rd
6	1655512 ONTARIO INC	C/O THE LAKEVIEW GROUP	200 BRIDGELAND AVE	TORONTO ON	M6A 1Z4	65 Ripplewood Rd
7	ADACH IRENE SUSAN	23 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	23 Deerpath Crt
8	ADDISON MARK	15 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	15 Haddaway Crt
9	AMADOR JOAO	1609 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1609 Morrison Rd
10	AMARAL MANUEL DE	1753 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1753 Shellard Rd
11	ARMSTRONG DARRELL ERIC	70 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	70 Middlemiss Cres
12	ARROJADO ANTONIO RUELA	1104 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1104 Shellard Rd
13	ASHTON DOUGLAS EDWARD	76 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	76 Cedarbrook Crt
14	BABIC NICK	82 WESTCHESTER DR		KITCHENER ON	N2B 3L4	1156 Clyde Rd
15	BACZEWSKI RYSZARD	118 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	118 Middlemiss Cres
16	BAKER SUSAN GAIL	22 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	22 Deerpath Crt
17	BARTLETT KIMBERLY ANNE	78 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	78 Middlemiss Cres
18	BASAN JIWAN SINGH	23 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	23 Cedarbrook Crt
19	BATEMAN MICHAEL WILLIAM	1756 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1756 Morrison Rd
20	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635 Morrison Rd
21	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635A Morrison Rd
22	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635B Morrison Rd
23	BEATTIE DAVID STEWART	STN GALT	1207 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1207 Shellard Rd
24	BELL JANICE JOSEPHINE	22 LOWELL ST S		CAMBRIDGE ON	N1R 5C7	1654 Shellard Rd
25	BERLLAM BELA	25 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	25 Vanier Dr
26	BERTON ANGELO OSWALDO	STN GALT	1185 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1185 Clyde Rd
27	BILODEAU MARC AMEDEE	56 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	56 Middlemiss Cres

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28	BOOMER FAMILY TRUST	C/O LLOYD BOOMER (TRUSTEE) REGIONAL RD	1140 MAIN ST E	CAMBRIDGE ON	N1R 5S7	1140 Main St
29	BOS EVERT ARIE	3321 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	1265 Dundas St S
30	BOSDALE FARMS INC	3321 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3321 Old Beverly Rd
31	BOUGHNER DOUGLAS WAYNE	83 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	83 Deerpath Rd
32	BRADBURY JAMES LAWRENCE	995 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	995 Stonebrook Rd
33	BRAGA MANUEL BAIROS	1940 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1940 Main St
34	BRECKLES THOMAS HARRY	829 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	829 Avenue Rd
35	BREWER ARTHUR DOUGLAS	28 ATHLONE RD		CAMBRIDGE ON	N1R 1H8	855 Clyde Rd
36	BROWN LORIE ANN	2591 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2591 Dundas St S
37	BROWN SUSAN MARY	988 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	988 Stonebrook Rd
38	BUTLER-MORIN MAUREEN E	11 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	11 Deerpath Crt
39	CABRAL LUIS MANUEL	2000 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	2000 Main St
40	CABRAL RICARDO PAUL	1687 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1687 Morrison Rd
41	CALOGERIDIS GEORGE	935 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	935 Avenue Rd
42	CAMARA ANGELO ANDRADE	1718 MORRISON RD		CAMBRIDGE ON	N1R 5S2	2411 Dundas St S
43	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1718 Morrison Rd
44	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1730 Morrison Rd
45	CAMARA LUCIANO RODRIGUES	1381 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1381 Shellard Rd
46	CAMBRIDGE CITY	ATTN CSD	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	750 Townline Rd
47	CAMBRIDGE CITY	ATTN ENG AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	65 Deerpath Rd
48	CAMBRIDGE CITY	ATTN TRANSPORTATION AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	580 Townline Rd
49	CAMBRIDGE NESTANI DEVELOPMEN	C/O TIM HORTONS	95 SAGINAW PKY BLDG A	CAMBRIDGE ON	N1T 1W2	600 Townline Rd
50	CAMILLERI JOHN EDWARD	STN GALT	1334 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1334 Shellard Rd
51	CHAN ANDREW KIN FUN	121 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	121 Middlemiss Cres
52	CHAVES ROBERT RESENDES	65 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	65 Robinson Rd
53	CIAVARRO RENELLA	3 MCLAUGHLIN ST		CAMBRIDGE ON	N3C 4M4	95 Deerpath Rd
54	CLARKE HENRY ALONZO	20 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	20 Davies St

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55	CLEGG KIMBERLEY ANN	33 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	33 Middlemiss Cres
56	COLLINS DAWN IRENE	19 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	19 Haddaway Crt
57	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	360 Clyde Rd
58	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	400 Clyde Rd
59	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	450 Avenue Rd
60	COOPER JONATHAN CRAIG	1766 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1766 Morrison Rd
61	CORDEIRO EMANUEL TADEU	1849 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1849 Shellard Rd
62	CORREIA JOHN	460 SHELDON DR UNIT 1		CAMBRIDGE ON	N1T 2C1	1761 Shellard Rd
63	CORRIGAN CHRISTINA LYNN	90 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	90 Middlemiss Cres
64	COURTICE STEEL INC	PO BOX 1734 STN GALT		CAMBRIDGE ON	N1R 7G8	800 Clyde Rd
65	COUTO JOSE RESENDES	1751 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1751 Morrison Rd
66	CRANEN GERARD JOHN	540 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	540 Townline Rd
67	CUMBO ANDREA	1375 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1375 Main St
68	CUNHA MARYSUN PIRES	RR 5 STN GALT		CAMBRIDGE ON	N1R 5S6	1791 Dundas St S
69	CVAR JOHN	1018 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1018 Shellard Rd
70	CZERWINSKYJ TERRY KEVIN	110 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	110 Middlemiss Cres
71	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513A Shellard Rd
72	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513B Shellard Rd
73	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513C Shellard Rd
74	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	2-1513 Shellard Rd
75	DA SILVA ADELIA MARTINS F	STN GALT	1125 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1125 Clyde Rd
76	DA SILVA MANUEL FARIA	STN GALT	1164 STUDIMAN RD	CAMBRIDGE ON	N1R 5S2	1164 Studiman Rd
77	DACOSTA JULIA ANNE	119 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	119 Middlemiss Cres
78	DAL BELLO JOHN FREDERICK	39 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	39 Haddaway Crt
79	DANCEY RONALD LESLIE	448 MCPHERSON SCHOOL RD		GLENMORRIS ON	N0B 1W0	1678 Morrison Rd
80	DANIELSON STEVE	19 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	19 Middlemiss Cres
81	DASILVA DONNA LEE	25 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	25 Scottfarm Walk
82	DAW ANDREW JAMES	58 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	58 Middlemiss Cres
83	DEGRAAF RENZE	1440 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1440 Main St

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84	DERKS PETER ALBERT	1774 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1774 Morrison Rd
85	DESJARDINS NORMAN DAVID	1611 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1611 Morrison Rd
86	DETZLER GORDON HERBERT	1816 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1816 Morrison Rd
87	DIAMOND EDWARD JAMES	64 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	64 Cedarbrook Crt
88	DOERFLING MARGARET	1765 FEATHERSTON CRT		MISSISSAUGA ON	L5L 3E2	1731 Morrison Rd
89	DORION JOHN RAYMOND	105 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	105 Middlemiss Cres
90	DUARTE DIOGO MENESES	1001 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	1001 Stonebrook Rd
91	DUBOIS JASON JOSEPH HENRY	STN GALT	1395 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1395 Shellard Rd
92	DUMA JULIANA	1151 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1151 Shellard Rd
93	DUROCHER GERALD WILLIAM F	1837 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1837 Shellard Rd
94	DUROCHER JEFFREY JOHN	23 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	23 Middlemiss Cres
95	ECOB ROBERT DONALD	2547 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2547 Dundas St S
96	ERTEL JOSEPH LEO	STN GALT	1927 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1927 Shellard Rd
97	FERNANDES JORGE	154 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	154 Robinson Rd
98	FERREIRA JOHN	1176 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1176 Shellard Rd
99	FIGUEIREDO JOHN	142 ROBINSON RD	RR 6	CAMBRIDGE ON	N1R 5S7	142 Robinson Rd
100	FILIPOVIC DARLENE ANN	68 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	68 Cedarbrook Crt
101	FISHER DANIEL PAUL	98 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	98 Middlemiss Cres
102	FLEMING BRUCE PETER	54 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	54 Middlemiss Cres
103	FORD JOSEPH	855 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	855 Avenue Rd
104	FRANCIS KEVIN ANTHONY	40 SYLVAN VALLEYWAY SUITE 521		NORTH YORK ON	M5M 4M3	37 Middlemiss Cres
105	FRIEDRICH CARMEN THERESA	849 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	849 Avenue Rd
106	GALVAO ANTHONY	1787 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1787 Morrison Rd
107	GILLESPIE DARLA EDITH	25 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	25 Middlemiss Cres
108	GILPIN LEROY SCOTT	15 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	15 Middlemiss Cres
109	GLASS ROBERT KENNETH	15 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	15 Scottfarm Walk
110	GREEN LARRY DOUGLAS	20 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	20 Ripplewood Rd
111	GREGORIO HORACIO	1677 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1677 Morrison Rd
112	GUNN MYRNA ELLEN ELIZABETH	1077 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1077 Shellard Rd

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113	HAHN ALAN	STN GALT	1551 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	1551 Dundas St S
114	HALL GORDON CLIFFORD	3206 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3206 Old Beverly Rd
115	HALL TERRY WAYNE	60 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	60 Middlemiss Cres
116	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266 Shellard Rd
117	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266A Shellard Rd
118	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266B Shellard Rd
119	HAMMERSLEY BONNIE MARILYN	1459 WOODSTREAM RD		PERRYSBURG OH USA	43551-1	1395 Main St
120	HENHOEFFER PHILIP LAVERNE	1136 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1136 Shellard Rd
121	HETHERINGTON SHIRLEY EILEEN	1062 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1062 Clyde Rd
122	HIBBERT HERMAN	84 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	84 Middlemiss Cres
123	HICKS MICHAEL STEPHEN	80 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	80 Cedarbrook Crt
124	HOLMES KATHLEEN HELEN	3024 OLD BEVERLY RD	RR 4	CAMBRIDGE ON	N1R 5S7	3024 Old Beverly Rd
125	HOLMES MEGHANN	23 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	23 Haddaway Crt
126	HONDERICH GRANT GARY VINCENT	125 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	125 Robinson Rd
127	HORSLEY BREE MICHELLE	123 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	123 Middlemiss Cres
128	HOWARD SUSAN IREN	20 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	20 Grandy Lane
129	INCITTI DARLENE SOARES	32 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	27 Davies St
130	INCITTI LUIGI	32 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	32 Davies St
131	JEFFERIES DEREK	3195 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3195 Old Beverly Rd
132	JEGATHEESWARAN BALAMBIKAI	29 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	29 Deerpath Crt
133	JOHAL NARINDER	35 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	35 Cedarbrook Crt
134	JOHNSON CHRISTOPHER K	1745 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1745 Shellard Rd
135	JUHASZ PAUL ATTILA	915 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	915 Avenue Rd
136	KEARNEY DANIEL THOMAS	839 AVENUE RD	RR 3 STN GALT	CAMBRIDGE ON	N1R 5S4	839 Avenue Rd
137	KENNEDY JAMES CHARLES	26 DAVIS ST	RR 1	CAMBRIDGE ON	N1R 5S2	26 Davies St
138	KENT DANIEL EDWARD	3131 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3131 Old Beverly Rd
139	KEOGH PETER WILLARD	114 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	114 Middlemiss Cres
140	KEUNEN MICHAEL	1858 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1858 Morrison Rd
141	KHIRI MOHAMED	115 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	115 Middlemiss Cres

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142	KING STEVEN EDWARD	29 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	29 Middlemiss Cres
143	KIRK WILLIAM CHARLES	STN GALT	2371 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2371 Dundas St S
144	KOKYRTSA ALEXANDRE	35 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	35 Middlemiss Cres
145	KOUDIJS LISA MARIE	929 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	929 Avenue Rd
146	KOWALEWSKI PETER G	20 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	20 Scottfarm Walk
147	KREBSZ JOHN	980 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	980 Avenue Rd
148	KRON LARRY GLEN	130 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	130 Robinson Rd
149	KULIKOWSKA BARBARA	17 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	17 Middlemiss Cres
150	LABRECHE VICTOR C	39 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	39 Cedarbrook Crt
151	LAMONTAGNE JOHN	STN GALT	1372 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1372 Shellard Rd
152	LEADER MARK ALAN	1711 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1711 Morrison Rd
153	LEADER WILLIAM ROBERT	1705 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1705 Morrison Rd
154	LEDUC WILLARD JOSEPH	STN GALT	1192 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1192 Shellard Rd
155	LENNOX SHARON	1785 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1785 Shellard Rd
156	LESKOVAR MARIJANA	1708 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1708 Shellard Rd
157	LESKOVAR STEVE	STN GALT	1786 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1786 Shellard Rd
158	LETSON RUSSELL GORDON	1759 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1759 Morrison Rd
159	LEWIS JUDITH ANN	43 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	43 Haddaway Crt
160	LICHTY JAMES C	160 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	160 Townline Rd
161	LILLEY LISA MARIE	31 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	31 Middlemiss Cres
162	LINARES KAREN	80 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	80 Middlemiss Cres
163	LINEHAN NEIL PAUL	122 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	122 Middlemiss Cres
164	LYTTLE STEPHEN	905 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	905 Avenue Rd
165	MADER JOHN STEPHEN	1879 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1879 Shellard Rd
166	MAGNONE GIOVANNI TOMASO	11 DAVIES ST		CAMBRIDGE ON	N1R 5S2	11 Davies St
167	MAHMOUDZADEH ALIREZA	63 FORESTVIEW DR		CAMBRIDGE ON	N1T 1V1	60 Grandy Lane
168	MALATCHES JOHN	100 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	100 Deerpath Rd
169	MALIK SHAKILA BEGUM	626 CHAMPLAIN BLVD		CAMBRIDGE ON	N1R 7Z5	45 Grandy Lane
170	MASON EDWIN HARRY	117 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	117 Middlemiss Cres
171	MATHAROO JITENDER	68 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	68 Middlemiss Cres
172	MCCORMICK ROBERT THOMAS	1286 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1286 Shellard Rd

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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
173	MCDONALD RYAN JAMES	6563 GORE RD	RR 2	PUSLINCH ON	N0B 2J0	6563 Gore Rd
174	MCGLOGAN MARK PATRIC	994 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	994 Stonebrook Rd
175	MCNAB MARGARET	94 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	94 Middlemiss Cres
176	MEDEIROS ANTHONY	85 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	85 Vanier Dr
177	MEDEIROS JOHN MANUEL	1781 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1781 Morrison Rd
178	MELO MARIA AMARAL GALVAO	1711 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1711 Shellard Rd
179	MICHAEL THERESE	1370 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1370 Main St
180	MILLER ANN ELIZABETH	1298 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1298 Shellard Rd
181	MILLINGTON ANDREW WILLIAM	1000 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	1000 Stonebrook Rd
182	MITCHELL RUDYARD KIPLING	149 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	149 Ripplewood Rd
183	MOORE ROBERT JAMES	STN GALT	1119 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1119 Clyde Rd
184	MORAR SHAHEEN	31 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	31 Cedarbrook Crt
185	MOREIRA ANTONIO REIS	STN GALT	1129 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1129 Clyde Rd
186	MOREIRA JORGE	1773 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1773 Morrison Rd
187	MOREIRA MANUEL MOURA	2136 SAFARI RD		CAMBRIDGE ON	N1R 5S2	1365 Main St
188	MORREY NANCY	109 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	109 Middlemiss Cres
189	MORRIS ANTHONY	1857 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1857 Shellard Rd
190	MOURA FAMILY HOLDINGS LIMITE	19 GASKIN AVE	RR 4	CAMBRIDGE ON	N1R 5S5	1661 Morrison Rd
191	MURCAR WILLIAM CECIL	2539 DUNDAS ST S		CAMBRIDGE ON	N1R 5S2	2539 Dundas St S
192	MURPHY LEO	19 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	19 Davies St
193	NEIL RALPH WAYNE	89 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	89 Deerpath Rd
194	NELSON RINA	STN GALT	1796 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1796 Shellard Rd
195	NGUYEN HANG THI	27 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	27 Haddaway Crt
196	NIVEN BEVERLEY JEAN	102 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	102 Middlemiss Cres
197	NOBBS BARRY KURT	1970 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1970 Main St
198	ORIENTAL SPORT CLUB	PO BOX 26045 RPO BEVERLY SQUARE		CAMBRIDGE ON	N1R 8E8	1054 Shellard Rd
199	OSBORNE JULIAN BRIAN	1355 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1355 Main St
200	P AND A HOLDINGS INC	908 DEER RIDGE CRT		KITCHENER ON	N2P 2L3	76 Middlemiss Cres
201	PATTERSON DANIEL GEORGE	35 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	35 Haddaway Crt
202	PAUL FLORENCE KATHERINE	66 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	66 Middlemiss Cres

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
203	PAUL NADIRA VIVIAN	85 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	85 Robinson Rd
204	PEARCE JOHN ROBERT	200 EAGLE ST N UNIT 1005		CAMBRIDGE ON	N3H 5S9	1995 Shellard Rd
205	PENNER BRENDA JEAN	10 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	10 Davies St
206	PENNINGS HANS JOHN	99 ROBINSTON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	99 Robinson Rd
207	PEREIRA JIM LOURENCO	175 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	175 Robinson Rd
208	PERREAULT ALFRED	1925 BEKE RD	RR 4	CAMBRIDGE ON	N1R 5S5	2155 Main St
209	PHADY TINA ELIZABETH	111 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	111 Robinson Rd
210	PHOMMAVANH PHOUVONG	82 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	82 Middlemiss Cres
211	PINHEIRO PAUL	935 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	935 Clyde Rd
212	PITTENS FARMS LTD	3238 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3238 Old Beverly Rd
213	PITTENS JOHANNES ANTONIUS	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1481 Shellard Rd
214	PODGER LLOYD	199 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	199 Robinson Rd
215	PODGER PAUL EDWARD	185 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	185 Robinson Rd
216	POWESKA DAVID JOHN	889 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	889 Avenue Rd
217	QUANCE GEORGE	1024 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1024 Shellard Rd
218	QUIGLEY KEITH FRANCIS	23 DAVIES ST		CAMBRIDGE ON	N1R 5S2	23 Davies St
219	REMPEL DAVID HENRY	49 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	49 Robinson Rd
220	RENDLE ALICE LISA	64 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	64 Middlemiss Cres
221	RIBEIRO GRACE	10 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	10 Grandy Lane
222	RODRIGUES FRANCISCO	859 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	859 Avenue Rd
223	RUCK JOSEPH	135 WEICHEL ST		KITCHENER ON	N2M 2A7	1166 Shellard Rd
224	SALAME KAMAL	1684 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1684 Shellard Rd
225	SCHLUETER MATTHEW BLAKE	809 SAGINAW PKY		CAMBRIDGE ON	N1T 1X5	809 Saginaw Pky
226	SCHMIDT ROBERT KARL	103 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	103 Middlemiss Cres
227	SCHWANTZ BRIAN JAMES	925 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	925 Avenue Rd
228	SCHWENKER JOHN KENNETH	25 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	25 Grandy Lane
229	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	29 Ripplewood Rd
230	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	5 Ripplewood Rd
231	SHANTZ NATALIE KRISTINA	72 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	72 Middlemiss Cres
232	SHAVER DONALD MCQUEEN	STN GALT	1337 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1337 Shellard Rd
233	SICURO GIANCARLO	1775 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1775 Shellard Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
234	SIMIONI ALLEN FRIANCIS	39 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	39 Middlemiss Cres
235	SINGH SUKCHARN	27 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	27 Cedarbrook Crt
236	SJA HOLDINGS INC	118 PIONEER TOWER RD		KITCHENER ON	N2P 2H8	6485 Gore Rd
237	SMITH MARJORIE IRENE	3105 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3105 Old Beverly Rd
238	SMITH PETER MURRAY	28 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	28 Deerpath Crt
239	SNYDER RHONDA LEE	21 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	21 Middlemiss Cres
240	SOLTIS ROSALIE BARBARA	1032 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1032 Shellard Rd
241	SOOMAL HARBHAJAN	1698 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1698 Shellard Rd
242	SPENCER DIANNE JANE	1621 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1621 Morrison Rd
243	SPENCER GLADYS VIOLA	STN GALT	2531 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2531 Dundas St S
244	STEPHENS DAVID LLOYD	15 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	15 Grandy Lane
245	STERGIOU CATHERINE LANDRY	41 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	41 Middlemiss Cres
246	STEWART KAREN ELIZABETH	155 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	155 Robinson Rd
247	STRYKER RAYMOND	.	1767 MORRISON RD	CAMBRIDGE ON	N1R 5S2	1767 Morrison Rd
248	STUCKLESS SHANE ALAN JAMES	111 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	111 Middlemiss Cres
249	STUEHLER GLENDA FLORENCE	STN GALT	1157 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1157 Clyde Rd
250	SUCKERT SIGFRID	178 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	178 Ripplewood Rd
251	SUNDAY DOUGLAS JOHN	107 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	107 Middlemiss Cres
252	SUSIWALA FAISAL	30 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	30 Grandy Lane
253	TAVARES LEONARDO OLIVEIRA	1805 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1805 Main St
254	TAVARES MANUEL JOSE	STN GALT	1067 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1067 Clyde Rd
255	TEJA SANJEEV	60 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	60 Cedarbrook Crt
256	TELLIER NORMAND MAURICE	879 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	879 Avenue Rd
257	TOMCHISHEN GARY ROSS	126 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	126 Middlemiss Cres
258	TRAFFORD THEODORE VERNON	1688 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1688 Shellard Rd
259	TRAN JOE KINH	106 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	106 Middlemiss Cres
260	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	40 Grandy Lane
261	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	42 Grandy Lane
262	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	44 Grandy Lane

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
263	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	46 Grandy Lane
264	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	48 Grandy Lane
265	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	50 Grandy Lane
266	TURNER GAIL MAUREEN	3147 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3147 Old Beverly Rd
267	UHLARIK CATHERINE ANN	75 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	75 Robinson Rd
268	VANDERSANDEN ELIZABETH JANE	STN GALT	1047 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1047 Clyde Rd
269	VERBEEK HILDA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1738 Morrison Rd
270	VOKEY PENNY LYNN	2535 DUNDAS ST S	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	2535 Dundas St S
271	VU THI	35 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	35 Grandy Lane
272	WALKER SCOTT ROBERT	101 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	101 Deerpath Rd
273	WANG ZHEN HUA	72 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	72 Cedarbrook Crt
274	WATERLOO REGIONAL MUNICIPALI	4TH FLOOR	150 FREDERICK ST	KITCHENER ON	N2H 6T1	201 Savage Dr
275	WHETHAM BRIAN RUSSELL	1036 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1036 Shellard Rd
276	WHITEHEAD GEOFREY BRUCE	35 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	35 Robinson Rd
277	WHITTINGTON LONDON THOMAS	3139 OLD BEVERLY RD	RR 8	CAMBRIDGE ON	N1R 5S7	3139 Old Beverly Rd
278	WILLIS MELVIN	3081 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3081 Old Beverly Rd
279	WILMER LLOYD ALBERT	145 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	145 Vanier Dr
280	WISEMAN PATRICIA	31 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	31 Haddaway Crt
281	WON STEPHEN HENRY	47 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	47 Haddaway Crt
282	WOODLEY MICHAEL JAMES	86 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	86 Middlemiss Cres
283	YU ZENGPING	11 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	11 Haddaway Crt
284	ZAKRAJSEK JOHN	STN GALT	2561 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2561 Dundas St S
285	ZAMECNIK GREIG EDWARD NOEL	1867 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1867 Shellard Rd

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MASTER LIST - AGENCIES

ADVISORY COMMITTEES/INTEREST GROUPS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ancient Mariners Canoe Club	Ron	Dahmer				**Ancient Mariners Canoe Club**	106 Highland Park		Cambridge ON	N3H 3H4	519-653-7881		
Cambridge On-Road Cycling Focus Group	Don	Pavey				**Cambridge On-Road Cycling Focus Group**	P.O. Box 1707	19 Cambridge Street	Cambridge ON	N1R 7G8			
Grand River Accessibility Advisory Committee	Toposhi	Batabyal	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			www.craac.ca
Grand River Accessibility Advisory Committee	Vanessa	Lopak, AODA/ODA	Citizen Service	Council and Administrative Services		**Grand River Accessibility Advisory Committee**	c/o Regional Municipality of Waterloo	150 Frederick Street, 2nd Floor	Kitchener ON	N2G 4J3	519-575-4757 #3861	519-575-4481	vlopak@regionofwaterloo.ca www.region.waterloo.on.ca/accessibility
Grand River Accessibility Advisory Committee	Sharon	Ward-Zeller	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			
Grand River Conservation Authority	Beth	Brown	Sub-watershed Planning Coordinator			**Grand River Conservation Authority**	P.O. Box 729	400 Clyde Road	Cambridge ON	N1R 5W6	519-621-2761 #2234	519-621-4844	bbrown@grandriver.ca www.grandriver.ca
K-W Field Naturalists	Graham	Buck	President			**K-W Field Naturalists**	317 Highland Road East		Kitchener ON	N2M 3W6	519-826-9666		Buckgraham@hotmail.com
Pedestrian Charter Steering Committee	Marc	Xuereb	Administrative Support			**Pedestrian Charter Steering Committee**	c/o Together 4 Health, Region of Waterloo Public Health	99 Regina Street South, 3rd Floor	Waterloo ON	N2J 4V3	519-883-2004 #5872	519-883-2241	pedestriancharter@together4health.ca MXuereb@regionofwaterloo.ca www.together4health.ca/pedestriancharter
Pedestrian Charter Steering Committee						**Pedestrian Charter Steering Committee**	c/o John MacDonald Architect	141 Whitney Place	Kitchener ON	N2G 2X8			
University of Waterloo	Narina	Nagra	Volunteer Coordinator	Waterloo Public Interest Research Group		**University of Waterloo**	200 University Avenue West		Waterloo ON	N2L 3G1	519-888-4882	519-725-3093	
Walter Bean Grand River Community Trails Corporation	Doug	Letson				**Walter Bean Grand River Community Trails Corporation**	Marsland Centre	20 Erb Street West, 11th Floor	Waterloo ON	N2L 1T2	519-893-4104	519-725-3851	
CNIB	Jennifer	Urosevic	Regional Manager, Services & Operations			**CNIB - Waterloo & Owen Sound**	160-180 King Street S.		Waterloo ON	N2A 3L9	519-742-3536 ext. 5162	519-742-4003	

MASTER LIST - AGENCIES

CITY OF CAMBRIDGE

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
City of Cambridge	Terry	Allen	Fire Chief	Fire Department		City of Cambridge	1625 Bishop Street North		Cambridge ON	N1R 7J4	519-621-6001 #7444	519-621-4521	
City of Cambridge	Janet	Babcock	Commissioner of Planning Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Kealy	Dedman	Director of Engineering Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4544		
City of Cambridge	Bozena	Densmore	Director of Economic Development			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	George	Elliott	Commissioner of Transportation and Public Works			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4546		
City of Cambridge	Greg	Hayton	Chief Librarian			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Alex	Mitchell	City Clerk			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4680 #4585		
City of Cambridge	April	Souwand, M.A., M.C.I.P.	Senior Environmental Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4650 #4601	519-622-6184	spuwanda@cambridge.ca
City of Cambridge	Valerie	Spring	Heritage Planner	Cambridge Municipal Heritage Advisory Committee	Planning Services Department	City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4580	519-622-6184	
City of Cambridge						City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	www.cambridge.ca question@cambridge.ca

MASTER LIST - AGENCIES

FIRST NATIONS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Haudenosaunee Resource Centre	Leroy	Hill	Secretary	Haudenosaunee Confederacy Council		Haudenosaunee Resource Centre	R.R. #2	2634 6th Line	Ohsweken ON	N0A 1M0	905-765-1749	905-765-9193	joco@sixnations.com
Mississaugas of the New Credit First Nations	Bryan	LaForme	Chief			Mississaugas of the New Credit First Nations	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-1133	905-768-1225	bryanlaforme@newcreditfirstnation.com
Mississaugas of the New Credit First Nations	Margaret	Sault		Land Claims Office		Mississaugas of the New Credit First Nations	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-0100	905-768-1225	msault@yahoo.com
Six Nations of the Grand River	Lonnie	Bomberry	Director	Land & Resources Department		Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-415-0330	519-445-0242	
Six Nations of the Grand River	Paul	General	Manager	Land & Resources Department		Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-445-0330	519-445-0242	
Six Nations of the Grand River	Kate	Cave	Land Use Supervisor			Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-753-2272	519-753-3449	kcave@sixnations.ca
Six Nations of the Grand River	Clynt	King				Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0			
Six Nations of the Grand River	William K.	Montour	Chief			Six Nations of the Grand River	P.O. Box 5000		Ohsweken ON	N0A 1M0			wkm@sixnations.ca arleenmaracle@sixnations.ca

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GOVERNMENT - FEDERAL

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canada Post	Canada Post Corp.			Delivery Planning			955 Highbury Ave N		London ON	N5Y 1A3			
Canadian Transportation Agency	(Mailing Address)					**Canadian Transportation Agency**			Ottawa ON	K1A 0N9	1-888-222-2592	1-819-997-6727	info@otc-cta.gc.ca
Environment Canada	Mike	Cadman		Canadian Wildlife Service		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-6295	905-336-6434	mike.cadman@ec.gc.ca
Environment Canada	Rob	Dobos	Manager	Ontario Region		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-4953	905-336-8901	Rob.dobos@ec.gc.ca
Fisheries and Oceans Canada	Deepa	Kasturi	Executive Assistant to Area Director	Ontario - Great Lakes Area		**Fisheries and Oceans Canada**	867 Lakeshore Road		Burlington ON	L7R 4A6	905-336-4873		
Parks Canada	Sheryl	Smith		Canadian Heritage		**Parks Canada**	c/o Trent Severn Waterway	P.O. Box 567, Ashburnham	Peterborough ON	K9J 6Z6	705-750-4936	705-742-9644	
Public Works & Government Services Canada	Tim	Palmeter	Senior Environmental Officer	Environmental Services Division		**Public Works & Government Services Canada**	11th Floor	4900 Yonge Street	Willowdale ON	N2N 6A6			
Transport Canada - Marine	Donna	Patterson	Information Management Supervisor	Navigable Waters Protection Program		**Transport Canada - Marine**	100 Front Street South		Sarnia ON	N7T 2M4	866-821-6631	519-383-1989	NWPontario-PENontario@tc.gc.ca
Transport Canada - Navigable Waters Protection Agency	Dave	Osbaldeston	National Manager			**Transport Canada - Navigable Waters Protection Agency**	Tower C, Place de Ville	330 Sparks Street	Ottawa ON	K1A 0N8	613-990-5929		
Transport Canada - Navigable Waters Protection Agency	Barry	Putt	Manager	Navigable Waters Protection Program		**Transport Canada - Navigable Waters Protection Agency**	100 Front Street South		Sarnia ON	N7T 2M4	519-383-1862	519-383-1989	
Transport Canada - Ontario Region	Rebecca	Earl	Environmental Officer	Programs and Divestitures		**Transport Canada - Ontario Region**	4th Floor	4900 Yonge Street	Toronto ON	M2N 6A5			
Transport Canada - Surface (PS)	Andre	Lalonde	Regional Director	Railway Department		**Transport Canada - Surface (PS)**	3rd Floor	4900 Yonge Street	Toronto ON	M2N 6A5	416-954-9951	416-973-9907	andre.lalonde@tc.gc.ca

MASTER LIST - AGENCIES

GOVERNMENT - MINISTRY OF THE ENVIRONMENT

Please note that we received the following instructions from the Environmental Assessment Project Coordination Section, Environmental Assessment and Approvals Branch, MOE (Toronto) on February 27, 2009: In order to track submission of notices, the EAAB has created an e-mail address with the intention that all future notices be sent to MEA.NOTICES.EAAB@ontario.ca and copies of notices should be sent to the appropriate Regional EA Coordinators electronically. Further information can be found on the Municipal Engineers Association website or by contacting Jeffrey Dea, Project Officer, EA Project Coordination Section at at 416-314-7213 or 1-800-461-6290. On May 5, 2009, I called Jeffrey Dea for an e-mail address for our region and was given the following address: carl.slater@ontario.ca. It would be good to check occasionally in case this person is no longer in the position.

I checked with Jeffrey Dea on November 23, 2011. Please note that the contact information for the EAAB has not changed. However, the contact person for the Guelph office is now Mark Smithson at the following e-mail address: mark.smithson@ontario.ca. Jeffrey Dea also informed me that we need to send Notices of Completion only to the EAAB address. However, all notices (including Public Consultation Centre notices) must be sent to Mark Smithson at the regional office.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of the Environment	Jane	Glassco	District Manager			**Ministry of the Environment**	4th Floor	1 Stone Road West	Guelph ON	N1G 4Y2	519-826-4258	519-826-4286	
Ministry of the Environment	Bill	Bardswick	Director		West-Central Region	**Ministry of the Environment**	12th Floor	119 King Street West	Hamilton ON	L8P 4Y7	905-521-7640	905-521-7820	
Ministry of the Environment			Manager	Class EAs and Declarations Section	EA and Approvals Branch	**Ministry of the Environment**	Floor 12A	2 St. Clair Avenue West	Toronto ON	M4V 1L5	416-314-7288	416-314-7227	

MASTER LIST - AGENCIES

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of Agriculture, Food and Rural Affairs	Carole	Neumann	Rural Planner			**Ministry of Agriculture, Food and Rural Affairs**	Elora Resource Centre, Unit 10	6484 Wellington Road 7	Elora ON	N0B 1S0	519-846-3393	519-846-8178	Carole.neumann@omafra.gov.on.ca
Ministry of Agriculture, Food and Rural Affairs	Donna	Sharp Mundie	Land Use Consultant			**Ministry of Agriculture, Food and Rural Affairs**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Community & Social Services	Valerie	Beckett	Area Manager			**Ministry of Community & Social Services**	715 Fisher Hallman Road		Kitchener ON	N2E 4D9	519-886-4700		
Ministry of Community & Social Services			Planning Officer	Central West Region		**Ministry of Community & Social Services**	Suite 200	6733 Mississauga Rd.	Mississauga ON	L5N 6J5			
Ministry of Economic Development, Trade & Tourism	Rob	Glaister	Manager	Tourism Policy & Stategy Development		**Ministry of Economic Development, Trade & Tourism**	4th Floor, Hearst Block	900 Bay Street	Toronto ON	M7A 2E1			
Ministry of Health and Long-Term Care	Hon. Deb	Matthews	Minister of Health and Long-Term Care			**Ministry of Health and Long-Term Care**	10th Floor	80 Grosvenor Street, Hepburn Block	Toronto ON	M7A 2C4	416-327-4300	Contact E-mail - Send to Corporate Communication Unit and address the e-mail to the Minister	CCU@moh.gov.on.ca
Ministry of Municipal Affairs & Housing	Dwayne	Evans, M.A., MCIP, RPP	Area Planner	Municipal Services Office - Western		**Ministry of Municipal Affairs & Housing**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4020 Toll Free: 1-800-265-4736	519-873-4018	
Ministry of Municipal Affairs & Housing	Audrey	Bennett	Director	Provincial Planning Services Branch	Local Government and Planning Policy Division	**Ministry of Municipal Affairs & Housing**	14th Floor	777 Bay Street	Toronto ON	M5G 2E5	416-587-6072		
Ministry of Natural Resources	Ian	Hagman	District Manager	Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2	519-826-4955	519-826-4929	

MASTER LIST - AGENCIES

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of Natural Resources	Art	Timmerman		Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Tourism and Culture	Shari	Prowse	Archeology Review Officer	Culture Programs Unit	Program & Services Branch	**Ministry of Tourism and Culture**	900 Highbury Avenue		London ON	N5Y 1A4	519-675-6898		shari.prowse@ontario.ca
Ministry of Tourism and Culture	Karla	Barboza	Heritage Advisor	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7120		
Ministry of Tourism and Culture	Paula	Kulpa	Heritage Planner	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7			
Ministry of Tourism and Culture	Teresa	Wagner	A/Heritage Planner	Culture Services Unit	Program & Services Branch	**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7147	416-314-7175	Teresa.wagner@ontario.ca
Ministry of Transportation	Martin	Favell	Head, Planning and Design		Southwestern Region	**Ministry of Transportation**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4561	519-873-4600	
Ministry of Transportation	Scott	Howard	Senior Project Manager	Planning & Design	West Region	**Ministry of Transportation**		659 Exeter Road	London ON	N6E 1L3	519-873-4568 or 1-800-265-6072	519-873-4600	scott.howard@ontario.ca
Ministry of Transportation	Fred	Leech	Area Manager, Planning & Design	Southwestern Region		**Ministry of Transportation**	4th Floor	659 Exeter Road	London ON	N6E 1L3			
Ministry of Transportation	Geddes	Mahabir, M.Eng., P.Eng.	Area Engineer	Planning and Design Section	Southwestern Region	**Ministry of Transportation**	3rd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4549 1-800-265-6072	519-873-4600	Geddes.Mahabir@ontario.ca
Ontario Ministry of Municipal Affairs and Housing	Matt	Ferguson	Municipal/Planning Advisor			**Ontario Ministry of Municipal Affairs and Housing**	2nd Floor	659 Exeter Road	London ON	N2E 1L3			
Ontario Provincial Police			Detachment Commander	Cambridge Detachment		**Ontario Provincial Police**		500 Beaverdale Road	Cambridge ON	N3C 2V3	519-654-0150	519-654-9650	VNET: 505-3401
Ontario Realty Corp.	William	Gerard	General Manager	Environment and Cultural Heritage		**Ontario Realty Corp.**	11th Floor, Ferguson Block	77 Wellesley Street West	Toronto ON	M7A 2G3			

MASTER LIST - AGENCIES

MISCELLANEOUS CONTACTS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canadian National Railway	Andris	Baders				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian National Railway	John T.	MacTaggert				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian Pacific Railway	G.J. (Gerry)	Gionet	Manager Road Operations			**Canadian Pacific Railway**	940 Elias Street		London ON	N5W 3P2	519-660-3449 #222 Cell: 519-319-0136	519-660-2225	gerry_gionet@cpr.ca
Canadian Pacific Railway	D. M. (David)	Lukianow, P.Eng.	Manager Public Works			**Canadian Pacific Railway**	Suite 800	1290 Central Parkway West	Mississauga ON	L5C 4R3	905-803-5971	416-297-3103	david_lukianow@cpr.ca
CN Rail Engineering Services	Daniel	Loureiro				**CN Rail Engineering Services**	P.O. Box 1000	4 Welding Way	Concord ON	L4K 1B9	905-669-3373	905-760-3406	
County of Wellington	Gary	Cousins	Director of Planning			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #219	519-823-1694	garyc@wellington.ca
County of Wellington	Gord	Ough	County Engineer	Engineering Services		**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #2280	519-837-8138	gordo@wellington.ca
County of Wellington	Donna	Van Wyck	Clerk			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #252	519-837-1909	donnav@wellington.ca
GO Transit	J.G.	Ashbee, P.Eng.	Manager, Infrastructure Expansion Planning			**GO Transit**	Suite 600	20 Bay Street	Toronto ON	M5J 2W3	416-869-3600 #5211	416-869-1563	greg.ashbee@gotransit.com
Township of Puslinch	Brenda	Law, AMCT	CAO/Clerk-Treasurer			**Township of Puslinch**	7404 Wellington Road 34	R.R. 3	Guelph ON	N1H 6H9		519-763-5846	
Via Rail	K.C.	Rose	Sr. Manager Real Estate	Southwestern Ontario & West		**Via Rail**	50 Drummond Street	Unit C	Toronto ON	M8V 4B5	416-253-2468	416-253-2424	krose@viarail.ca
VIA Rail Canada - Capital Programs	Aaron	Branston	Senior Project Manager			**VIA Rail Canada - Capital Programs**	Suite 500	3 Place Ville-Marie	Montreal QC	H3B 2C9	514-871-6422	514-871-6423 514-290-3295	aaron_branston@viarail.ca
Waterloo Federation of Agriculture	Jeff	Stager				**Waterloo Federation of Agriculture**	1784 Northumberland Street	R.R. 1	Ayr ON	N0B 1E0	519-698-3060		

MASTER LIST - AGENCIES

REGION OF WATERLOO

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Region of Waterloo	Lucille	Bish		Heritage Planning Advisory Committee		**Region of Waterloo**	8th Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4499	519-575-4449	blucille@region.waterloo.on.ca
Region of Waterloo	Kris	Fletcher	Director, Council and Administrative Services/Regional Clerk			**Region of Waterloo**	2nd Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4029	519-575-4481	fkris@region.waterloo.on.ca
Region of Waterloo	John	Pmo	Director	Emergency Medical Services Division		**Region of Waterloo**	120 Maple Grove Road		Cambridge ON	N3H 4R6	519-650-8295 #8710		pjohn@region.waterloo.on.ca
Waterloo Regional Police Service	Staff Sergeant Scott	Diefenbaker		Police Service	Traffic Services	**Waterloo Regional Police Service**	P.O. Box 3070	200 Maple Grove Road	Cambridge ON	N3H 5M1	519-653-7700 #8794	519-653-0905	

MASTER LIST - AGENCIES

SCHOOL BOARDS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Conseil Scolaire de District du Centre Sud-Ouest	Suzanne	Labrecque	Directrice de l'immobilisation, entretien et planification			**Conseil Scolaire de District du Centre Sud-Ouest**	116 Cornelius Parkway		Toronto ON	M6L 2K5			
Waterloo Catholic District School Board	Dave	Bennett	Manager of Planning	Planning Department		**Waterloo Catholic District School Board**	Unit A	35 Weber Street West	Kitchener ON	N2G 4G2	519-578-3660	519-569-4015	
Waterloo Region District School Board	Chris	Smith	Manager of Planning	Planning Department		**Waterloo Region District School Board**	51 Ardelt Avenue		Kitchener ON	N2C 2R5	519-570-0003 #4461	519-576-0478	

MASTER LIST - AGENCIES

TOWNSHIP OF NORTH DUMFRIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
North Dumfries Fire Department	Robert	Shantz	Fire Chief			**North Dumfries Fire Department**	501 Scott Street		Ayr ON	N0B 1E0	519-632-7956	519-632-8595	
Township of North Dumfries	Roger	Mordue	CAO/Clerk			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340 #11	519-623-7641	rmordue@township.northdumfries.on.ca
Township of North Dumfries	Steohen	Stone	Director of Planning			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340	519-623-7641	sstone@northdumfries.on.ca

MASTER LIST - AGENCIES

UTILITIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Allstream	David	Pitchforth	Project Supervisor	OSP Network Implementation		**Allstream**	50 Worcester Road		Etobicoke ON	M9W 5X2	Telephone: 416-649-7539 Pager: 416-608-8311 Mobile: 416-727-5811	416-649-7500	david.pitchforth@allstream.com
Allstream						**Allstream**	50 Worcester Road		Etobicoke ON	M9W 5X2			www.allstream.com
Atria Networks Inc.	Andrew	Beswick	Manager of Field Operations for York Region			**Atria Networks Inc.**	Suite 100	7676 Woodbine Avenue	Markham ON	L3R 2N2	1-888-623-0623 #4604	905-943-7627	abeswick@atrianetworks.com
Atria Networks Inc.	Kris	Eby	VP Field Operations			**Atria Networks Inc.**	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4508	519-570-2151	keby@atrianetworks.com
Atria Networks Inc.	Michael	Kuntz	Construction Coordinator			**Atria Networks Inc.**	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4509	519-570-2151	mkuntz@atrianetworks.com
Atria Networks Inc.	John	Stephens	Manager of Field Operations for Waterloo, Wellington and Hamilton			**Atria Networks Inc.**	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4516	519-570-2151	jstephens@atrianetworks.com
Bell Canada	Michelle	Brenneman	Coordinator - Kitchener			**Bell Canada**	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Bell Canada	Janet	Cleghorn	Coordinator - Waterloo			**Bell Canada**	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0212		
Bell Canada	Dave	Kerton	Cambridge/Kitchener			**Bell Canada**	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0405	519-744-3082	david.kerton@bell.ca
Bell Canada	Daniel	Steffler	Kitchener/Waterloo			**Bell Canada**	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0569	519-744-3082	daniel.steffler@bell.ca
Bell Canada	Sue	Thompson	Coordinator - Cambridge			**Bell Canada**	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Cambridge and North Dumfries Hydro Inc.	Marilyn I.	Fisher	Easement Officer			**Cambridge and North Dumfries Hydro Inc.**	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530	519-621-7420	mfisher@camhydro.com www.camhydro.com
Cambridge and North Dumfries Hydro Inc.	Joan	McCartney				**Cambridge and North Dumfries Hydro Inc.**	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6			
Cambridge and North Dumfries Hydro Inc.	Ron	Sinclair, P.Eng.	Director of Engineering			**Cambridge and North Dumfries Hydro Inc.**	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2229	519-621-7420	
Cambridge and North Dumfries Hydro Inc.	Sherri	Tilley-Wanklin, C.Tech. C.I.M.	Supervisor, Engineering Services			**Cambridge and North Dumfries Hydro Inc.**	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2401	519-621-7420	stilley@camhydro.com
Cambridge and North Dumfries Hydro Inc.						**Cambridge and North Dumfries Hydro Inc.**	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530		www.camhydro.com
Hydro One Network	Greg	Wall	Senior Real Estate Coordinator			**Hydro One Network**	15th Floor	483 Bay Street	Toronto ON	M5G 2P5			
Ontario Power Generation Inc.	Clara	Clairman		Environmental Services & Approvals		**Ontario Power Generation Inc.**	700 University Avenue H6F27		Toronto ON	M5G 1X6			
Rogers Cablesystems Inc.	Richard	Bolliger		Outside Plant Engineering		**Rogers Cablesystems Inc.**	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8142	519-893-6463	
Rogers Cablesystems Inc.	Greg	Brown		Outside Plant Engineering		**Rogers Cablesystems Inc.**	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8125	519-893-6463	
Rogers Cablesystems Inc.	Nina	Gillingham				**Rogers Cablesystems Inc.**	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8182	519-893-6463	
Rogers Cablesystems Inc.	Walter	Horn	System Planner			**Rogers Cablesystems Inc.**	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8			
Rogers Cablesystems Inc.	Cliff	Kennel		Outside Plant Engineering		**Rogers Cablesystems Inc.**	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8185		ckennel@rogers.com
Telus	Robert	Quick				**Telus**	62 Locust Street		Kitchener ON	N2H 1W9			
Union Gas Ltd.	Rick	Bigelow	Utilities Service Manager			**Union Gas Ltd.**	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7405	519-885-7489	
Union Gas Ltd.	Gwen	Keep	Acting Mapping Team Leader			**Union Gas Ltd.**	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3			
Union Gas Ltd.	Kevin	Schimus	Distribution System Development			**Union Gas Ltd.**	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2J 1K3	519-885-7513		tschimus@uniongas.com
Union Gas Ltd.	Walter	Semeniuk	Tech Manager	Waterloo-Brantford Area		**Union Gas Ltd.**	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7400	519-885-7489	
Union Gas Ltd.	Ken	Sleeper	Utilities Service Manager			**Union Gas Ltd.**	10 Surrey Street East		Guelph ON	N1H 3P5	519-822-1462		

H2

Public Consultation Centre No. 1

Region of Waterloo

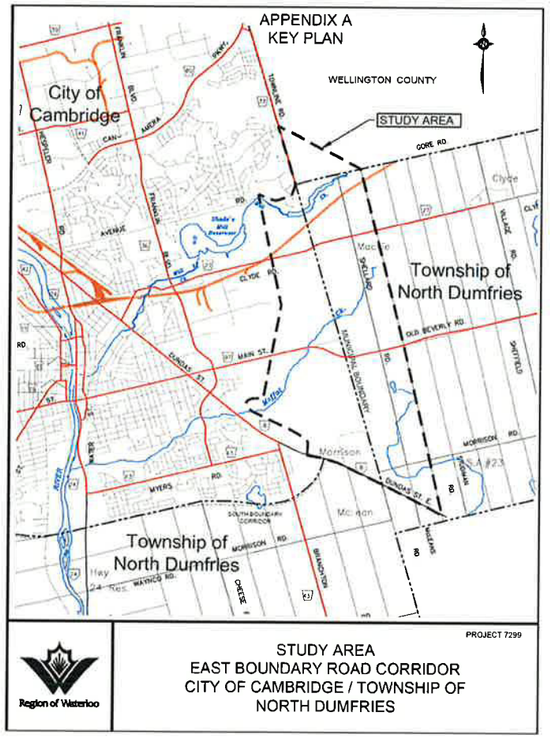
Public Consultation Centre #1
Schedule 'C' Class Environmental Assessment for East Boundary Road Corridor Study
City of Cambridge, Township of North Dumfries and Township of Puslinch

You are invited to our first Public Consultation Centre to provide your input into the planning of the East Boundary Road Corridor Study.

Date: **Thursday April 3rd 2014**
Time: **5:00 PM to 8:00 PM**
Location: **Holy Spirit Catholic Elementary School**
15 Gatehouse Drive, Cambridge, Ontario

Background

The Region of Waterloo is undertaking a Class Environmental Assessment study for the development of the East Boundary Road Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries and the Township of Puslinch. Please refer to the key plan.



The need for improved capacity in this corridor has been established in the Cambridge Area Transportation Study (CATS) and has been reconfirmed in subsequent studies, including the Cambridge Area Route Selection Study (CARSS), Detailed Transportation Network Review (DTNR), the Region of Transportation Master Plan and the Regional Official Plans.

The Process

The study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment, which is an approved process under the Ontario Environmental Assessment Act (June 2000).

As a part of the study, a minimum of two Public Consultation Centres (PCC) will be held. The PCC meetings are designed to provide interested members of the public, local business community and agencies an opportunity to meet the project team, review the study scope and discuss project issues including alternative solutions, environmental considerations and evaluation criteria.

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 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:

Marcos Kroker, P.Eng.
Acting Head, Transportation Expansion
Regional Municipality of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Phone: 519-575-4750
Fax: 519-575-4430
E-mail: mkroker@regionofwaterloo.ca

Dave Hallman, P.Eng.
Vice President
MTE Consultants Inc.
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Phone: 519-743-6500
Fax : 519-743-6513
E-mail : DHallman@mte85.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 Marcos Kroker at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information such as name, address, telephone number and property 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 Mr. Marcos Kroker, P.Eng. at the Region of Waterloo.

Regional Municipality of Waterloo

East Boundary Road Corridor Study

Dundas Street at South Boundary Road to Townline Road
City of Cambridge/Township of North Dumfries/Puslinch Township

Information Package

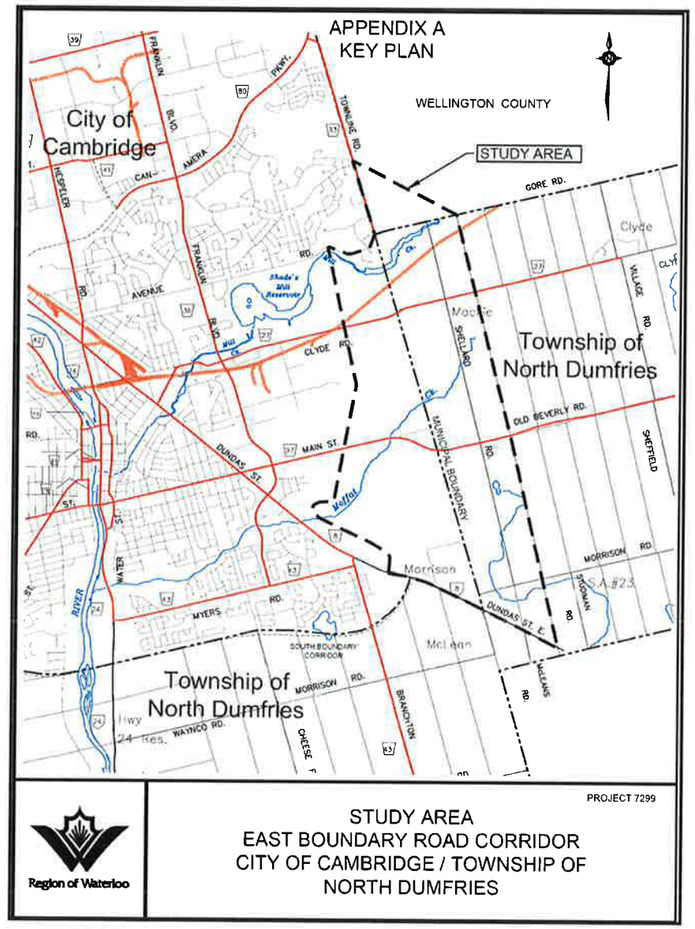
Public Consultation Centre
Thursday, April 3, 2014
5:00 P.M. to 8:00 P.M.
at
Holy Spirit Catholic Elementary School
15 Gatehouse Drive
Cambridge, Ontario

Region of Waterloo

There is a Comment Sheet at the back of this package. If you wish, please fill it out and deposit it in the designated box provided at this Consultation Centre. All names, addresses and comments will be included in material made available to the general public.

1.0 What is the Purpose of this Public Consultation Centre (PCC)?

The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for the East Boundary Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries and Puslinch Township (study area illustrated below). The study will follow the Class EA process (Schedule "C") as outlined in the Municipal Class Environmental Assessment, June 2000 as amended in 2007 document.



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

- Identified study issues and problem statement;
- Alternative alignments being considered for the East Boundary Road Corridor; and
- Criteria to be used in the evaluation of the alternative alignments.

2.0 What is a Class Environmental Assessment?

The Class Environmental Assessment (EA) process is a formal process approved under the Ontario Environmental Assessment Act that must be undertaken in advance of any construction improvements to ensure that all reasonable alternatives are considered.

The Class EA provides the framework for municipalities to plan, design and construct municipal infrastructure projects. This project is being planned as a "Schedule C" Class EA project. For additional details regarding the Municipal Class EA process, please refer to Appendix A.

3.0 Who is Directing This Project?

A "Project Team" consisting of staff from the Region of Waterloo, City of Cambridge, Township of North Dumfries, Puslinch Township, Wellington County, Grand River Conservation Authority, and MTE Consultants, as well as Region of Waterloo Councilor Jane Brewer, City of Cambridge Councilor Gary Price and Township of North Dumfries Councilor Neil Ritchie, is directing this project.

4.0 How does this Project Relate to the Objectives of the Regional Official Plan and the Regional Transportation Master Plan?

During the last 10 years, south Cambridge has experienced rapid residential growth, and the east side of Cambridge is being planned for new development. As a result, the transportation network needs to be upgraded to meet current demands and accommodate future growth as identified in many studies and policies as well as accommodating traffic that is trying to bypass the City of Cambridge.

The initial concept for a bypass around the "City of Cambridge" was first identified in 1967 as part of a Planning Study undertaken by the City of Galt. In 1972, the Ministry of Transportation developed a Highway 8 bypass, connecting Highway 8 and Highway 24 to Highway 401. When responsibility for these roads shifted to the Region of Waterloo in 1988, it was revised into an arterial corridor concept around the east, west, and south sides of the City of Cambridge as approved in the 1994 Cambridge Area Transportation Study (CATS). Included in the recommendations was a north-south bypass on the east

side of Cambridge that was just east of the City of Cambridge boundary in North Dumfries.

The 1999 Regional Transportation Master Plan (RTMP) has also identified the need for a North-South arterial, east of Franklin Boulevard in the City of Cambridge and the Township of North Dumfries.

In response to the transportation network needs identified in the RTMP, the Region of Waterloo initiated a Class EA Study in the City of Cambridge in 2000, called the Cambridge Area Routes Selection Study (CARSS). This study also identified a number of routes for an East Side Arterial Corridor east and west of the City of Cambridge boundary.

In 2004 a Detailed Transportation Network Review (DTNR) undertaken by the Region confirmed the need for an East Boundary Road. In addition, the Region Transportation Master Plan (2010 Update) also recommended the need for an East Boundary Road.

The 1995 Regional Official Policies Plan (ROPP) that is currently in effect as well as the new Regional Official Plan (ROP) that has been approved by the Province in 2010 but is currently under appeal, both identify a Proposed Regional Corridor (as illustrated on Map 9 of the ROPP and Map 5b of the ROP) for the East Boundary Road that is consistent with the alignment identified under previous studies. It essentially ties into the South Boundary Road at Dundas Street, and connects into Shellard Sideroad to the east, goes through Puslinch Township and ties into Townline Road. This route is currently shown in both the Region of Waterloo and Wellington County Official Plans. In summary, the need for an East Boundary Road has been firmly established through many previous studies; however, the exact alignment has not been identified through a Class Environmental Assessment. The Project Team has developed the following problem statement for the project, identifying the traffic and transportation needs to be addressed.

Problem Statement

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge is needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as improve access to the Regional road network for residents of the Southeast Galt Community area, and provide an alternative for goods movements to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and the upgrades to Townline Road south of Highway 401 completed, a route between Dundas Street in the south, to Townline Road must be identified for this Regional Road.

5.0 Where in the Class EA Process Are We?

As identified above, the project is being completed in accordance with the requirements of a Schedule "C" Municipal Class EA process. The requirements of the first two phases of the project (i.e. Phase 1: Identify Problem or Opportunity and Phase 2: Develop Alternative Solutions to the Problem) have already been addressed and documented in previously completed studies including the CARSS, the Cambridge Area Transportation Study, Regional Transportation Master Plan, and the Detailed Transportation Network Review (DTNR). These studies have considered alternative methods of addressing the transportation demands such as transit, carpooling, cycling and walking. They all concluded that the Preferred Solution is a new road on the east side of Cambridge.

Because these studies have: (1) already established the need and justification for an East Boundary Corridor and (2) have looked at alternative methods of addressing this need, and consulted with stakeholders, the requirements of the first two phases of the East Boundary Corridor Class EA project may be considered as being fulfilled.

This study is undertaking Phase 3: Alternative Design Concepts for the Preferred Solution, and Phase 4: The Environmental Study Report documenting the study for public review.

6.0 What are the Current Projects in the Area and What Impact Do They Have on This Project?

Franklin Boulevard

The Region of Waterloo completed the Franklin Boulevard Class EA study in 2011 from Myers Road to north of Pinebush Road, in the City of Cambridge. The approved plan that has been developed, addresses the existing traffic operations, future traffic demand and capacity improvements for Franklin Boulevard. Franklin Boulevard is currently the key north-south connection on the east side of Cambridge. Construction is proposed to start in 2015 and continue until 2020. However the traffic projections for Franklin Boulevard assume that an East Boundary Road (to the east of Franklin Boulevard) will be constructed in the future.

South Boundary Road

The Region of Waterloo completed the South Boundary Road Class EA study in 2013. The South Boundary Road Class EA established the corridor for a new road running along the south edge of the City of Cambridge from Water Street (Highway 24) to Dundas Street (Highway 8). The intersection of the South Boundary Road and Dundas Street was established as part of that study, and is the point where an East Boundary Road would connect in the south end. Detail design of the South Boundary Road is currently underway and construction of the west portion (Water Street to Franklin Boulevard) is scheduled to commence in 2015/2016 while the east portion (Franklin Boulevard to Dundas Street) is scheduled to start construction in 2022. Construction of the East Boundary Road is not currently scheduled in the Region's 10 year Transportation Capital Program and will not be programmed until after South Boundary Road is complete.

Highway 24 Transportation Corridor Planning and Class EA

The Ministry of Transportation (MTO) had initiated a Highway 24 Transportation Corridor Planning and Class EA Study from Highway 403 in Brantford to Highway 401 in Cambridge to develop a plan that addresses traffic capacity, operation and safety needs between Brantford and Cambridge. This study was put on hold for a period of time, but the MTO now has plans to re-initiate it. The construction of a future Highway 24 does not significantly impact the need for an East Boundary Road, as the East Boundary Road will not only serve as an arterial through the east side of Cambridge, but also serve local access purposes. However, the Project Team will be in contact with the MTO to coordinate the East Boundary Road with the new MTO study.

7.0 When is an East Boundary Road Needed?

The East Boundary Road is currently not scheduled for construction in the Region of Waterloo's Ten Year Transportation Capital Program. However the planning and identification of a proposed route is being undertaken now (as part of this study) to establish an East Boundary Road Corridor so that planning for future development can proceed knowing where the new road will be. Since the need for an East Boundary Road will be somewhat dependent on how and when development occurs, the construction of a new East Boundary Road will likely be phased and not all built at the same time.

8.0 What Are the Preliminary Alignment Concepts Being Considered for the East Boundary Corridor?

The Project Team looked at a number of constraints and opportunities in developing some Preliminary Alignment Concepts. Some of these constraints and opportunities include: Mill Creek, Moffat Creek, existing and new roadways, existing development, hydro corridors, heritage and archeological features, railways, wetlands and other natural environmental factors. The Project Team will continue to review and evaluate all constraints and opportunities during the EA process. These alignments are really just a "starting point", and public input is welcomed on these preliminary alignments as well as suggestions of any additional alternatives. Please refer to Appendix "B" and the display at this PCC for a plan showing the Preliminary Alignment Concepts. The following sections include a description of the Preliminary Alignment Concepts that were developed by the Project Team.

8.1 "Do Nothing"

As part of any Class EA process, there is always a consideration of the "Do Nothing" alternative to assess what would happen if no action is taken to address the project concerns. This assessment provides a baseline against which the other project alternatives can be measured. Although the previous studies undertaken have already identified the need for a new East Boundary Road, the Do-Nothing alternative will continue to be considered for comparison purposes.

8.2 Route A - "Eastern Alignment"

Route A follows the route illustrated in the Region of Waterloo and Wellington County Official Plans. It ties into the current proposed location of the South Boundary Road at Dundas Street, goes eastward utilizing a portion of Ripplewood Road and ties into Shellard Sideroad. It then travels north on Shellard Sideroad going through Puslinch Township at the intersection of Gore Road and ties into Townline Road near Saginaw Parkway. This route will utilize and expand upon the existing crossings of Moffat Creek, Mill Creek and the CPR tracks. This route impacts existing communities along Shellard Sideroad.

8.3 Route B – "Western Alignment"

Route B is a western alignment that ties into the South Boundary Road at Dundas Street and follows a proposed City collector road (Wesley Boulevard). It then follows the eastern edge of the Cambridge Landfill Site, utilizes a portion of the Hydro One Corridor and travels eastward tying into Townline Road at the Cambridge/North Dumfries Boundary. This route is intended to replace an already-approved crossing of Moffat Creek near the proposed Wesley Boulevard, and will require a new crossing of Mill Creek (near dammed portion of the creek) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks. The City of Cambridge has expressed significant concerns regarding this alignment and the impact it will have on their proposed community campus as well as other existing and proposed developments in the adjacent area. Construction of this route may make the community campus unviable. The City of Cambridge's detailed concerns with Route B will be a significant factor in the evaluation process when all municipal, agency and public comments and concerns are taken into consideration.

8.4 Route C – "Central Alignment

Route C ties into the South Boundary Road at Dundas Street, then travels northeast to eventually follow the Cambridge North Dumfries Boundary and tying into Townline Road. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

8.5 Route D – "Hydro One Corridor"

Route D ties into the South Boundary Road at Dundas Street then travels northeast to eventually follow the Hydro One Corridor until approximately Clyde Road where it ties into Route C near the Mill Creek crossing to tie into Townline Road. The northern portion of this alignment is shared with Route B. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

8.6 "Hyrbid" Alignment Concepts

A number of other short alignments connecting Route A and Route C are also being considered. In addition, a short alignment concept for Route A crossing Moffat Creek further east than Shellard Sideroad is also being considered.

8.7 CP Rail Crossings

All the proposed alignments must cross the existing CP Rail Line north of Clyde Road. Route A is proposed to use the existing Shellard Sideroad crossing location, but all other routes will require a new crossing location. Each proposed new crossing will be examined for either an "at-grade" (level) crossing, or a "grade separation" (bridge). The need for an at-grade or grade separated crossing will be dictated by the amount of

vehicle traffic and train traffic as part of detail design. Both an at-grade and grade separated crossing will be examined as part of this study, with the potential for an initial at-grade crossing (if traffic volumes dictate) with provisions for a future grade separation.

8.8 Roundabouts

Roundabout intersections will also be considered. Roundabouts are becoming more common in the Region of Waterloo. Roundabouts are characterized by the lack of traffic signals and a circulating roadway providing the ability for continual traffic flow through the intersection, as well as reducing severe collisions.

9.0 Will Cycling and Pedestrian Facilities be Incorporated into the Design?

The East Boundary Road will accommodate all modes of transportation such as walking, cycling, transit, and automobile. As part of this EA process the Region will consider sidewalks, multi-use trails and landscaping in the preliminary design. The Region of Waterloo is committed to providing a more integrated, sustainable and convenient transportation system. This improved system will provide improved access to jobs and services, and help to address increasing traffic congestion.

10.0 Have any Natural Environmental Inventories been Completed?

Preliminary environmental mapping of the study area has been compiled based on the review of background information from the Ministry of Natural Resources (MNR), Grand River Conservation Authority (GRCA), Region of Waterloo and various studies previously completed in the vicinity of the study area. GRCA and MNR (Land Information Ontario) GIS mapping was consulted and transferred to provide an understanding of the various land form based constraints within the study area. In addition, various natural heritage surveys were completed throughout the spring and summer of 2012 to gain an understanding of specific natural heritage features and functions that were identified during preliminary background information mapping. These surveys included spring amphibian call surveys, breeding bird surveys, preliminary Ecological Land Classification and cursory vegetation surveys, and species at risk observations.

In 2013, field work was completed at additional stations within the overall study area to provide additional natural heritage data that will be taken into consideration as the study moves towards formulation and assessment of preliminary alignment options.

Further environmental inventories are to be completed in the spring, summer and fall of 2014 (including botanical, breeding bird, and breeding amphibian survey) as well as additional observations of area wildlife.

Reports will be available at the PCC and will be accessible via our website Region of Waterloo after the PCC.

11.0 Are there any Natural Environment Corridors in the Study Area?

Two large natural heritage system corridors traverse the Study Area. The Provincially Significant Mill Creek Wetland Complex Corridor surrounds Mill Creek and enters the north boundary of the study area at the intersection of Gore Road and Shellard Road. The Provincially Significant Wetland (PSW) at Moffat Creek enters the middle portion of the study area at Shellard Road. In the southeast corner of the study area, smaller wetland pockets associated with the Sheffield-Rockton Complex PSW surround headwater area of Fairchild Creek at Shellard Road near Dundas Street.

The Mill Creek PSW complex surrounds Mill Creek proper and its tributaries. Immediately to the northeast of the Study Area, a large portion of the Mill Creek PSW also contains the Galt (Mill) Creek and Forests Life Science Area of Natural and Scientific Interest (ANSI). While this ANSI lies just outside of the present Study Area boundary, its presence on adjacent lands should be taken into consideration during the EA study.

Traversing the mid-portion of the study area in a northeast to southwest direction, the Moffat Creek PSW surrounds the main stem of Moffat Creek. Smaller pockets of wetland also associated with this complex are located away from the creek, in the vicinity of the east end of Savage Drive and the south end of Doobie Drive.

In the southeast corner of the Study Area to the south of Old Beverly Road, are several wetland pockets of the Sheffield-Rockton PSW Complex. These wetland areas are associated with the headwaters of Fairchild Creek, a warmwater stream system that enters the Grand River downstream of Brantford. Please see the displays at the Public Consultation Centre to view maps of the significant natural environment within the study area.

12.0 Are there any Potential Developments in the Vicinity of the Study Area?

There are a number of proposed or partially completed developments within the Study Area, concentrated mainly in the southwest corner of the Study Area. Each of these developments are in various stages of approvals. The City's "Southeast Galt Community Plan" is also located in this area. Please see the displays at the Public Consultation Centre to view maps of the significant natural environment within the study area.

13.0 Are there any Buildings of Heritage Significance within the Study Area?

A Cultural Heritage Resource Inventory identified several buildings within the Study Area that have either "medium" or "high" heritage significance. In general, the buildings are mid-1800 stone farmhouses built by earlier settlers in the area. Any impacts to buildings of heritage significance will be determined as the study progresses. Every effort will be made to avoid and/or mitigate negative impacts to identified areas of heritage significance.

Reports will be available at the PCC and will be accessible via the Region's website Region of Waterloo after the PCC.

14.0 How Will the Various Alternative Alignments be Evaluated?

The various alternatives alignment concepts will be assessed against a set of evaluation criteria to determine which alignment, singly or in combination with other alignments, best addresses the need for an East Boundary Road and the surrounding transportation network. The evaluation criteria will include the following:

Evaluation Criteria for East Boundary Road Class EA Study
Study Element
1) Natural Environment
How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk, surface drainage and existing floodplains?
2) Social Environment
Community Impacts – What impacts will the alternative have on the local community i.e. noise, property requirements, etc.?
Access – How does the alternative impact access to existing residences, businesses and industries?
Development/Property – Will the alternative fragment land and/or limit development opportunities?
3) Heritage/Archaeological/Cultural Environment
What are the potential impacts on the heritage significance of heritage structures or landscapes and the potential disturbance of archaeological resources?
4) Traffic Capacity, Operations and Safety
How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs?
Does the alternative efficiently and safely handle the forecasted traffic from existing and future development properties?
5) Costs
How does the alternative compare with anticipated capital costs, property costs and utility relocation costs?

Evaluation Criteria for East Boundary Road Class EA Study
Study Element
future development properties?
5) Costs
How does the alternative compare with anticipated capital costs, property costs and utility relocation costs?

15.0 What Happens if Property is Required?

While it is the intent of the design process to minimize as much as possible the need to obtain property for the East Boundary Road or any of the sidestreets within the study limits, most of the alternative alignment concepts being considered require obtaining or widening the road allowance onto private property, obtaining temporary easements during the construction period or in some cases outright purchase of entire properties. In areas where property is required, the property owner will be contacted directly by the Region of Waterloo's Land Purchasing Officer. 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.

16.0 What are the Next Steps in the Project?

The Project Team will use the comments received from today's Consultation Centre, along with other input received from the public and approval agencies as well as technical data, to further refine the alternative road alignment concepts and evaluation criteria and to identify a Preferred Alignment Concept. Some of the next tasks to be arranged include additional natural environmental inventories and further discussions with external agencies including Hydro One, MNR, GRCA, CP Rail and others. The Preferred Alignment Concept will be presented at a Second Public Consultation Centre to be held later in 2014 or early 2015.

17.0 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 will receive any forthcoming additional information, and be notified of future meetings. Advertisements will also be placed in local newspapers advising the public of the upcoming Public Meetings and availability of the final Environmental Study Report for the East Boundary Road Class EA study.

18.0 How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to one of the Project Team members listed below, no later than April 17, 2014.

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

Mr. Marcos Kroker P.Eng.
Acting Head, Transportation Expansion
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4750
Fax: (519) 575-4430
Email: kmarcos@regionofwaterloo.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500 X1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

19.0 How Can I View Project Information Following the PCC?

All of the PCC display materials in addition to other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal offices as identified above, or on the Regional Municipality of Waterloo's website (Region of Waterloo).

Appendix A

Municipal Class Environmental Assessment Process

Ontario Environmental Assessment Act

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

The key principles of successful environmental assessment planning include:

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

Municipal Class Environmental Assessment (EA)

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

Schedule "A" - Includes routine maintenance, operation and emergency activities.
- The Municipality can proceed with this work without further approval or public consultation.

Schedule "B" - Includes projects with the potential for some adverse environmental effects.
- These projects are subject to a screening process that includes consultation with directly affected public and agencies.

Schedule "C" - Includes larger, more complex projects with the potential for significant environmental effects.
- These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

Public Involvement

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

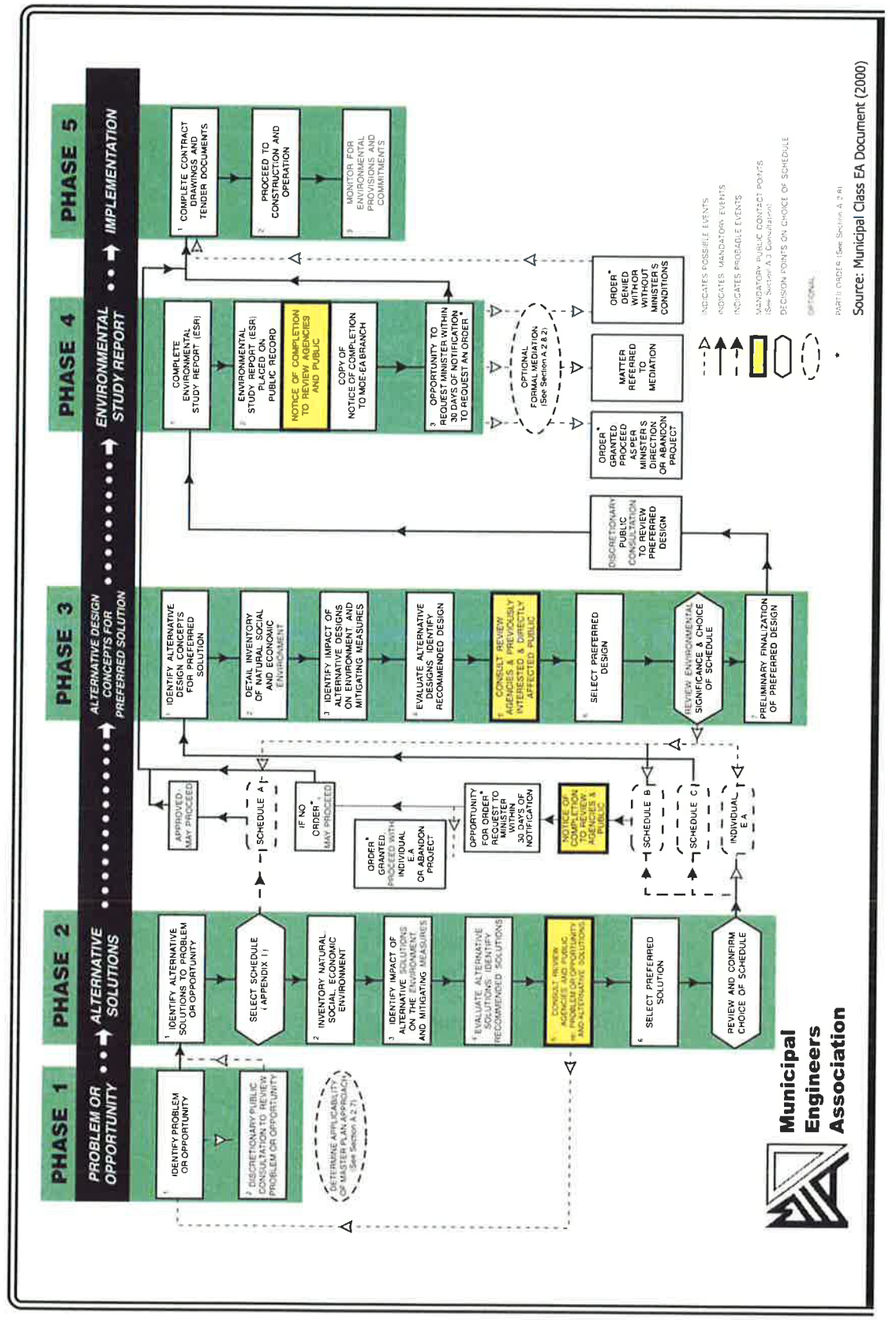
To request a Part II Order, a person must send a written request to :

Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON
M4V 1P5

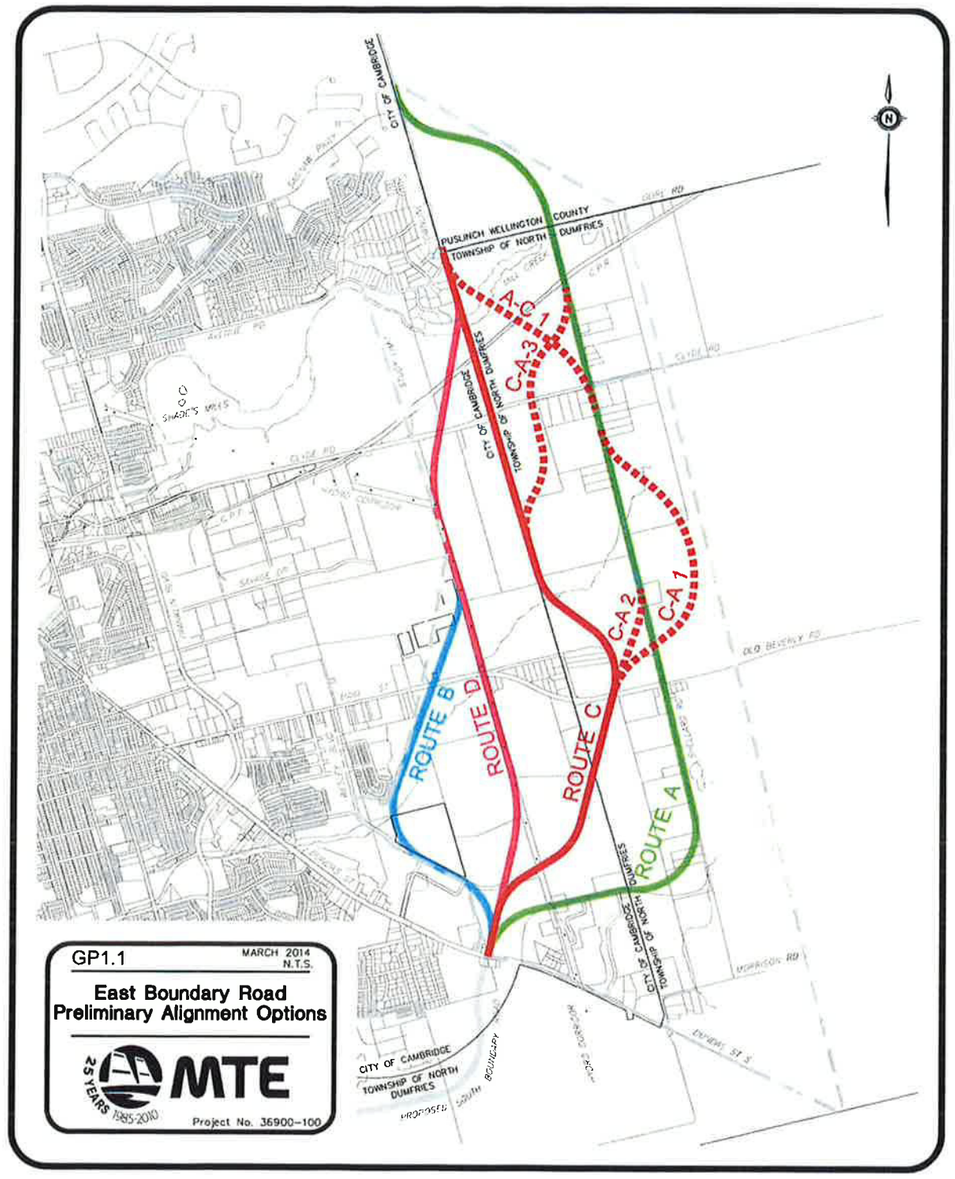
The request must address the following with respect to the identified concerns:

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

Details of discussions held between the person and the proponent.



Appendix B



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 drawing are referred to as Property Impact Plans (PIP).

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

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

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

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale
The general steps towards such an offer are as follows;

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

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

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

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

Comment Sheet

Regional Municipality of Waterloo

East Boundary Road Class Environmental Assessment

Cambridge/North Dumfries/Puslinch

Public Consultation Centre #1 – April 3, 2014

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by **April 17, 2014** to either:

Mr. Marcos Kroker P.Eng.
Acting Head, Transportation Exp.
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4750
Fax: (519) 575-4430
Email:
kmarcos@region.waterloo.on.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500
X1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

1. Do you think there are any other problems or needs that should be considered and added to the project Problem Statement?

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

Class Environmental Assessment
East Boundary Road

3. Are there any other Evaluation Criteria that you think should be considered?

4. What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed?

5. 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.

Region of Waterloo

THE TOWNSHIP OF PUSLINCH

THE TOWNSHIP OF NORTH DUMFRIES

CAMBRIDGE
It's all right here

MTE
25 YEARS 1985-2010

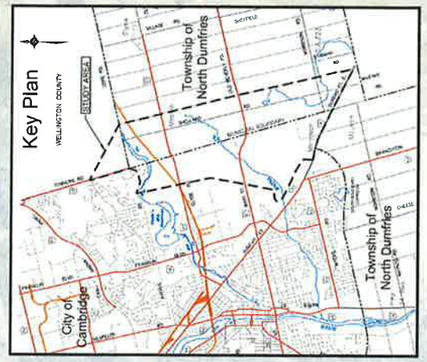
EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

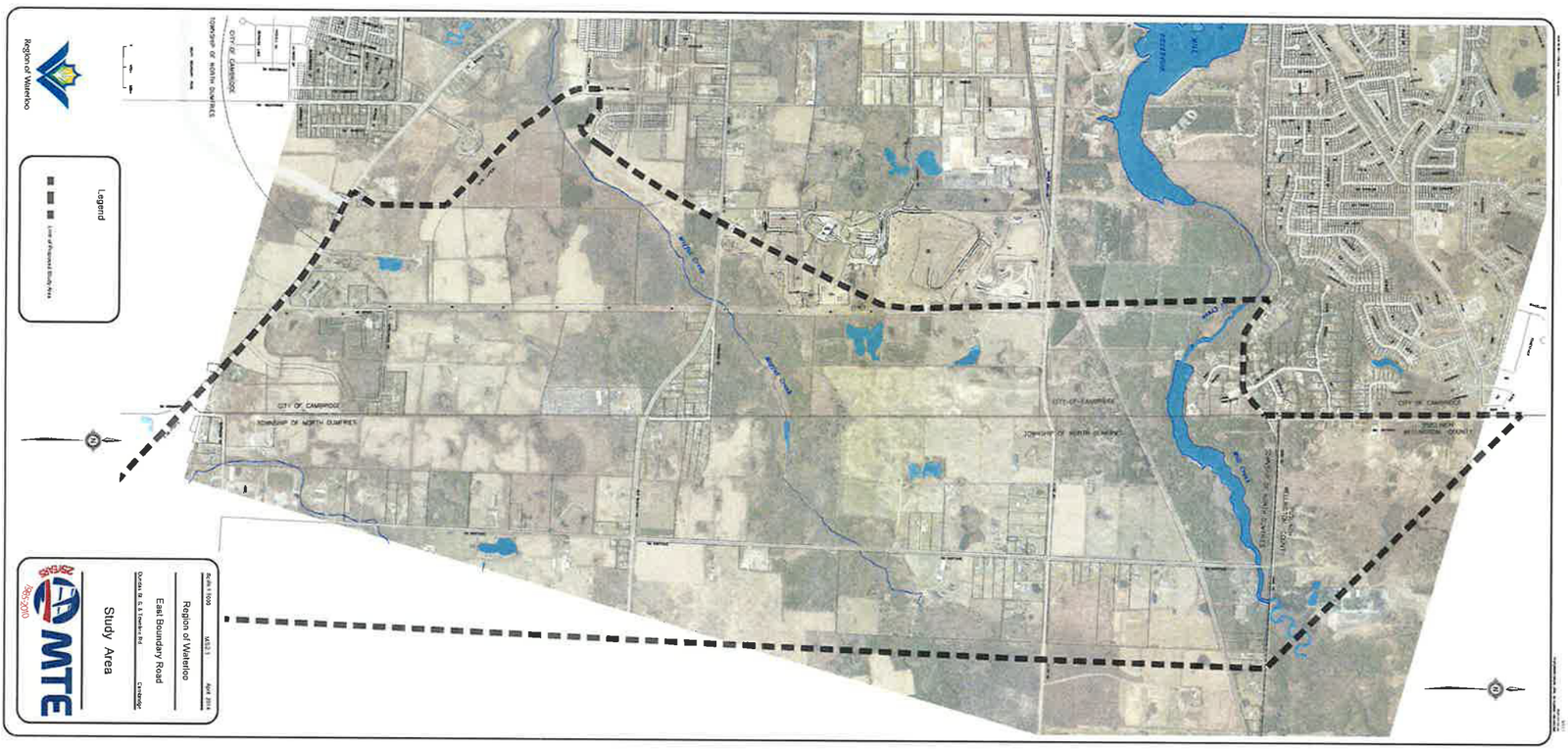
WELCOME

Please ...

- ✓ Sign in
- ✓ Pick up an Information Package
- ✓ Review the displays and drawings illustrating the proposed alternatives
- ✓ Ask questions to Region staff and the Project Team
- ✓ Complete a comment sheet and place in the comment box or send to Marcos Kroker at the Region of Waterloo (see address on comment sheet).



To Request an alternate format of this document, call 519-575-4400 or TTY 519-575-4608



MTE 25 YEARS 1985-2010 | CANADA CAMBRIDGE It's all right here | THE TOWNSHIP OF NORTH DUMFRIES | The Corporation of the County of Wellington | THE TOWNSHIP OF PUSLINCH | Region of Waterloo

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

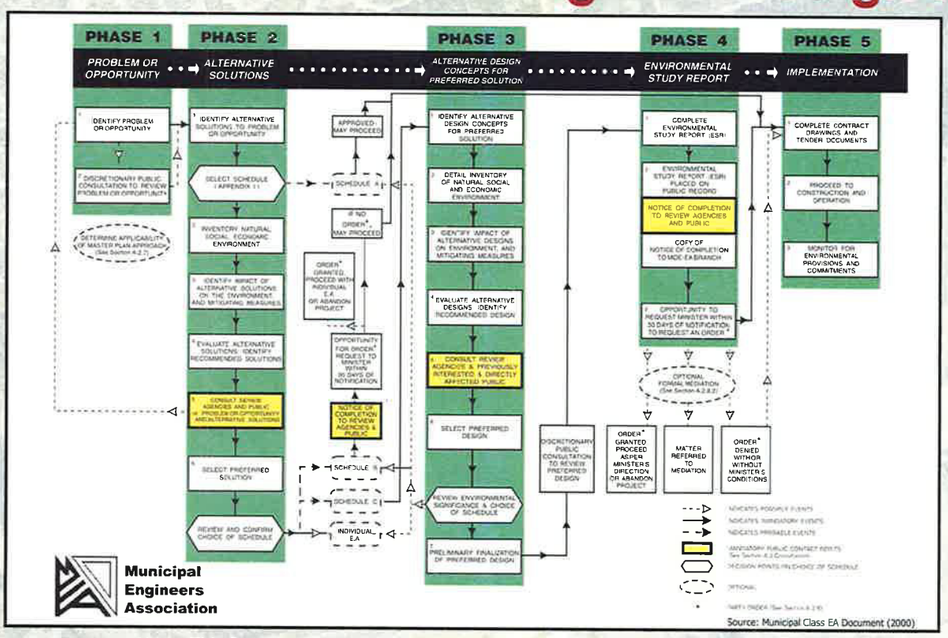
Purpose of Project

- South Cambridge has experienced rapid residential growth and new development continues to be planned for the south and east end of Cambridge.
- A transportation network that accommodates existing and future growth is critical for this area of the City of Cambridge and the Region.
- The need for an East Boundary Road has been established in several previous studies since 1967. It is to tie into the South Boundary Road at Dundas Street and at Townline Road to provide a connection to Highway 401.
- An exact alignment for an East Boundary Road must be established so that future development can proceed taking into account the location and capacity of this critical transportation link.
- Establishing the East Boundary Road alignment is being undertaken under the Schedule C Class Environmental Assessment process.

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

Municipal Class EA Planning and Design Process



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

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

Other studies that identified the need for an East Boundary Road

- **1967 - Traffic Planning Study for the Joint Area of Galt and Preston**
- **1993 - Cambridge Area Transportation Study (CATS)**
- **Late 1990's / Early 2000's - Cambridge Area Route Selection Study (CARSS)**
- **2004 - Detailed Transportation Network Review of the Cambridge Area (DTNR)**
- **The 1995 and 2011 Region Official Plan - Identified an East Boundary Road tying into Dundas Street and Townline Road using Shellard Sideroad in North Dumfries.**
- **Highway 24 Bypass - The MTO is planning on re-starting this study. However this East Boundary Road Study is addressing local and arterial road needs and a Highway 24 bypass will not impact the need for an East Boundary Road.**

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

Current Transportation Analysis

- **Current transportation demand modelling re-confirms the need for an East Boundary Road to:**
  - ✓ **Alleviate forecasted north-south capacity deficiencies for Franklin Boulevard and Hespeler Road.**
  - ✓ **Improve access to the Regional Road Network for the southeast Galt Community.**
  - ✓ **Provide alternative for goods movement through downtown Cambridge.**
  - ✓ **Facilitate proposed development on the south and east side of Cambridge.**
- **An East Boundary Road should connect to the South Boundary Road at Dundas Street (Highway 8) and Townline Road to provide access to and from Highway 401.**
- **Timing will depend somewhat on when development proceeds. Construction is not currently scheduled in the Region of Waterloo's Ten Year Capital Base and System Expansion Program.**

EAST BOUNDARY ROAD CLASS EA

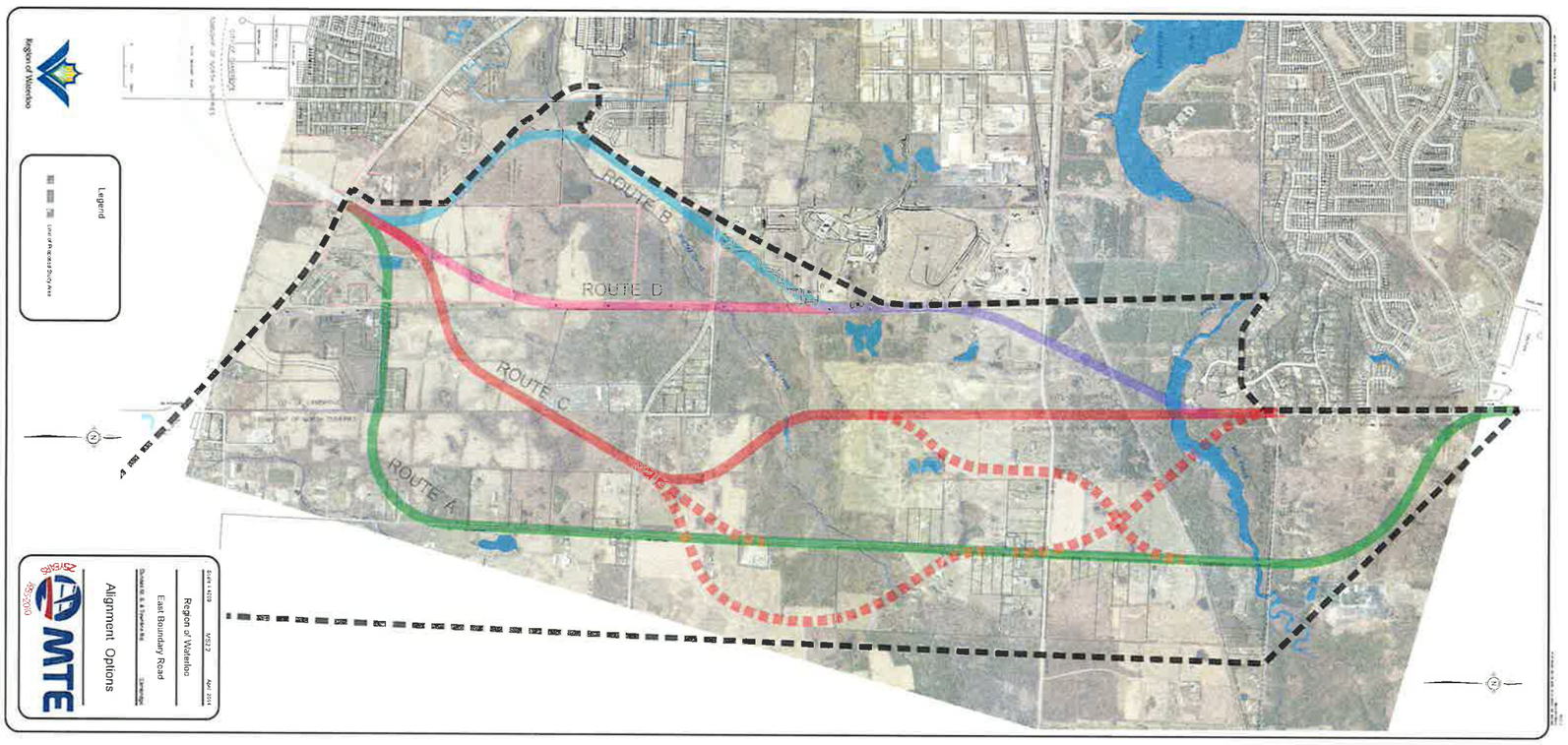
PUBLIC CONSULTATION CENTRE (PCC) No. 1

Project Problem Statement

The Project Team has developed the following Problem Statement :

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge is needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard; improve access to the Regional road network for residents of the Southeast Galt Community area; and provide an alternative for goods movement to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area to proceed and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and the upgrades to Townline Road south of Highway 401 completed, a route between Dundas Street in the south, to Townline Road must be identified for this Regional Road.



MTE 25 YEARS 1985-2010

CANADA CAMBRIDGE It's all right here

THE TOWNSHIP OF NORTH DUMFRIES

The Corporation of the County of Wellington

THE TOWNSHIP OF PUSLINCH

Region of Waterloo

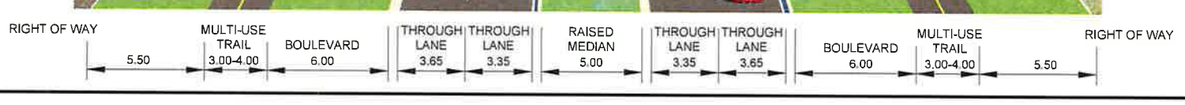
EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

East Boundary Road Preliminary Cross-Section

Ultimate 4 Lanes and Multi-Use Trail
40m-50m Right-of-Way Width (To be Determined)





EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

What evaluation criteria will be used to evaluate the various alignment alternatives?

1) NATURAL ENVIRONMENT

- How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk, surface drainage and existing floodplains?

2) SOCIAL ENVIRONMENT

- Community Impacts - What impacts will the alternative have on the local community
  i.e. noise, property requirements, etc.?
- Access - How does the alternative impact access to existing residences, businesses and industries?
- Development / Property - Will the alternative fragment land and/or limit development opportunities?

3) HERITAGE / ARCHAEOLOGICAL / CULTURAL ENVIRONMENT

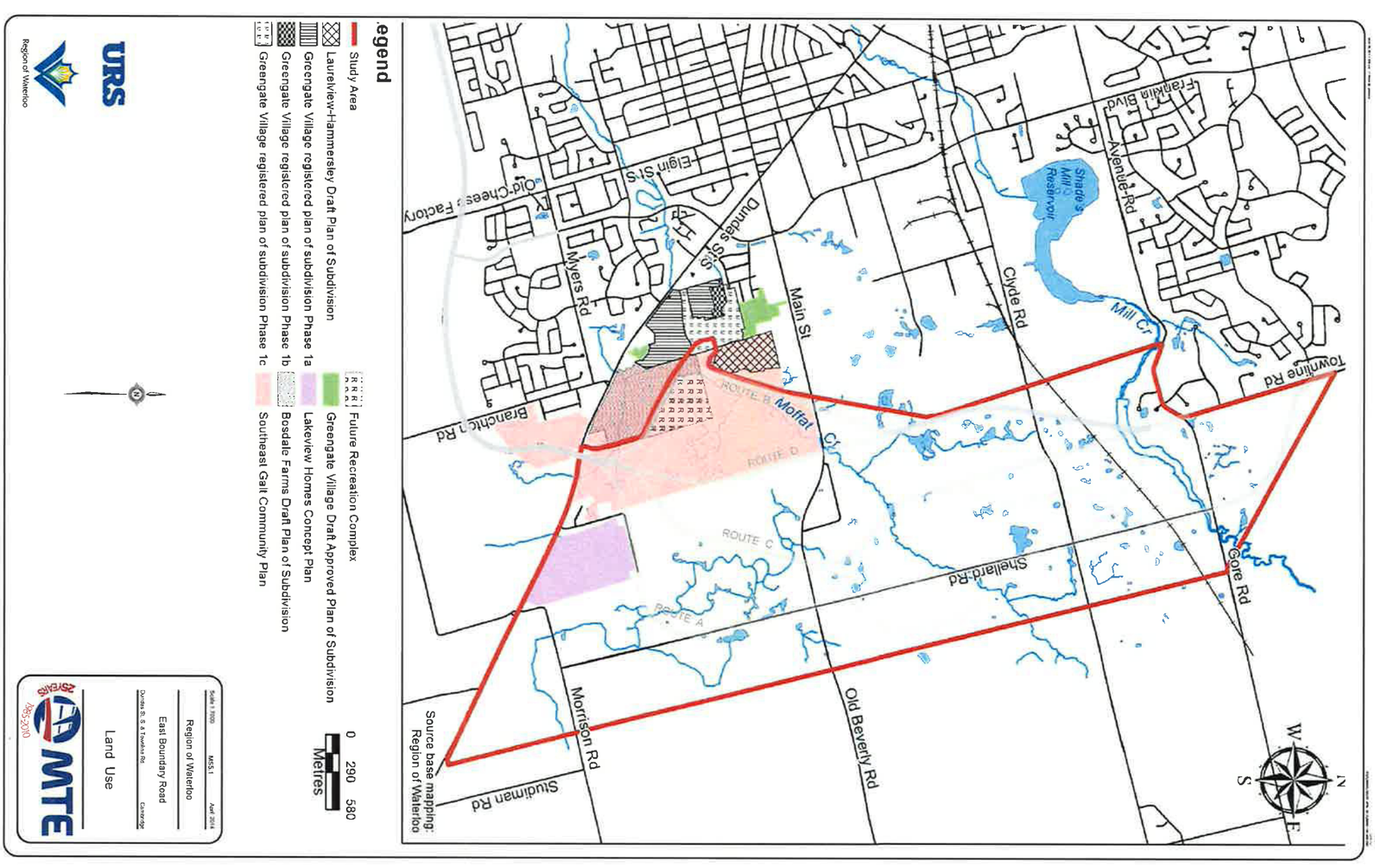
- What are the potential impacts on the heritage significance of heritage structures or landscapes and the potential disturbance of archaeological resources?

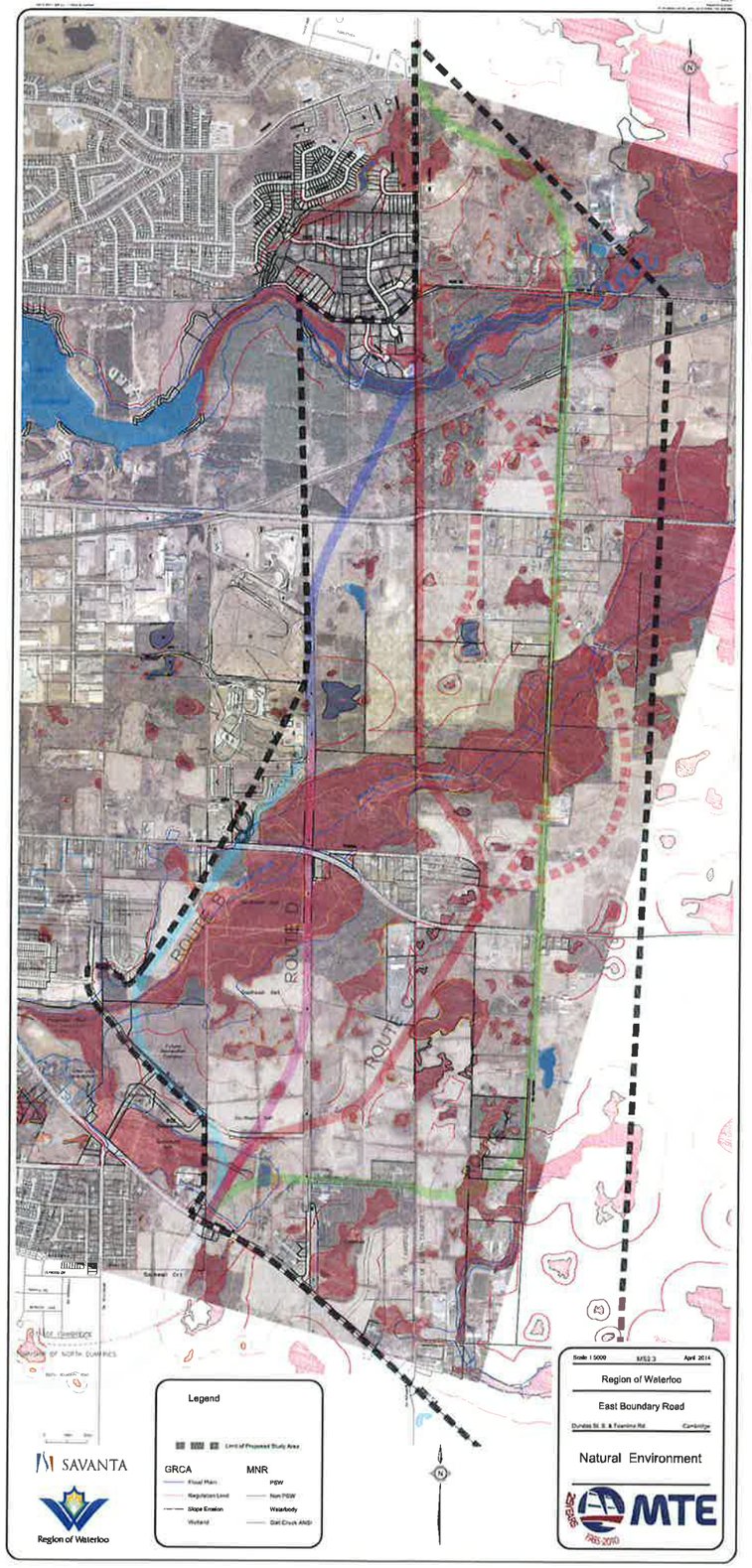
4) TRAFFIC CAPACITY, OPERATIONS AND SAFETY

- How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs?
- Does the alternative efficiently and safely handle the forecasted traffic from existing and future development properties?

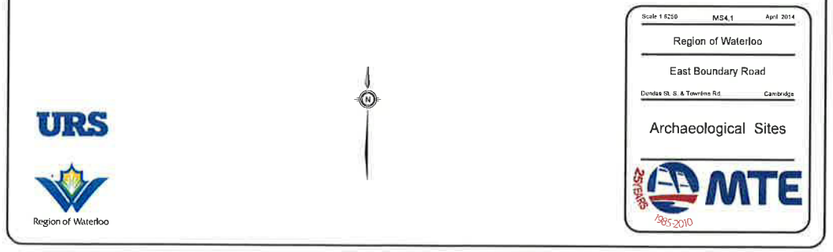
5) COSTS

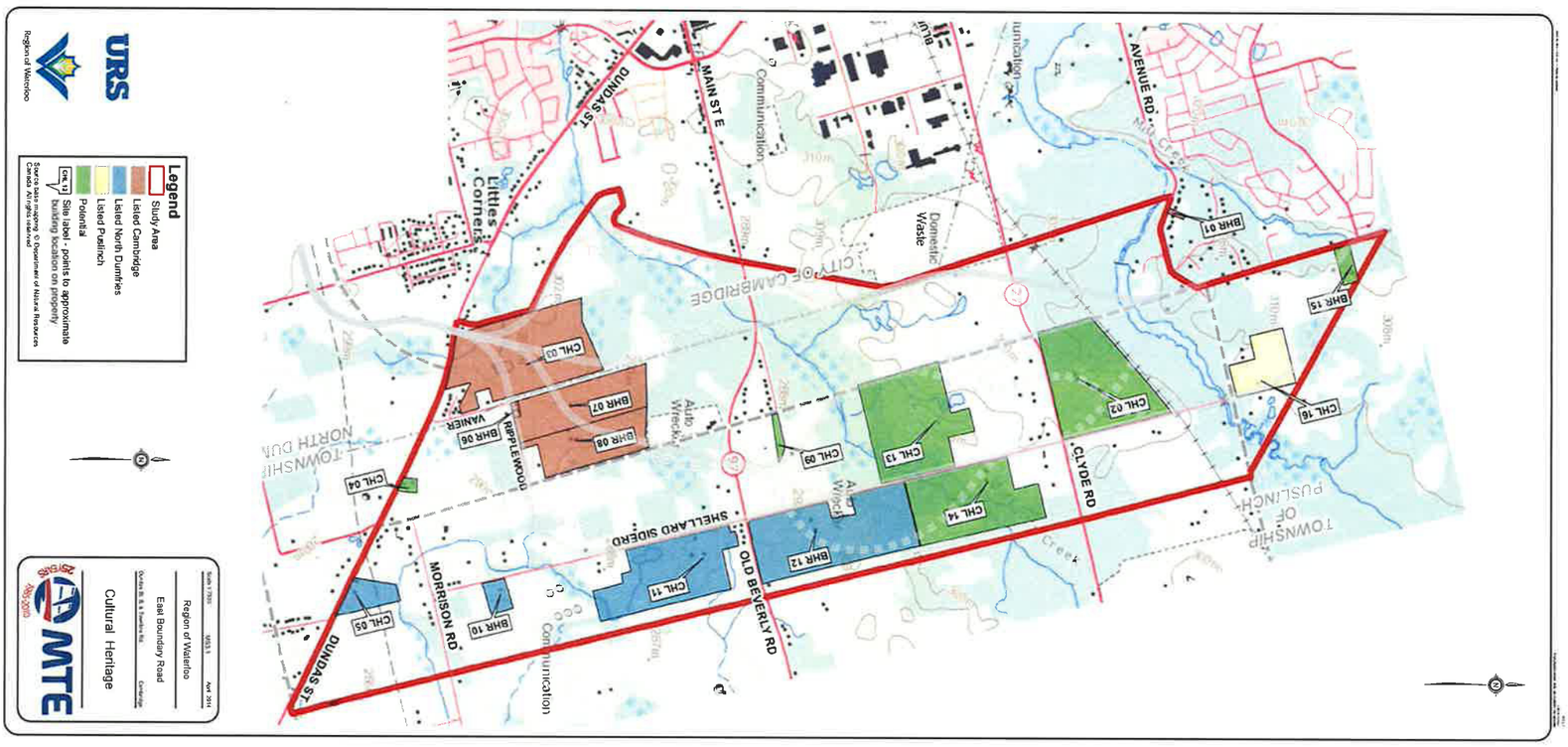
- How does the alternative compare with anticipated capital costs, property costs and utility relocation costs?




ROUTE B
ROUTE C
ROUTE D
Legend
Limit of Proposed Study Area
GRCA
MNR
Flood Plain
PSW
Regulation Limit
Non PSW
Slope Erosion
Waterbody
Wetland
Galt Creek ANSI
SAVANTA
Region of Waterloo
Scale 1:5000
MS2.3
April 2014
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd
Cambridge
Natural Environment
MTE
1955-2010


Archaeological Potential
(East Boundary Road Corridor)
N
W
E
S
ROUTE B
ROUTE C
ROUTE A
Legend
Photo Location with Label & Direction
0 100 200m
Study Area
Disturbed - No Archaeological Potential/Previously Assessed
Stage 2 Pedestrian Survey Required
Stage 2 Test Pit Survey Required
Permanently Wet - No Archaeological Potential


URS
Region of Waterloo
Scale 1:5000
MS4.1
April 2014
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd
Cambridge
Archaeological Sites
MTE
1955-2010



EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 1

Next Steps

- ✓ Please ***fill out a comment sheet, and place in the comment box,*** or send them to Marcos Kroker at the Region of Waterloo prior to April 17, 2014.
- ✓ Project Team will review and address comments from PCC No. 1 as they refine the study and routes alternatives.
- ✓ Additional Natural Environment Inventories must be undertaken and discussions held with external agencies such as Hydro One, CP Rail, MNR, GRCA, and others.
- ✓ After consideration of all comments received and in conjunction with all other relevant information and design standards, the Project Team will assess the Evaluation Criteria and determine a Preferred Alignment Concept to be presented at a second PCC to be held in late 2014 or early 2015.
- ✓ After project approval by the Regional Municipality of Waterloo, the project will be "filed" for public review for 30 days under the Municipal Class EA process. (Please see additional details regarding the Class EA Process in the information package.)

Regional Municipality of Waterloo

East Boundary Road Corridor Study
City of Cambridge, Township of North Dumfries and Township of Puslinch
Public Consultation Centre #1 – April 3, 2014

Registration Sheet

Please Print Clearly your complete name and address below and indicate whether you wish to be kept informed of the processing of this matter, which could include additional public meetings, regular Committee meetings and meetings of Regional Council.

North Dumfries Residents – Ward 4 Councillor Neil Ritchie is unable to attend this evening. He is interested in hearing what you have to say about this project and would like to contact you after this Public Information Session. Please leave your name and contact information below so he can get in touch with you.

NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
GERRY & MARY DUROCHER	1837 SHELLARD	CAMB.	N1R 5S7	YES
JOHN CARREIRA	1760 Shellard	N1T 2C1		yes
Bob Fappolt	1024 Village Lodd	N.D.	N1R 5S7	Yes
Ross Pincoe	317 TOWNLINE RD	PUSLINCH	N0B 2J0	YES
Irene Adach	23 Deerpath Crt	Cambridge	N1T 1H2	Y.
JOHN PITFIELD	3369 OLD Beverly R.			
JOHN BOS	1261 DUNDAS ST			
DAVE OLSON	6575 GORE Rd RR2	Puslinch	N0B 2J0	Y
PAUL PINHEIRO	935 CLYDE RD	CAM	N1R 5S7	
Bob Miller	1260 Clyde Rd RR6	Cambridge		yes
Nancy Fabbro	1026 Cheese Factory Rd	Cambridge	N1R 5S6	yes
ALEX TAYLOR	Box 1742 Stn	Galt	CAMBRIDGE ON N1R 7G8	
JOHN S TALKER	3849 OLD BEVERLY RD	CAMBRIDGE	N1R 5S7	YES

NIR 557

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NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
TANYA JOHNSON	1745 Shellard	North Dum.	N1R 5S7	Y
Lindsay Ford	Waterloo Catholic District School Board			Y
Ross Pincoe	317 Townline Rd	Puslinch	N0B 2J0.	Y
Irene Adach	23 Deerpath Crt	Cambridge	N1T 1H2	Y.
Elaine Baxter Smith	City of Cambridge			Y
Anne Brocklebank	Puslinch			
JOHN COSMAN	409-73 WATER ST N	CAM	N1R 7L6	Y
GERALD BOS	1904 MORRISON Rd	CAM	N1R 5S7	L
ANGELO BERION	1185 CLYDE RD	CAM	N1R 5S7	
ROBERT ROTH	6569 GORE Rd			
WAYNE STOKLEY	3908 SIDEROAD 20 RR#2	Puslinch	N0B 2J0	✓
BRAD WHITCOMBE	6994 GORE RD RR2.		N0B 2J0	✓
Zhenhua Wang	72 Cedarbrook Crt			✓
PAUL YACHNIUK	845 AVENUE RD	CAMB	N1R 5S4	✓
Yogesh Shah	50 Dickson St	Cambridge	N1R 5W3	✓
[illegible]	[illegible]	Cambridge	N1R 5S2	✓
[illegible]	[illegible]	[illegible]		✓
MEL OTKENA	1495 NORMANDY RD	CAMBRIDGE	N1R 5S2	✓
SHANNON CARLSON	WATERLOO REGION DSB	51 ARDELT AVE, KITCHENER	N2H 3Z7	✓
GLENN ANDERSON	330 Trillium Dr Unit D	Kitchener		✓
Jim Callaghan	1791 Dundas S	N1R 5S2		✓
Albert & Gisela Ackermann	33 Spruce St	Camb.	N1R 4K2	✓
Jeanne Yeadley	1698 Clyde Rd	Cambridge	N1R 5S7	✓
Peter Rivers	1507 Clyde Rd	Cambridge	N1R 5S7	✓
JOE COOPER	1766 MORRISON RD	CAMBRIDGE	N1R 5S2	✓
[illegible]				
Gil + Rosa DiTo	1711 Shellard Rd	Cambridge	N1R 5S7	✓

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NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
AL + Kathy Holmes	3024 old Beverly Rd.			
	Cambridge, Ont		N1R 5S7	
HARDY BROMBERG	CITY OF CAMBRIDGE			N
BILL HEWITT	CLYDE		N1R 5S7	Y
ART BREWER	855 CLYDE RD.			
Steve Stone	Township of North Dumfries		N1R 5S5	Y.
JEFF Grimm	105 HESPELER RD	NIR 3G7		Y
Phil Herhoeffer	1136 Shellard RD.			
STEW ELKINS	284 Townsend Dr	N1R 1M0		Y
Frank Marchio	200 Bridgeland Ave (Tor) M6A 1Z4			Y
GEORGE ELLIOTT	CITY OF CAMBRIDGE			
Donny Chaves	1515 Clyde Rd Cambridge			Y
Jorge Moreira	1773 Morrison Rd			
Thea Derks	1774 Morrison rd			
Roger Derks	1774 Morrison rd			
Ray Martin	Cambridge Times			✓
VICTOR KADAR	346 SUGAR MAPLE CRES. CAMB.		N1R 5S6	Y
SIEGFRIED SCHMIDT	178 RIPPLEWOOD RD		N1R 5S2	Y
BARBARA MONKS	2011 Seaton Rd RR#1		N1R 5S2	
PENNY PRICE	RR#3, 915 AVENUE		N1R 5S4	Y
HANS PENNINGS	99 ROBINSON Rd.		N1R 5S7	Y
Emma Smallbone	6522 Gore Rd		NOB 2J0	Y
BILL REEVE	6522 GORE RD	PUSLINCH	NOB 2J0	Y
Joan Reeve	6526 Gore Rd	Puslinch	NOB 2J0	X
Mary Doerfling	1731 Morrison Rd.			✓
Bill Doerfling	✓	✓		✓
MARJORIE SMITH.	3105 OLD BEVERLY RD.		N1R 5S7.	✓

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DOCS #1607474

NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
S. Murcar	2539 Dundas St	Cambridge	N1R 5S2	Y
G. Sicuro	1775 Shellard Rd	Camb.	N1R 5S7	Y
Lynda DaSilva	6536 GORE Rd.			Y
Catherine Shaver	1337 SHELLARD RD		N1R 5S7	Y
DONALD SHAVER	"		"	.
STEVE PAWLITEKI	1504 CLYDE RD		N1R 5S7	✓
DENNIS LEIER	PUSLINCH	MAYOR		
KEN ROTH	PUSLINCH	COUNCIL		
SUSAN BIALEK	2567 MORRISON	CAMB.	N1R5S2	✓
Pieter Koudijs	929 Avenue Road, Cambridge			
Jennifer Voss.	55 Columbia St. E. Waterloo,		N2J 4N7	✓
ELAINE SNYDER -	RR6 CAMBRIDGE			✓
Tony Moreira	1129 Clyde Rd			
John Carmona	1238 Blanchetown RD			
Jaime Lopez	55 Julianne CR			
Penny Warner	2535 Dundas St		N1R5S2	✓
Andy Miller	1298 SHELLARD RD		N1R 5S7	Y
BOB MILLER	"		"	Y
John Jackie Mader	1879 Shellard R		N5557	Y
PIERRE GAGNON	2023 SEATON RD		N1R-5S0	Y
HERMAN HIBBERT	84 MIDDLEMISS	CRES	N1T 1R4	
Brian Holt	6547 Gore Rd	Puslinch	N0B2J0	X
Brenda Hammond	"	"	"	
Jim Lee	"	"	L0R 1Z0	X
Laura Rourke	27 Hurlbut Pl	Cambridge	N1T 1L6	Y
Victor Labreche Labreche Patterson + Assoc.	330-F Trillium Dr.	Kitchener	N2E 3J2	Yes
Lynda Schneider	1807 Cheese Factory Rd R.R.#	Branchton	N0B 1L0	Yes

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NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
John Melfing	1512 Clyde Rd	Cambridge	N1R-5S7	
Ralph Habt	1500 Morrison Rd	"	N1R 5S2	
Marcie Camara	1730 Morrison Rd	"	" "	
JOHN HUDEC	3525 OLD BEVERLY RD		N1R5S7	
Ted Wilson	RR2 BRANTFORD, ONT.		N0B1L0	
Susanne Mawalk	27 Holbrook Cr		N1T1V7	
Janice Bell	22 Howell St South	CAMBRIDGE	N1R-5C7	
Roy Maraffino	1125 Clyde Rd		N1R-5S7	
Teresa Osborne	1355 Main St E		N1R 5S7	
AL HAHN	1551 Dundas ST S		N1R 5S2	
ROB KERR	2008 Morrison Rd		N1R-5S2	
Gord Detzler	1816 Morrison Rd		N1R 5S3	
Tom Tamara Hethington	557 River Rd		N3C 2B8	Y
Grace Frances	1324 MAPLE AVE		N1R 5S6	Y
Mary Cunha	" "		N1R5S6	Y
Rick Cade	28 California Rd		N1R 5S2	Y
SANDRA HILL	420 PINEHURST Rd		N1T1Z6	Yes

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DOCS #1607474

NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
B. VANRYSWYK	168 NORFOLK	CAMBRIDGE	N1R3V2	
Shelley Detzler	1816 Morrisonda Rd.		N1R 5S2	N
Shirley Hetherington	RR#6 Cambridge		N1R5S7	
Bill Hetherington	"		"	
STEVE LESKOVAR			N1R-5S7	YES
Paul Sousa			N1R 5S7	yes
Lucy Sousa				
CATHERINE KIRK	2371 DUNDAS STS.	CAM.	N1R5S2.	

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DOCS #1607474

NAME	ADDRESS	CITY	POSTAL CODE	INFO Y/N
Laura Bailey	1135 Main St E	Cambridge	N1R 5S7	Y
Brian Sugg	"	"	"	"
JEREMY HETHERINGTON	1062 CLYDE RD.	"	"	✓
CHRIS SPRAAKMAN	1119 CLYDE RD	"	"	✓
LUISA NATALIZIO	231 GATEHOUSE DR	CAMBRIDGE	N1P 1E7	✓

EAST BOUNDARY ROAD MAILING LIST
MARCH 13, 2013

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
1	OWNER/TENANT		15 CAMBRIDGE ST	CAMBRIDGE ON	N1R 3R8	810 Clyde Rd
2	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	480 Townline Rd
3	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	520 Townline Rd
4	1404966 ONTARIO LIMITED	C/O JEFF GRIMM	1100 RIVERBANK DR	CAMBRIDGE ON	N3H 4R6	975 Clyde Rd
5	1655512 ONTARIO INC	232A GUELPH ST SUITE 201		GEORGETOWN ON	L7G 4B1	105 Ripplewood Rd
6	1655512 ONTARIO INC	C/O THE LAKEVIEW GROUP	200 BRIDGELAND AVE	TORONTO ON	M6A 1Z4	65 Ripplewood Rd
7	ADACH IRENE SUSAN	23 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	23 Deerpath Crt
8	ADDISON MARK	15 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	15 Haddaway Crt
9	AMADOR JOAO	1609 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1609 Morrison Rd
10	AMARAL MANUEL DE	1753 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1753 Shellard Rd
11	ARMSTRONG DARRELL ERIC	70 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	70 Middlemiss Cres
12	ARROJADO ANTONIO RUELA	1104 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1104 Shellard Rd
13	ASHTON DOUGLAS EDWARD	76 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	76 Cedarbrook Crt
14	BABIC NICK	82 WESTCHESTER DR		KITCHENER ON	N2B 3L4	1156 Clyde Rd
15	BACZEWSKI RYSZARD	118 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	118 Middlemiss Cres
16	BAKER SUSAN GAIL	22 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	22 Deerpath Crt
17	BARTLETT KIMBERLY ANNE	78 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	78 Middlemiss Cres
18	BASAN JIWAN SINGH	23 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	23 Cedarbrook Crt
19	BATEMAN MICHAEL WILLIAM	1756 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1756 Morrison Rd
20	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635 Morrison Rd
21	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635A Morrison Rd
22	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635B Morrison Rd
23	BEATTIE DAVID STEWART	STN GALT	1207 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1207 Shellard Rd
24	BELL JANICE JOSEPHINE	22 LOWELL ST S		CAMBRIDGE ON	N1R 5C7	1654 Shellard Rd
25	BERLLAM BELA	25 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	25 Vanier Dr
26	BERTON ANGELO OSWALDO	STN GALT	1185 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1185 Clyde Rd
27	BILODEAU MARC AMEDEE	56 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	56 Middlemiss Cres
28	BOOMER FAMILY TRUST	C/O LLOYD BOOMER (TRUSTEE) REGIONAL	1140 MAIN ST E	CAMBRIDGE ON	N1R 5S7	1140 Main St
29	BOS EVERT ARIE	3321 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	1265 Dundas St S
30	BOSDALE FARMS INC	3321 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3321 Old Beverly Rd

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
31	BOUGHNER DOUGLAS WAYNE	83 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	83 Deerpath Rd
32	BRADBURY JAMES LAWRENCE	995 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	995 Stonebrook Rd
33	BRAGA MANUEL BAIROS	1940 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1940 Main St
34	BRECKLES THOMAS HARRY	829 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	829 Avenue Rd
35	BREWER ARTHUR DOUGLAS	28 ATHLONE RD		CAMBRIDGE ON	N1R 1H8	855 Clyde Rd
36	BROWN LORIE ANN	2591 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2591 Dundas St S
37	BROWN SUSAN MARY	988 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	988 Stonebrook Rd
38	BUTLER-MORIN MAUREEN E	11 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	11 Deerpath Crt
39	CABRAL LUIS MANUEL	2000 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	2000 Main St
40	CABRAL RICARDO PAUL	1687 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1687 Morrison Rd
41	CALOGERIDIS GEORGE	935 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	935 Avenue Rd
42	CAMARA ANGELO ANDRADE	1718 MORRISON RD		CAMBRIDGE ON	N1R 5S2	2411 Dundas St S
43	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1718 Morrison Rd
44	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1730 Morrison Rd
45	CAMARA LUCIANO RODRIGUES	1381 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1381 Shellard Rd
46	CAMBRIDGE CITY	ATTN CSD	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	750 Townline Rd
47	CAMBRIDGE CITY	ATTN ENG AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	65 Deerpath Rd
48	CAMBRIDGE CITY	ATTN TRANSPORTATION AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	580 Townline Rd
49	CAMBRIDGE NESTANI DEVELOPMEN	C/O TIM HORTONS	95 SAGINAW PKY BLDG A	CAMBRIDGE ON	N1T 1W2	600 Townline Rd
50	CAMILLERI JOHN EDWARD	STN GALT	1334 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1334 Shellard Rd
51	CHAN ANDREW KIN FUN	121 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	121 Middlemiss Cres
52	CHAVES ROBERT RESENDES	65 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	65 Robinson Rd
53	CIAVARRO RENELLA	3 MCLAUGHLIN ST		CAMBRIDGE ON	N3C 4M4	95 Deerpath Rd
54	CLARKE HENRY ALONZO	20 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	20 Davies St
55	CLEGG KIMBERLEY ANN	33 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	33 Middlemiss Cres
56	COLLINS DAWN IRENE	19 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	19 Haddaway Crt
57	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	360 Clyde Rd
58	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	400 Clyde Rd
59	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	450 Avenue Rd
60	COOPER JONATHAN CRAIG	1766 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1766 Morrison Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
61	CORDEIRO EMANUEL TADEU	1849 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1849 Shellard Rd
62	CORREIA JOHN	460 SHELDON DR UNIT 1		CAMBRIDGE ON	N1T 2C1	1761 Shellard Rd
63	CORRIGAN CHRISTINA LYNN	90 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	90 Middlemiss Cres
64	COURTICE STEEL INC	PO BOX 1734 STN GALT		CAMBRIDGE ON	N1R 7G8	800 Clyde Rd
65	COUTO JOSE RESENDES	1751 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1751 Morrison Rd
66	CRANEN GERARD JOHN	540 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	540 Townline Rd
67	CUMBO ANDREA	1375 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1375 Main St
68	CUNHA MARYSUN PIRES	RR 5 STN GALT		CAMBRIDGE ON	N1R 5S6	1791 Dundas St S
69	CVAR JOHN	1018 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1018 Shellard Rd
70	CZERWINSKYJ TERRY KEVIN	110 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	110 Middlemiss Cres
71	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513A Shellard Rd
72	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513B Shellard Rd
73	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513C Shellard Rd
74	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	2-1513 Shellard Rd
75	DA SILVA ADELIA MARTINS F	STN GALT	1125 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1125 Clyde Rd
76	DA SILVA MANUEL FARIA	STN GALT	1164 STUDIMAN RD	CAMBRIDGE ON	N1R 5S2	1164 Studiman Rd
77	DACOSTA JULIA ANNE	119 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	119 Middlemiss Cres
78	DAL BELLO JOHN FREDERICK	39 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	39 Haddaway Crt
79	DANCEY RONALD LESLIE	448 MCPHERSON SCHOOL RD		GLENMORRIS ON	N0B 1W0	1678 Morrison Rd
80	DANIELSON STEVE	19 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	19 Middlemiss Cres
81	OWNER/TENANT	25 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	25 Scottfarm Walk
82	DAW ANDREW JAMES	58 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	58 Middlemiss Cres
83	DEGRAAF RENZE	1440 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1440 Main St
84	DERKS PETER ALBERT	1774 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1774 Morrison Rd
85	DESJARDINS NORMAN DAVID	1611 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1611 Morrison Rd
86	DETZLER GORDON HERBERT	1816 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1816 Morrison Rd
87	OWNER/TENANT	64 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	64 Cedarbrook Crt
88	DOERFLING MARGARET	1765 FEATHERSTON CRT		MISSISSAUGA ON	L5L 3E2	1731 Morrison Rd
89	DORION JOHN RAYMOND	105 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	105 Middlemiss Cres
90	DUARTE DIOGO MENESES	1001 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	1001 Stonebrook Rd
91	DUBOIS JASON JOSEPH HENRY	STN GALT	1395 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1395 Shellard Rd
92	DUMA JULIANA	1151 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1151 Shellard Rd
93	DUROCHER GERALD WILLIAM F	1837 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1837 Shellard Rd
94	DUROCHER JEFFREY JOHN	23 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	23 Middlemiss Cres
95	ECOB ROBERT DONALD	2547 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2547 Dundas St S
96	ERTEL JOSEPH LEO	STN GALT	1927 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1927 Shellard Rd
97	FERNANDES JORGE	154 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	154 Robinson Rd
98	FERREIRA JOHN	1176 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1176 Shellard Rd
99	FIGUEIREDO JOHN	142 ROBINSON RD	RR 6	CAMBRIDGE ON	N1R 5S7	142 Robinson Rd
100	FILIPOVIC DARLENE ANN	68 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	68 Cedarbrook Crt
101	FISHER DANIEL PAUL	98 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	98 Middlemiss Cres
102	FLEMING BRUCE PETER	54 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	54 Middlemiss Cres
103	FORD JOSEPH	855 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	855 Avenue Rd
104	FRANCIS KEVIN ANTHONY	40 SYLVAN VALLEYWAY SUITE 521		NORTH YORK ON	M5M 4M3	37 Middlemiss Cres
105	OWNER/TENANT	849 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	849 Avenue Rd
106	GALVAO ANTHONY	1787 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1787 Morrison Rd
107	GILLESPIE DARLA EDITH	25 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	25 Middlemiss Cres
108	GILPIN LEROY SCOTT	15 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	15 Middlemiss Cres
109	GLASS ROBERT KENNETH	15 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	15 Scottfarm Walk
110	GREEN LARRY DOUGLAS	20 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	20 Ripplewood Rd
111	GREGORIO HORACIO	1677 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1677 Morrison Rd
112	GUNN MYRNA ELLEN ELIZABETH	1077 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1077 Shellard Rd
113	HAHN ALAN	STN GALT	1551 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	1551 Dundas St S
114	HALL GORDON CLIFFORD	3206 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3206 Old Beverly Rd
115	HALL TERRY WAYNE	60 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	60 Middlemiss Cres
116	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266 Shellard Rd
117	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266A Shellard Rd
118	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266B Shellard Rd
119	HAMMERSLEY BONNIE MARILYN	1459 WOODSTREAM RD		PERRYSBURG OH USA	43551-1	1395 Main St
120	HENHOEFFER PHILIP LAVERNE	1136 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1136 Shellard Rd

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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
121	HETHERINGTON SHIRLEY EILEEN	1062 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1062 Clyde Rd
122	HIBBERT HERMAN	84 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	84 Middlemiss Cres
123	HICKS MICHAEL STEPHEN	80 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	80 Cedarbrook Crt
124	HOLMES KATHLEEN HELEN	3024 OLD BEVERLY RD	RR 4	CAMBRIDGE ON	N1R 5S7	3024 Old Beverly Rd
125	HOLMES MEGHANN	23 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	23 Haddaway Crt
126	HONDERICH GRANT GARY VINCENT	125 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	125 Robinson Rd
127	HORSLEY BREE MICHELLE	123 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	123 Middlemiss Cres
128	HOWARD SUSAN IREN	20 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	20 Grandy Lane
129	INCITTI DARLENE SOARES	32 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	27 Davies St
130	INCITTI LUIGI	32 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	32 Davies St
131	JEFFERIES DEREK	3195 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3195 Old Beverly Rd
132	OWNER/TENANT	29 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	29 Deerpath Crt
133	JOHAL NARINDER	35 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	35 Cedarbrook Crt
134	JOHNSON CHRISTOPHER K	1745 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1745 Shellard Rd
135	JUHASZ PAUL ATTILA	915 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	915 Avenue Rd
136	KEARNEY DANIEL THOMAS	839 AVENUE RD	RR 3 STN GALT	CAMBRIDGE ON	N1R 5S4	839 Avenue Rd
137	KENNEDY JAMES CHARLES	26 DAVIS ST	RR 1	CAMBRIDGE ON	N1R 5S2	26 Davies St
138	KENT DANIEL EDWARD	3131 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3131 Old Beverly Rd
139	KEOGH PETER WILLARD	114 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	114 Middlemiss Cres
140	KEUNEN MICHAEL	1858 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1858 Morrison Rd
141	KHIRI MOHAMED	115 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	115 Middlemiss Cres
142	KING STEVEN EDWARD	29 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	29 Middlemiss Cres
143	KIRK WILLIAM CHARLES	STN GALT	2371 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2371 Dundas St S
144	KOKYRTSA ALEXANDRE	35 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	35 Middlemiss Cres
145	KOUDIJS LISA MARIE	929 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	929 Avenue Rd
146	KOWALEWSKI PETER G	20 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	20 Scottfarm Walk
147	OWNER/TENANT	980 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	980 Avenue Rd
148	KRON LARRY GLEN	130 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	130 Robinson Rd
149	KULIKOWSKA BARBARA	17 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	17 Middlemiss Cres
150	LABRECHE VICTOR C	39 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	39 Cedarbrook Crt
151	LAMONTAGNE JOHN	STN GALT	1372 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1372 Shellard Rd
152	LEADER MARK ALAN	1711 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1711 Morrison Rd
153	LEADER WILLIAM ROBERT	1705 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1705 Morrison Rd
154	LEDUC WILLARD JOSEPH	STN GALT	1192 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1192 Shellard Rd
155	LENNOX SHARON	1785 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1785 Shellard Rd
156	LESKOVAR MARIJANA	1708 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1708 Shellard Rd
157	LESKOVAR STEVE	STN GALT	1786 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1786 Shellard Rd
158	LETSON RUSSELL GORDON	1759 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1759 Morrison Rd
159	LEWIS JUDITH ANN	43 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	43 Haddaway Crt
160	LICHTY JAMES C	160 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	160 Townline Rd
161	LILLEY LISA MARIE	31 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	31 Middlemiss Cres
162	LINARES KAREN	80 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	80 Middlemiss Cres
163	LINEHAN NEIL PAUL	122 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	122 Middlemiss Cres
164	LYTTLE STEPHEN	905 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	905 Avenue Rd
165	MADER JOHN STEPHEN	1879 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1879 Shellard Rd
166	MAGNONE GIOVANNI TOMASO	11 DAVIES ST		CAMBRIDGE ON	N1R 5S2	11 Davies St
167	MAHMOUDZADEH ALIREZA	63 FORESTVIEW DR		CAMBRIDGE ON	N1T 1V1	60 Grandy Lane
168	MALATCHES JOHN	100 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	100 Deerpath Rd
169	MALIK SHAKILA BEGUM	626 CHAMPLAIN BLVD		CAMBRIDGE ON	N1R 7Z5	45 Grandy Lane
170	MASON EDWIN HARRY	117 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	117 Middlemiss Cres
171	MATHAROO JITENDER	68 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	68 Middlemiss Cres
172	MCCORMICK ROBERT THOMAS	1286 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1286 Shellard Rd
173	MCDONALD RYAN JAMES	6563 GORE RD	RR 2	PUSLINCH ON	N0B 2J0	6563 Gore Rd
174	OWNER/TENANT	994 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	994 Stonebrook Rd
175	MCNAB MARGARET	94 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	94 Middlemiss Cres
176	MEDEIROS ANTHONY	85 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	85 Vanier Dr
177	MEDEIROS JOHN MANUEL	1781 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1781 Morrison Rd
178	MELO MARIA AMARAL GALVAO	1711 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1711 Shellard Rd
179	MICHAEL THERESE	1370 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1370 Main St
180	MILLER ANN ELIZABETH	1298 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1298 Shellard Rd

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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
181	MILLINGTON ANDREW WILLIAM	1000 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	1000 Stonebrook Rd
182	MITCHELL RUDYARD KIPLING	149 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	149 Ripplewood Rd
183	MOORE ROBERT JAMES	STN GALT	1119 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1119 Clyde Rd
184	MORAR SHAHEEN	31 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	31 Cedarbrook Crt
185	MOREIRA ANTONIO REIS	STN GALT	1129 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1129 Clyde Rd
186	MOREIRA JORGE	1773 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1773 Morrison Rd
187	MOREIRA MANUEL MOURA	2136 SAFARI RD		CAMBRIDGE ON	N1R 5S2	1365 Main St
188	MORREY NANCY	109 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	109 Middlemiss Cres
189	MORRIS ANTHONY	1857 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1857 Shellard Rd
190	OWNER/TENANT	19 GASKIN AVE	RR 4	CAMBRIDGE ON	N1R 5S5	1661 Morrison Rd
191	MURCAR WILLIAM CECIL	2539 DUNDAS ST S		CAMBRIDGE ON	N1R 5S2	2539 Dundas St S
192	MURPHY LEO	19 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	19 Davies St
193	OWNER/TENANT	89 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	89 Deerpath Rd
194	NELSON RINA	STN GALT	1796 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1796 Shellard Rd
195	NGUYEN HANG THI	27 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	27 Haddaway Crt
196	NIVEN BEVERLEY JEAN	102 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	102 Middlemiss Cres
197	NOBBS BARRY KURT	1970 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1970 Main St
198	OSBORNE JULIAN BRIAN	1355 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1355 Main St
199	P AND A HOLDINGS INC	908 DEER RIDGE CRT		KITCHENER ON	N2P 2L3	76 Middlemiss Cres
200	PATTERSON DANIEL GEORGE	35 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	35 Haddaway Crt
201	PAUL FLORENCE KATHERINE	66 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	66 Middlemiss Cres
202	PAUL NADIRA VIVIAN	85 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	85 Robinson Rd
203	PEARCE JOHN ROBERT	200 EAGLE ST N UNIT 1005		CAMBRIDGE ON	N3H 5S9	1995 Shellard Rd
204	PENNER BRENDA JEAN	10 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	10 Davies St
205	PENNINGS HANS JOHN	99 ROBINSTON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	99 Robinson Rd
206	PEREIRA JIM LOURENCO	175 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	175 Robinson Rd
207	PERREAULT ALFRED	1925 BEKE RD	RR 4	CAMBRIDGE ON	N1R 5S5	2155 Main St
208	PHADY TINA ELIZABETH	111 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	111 Robinson Rd
209	PHOMMAVANH PHOUVONG	82 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	82 Middlemiss Cres
210	PINHEIRO PAUL	935 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	935 Clyde Rd
211	PITTENS FARMS LTD	3238 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3238 Old Beverly Rd
212	PITTENS JOHANNES ANTONIUS	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1481 Shellard Rd
213	PODGER LLOYD	199 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	199 Robinson Rd
214	PODGER PAUL EDWARD	185 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	185 Robinson Rd
215	POWESKA DAVID JOHN	889 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	889 Avenue Rd
216	QUANCE GEORGE	1024 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1024 Shellard Rd
217	OWNER/TENANT	23 DAVIES ST		CAMBRIDGE ON	N1R 5S2	23 Davies St
218	REMPEL DAVID HENRY	49 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	49 Robinson Rd
219	RENDLE ALICE LISA	64 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	64 Middlemiss Cres
220	RIBEIRO GRACE	10 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	10 Grandy Lane
221	RODRIGUES FRANCISCO	859 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	859 Avenue Rd
222	RUCK JOSEPH	135 WEICHEL ST		KITCHENER ON	N2M 2A7	1166 Shellard Rd
223	SALAME KAMAL	1684 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1684 Shellard Rd
224	SCHLUETER MATTHEW BLAKE	809 SAGINAW PKY		CAMBRIDGE ON	N1T 1X5	809 Saginaw Pky
225	SCHMIDT ROBERT KARL	103 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	103 Middlemiss Cres
226	SCHWANTZ BRIAN JAMES	925 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	925 Avenue Rd
227	SCHWENKER JOHN KENNETH	25 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	25 Grandy Lane
228	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	29 Ripplewood Rd
229	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	5 Ripplewood Rd
230	SHANTZ NATALIE KRISTINA	72 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	72 Middlemiss Cres
231	SHAVER DONALD MCQUEEN	STN GALT	1337 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1337 Shellard Rd
232	SICURO GIANCARLO	1775 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1775 Shellard Rd
233	SIMIONI ALLEN FRIANCIS	39 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	39 Middlemiss Cres
234	SINGH SUKCHARN	27 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	27 Cedarbrook Crt
235	SJA HOLDINGS INC	118 PIONEER TOWER RD		KITCHENER ON	N2P 2H8	6485 Gore Rd
236	SMITH MARJORIE IRENE	3105 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3105 Old Beverly Rd
237	SMITH PETER MURRAY	28 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	28 Deerpath Crt
238	SNYDER RHONDA LEE	21 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	21 Middlemiss Cres
239	SOLTIS ROSALIE BARBARA	1032 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1032 Shellard Rd
240	SOOMAL HARBHAJAN	1698 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1698 Shellard Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
241	SPENCER DIANNE JANE	1621 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1621 Morrison Rd
242	OWNER/TENANT	STN GALT	2531 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2531 Dundas St S
243	OWNER/TENANT	15 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	15 Grandy Lane
244	STERGIOU CATHERINE LANDRY	41 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	41 Middlemiss Cres
245	STEWART KAREN ELIZABETH	155 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	155 Robinson Rd
246	OWNER/TENANT	.	1767 MORRISON RD	CAMBRIDGE ON	N1R 5S2	1767 Morrison Rd
247	STUCKLESS SHANE ALAN JAMES	111 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	111 Middlemiss Cres
248	OWNER/TENANT	STN GALT	1157 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1157 Clyde Rd
249	SUCKERT SIGFRID	178 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	178 Ripplewood Rd
250	SUNDAY DOUGLAS JOHN	107 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	107 Middlemiss Cres
251	SUSIWALA FAISAL	30 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	30 Grandy Lane
252	TAVARES LEONARDO OLIVEIRA	1805 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1805 Main St
253	TAVARES MANUEL JOSE	STN GALT	1067 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1067 Clyde Rd
254	TEJA SANJEEV	60 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	60 Cedarbrook Crt
255	TELLIER NORMAND MAURICE	879 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	879 Avenue Rd
256	TOMCHISHEN GARY ROSS	126 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	126 Middlemiss Cres
257	TRAFFORD THEODORE VERNON	1688 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1688 Shellard Rd
258	TRAN JOE KINH	106 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	106 Middlemiss Cres
259	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	40 Grandy Lane
260	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	42 Grandy Lane
261	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	44 Grandy Lane
262	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	46 Grandy Lane
263	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	48 Grandy Lane
264	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	50 Grandy Lane
265	TURNER GAIL MAUREEN	3147 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3147 Old Beverly Rd
266	UHLARIK CATHERINE ANN	75 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	75 Robinson Rd
267	VANDERSANDEN ELIZABETH JANE	STN GALT	1047 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1047 Clyde Rd
268	VERBEEK HILDA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1738 Morrison Rd
269	VOKEY PENNY LYNN	2535 DUNDAS ST S	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	2535 Dundas St S
270	VU THI	35 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	35 Grandy Lane

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
271	WALKER SCOTT ROBERT	101 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	101 Deerpath Rd
272	WANG ZHEN HUA	72 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	72 Cedarbrook Crt
273	WATERLOO REGIONAL MUNICIPALI	4TH FLOOR	150 FREDERICK ST	KITCHENER ON	N2H 6T1	201 Savage Dr
274	WHETHAM BRIAN RUSSELL	1036 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1036 Shellard Rd
275	WHITEHEAD GEOFREY BRUCE	35 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	35 Robinson Rd
276	WHITTINGTON LONDON THOMAS	3139 OLD BEVERLY RD	RR 8	CAMBRIDGE ON	N1R 5S7	3139 Old Beverly Rd
277	WILLIS MELVIN	3081 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3081 Old Beverly Rd
278	WILMER LLOYD ALBERT	145 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	145 Vanier Dr
279	WISEMAN PATRICIA	31 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	31 Haddaway Crt
280	WON STEPHEN HENRY	47 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	47 Haddaway Crt
281	WOODLEY MICHAEL JAMES	86 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	86 Middlemiss Cres
282	YU ZENGPING	11 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	11 Haddaway Crt
283	ZAKRAJSEK JOHN	STN GALT	2561 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2561 Dundas St S
284	ZAMECNIK GREIG EDWARD NOEL	1867 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1867 Shellard Rd
285	DRYDEN, SMITH & HEAD PLANNING	c/o SAM HEAD	54 CEDAR STREET N	KITCHENER ON	N2H 2X1	
286	Tamara Johnson	tjohnson@sjv.on.ca				
287	GRIMM, JEFF	1100 RIVERBANK DR		CAMBRIDGE ON	N3H 4R6	
288	Downtown Cambridge B	P.O. Box 1723, Stn. Galt	55 Ainslie St, North	CAMBRIDGE ON	N1R 7G8	
289	AUSTIN DONALD RICHARD	1190 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1190 Village Rd
290	BANCARZ MICHAEL	3 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	3 Langford Dr
291	BAZON EMILIO	4 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	4 Langford Dr
292	BRUDER MONA LILLIAN	STN GALT	1608 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1608 Clyde Rd
293	BURCHETT WILLIAM PERCY	STN GALT	1654 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1654 Clyde Rd
294	RULAND TOM & JEAN	1199 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1199 Village Rd
295	CAMPBELL DEAN EDWARD	1631 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1631 Clyde Rd
296	COX BRENDA LEE	1191 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1191 Village Rd
297	CUERRIER KIM ANTHONY	5 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	5 Clydebank Dr
298	DECKERT PAUL	1198 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1198 Village Rd
299	DEIGNAN VERONICA LYNNE	15 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	15 Angus Crt
300	DOUMA ALKE HENDRIKA FROUKE	1174 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1174 Village Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
301	ELLIS MICHAEL	STN GALT	1660 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1660 Clyde Rd
302	FERNENGEL NORBERT MARTIN	STN GALT	1644 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1644 Clyde Rd
303	FITZPATRICK SHELLEY MARIE	3 CLYDEBANK DR		CAMBRIDGE ON	N1R 5S7	3 Clydebank Dr
304	FRANK DEREK PAUL	22 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	22 Clydebank Dr
305	GEORGE STEPHEN MICHAEL	23 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	23 Clydebank Dr
306	GRAHAM DEBORAH ANN	11 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	11 Clydebank Dr
307	GRAVES JEREMY FRANK	1706 CLYDE RD		CAMBRIDGE ON	N1R 5S7	1706 Clyde Rd
308	HALLMAN DAVID WELLS	1154 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1154 Village Rd
309	HEWITT WILLIAM ARTHUR	STN GALT	22 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	22 Langford Dr
310	HILL HOWARD LLOYD	5 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	5 Langford Dr
311	HILL MORLEY JOHN	STN GALT	1634 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1634 Clyde Rd
312	JASIK JOHN JOSEPH	1177 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1177 Village Rd
313	KLEINSTEUBER BRIAN ROBERT	20 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	20 Langford Dr
314	LACROIX GARY ROBERT	9 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	9 Angus Crt
315	LAHEY SCOTT FRANCIS	1185 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1185 Village Rd
316	LAURENCE ROBERT CHARLES	1191 VILLAGE RD		CAMBRIDGE ON	N1R 5S7	1169 Village Rd
317	LEVAC JOHN CLAUDE	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1 Clydebank Dr
318	LITTLE ALAN	12 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	12 Langford Dr
319	LOCKIE GERALD DAVID	1206 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1206 Village Rd
320	LUNGHI GIORGIO	17 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	17 Langford Dr
321	MAGLIOCCO JOHN	6 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	6 Langford Dr
322	MARCY DEANNA ARTHEMISE S	1180 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1180 Village Rd
323	MARS SEAN PAUL	16 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	16 Langford Dr
324	MCCOMB FRANCIS GREGORY	7 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	7 Clydebank Dr
325	MEHYO JAMAL	20 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	20 Clydebank Dr
326	MELDRUM KEVIN MICHAEL	8 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	8 Langford Dr
327	MOORE DONALD JOHN	2 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	2 Langford Dr
328	MURPHY WALTER KEVIN	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	6 Clydebank Dr
329	OSTOPOVICH PETER JOHN	9 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	9 Clydebank Dr
330	PANDEIRADA ANTONIO GEORGE	11 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	11 Angus Crt

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
331	PEREIRA ALBERTO MANUEL	17 CLYDEBANK DR		CAMBRIDGE ON	N1R 5S7	17 Clydebank Dr
332	PIMENTEL DAVID EDMUND	10 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	10 Langford Dr
333	RESENDES LUIS SOUSA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	2 Clydebank Dr
334	RICHARDSON PAUL MICHAEL	STN GALT	1629 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1629 Clyde Rd
335	ROBERTSON GREGORY MICHAEL	STN GALT	1611 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1611 Clyde Rd
336	ROSE COLIN	STN GALT	1597 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1597 Clyde Rd
337	SCHILLING BRAD	STN GALT	1698 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1698 Clyde Rd
338	SCHMITZ SHAWN DOUGLAS	STN GALT	7 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	7 Langford Dr
339	SNYDER MARGARET ELAINE	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	4 Clydebank Dr
340	STANGL ERIC	21 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	21 Clydebank Dr
341	STUEHLER EDWARD GEORGE	19 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	19 Clydebank Dr
342	TAYLOR MARY	16 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	16 Clydebank Dr
343	TERESI ENZO MARIO	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	15 Clydebank Dr
344	TERVELD ROORDINK GEERAN G R	STN GALT	18 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	18 Langford Dr
345	THIBODEAU NICOLA ANN	18 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	18 Clydebank Dr
346	THOMPSON FRED CHARLES	STN GALT	1574 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1574 Clyde Rd
347	TUDISCO JOANNE	1 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	1 Langford Dr
348	VAN DER GELD HENDRIK	STN GALT	1615 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1615 Clyde Rd
349	VAN WIJNGAARDEN DAVID JOHN	1714 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1714 Clyde Rd
350	WIECHERS BRIAN GEORGE	STN GALT	14 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	14 Langford Dr
351	MOFFAT PETER		231 RIVERSIDE DR	LONDON ON	N6H 1E7	
352	CLARK CAROLINE					c.c.leskovar@hotmail.com
353	LESKOVAR STEVE JR.					misteradm@hotmail.ca
354	BLAINE, MITCHELL	CBRE LIMITED	101 FREDERICK STREET, S 810	KITCHENER ON	N2H 6R2	mitchell.blaine@cbre.com
355	WILL ROGER	337 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	rwill@rogers.com
356	Environmental Assessment Coordinator	Transport Canada				EnviroOnt@tc.gc.ca
357	Peter Benninger, President & CEO	Coldwell Banker				pbenninger@coldwellbankerpbr.com
358	Jim Peeples	Challenger Motor Freight				jpeeples2@me.com
359	Fred Taylor	GHD Canada	651 Colby Drive	WATERLOO ON	N2V 1C2	Fred.Taylor@ghd.com
360	Christine Stone Taylor					stonedesigns.c@gmail.com

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
361	Robert Lofsky	211 McNichol Dr.		CAMBRIDGE ON	N1P 1J3	rlofsky@gmail.com
362	Judy Tyson	Indusite Realty Corp. Brokerage	1015 Matheson Blvd. Suite 11	MISSISSAUGA ON	L4W 3A4	judy@talkopolis.org
363	Jennifer Voss	Activa Management Corporation	55 Columbia St. E, Suite 2	WATERLOO ON	N2J 4N7	jvoss@activagroup.ca
364	Brad Spruin	National Band Financial Markets				brad.spruin@nbc.ca
365	Maurice Chelli	Dundas Street				maurice.chelli@sympatico.ca

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address

MASTER LIST - AGENCIES

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of Agriculture, Food and Rural Affairs	Carole	Neumann	Rural Planner			**Ministry of Agriculture, Food and Rural Affairs**	Elora Resource Centre, Unit 10	6484 Wellington Road 7	Elora ON	N0B 1S0	519-846-3393	519-846-8178	Carole.neumann@omafra.gov.on.ca
Ministry of Agriculture, Food and Rural Affairs	Donna	Sharp Mundie	Land Use Consultant			**Ministry of Agriculture, Food and Rural Affairs**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Community & Social Services	Valerie	Beckett	Area Manager			**Ministry of Community & Social Services**	715 Fisher Hallman Road		Kitchener ON	N2E 4D9	519-886-4700		
Ministry of Community & Social Services			Planning Officer	Central West Region		**Ministry of Community & Social Services**	Suite 200	6733 Mississauga Rd.	Mississauga ON	L5N 6J5			
Ministry of Economic Development, Trade & Tourism	Rob	Glaister	Manager	Tourism Policy & Stategy Development		**Ministry of Economic Development, Trade & Tourism**	4th Floor, Hearst Block	900 Bay Street	Toronto ON	M7A 2E1			
Ministry of Health and Long-Term Care	Hon. Deb	Matthews	Minister of Health and Long-Term Care			**Ministry of Health and Long-Term Care**	10th Floor	80 Grosvenor Street, Hepburn Block	Toronto ON	M7A 2C4	416-327-4300	Contact E-mail - Send to Corporate Communication Unit and address the e-mail to the Minister	CCU@moh.gov.on.ca
Ministry of Municipal Affairs & Housing	Dwayne	Evans, M.A., MCIP, RPP	Area Planner	Municipal Services Office - Western		**Ministry of Municipal Affairs & Housing**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4020 Toll Free: 1-800-265-4736	519-873-4018	
Ministry of Municipal Affairs & Housing	Audrey	Bennett	Director	Provincial Planning Services Branch	Local Government and Planning Policy Division	**Ministry of Municipal Affairs & Housing**	14th Floor	777 Bay Street	Toronto ON	M5G 2E5	416-587-6072		
Ministry of Natural Resources	Ian	Hagman	District Manager	Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2	519-826-4955	519-826-4929	
Ministry of Natural Resources	Art	Timmerman		Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Tourism and Culture	Shari	Prowse	Archeology Review Officer	Culture Programs Unit	Program & Services Branch	**Ministry of Tourism and Culture**	900 Highbury Avenue		London ON	N5Y 1A4	519-675-6898		shari.prowse@ontario.ca
Ministry of Tourism and Culture	Karla	Barboza	Heritage Advisor	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7120		
Ministry of Tourism and Culture	Paula	Kulpa	Heritage Planner	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7			
Ministry of Tourism and Culture	Teresa	Wagner	A/Heritage Planner	Culture Services Unit	Program & Services Branch	**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7147	416-314-7175	Teresa.wagner@ontario.ca
Ministry of Transportation	Martin	Favell	Head, Planning and Design		Southwestern Region	**Ministry of Transportation**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4561	519-873-4600	
Ministry of Transportation	Scott	Howard	Senior Project Manager	Planning & Design	West Region	**Ministry of Transportation**		659 Exeter Road	London ON	N6E 1L3	519-873-4568 or 1-800-265-6072	519-873-4600	scott.howard@ontario.ca
Ministry of Transportation	Fred	Leech	Area Manager, Planning & Design	Southwestern Region		**Ministry of Transportation**	4th Floor	659 Exeter Road	London ON	N6E 1L3			
Ministry of Transportation	Geddes	Mahabir, M.Eng., P.Eng.	Area Engineer	Planning and Design Section	Southwestern Region	**Ministry of Transportation**	3rd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4549 1-800-265-6072	519-873-4600	Geddes.Mahabir@ontario.ca
Ontario Ministry of Municipal Affairs and Housing	Matt	Ferguson	Municipal/Planning Advisor			**Ontario Ministry of Municipal Affairs and Housing**	2nd Floor	659 Exeter Road	London ON	N2E 1L3			
Ontario Provincial Police			Detachment Commander	Cambridge Detachment		**Ontario Provincial Police**		500 Beaverdale Road	Cambridge ON	N3C 2V3	519-654-0150	519-654-9650	VNET: 505-3401
Ontario Infrastructure and Lands Corporation	William	Gerard	General Manager	Environment and Cultural Heritage		**Ontario Infrastructure and Lands Corporation**	11th Floor, Ferguson Block	77 Wellesley Street West	Toronto ON	M7A 2G3			

TOWNSHIP OF NORTH DUMFRIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
North Dumfries Fire Department	Robert	Shantz	Fire Chief			**North Dumfries Fire Department**	501 Scott Street		Ayr ON	N0B 1E0	519-632-7956	519-632-8595	
Township of North Dumfries	Roger	Mordue	CAO/Clerk			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340 #11	519-623-7641	rmordue@township.northdumfries.on.ca
Township of North Dumfries	Stephen	Stone	Director of Planning			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340	519-623-7641	sstone@northdumfries.on.ca

MASTER LIST - AGENCIES

GOVERNMENT - FEDERAL

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canada Post	Canada Post Corp.			Delivery Planning			955 Highbury Ave N		London ON	N5Y 1A3			
Transport Canada						**Transport Canada**			Ottawa ON				EnviroOnt@tc.gc.ca
Environment Canada	Mike	Cadman		Canadian Wildlife Service		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-6295	905-336-6434	mike.cadman@ec.gc.ca
Environment Canada	Rob	Dobos	Manager	Ontario Region		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-4953	905-336-8901	Rob.dobos@ec.gc.ca
Fisheries and Oceans Canada	Deepa	Kasturi	Executive Assistant to Area Director	Ontario - Great Lakes Area		**Fisheries and Oceans Canada**	867 Lakeshore Road		Burlington ON	L7R 4A6	905-336-4873		
Parks Canada	Sheryl	Smith		Canadian Heritage		**Parks Canada**	c/o Trent Severn Waterway	P.O. Box 567, Ashburnham	Peterborough ON	K9J 6Z6	705-750-4936	705-742-9644	
Public Works & Government Services Canada	Tim	Palmeter	Senior Environmental Officer	Environmental Services Division		**Public Works & Government Services Canada**	11th Floor	4900 Yonge Street	Willowdale ON	N2N 6A6			
Transport Canada - Marine	Donna	Patterson	Information Management Supervisor	Navigable Waters Protection Program		**Transport Canada - Marine**	100 Front Street South		Sarnia ON	N7T 2M4	866-821-6631	519-383-1989	NWPontario-PENontario@tc.gc.ca
Transport Canada - Navigable Waters Protection Agency	Dave	Osbaldeston	National Manager			**Transport Canada - Navigable Waters Protection Agency**	Tower C, Place de Ville	330 Sparks Street	Ottawa ON	K1A 0N8	613-990-5929		
Transport Canada - Navigable Waters Protection Agency	Barry	Putt	Manager	Navigable Waters Protection Program		**Transport Canada - Navigable Waters Protection Agency**	100 Front Street South		Sarnia ON	N7T 2M4	519-383-1862	519-383-1989	
Transport Canada - Ontario Region	Rebecca	Earl	Environmental Officer	Programs and Divestitures		**Transport Canada - Ontario Region**	4th Floor	4900 Yonge Street	Toronto ON	M2N 6A5			
Transport Canada - Surface (PS)	Andre	Lalonde	Regional Director	Railway Department		**Transport Canada - Surface (PS)**	3rd Floor	4900 Yonge Street	Toronto ON	M2N 6A5	416-954-9951	416-973-9907	andre.lalonde@tc.gc.ca

MASTER LIST - AGENCIES

FIRST NATIONS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Haudenosaunee Resource Centre	Leroy	Hill	Secretary	Haudenosaunee Confederacy Council		**Haudenosaunee Resource Centre**	R.R. #2	2634 6th Line	Ohsweken ON	N0A 1M0	905-765-1749	905-765-9193	joco@sixnationsns.com
Mississaugas of the New Credit First Nations	Bryan	LaForme	Chief			**Mississaugas of the New Credit First Nations**	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-1133	905-768-1225	bryanlaforme@newcreditfirstnation.com
Mississaugas of the New Credit First Nations	Margaret	Sault		Land Claims Office		**Mississaugas of the New Credit First Nations**	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-0100	905-768-1225	masault@yahoo.com
Six Nations of the Grand River	Lonnie	Bomberry	Director	Land & Resources Department		**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-415-0330	519-445-0242	
Six Nations of the Grand River	Paul	General	Manager	Land & Resources Department		**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-445-0330	519-445-0242	
Six Nations of the Grand River	Kate	Cave	Land Use Supervisor			**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-753-2272	519-753-3449	kcave@sixnations.ca
Six Nations of the Grand River	Clynt	King				**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0			
Six Nations of the Grand River	William K.	Montour	Chief			**Six Nations of the Grand River**	P.O. Box 5000		Ohsweken ON	N0A 1M0			wkm@sixnations.ca arleenmaracle@sixnations.ca

MASTER LIST - AGENCIES

GOVERNMENT - MINISTRY OF THE ENVIRONMENT

Please note that we received the following instructions from the Environmental Assessment Project Coordination Section, Environmental Assessment and Approvals Branch, MOE (Toronto) on February 27, 2009: In order to track submission of notices, the EAAB has created an e-mail address with the intention that all future notices be sent to MEA.NOTICES.EAAB@ontario.ca and copies of notices should be sent to the appropriate Regional EA Coordinators electronically. Further information can be found on the Municipal Engineers Association website or by contacting Jeffrey Dea, Project Officer, EA Project Coordination Section at at 416-314-7213 or 1-800-461-6290. On May 5, 2009, I called Jeffrey Dea for an e-mail address for our region and was given the following address: carl.slater@ontario.ca. It would be good to check occasionally in case this person is no longer in the position.

I checked with Jeffrey Dea on November 23, 2011. Please note that the contact information for the EAAB has not changed. However, the contact person for the Guelph office is now Mark Smithson at the following e-mail address: mark.smithson@ontario.ca. Jeffrey Dea also informed me that we need to send Notices of Completion only to the EAAB address. However, all notices (including Public Consultation Centre notices) must be sent to Mark Smithson at the regional office.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of the Environment	Jane	Glassco	District Manager			**Ministry of the Environment**	4th Floor	1 Stone Road West	Guelph ON	N1G 4Y2	519-826-4258	519-826-4286	
Ministry of the Environment	Bill	Bardswick	Director		West-Central Region	**Ministry of the Environment**	12th Floor	119 King Street West	Hamilton ON	L8P 4Y7	905-521-7640	905-521-7820	
Ministry of the Environment			Manager	Class EAs and Declarations Section	EA and Approvals Branch	**Ministry of the Environment**	Floor 12A	2 St. Clair Avenue West	Toronto ON	M4V 1L5	416-314-7288	416-314-7227	

ADVISORY COMMITTEES/INTEREST GROUPS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ancient Mariners Canoe Club	Ron	Dahmer				**Ancient Mariners Canoe Club**	106 Highland Park		Cambridge ON	N3H 3H4	519-653-7881		
Cambridge On-Road Cycling Focus Group	Don	Pavey				**Cambridge On-Road Cycling Focus Group**	P.O. Box 1707	19 Cambridge Street	Cambridge ON	N1R 7G8			
Grand River Accessibility Advisory Committee	Toposhi	Batabyal	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			www.graac.ca
Grand River Accessibility Advisory Committee	Vanessa	Lopak, AODA/ODA	Citizen Service	Council and Administrative Services		**Grand River Accessibility Advisory Committee**	c/o Regional Municipality of Waterloo	150 Frederick Street, 2nd Floor	Kitchener ON	N2G 4J3	519-575-4757 #3861	519-575-4481	vlopak@regionofwaterloo.ca www.region.waterloo.on.ca/accessibility
Grand River Accessibility Advisory Committee	Sharon	Ward-Zeller	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			
Grand River Conservation Authority	Beth	Brown	Sub-watershed Planning Coordinator			**Grand River Conservation Authority**	P.O. Box 729	400 Clyde Road	Cambridge ON	N1R 5W6	519-621-2761 #2234	519-621-4844	bbrown@grandriver.ca www.grandriver.ca
K-W Field Naturalists	Graham	Buck	President			**K-W Field Naturalists**	317 Highland Road East		Kitchener ON	N2M 3W6	519-826-9686		Buckgraham@hotmail.com
University of Waterloo	Narina	Nagra	Volunteer Coordinator	Waterloo Public Interest Research Group		**University of Waterloo**	200 University Avenue West		Waterloo ON	N2L 3G1	519-888-4882	519-725-3093	
Walter Bean Grand River Community Trails Corporation	Doug	Letson				**Walter Bean Grand River Community Trails Corporation**	Marsland Centre	20 Erb Street West, 11th Floor	Waterloo ON	N2L 1T2	519-893-4104	519-725-3851	
CNIB	Jennifer	Urosevic	Regional Manager, Services & Operations			**CNIB - Waterloo & Owen Sound**	160-180 King Street S.		Waterloo ON	N2A 3L9	519-742-3536 ext. 5162	519-742-4003	

MASTER LIST - AGENCIES

CITY OF CAMBRIDGE

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
City of Cambridge	Terry	Allen	Fire Chief	Fire Department		City of Cambridge	1625 Bishop Street North		Cambridge ON	N1R 7J4	519-621-6001 #7444	519-621-4521	
City of Cambridge	Elaine	Brunn Shaw	Commissioner of Planning Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Justin	Armstrong	Director of Engineering Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4544		
City of Cambridge	Bozena	Densmore	Director of Economic Development			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	George	Elliott	Commissioner of Transportation and Public Works			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4546		
City of Cambridge	Greg	Hayton	Chief Librarian			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Alex	Mitchell	City Clerk			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4680 #4585		
City of Cambridge	April	Souwand, M.A., M.C.I.P.	Senior Environmental Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4650 #4601	519-622-6184	souwanda@cambridge.ca
City of Cambridge	Valerie	Spring	Heritage Planner	Cambridge Municipal Heritage Advisory Committee	Planning Services Department	City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4580	519-622-6184	
City of Cambridge	Yvette	Rybensky	Senior Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	www.cambridge.ca question@cambridge.ca

UTILITIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Allstream	David	Pitchforth	Project Supervisor	OSP Network Implementation		Allstream	50 Worcester Road		Etobicoke ON	M9W 5X2	Telephone: 416-649-7539 Pager: 416-608-8311 Mobile: 416-727-5811	416-649-7500	david.pitchforth@allstream.com
Allstream						Allstream	50 Worcester Road		Etobicoke ON	M9W 5X2			www.allstream.com
Atria Networks Inc.	Andrew	Beswick	Manager of Field Operations for York Region			Atria Networks Inc.	Suite 100	7676 Woodbine Avenue	Markham ON	L3R 2N2	1-888-623-0623 #4604	905-943-7627	abeswick@atrianetworks.com
Atria Networks Inc.	Kris	Eby	VP Field Operations			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4508	519-570-2151	keby@atrianetworks.com
Atria Networks Inc.	Michael	Kuntz	Construction Coordinator			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4509	519-570-2151	mkuntz@atrianetworks.com
Atria Networks Inc.	John	Stephens	Manager of Field Operations for Waterloo, Wellington and Hamilton			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4516	519-570-2151	jstephens@atrianetworks.com
Bell Canada	Michelle	Brenneman	Coordinator - Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Bell Canada	Janet	Cleghorn	Coordinator - Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0212		
Bell Canada	Dave	Kerton	Cambridge/Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0405	519-744-3082	david.kerton@bell.ca
Bell Canada	Daniel	Steffler	Kitchener/Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0569	519-744-3082	daniel.steffler@bell.ca
Bell Canada	Sue	Thompson	Coordinator - Cambridge			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Cambridge and North Dumfries Hydro Inc.	Marilyn I.	Fisher	Easement Officer			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530	519-621-7420	mfisher@camhydro.com www.camhydro.com
Cambridge and North Dumfries Hydro Inc.	Joan	McCartney				Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6			
Cambridge and North Dumfries Hydro Inc.	Ron	Sindair, P.Eng.	Director of Engineering			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2229	519-621-7420	
Cambridge and North Dumfries Hydro Inc.	Sherri	Tilley-Wanklin, C.Tech. C.I.M.	Supervisor, Engineering Services			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2401	519-621-7420	stilley@camhydro.com
Cambridge and North Dumfries Hydro Inc.						Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530		www.camhydro.com
Hydro One Network	Greg	Wall	Senior Real Estate Coordinator			Hydro One Network	15th Floor	483 Bay Street	Toronto ON	M5G 2P5			
Ontario Power Generation Inc.	Clara	Clairman		Environmental Services & Approvals		Ontario Power Generation Inc.	700 University Avenue H6F27		Toronto ON	M5G 1X6			
Rogers Cablesystems Inc.	Richard	Bolliger		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8142	519-893-6463	
Rogers Cablesystems Inc.	Greg	Brown		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8125	519-893-6463	
Rogers Cablesystems Inc.	Nina	Gillingham				Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8182	519-893-6463	
Rogers Cablesystems Inc.	Walter	Horn	System Planner			Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8			
Rogers Cablesystems Inc.	Cliff	Kennel		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8185		ckennel@rogers.com
Telus	Robert	Quick				Telus	82 Locust Street		Kitchener ON	N2H 1W9			
Union Gas Ltd.	Rick	Bigelow	Utilities Service Manager			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7405	519-885-7489	
Union Gas Ltd.	Gwen	Keep	Acting Mapping Team Leader			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3			
Union Gas Ltd.	Kevin	Schimus	Distribution System Development			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2J 1K3	519-885-7513		kschimus@uniongas.com
Union Gas Ltd.	Walter	Semeniuk	Tech Manager	Waterloo-Brantford Area		Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7400	519-885-7489	
Union Gas Ltd.	Ken	Sleeper	Utilities Service Manager			Union Gas Ltd.	10 Surrey Street East		Guelph ON	N1H 3P5	519-822-1462		

MASTER LIST - AGENCIES

MISCELLANEOUS CONTACTS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canadian National Railway	Andris	Baders				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian National Railway	John T.	MacTaggert				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian Pacific Railway	G.J. (Gerry)	Gionet	Manager Road Operations			**Canadian Pacific Railway**	940 Elias Street		London ON	N5W 3P2	519-660-3449 #222 Cell: 519-319-0136	519-660-2225	gerry_gionet@cpr.ca
Canadian Pacific Railway	D. M. (David)	Lukianow, P.Eng.	Manager Public Works			**Canadian Pacific Railway**	Suite 800	1290 Central Parkway West	Mississauga ON	L5C 4R3	905-803-5971	416-297-3103	david_lukianow@cpr.ca
CN Rail Engineering Services	Daniel	Loureiro				**CN Rail Engineering Services**	P.O. Box 1000	4 Welding Way	Concord ON	L4K 1B9	905-669-3373	905-760-3406	
County of Wellington	Gary	Cousins	Director of Planning			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #219	519-823-1694	garyc@wellington.ca
County of Wellington	Gord	Ough	County Engineer	Engineering Services		**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #2280	519-837-8138	gordo@wellington.ca
County of Wellington	Donna	Van Wyck	Clerk			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #252	519-837-1909	donnav@wellington.ca
GO Transit	J.G.	Ashbee, P.Eng.	Manager, Infrastructure Expansion Planning			**GO Transit**	Suite 600	20 Bay Street	Toronto ON	M5J 2W3	416-869-3600 #5211	416-869-1563	greg.ashbee@gotransit.com
Township of Puslinch	Brenda	Law, AMCT	CAO/Clerk-Treasurer			**Township of Puslinch**	7404 Wellington Road 34	R.R. 3	Guelph ON	N1H 6H9		519-763-5846	
Via Rail	K.C.	Rose	Sr. Manager Real Estate	Southwestern Ontario & West		**Via Rail**	50 Drummond Street	Unit C	Toronto ON	M8V 4B5	416-253-2468	416-253-2424	krose@viarail.ca
VIA Rail Canada - Capital Programs	Aaron	Branston	Senior Project Manager			**VIA Rail Canada - Capital Programs**	Suite 500	3 Place Ville-Marie	Montreal QC	H3B 2C9	514-871-6422	514-871-6423 514-290-3295	aaron_branston@viarail.ca
Waterloo Federation of Agriculture	Jeff	Stager				**Waterloo Federation of Agriculture**	1784 Northumberland Street	R.R. 1	Ayr ON	N0B 1E0	519-696-3060		

MASTER LIST - AGENCIES

REGION OF WATERLOO

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Region of Waterloo	Lucille	Bish		Heritage Planning Advisory Committee		**Region of Waterloo**	8th Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4499	519-575-4449	blucille@region.waterloo.on.ca
Region of Waterloo	Kris	Fletcher	Director, Council and Administrative Services/Regional Clerk			**Region of Waterloo**	2nd Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4029	519-575-4481	fkris@region.waterloo.on.ca
Region of Waterloo	John	Pmo	Director	Emergency Medical Services Division		**Region of Waterloo**	120 Maple Grove Road		Cambridge ON	N3H 4R6	519-650-8295 #8710		pjohn@region.waterloo.on.ca
Waterloo Regional Police Service	Staff Sergeant Scott	Diefenbaker		Police Service	Traffic Services	**Waterloo Regional Police Service**	P.O. Box 3070	200 Maple Grove Road	Cambridge ON	N3H 5M1	519-653-7700 #8794	519-653-0905	

MASTER LIST - AGENCIES

SCHOOL BOARDS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Conseil Scolaire de District du Centre Sud-Ouest	Suzanne	Labrecque	Directrice de l'immobilisation, entretien et planification			**Conseil Scolaire de District du Centre Sud-Ouest**	116 Cornelius Parkway		Toronto ON	M6L 2K5			
Waterloo Catholic District School Board	Dave	Bennett	Manager of Planning	Planning Department		**Waterloo Catholic District School Board**	Unit A	35 Weber Street West	Kitchener ON	N2G 4G2	519-578-3660	519-569-4015	
Waterloo Region District School Board	Dennis	Cuomo	Manager of Planning	Planning Department		**Waterloo Region District School Board**	51 Ardelt Avenue		Kitchener ON	N2C 2R5	519-570-0003 #4461	519-576-0478	dennis_cuomo@wrdsb.on.ca

H3

Public Consultation Centre No. 2

Region of Waterloo

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

East Boundary Road Corridor Study

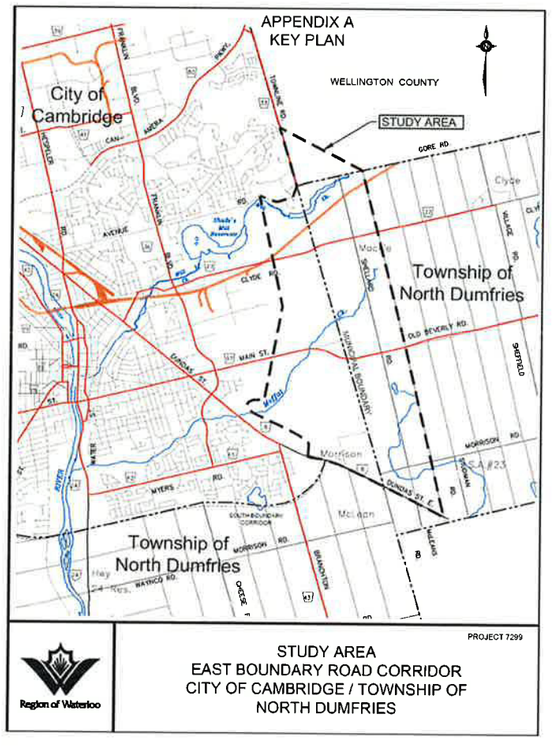
City of Cambridge, Township of North Dumfries

You are invited to our Second Public Consultation Centre to provide your input into the planning of the East Boundary Road Corridor Study.

Date: **Wednesday December 9th 2015**
Time: **5:00 PM to 8:00 PM**
Location: **Cambridge Golf Club**
1346 Clyde Road, Cambridge, Ontario

Background

The Region of Waterloo is undertaking a Class Environmental Assessment study for the development of the East Boundary Road Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries and the Township of Puslinch. Please refer to the key plan.



The need for improved capacity in this corridor has been established in the Cambridge Area Transportation Study (CATS) and has been reconfirmed in subsequent studies, including the Cambridge Area Route Selection Study (CARSS), Detailed Transportation Network Review (DTNR), the Region of Transportation Master Plan and the Regional Official Plans.

The Process

The study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment, which is an approved process under the Ontario Environmental Assessment Act (June 2000).

This is the Second Public Consultation Centre and the Project Team will be presenting a Preferred Alignment to the public and will be seeking input. This Public Consultation Centre is designed to provide interested members of the public, local business, community and agencies an 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 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:

Marcos Kroker, P.Eng.
Acting Head, Transportation Expansion
Regional Municipality of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Phone: 519-575-4750
Fax: 519-575-4430
E-mail: mkroker@regionofwaterloo.ca

Dave Hallman, P.Eng.
Vice President
MTE Consultants Inc.
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Phone: 519-743-6500
Fax : 519-743-6513
E-mail : DHallman@mte85.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 Marcos Kroker at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information such as name, address, telephone number and property 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 Mr. Marcos Kroker, P.Eng. at the Region of Waterloo.

DOCS #1593737 v2

Region of Waterloo

East Boundary Road Corridor Study

Dundas Street to Townline Road
City of Cambridge
Public Consultation Centre #2
Information Package

What: The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for the East Boundary Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge

Where: Dundas Street to Townline Road in the City of Cambridge

Why: To provide road improvements for traffic growth and transportation system improvements for transit, pedestrians and cyclists along the East Boundary Road corridor in the City of Cambridge

When: Completion of Environmental Assessment in 2016
Construction to begin after 2025

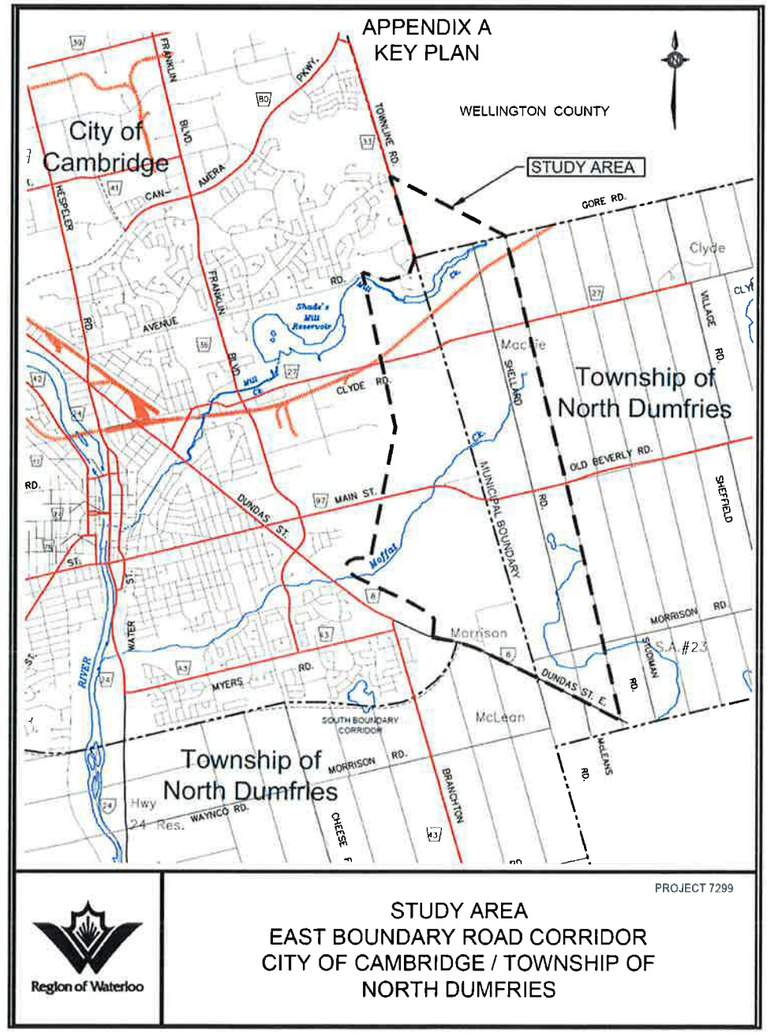
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Public Consultation Centre #2
Wednesday December 9, 2015, 5:00PM to 8:00PM
Cambridge Golf Club
1346 Clyde Road
Cambridge, Ontario

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

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

The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for the East Boundary Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries and Puslinch Township (study area illustrated below).



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

- Identified study issues and problem statement;
- Alternative alignments considered for the East Boundary Road Corridor; and
- Criteria used in the evaluation of the alternative alignments.
- **"Preferred" alignment identified by the Project Team;**

2.0 What is a Class Environmental Assessment?

The Class Environmental Assessment (EA) process is a formal process approved under the Ontario Environmental Assessment Act that must be undertaken in advance of any construction improvements to ensure that all reasonable alternatives are considered.

The Class EA provides the framework for municipalities to plan, design and construct municipal infrastructure projects. This project is being planned as a "Schedule C" Class EA project. For additional details regarding the Municipal Class EA process, please refer to Appendix A.

3.0 Who is Directing This Project?

This project is being directed by a "Project Team" consisting of staff from the Region of Waterloo, City of Cambridge, Township of North Dumfries, Puslinch Township, Wellington County, Grand River Conservation Authority, and MTE Consultants, as well as Region of Waterloo Councilor Karl Kiefer (Cambridge) and Mayor Sue Foxton (North Dumfries), City of Cambridge Councilor Frank Monteiro and Township of North Dumfries Councilor Neil Ritchie.

4.0 How does this Project Relate to the Objectives of the Regional Official Plan and the Regional Transportation Master Plan?

During the last 10 years, south Cambridge has experienced rapid residential growth, and the east side of Cambridge is being planned for new development. As a result, the transportation network needs to be upgraded to accommodate future growth as identified in many studies and policies as well as accommodating traffic that is trying to bypass the City of Cambridge.

The initial concept for a bypass around the "City of Cambridge" was first identified in 1967 as part of a Planning Study undertaken by the City of Galt. In 1972, the Ministry of Transportation developed a Highway 8 bypass concept, connecting Highway 8 and Highway 24 to Highway 401. When responsibility for these roads shifted to the Region of Waterloo in 1988, the bypass concept was revised into an arterial corridor concept around the east, west, and south sides of the City of Cambridge as approved in the 1994 Cambridge Area Transportation Study (CATS). Included in the recommendations was a north-south bypass on the east side of Cambridge that was just east of the City of Cambridge boundary in North Dumfries.

The 1999 Regional Transportation Master Plan (RTMP) also identified the need for a North-South arterial, east of Franklin Boulevard in the City of Cambridge and the Township of North Dumfries.

In response to the transportation network needs identified in the 1999 RTMP, the Region of Waterloo initiated a Class EA Study in the City of Cambridge in 2000, called the Cambridge Area Routes Selection Study (CARSS). This study also identified a number of routes for an East Side Arterial Corridor east and west of the City of Cambridge boundary.

In 2004 a Detailed Transportation Network Review (DTNR) undertaken by the Region confirmed the need for an East Boundary Road. In addition, the Region Transportation Master Plan (2010 Update) also recommended the need for an East Boundary Road.

The 1995 Regional Official Policies Plan (ROPP) as well as the recently approved new Regional Official Plan (ROP) both identify a Proposed Regional Corridor (as illustrated on Map 9 of the ROPP and Map 5b of the ROP) for the East Boundary Road that is consistent with the alignment identified under previous studies. It essentially ties into the South Boundary Road at Dundas Street, and connects into Shellard Sideroad to the east, runs north through Puslinch Township and ties into Townline Road. This route is currently shown in both the Region of Waterloo and Wellington County Official Plans. In summary, the need for an East Boundary Road has been firmly established through many previous studies; however, the exact alignment has not been identified through a Class Environmental Assessment. The Project Team has developed the following problem statement for the project, identifying the traffic and transportation needs to be addressed.

PROBLEM STATEMENT

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge will be needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as improve access to the Regional road network for residents of the Southeast Galt Community area, and provide an alternative for goods movements to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and upgrades completed to Townline Road south of Highway 40, a route between Dundas Street in the south to Townline Road in the north must be identified for this Regional Road.

5.0 Where in the Class EA Process Are We?

As identified above, the project is being completed in accordance with the requirements of a Schedule "C" Municipal Class EA process. The requirements of the first two phases of the project (i.e. Phase 1: Identify Problem or Opportunity and Phase 2: Develop Alternative Solutions to the Problem) have already been addressed and documented in previously completed studies including the CARSS, the Cambridge Area Transportation Study, Regional Transportation Master Plan, and the Detailed Transportation Network Review (DTNR). These studies have considered alternative methods of addressing the transportation demands such as transit, carpooling, cycling and walking. They all concluded that the Preferred Solution is a new road on the east side of Cambridge.

Because these studies have: (1) already established the need and justification for an East Boundary Corridor and (2) have looked at alternative methods of addressing this need, and consulted with stakeholders, the requirements of the first two phases of the East Boundary Corridor Class EA project may be considered as being fulfilled.

This study is undertaking Phase 3: Alternative Design Concepts for the Preferred Solution, which will be followed by Phase 4: The Environmental Study Report documenting the study for public review.

6.0 What are other Current Projects in the Area and What Impact Do They Have on This Project?

Franklin Boulevard

The Region of Waterloo completed the Franklin Boulevard Class EA study in 2011 from Myers Road to north of Pinebush Road, in the City of Cambridge. The approved plan that has been developed, addresses the existing traffic operations, future traffic demand and capacity improvements for Franklin Boulevard. Franklin Boulevard is currently the key north-south connection on the east side of Cambridge. Construction of the majority of Franklin Boulevard will be complete by 2017 and the two intersections at Can-Amera Parkway and Saginaw/Elgin will be completed in approximately 2020. However the traffic projections for Franklin Boulevard that were used to justify improvements assume that an East Boundary Road (to the east of Franklin Boulevard) will be constructed in the future.

South Boundary Road

The Region of Waterloo completed the South Boundary Road Class EA study in 2013. The South Boundary Road Class EA established the corridor for a new road running along the south edge of the City of Cambridge from Water Street (Highway 24) to Dundas Street (Highway 8). The intersection of the South Boundary Road and Dundas Street was established as part of that study, and is the point where an East Boundary Road would connect in the south end. Detail design of the South Boundary Road is currently underway and construction of the west portion (Water Street to Franklin Boulevard) is scheduled to commence in 2017 while the east portion (Franklin Boulevard to Dundas Street) is scheduled to start construction in 2022.

Highway 24 Transportation Corridor Planning and Class EA

The Ministry of Transportation (MTO) initiated a Highway 24 Transportation Corridor Planning and Class EA Study from Highway 403 in Brantford to Highway 401 in Cambridge to develop a plan that addresses traffic capacity, operation and safety needs between Brantford and Cambridge. This study was put on hold. The construction of a future Highway 24 does not significantly impact the need for an East Boundary Road, as the East Boundary Road will not only serve as an arterial through the east side of Cambridge, but also serve local access purposes. However, the Project Team is in contact with the MTO to coordinate the East Boundary Road with the MTO Highway 24 study.

7.0 When is an East Boundary Road Needed?

The East Boundary Road is currently not scheduled for construction in the Region of Waterloo's Ten Year Transportation Capital Program. However the planning and identification of a proposed route is being undertaken now (as part of this study) to establish an East Boundary Road Corridor so that planning for future development can proceed knowing where the new road will be. Since the need for an East Boundary Road will be somewhat dependent on how and when development occurs, the construction of a new East Boundary Road will likely be phased and not all built at the same time.

8.0 Will Cycling and Pedestrian Facilities be Incorporated into the Design?

The East Boundary Road will accommodate all modes of transportation such as walking, cycling, transit, and automobile. As part of this EA process the Region has considered sidewalks, multi-use trails and landscaping in the preliminary design. The Region of Waterloo is committed to providing a more integrated, sustainable and convenient transportation system. This improved system will provide improved access to jobs and services, and help to address increasing traffic congestion.

9.0 Are there any Natural Environment Corridors in the Study Area?

Two large natural heritage system corridors traverse the Study Area, are illustrated on the PCC displays.

The Provincially Significant Mill Creek Wetland Complex Corridor surrounds Mill Creek and enters the north boundary of the study area at the intersection of Gore Road and Shellard Road. Immediately to the northeast and outside of the Study Area, a large portion of the Mill Creek PSW also contains the Galt (Mill) Creek and Forests Life Science Area of Natural and Scientific Interest (ANSI).

The Provincially Significant Wetland (PSW) at Moffat Creek enters the middle portion of the study area at Shellard Road. Traversing in a northeast to southwest direction, the Moffat Creek PSW surrounds the main stem of Moffat Creek. Smaller pockets of wetland also associated with this complex are located away from the creek, in the vicinity of the east end of Savage Drive and the south end of Dobbie Drive.

In the southeast corner of the study area, smaller wetland pockets associated with the Sheffield-Rockton Complex PSW surround headwater area of Fairchild Creek at Shellard Road near Dundas Street. These wetland areas are associated with the headwaters of Fairchild Creek, a warmwater stream system that enters the Grand River downstream of Brantford.

10.0 Have any Natural Environmental Inventories been Completed?

Preliminary environmental mapping of the study area was initially compiled based on the review of background information from the Ministry of Natural Resources (MNR), Grand River Conservation Authority (GRCA), Region of Waterloo and various studies previously completed in the vicinity of the study area, to provide an understanding of the various land form based constraints within the study area. In addition, various natural heritage field surveys were completed in 2012 and 2013 to gain an understanding of specific natural heritage features and functions. These surveys included spring amphibian call surveys, breeding bird surveys, preliminary Ecological Land Classification and cursory vegetation surveys, and species at risk observations.

Further environmental inventories were completed in the spring, summer and fall of 2014 (including botanical, breeding bird, and breeding amphibian survey) as well as additional observations of area wildlife. Of particular note is a detailed survey of salamanders to determine if the endangered Jefferson Salamander species was present within the study area. Many hundreds of salamanders were captured at various locations, and a total of 68 salamanders were genetically tested to determine if they were the endangered Jefferson Salamander. No Jefferson Salamanders were indentified within the study area.

The natural environment investigations and field surveys identified a number of "Species at Risk" and Provincially Significant Species within the study area, including Barn Swallows, Bobolink, Eastern Meadowlark, Eastern Wood Peewee and Wood Thrush.

Natural Environment constraint mapping was developed to identify the various areas within the study area to assist with finalizing and determining the final location of the East Boundary Road. A report summarizing the natural environment investigations, results and constraints is available at the PCC and will be accessible via the Region's website RegionofWaterloo.ca after the PCC.

11.0 Are there any Potential Developments in the Vicinity of the Study Area?

There are a number of proposed or partially completed developments within the Study Area, concentrated mainly in the southwest corner of the Study Area. Each of these developments are in various stages of approvals. The City's "Southeast Galt Community Plan" is also located in this area. Please see the displays at the Public Consultation Centre to view maps of the proposed developments within the study area.

12.0 Are there any Buildings of Heritage Significance within the Study Area?

A Cultural Heritage Resource Inventory identified several buildings within the Study Area that have either "medium" or "high" heritage significance. In general, the buildings are mid-1800 stone farmhouses built by earlier settlers in the area. Any impacts to buildings of heritage significance will be determined as the study progresses. Every effort has been made to avoid and/or mitigate negative impacts to identified areas of heritage significance.

Reports are available at the PCC and will be accessible via the Region's website Region of Waterloo after the PCC.

13.0 What Alignment Concepts Were Presented at PCC No. 1 for the East Boundary Road Corridor?

The Project Team looked at a number of constraints and opportunities in developing some Preliminary Alignment Concepts as a "starting point". Some of these constraints and opportunities include: Mill Creek, Moffat Creek (including the Moffat Creek Wetland Complex), existing and new roadways, existing and proposed development, hydro corridors, heritage and archeological features, railways, wetlands and other natural environmental factors. These preliminary alignments were presented at Public Consultation Centre (PCC) No. 1 in April 2014 and public and agency input was obtained on these alignments. Please refer to Appendix "B" and the display at this PCC for a plan showing the Preliminary Alignment Concepts initially developed for PCC No. 1. The following sections include a description of the Preliminary Alignment Concepts that were developed by the Project Team and presented at PCC No. 1.

13.1 "DO NOTHING"

As part of any Class EA process, there is always a consideration of the "Do Nothing" alternative to assess what would happen if no action is taken to address the project concerns. This assessment provides a baseline against which the other project alternatives can be measured. Although the previous studies undertaken have already identified the need for a new East Boundary Road, the Do-Nothing alternative will continue to be considered for comparison purposes.

13.2 ROUTE A - "EASTERN ALIGNMENT"

Route A follows the route illustrated in the Region of Waterloo and Wellington County Official Plans. It ties into the current proposed location of the South Boundary Road at Dundas Street, goes eastward utilizing a portion of Ripplewood Road and ties into Shellard Sideroad. It then travels north on Shellard Sideroad going through Puslinch Township at the intersection of Gore Road and ties into Townline Road near Saginaw Parkway. This route would utilize and expand upon the existing crossings of Moffat Creek, Mill Creek and the CPR tracks. This route impacts existing communities along Shellard Sideroad.

13.3 ROUTE B - "WESTERN ALIGNMENT"

Route B is a western alignment that ties into the South Boundary Road at Dundas Street and follows a proposed City collector road (Wesley Boulevard). It then follows the eastern edge of the Cambridge Landfill Site, utilizes a portion of the Hydro One Corridor and travels eastward tying into Townline Road at the Cambridge/North Dumfries Boundary. This route is intended to replace an already-approved crossing of Moffat Creek near the proposed Wesley Boulevard, and will require a new crossing of Mill Creek (near dammed portion of the creek) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks. The City of Cambridge has continued to express significant concerns regarding this alignment and the impact it will have on its proposed "community campus" as well as other existing and proposed developments in the adjacent area. The City of Cambridge is concerned that construction of this route may make the community campus unviable.

13.4 ROUTE C - "CENTRAL ALIGNMENT"

Route C ties into the South Boundary Road at Dundas Street, then travels northeast to eventually follow the Cambridge North Dumfries Boundary and tying into Townline Road. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.5 ROUTE D - "HYDRO ONE CORRIDOR"

Route D ties into the South Boundary Road at Dundas Street then travels northeast to eventually follow the Hydro One Corridor until approximately Clyde Road where it ties into Route C near the Mill Creek crossing to tie into Townline Road. The northern portion of this alignment is shared with Route B. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.6 "HYBRID" ALIGNMENT CONCEPTS

A number of other short alignments connecting Route A and Route C were also considered as part of PCC No. 1. In addition, a short alignment concept for Route A crossing Moffat Creek further east than Shellard Sideroad was also considered.

13.7 CP RAIL CROSSINGS

All the identified preliminary alignments would have to cross the existing CP Rail Line north of Clyde Road. Route A would use the existing Shellard Sideroad crossing location, but all the other identified routes would require a new crossing location.

14.0 Are There Changes to the Route Alignments Presented at PCC No. 1?

The Project Team reviewed the public and agency input as well as the various inventories and identified constraints in the context of the identified route alignments. The project team evaluated the original route alignments based on all this information and modified them as follows:

14.1 "SCREENED OUT" ALTERNATIVES

Preliminary Route D which utilizes the existing Hydro One Corridor was screened out for further consideration at this time. Due to maintenance requirements on their high voltage line, Hydro One Networks (HON) could not properly provide required maintenance to the lines with an arterial roadway within their property corridor. Even if the road was moved adjacent to, but outside the existing Hydro One Corridor, preliminary Route D passes through the Moffat Creek Wetland Complex at one of its widest and most sensitive areas. Due to the issues associated with a large portion of the roadway adjacent to the HON Corridor and the significant impacts to the Moffat Creek Wetland Complex the Project Team decided to remove Route Alignment D from further consideration at this time.

Preliminary Route A North of The Gore Road – Preliminary Route Alignment A passes through Puslinch Township in the County of Wellington (i.e. outside the Regional Municipality of Waterloo) north of The Gore Road. The East Boundary Road is a Region of Waterloo Road to address traffic within the City of Cambridge and Township of North Dumfries. Building this Region Road outside the Region of Waterloo would present some significant jurisdictional issues and hurdles. In addition, the natural environment constraint mapping found few areas or gaps for which a new road could pass without resulting in impacts to significant natural environment features.

14.2 REVISIONS TO ROUTE ALIGNMENTS NOW BEING CONSIDERED

In addition to routes or portions of routes that have been "screened out", original Routes A, B and C have been revised to address agency and public comments, to reduce impacts to significant natural environment features and heritage properties, to address the size of remnant properties and increased curve radii to make the curves more gentle and provide additional flexibility for adjustments during detail design. As a result there are four main routes alignments now being considered as illustrated in Appendix B and described as follows:

Route A1 – Route A1 is very similar to original Preliminary Route A. Revisions applied to Route A1 include:

- Curve radii increased to 450m
- Just north of Clyde Road, Route A1 heads to the northwest to tie into Townline Road at the Gore Road near the rear lots of Grandy Lane

Route A2 – Route A2 is similar to revised Route A1 at the south and north ends, but the middle portion is further east of Shellard Road. Revisions applied to Route A2:

- Curve radii increased to 450m;
- Route A2 crosses Shellard Road in the south end and is located east of Shellard Road until south of Clyde Road where it ties into the same alignment as Route A1.
- Route A2 follows Route A1 alignment on Shellard Road from south of Clyde Road to just north of Clyde Road, where it heads to the northwest to tie into Townline Road at the Gore Road near the rear lots of Grandy Lane;
- There is an opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north.

Route B1 – Very similar to original Preliminary Route B. Revisions applied to Route B1 include:

- Curve radii increased to 450m;
- Near the Cambridge Landfill site, Route B1 has been moved slightly further east to reduce impacts to the existing composting area and storm drainage features;
- In the middle portion of the alignment, Route B1 Has been moved eastward such that it is now adjacent to the Hydro One Corridor to avoid impacts to the physical aspects and maintenance activities for the Hydro One Corridor;
- Near the CPR tracks north of Clyde Road, Route B1 follows Route C1 alignment and ties into Townline Road at the Gore Road near the rear lots of Grandy Lane

Route C1 – Similar to original Preliminary Route C. Revisions applied to Route C1 include:

- Curve radii increased to 450m;
- Alignment moved eastward in the south end towards Ripplewood Drive but avoids impacts to identified wetlands and minimizes impacts to the Auto Recycler at its southeast end;
- Crosses the Moffat Creek Wetland Complex slightly further west than Preliminary Route C to further minimize impacts to the natural environment, then heads north approximately 120 metres the Cambridge/North Dumfries boundary;
- Ties into Townline Road at the Gore Road near the rear lots of Grandy Lane;
- There is an opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or Clyde Road in the north.

Option C2 – The same as Route Alignment C1 south of Clyde Road, then heads eastward to tie into Route Alignment A2 east of Shellard Road.

- There is an opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north.
- Option C2 (sub-route of A2) was evaluated based on a similar scoring as A2.

15.0 How have the Various Alternative Alignments been Evaluated?

The various alternatives alignment concepts have been assessed against a set of evaluation criteria by the Project Team to determine which alignment is "preferred" and is considered to best address the need for an East Boundary Road and the surrounding transportation network. The evaluation criteria included the following:

Evaluation Criteria for East Boundary Road Class EA Study
Study Element
1) Social Environment
Community Impacts – What impacts will the alternative have on the local community i.e. noise, property requirements, etc.?
Access – How does the alternative impact access to existing residences, businesses and industries?
Development/Property – Will the alternative fragment land and/or limit development opportunities?
2) Natural Environment
How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk, surface drainage and existing floodplains?
3) Heritage/Archaeological/Cultural Environment
What are the potential impacts on heritage structures or landscapes and the potential disturbance of archaeological resources?
4) Traffic Capacity, Operations and Safety
How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs?
Does the alternative efficiently and safely handle the forecasted traffic from existing and future development properties?
5) Costs
How does the alternative compare with anticipated capital and property costs?

16.0 Has the Project Team Identified a Preferred Alternative Route?

The Project Team has identified **Route C1 as the Preferred Alternative Route**. Subject to additional comments received as a result of this PCC No. 2 and additional Agency comments, Route C1 is considered "Preferred", compared to all the other routes based on its overall impacts on the Natural Environment, Social Environment, the Heritage, Archaeological and Cultural Environment, Traffic, Safety and Costs. Although Route B1 is listed first in many of the categories, Route C1 is a close second in 3 out of

4 categories. Route B1 also faired poorly in the social environment category which brought its overall score below Route C1.

A summary of the evaluation that resulted in the Project Team identifying Route C1 as Preferred at this point in the project is as follows. In general, the alignment considered to have the least impacts in each category is listed first, followed by the alignments that have been determined to have greater impacts such that the alignment with the most impacts is listed last:

Evaluation Summary of Route Alternatives for East Boundary Road Class EA
Study Element
1) Social Environment
Route C1 requires purchase of new right-of-way from approx. 14 existing properties. Minor impacts to existing residential streets and access. Noise studies will be required for existing residential properties near the tie-in location at Townline Road and Gore Road. Acceptable but less preferred than A1 or A2 by local School Boards. It has fewer impacts (compared to B1) on existing locations and proposed planning for schools.
Route A2 requires purchase of new right-of-way from approx. 29 existing properties (incl. at least 2 full buyouts) and widening required from approx. 9 properties. Increased traffic on some portions of (former) Shellard Road will impact access to private properties and traffic operations. Preferred by local School Boards as it does not impact existing locations and proposed planning for schools.
Route A1 requires purchase of new right-of-way from approx. 40 existing properties (incl. at least 1 full buyout) and widening required from approx. 36 properties. Increased traffic on (former) Shellard Road will impact access to private properties and traffic operations. Preferred by local School Boards as it does not impact existing locations and proposed planning for schools.
Route B1 requires purchase of new right-of-way from approx. 12 existing properties and negotiations with Hydro One regarding roadway adjacent to their Corridor. Increased traffic on portions of Wesley Boulevard which is surrounded by residential and Community Complex Lands will impact the use of these properties. City of Cambridge has indicated that implementation of Route B1 will result in at least $7M of additional costs to revise existing and proposed planning and land use in the area of Wesley Boulevard. This $7M is included in the costs study element. Noise studies will be required for existing residential properties near the tie-in location at Townline Road and Gore Road. Least preferred by local School Boards as it will significantly impact existing locations and proposed planning for school.
2) Natural Environment
Route B1 crosses the Moffat Creek Wetland Complex at one of its narrowest areas in the eastern portion of the Study Area. A new crossing of Moffat Creek is required but in

Evaluation Summary of Route Alternatives for East Boundary Road Class EA
Study Element
an area where a new crossing has been approved for other local roads. Approximately 400m of road crosses existing wetland areas.
Route C1 crosses the Moffat Creek Wetland Complex at in the middle portion of the Study Area avoiding some natural environment features, but includes a new crossing of Moffat Creek – there is an opportunity to close Shellard Road and "naturalize" the Moffat Creek Wetland Complex along Shellard Road. Approximately 300m of road crosses existing wetland areas.
Route A2 crosses the Moffat Creek Wetland Complex at one of its narrowest areas east of Shellard Road with a new crossing of Moffat Creek – there is an opportunity to close Shellard Road and "naturalize" the Moffat Creek Wetland Complex along Shellard Road; however a new crossing of Moffat Creek will be required. Approximately 550m of road crosses existing wetland areas.
Route A1 crosses the Moffat Creek Wetland Complex at one of its widest points, but would utilize existing Shellard Road and its existing crossing location. Approximately 770m of road crosses existing wetland areas;
3) Heritage/Archaeological/Cultural Environment
Route B1 requires approx. 3500m of additional Archeological surveys, and 1 listed or "identified heritage properties potentially impacted;
Route A1 requires approx. 4950m of additional Archeological surveys, and 2 listed or "identified heritage properties potentially impacted;
Route C1 requires approx. 5250m of additional Archeological surveys, and 2 listed or "identified heritage properties potentially impacted;
Route A2 requires approx. 5400m of additional Archeological surveys, and 5 listed or "identified heritage properties potentially impacted;
4) Traffic Capacity, Operations and Safety
Route B1 is predicted to attract the most amount of traffic (approx. 8500 vehicles/day) given it is the shortest route (5120m), and closest to existing and planned developments. Existing and proposed residential driveways on Wesley Boulevard will impact operations and safety in the southern section. Will result in some "skewed" intersections with existing streets.
Route C1 is predicted to attract the 2nd most amount of traffic (approx. 7150 vehicles/day) given it is the 2nd shortest route (5300m), and 2nd closest to existing and planned developments.
Route A1 is predicted to attract a reduced amount of traffic (approx. 5700 vehicles/day) given it is 2nd longest route (6125m) and 2nd furthest away from existing and planned developments. Several existing driveways on Shellard Road will somewhat impact operations and safety.
Route A2 is predicted to attract a reduced amount of traffic (less than 5700

Evaluation Summary of Route Alternatives for East Boundary Road Class EA
Study Element
vehicles/day) given it is the longest route (6300m), and furthest away from existing and planned developments. Some existing driveways on Shellard Road (north section) will somewhat impact operations and safety. Will result in some "skewed" intersections with existing streets.
5) Costs
Route B1 is the shortest route and has the lowest estimated capital cost of $49M. Although B1 utilizes portions of existing or proposed Wesley Boulevard right-of-way, property still required for wider road. Approximately 400m of road crosses wetland areas that will require peat removal and/or strengthened road base;
Route C1 is the 2nd shortest route and has the 2nd lowest estimated capital cost of $49.5M. Approximately 300m of road crosses wetland areas that will require peat removal and/or strengthened road base;
Route A1 is the 2nd longest route and has the highest estimated capital cost of $55.5M. Although A1 utilizes existing Shellard Rd. and Ripplewood right-of-way, property still required for wider road. Approximately 770m of road crosses wetland areas that will require peat removal and/or strengthened road base;
Route A2 is the longest route and has the highest estimated capital cost of $55M. Although A2 utilizes less length of existing Shellard Rd. and Ripplewood right-of-way than A1, property still required for wider road. Approximately 550m of road crosses wetland areas that will require peat removal and/or strengthened road base;

17.0 What Happens when Property is Required for the New Road?

While it is the intent of the design process to minimize as much as possible the need to obtain property for the East Boundary Road or any of the sidestreets within the study limits, all of the alternative alignment concepts being considered require obtaining or widening the road allowance onto private property, obtaining temporary easements during the construction period or in some cases outright purchase of entire properties. 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.

18.0 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 road alignment. Some of the next tasks to be arranged include additional natural environmental inventories and further discussions with external agencies including Hydro One, MNR, GRCA, CP Rail and others. Subject to comments received it is proposed to present the **Recommended** alternative road alignment to the Region of Waterloo's Public Works Committee for formal approval. Following this confirmation of a **Recommended** alternative design, the study process and findings will be documented in an Environmental Study Report (ESR) for "filing" and public and agency comment. This filing of the ESR is a requirement of the Municipal Class Environmental Assessment Act and consists of advertising and sending notices to interested and affected parties advising of the mandatory 30 day review period for submission of any questions or "objections" (Part II Orders). Any Part II Orders unresolved after the 30 day review period will be sent to the Ministry of Environment for further consideration and ruling.

19.0 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 East Boundary Road Class EA study.

20.0 How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to one of the Project Team members listed below, no later than January 8, 2016.

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

Mr. Marcos Kroker P.Eng.
Head, Transportation Expansion
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4750
Fax: (519) 575-4430
Email: kmarcos@region.waterloo.on.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500 X1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

21.0 How Can I View Project Information Following the PCC?

All of the PCC display materials in addition to other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal offices as identified above, or on the Regional Municipality of Waterloo's website regionofwaterloo.ca.

Appendix A

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

ONTARIO ENVIRONMENTAL ASSESSMENT ACT

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

The key principles of successful environmental assessment planning include:

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

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)

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

Schedule "A" - Includes routine maintenance, operation and emergency activities.
- The Municipality can proceed with this work without further approval or public consultation.

Schedule "B" - Includes projects with the potential for some adverse environmental effects.
- These projects are subject to a screening process that includes consultation with directly affected public and agencies.

Schedule "C" - Includes larger, more complex projects with the potential for significant environmental effects.
- These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

PUBLIC INVOLVEMENT

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

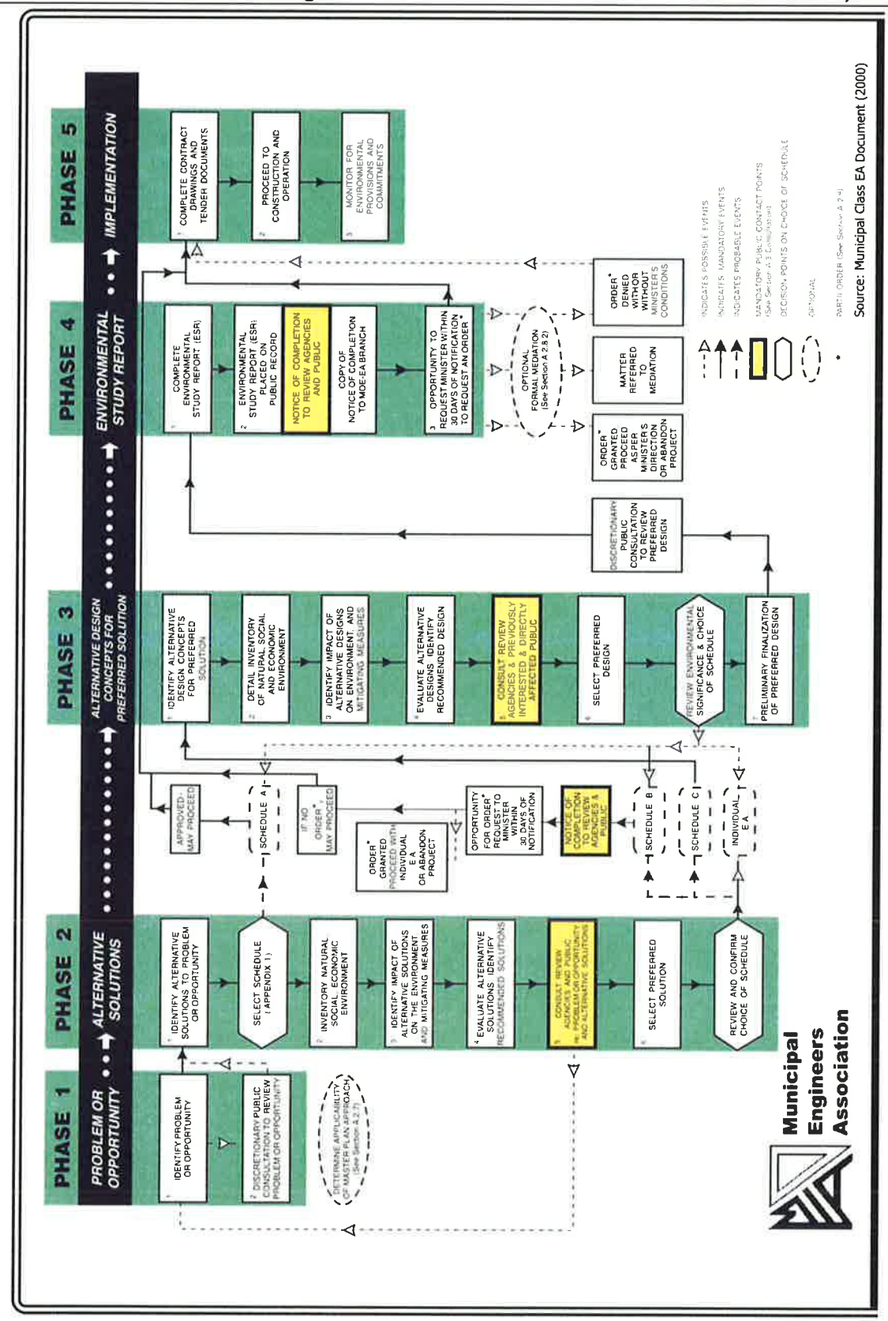
To request a Part II Order, a person must send a written request to :

Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON
M4V 1P5

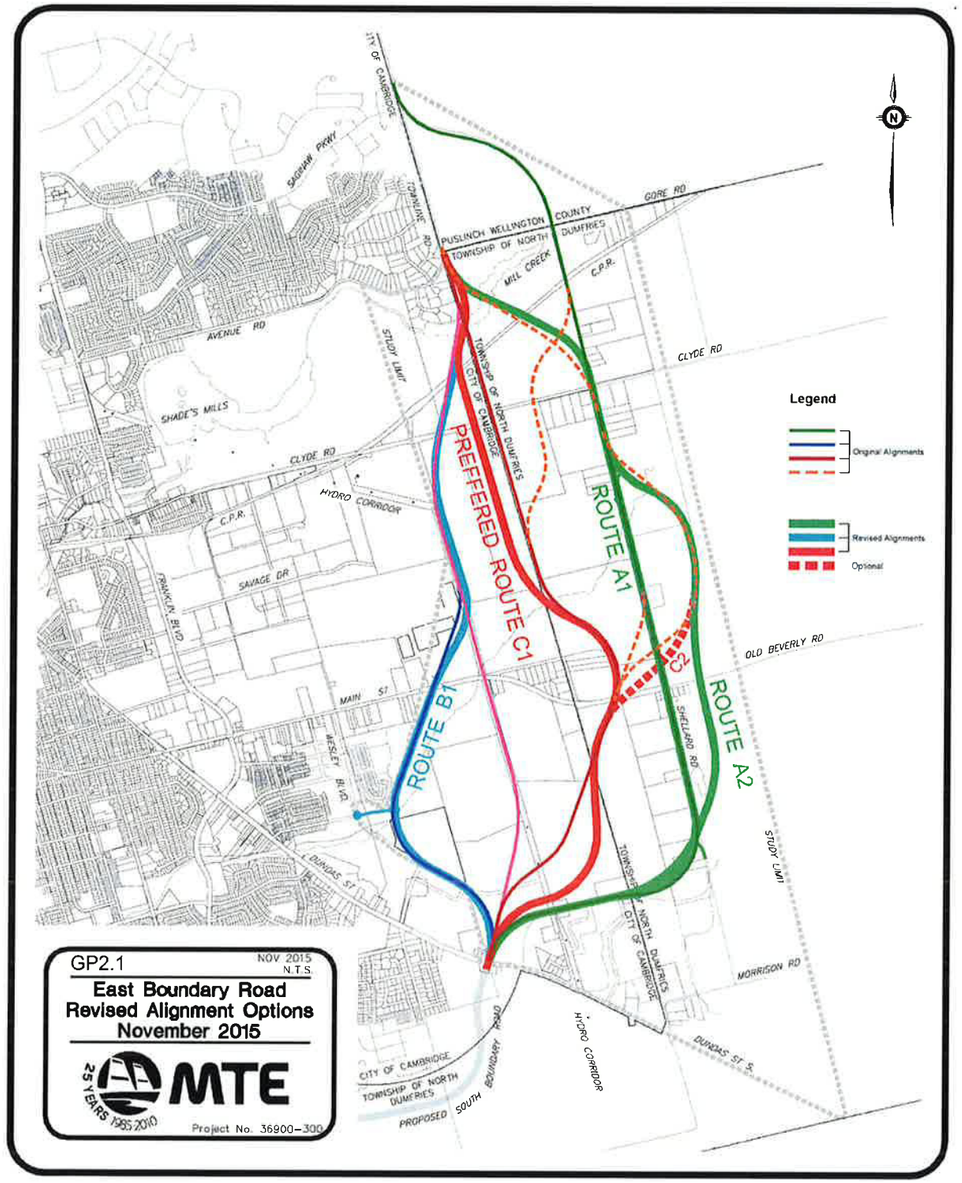
The request must address the following with respect to the identified concerns:

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

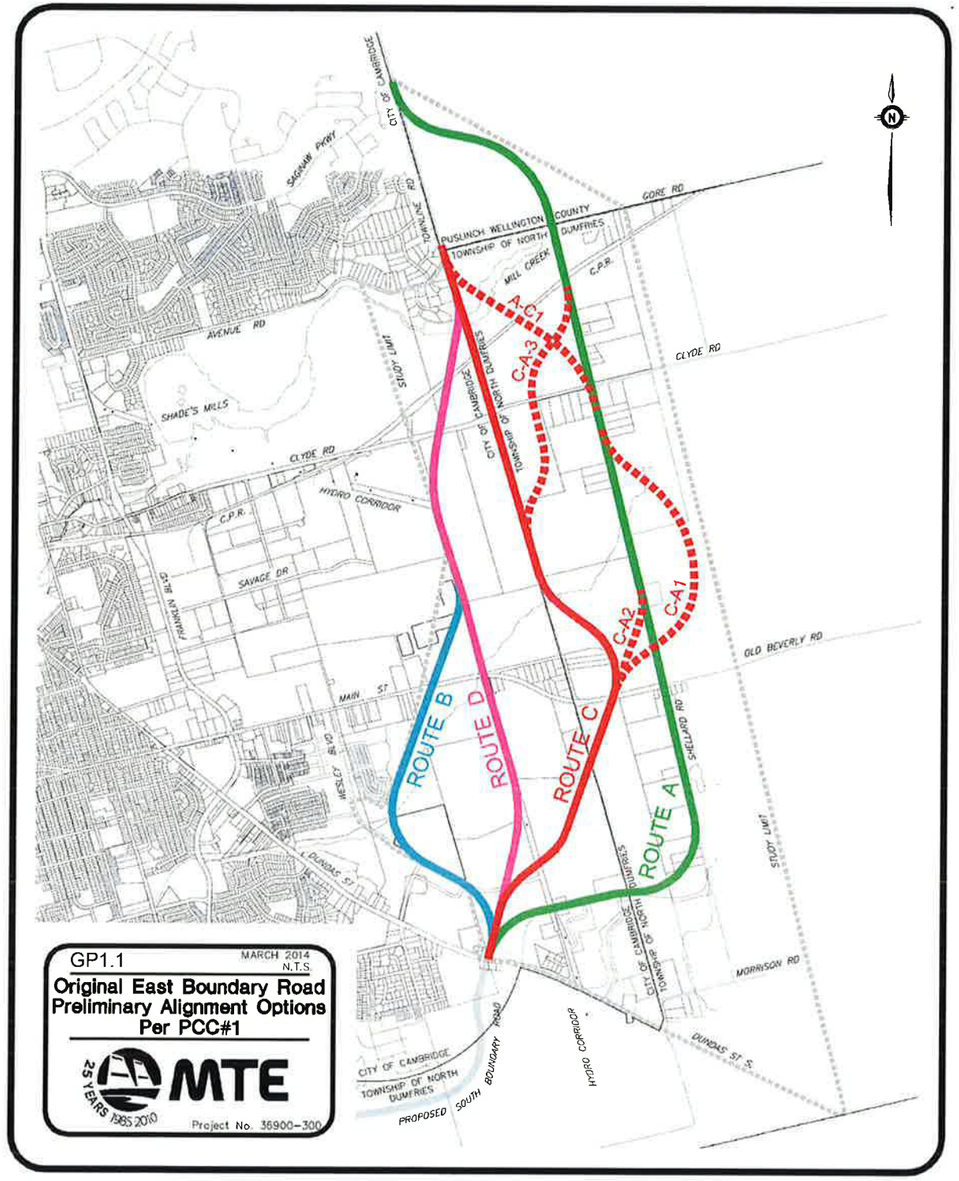
Details of discussions held between the person and the proponent.



Appendix B



Appendix B



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 drawing are referred to as Property Impact Plans (PIP).

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

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

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

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale
The general steps towards such an offer are as follows;

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

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

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

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

COMMENT SHEET

REGIONAL MUNICIPALITY OF WATERLOO

East Boundary Road Class Environmental Assessment

Cambridge/North Dumfries/Puslinch

Public Consultation Centre #2 – Wed. December 9, 2015

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by **December 24, 2015** to either:

Mr. Marcos Kroker P.Eng.
Head, Transportation Expansion
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4750
Fax: (519) 575-4430
Email:
kmarcos@region.waterloo.on.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500
X1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

1. Do you think there are any other problems or needs that should be considered and added to the project Problem Statement?

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

3. Are there any other Evaluation Criteria that you think should be considered?

4. What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed?

5. 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.

Region of Waterloo

CAMBRIDGE CANADA
It's all right here

THE TOWNSHIP OF NORTH DUMFRIES

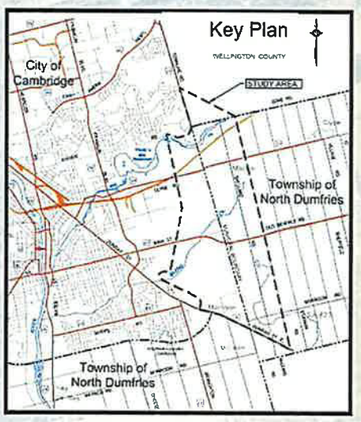
MTE
Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

WELCOME

Please ...



- ✓ Sign in
- ✓ Pick up an Information Package
- ✓ Review the displays and drawings illustrating the proposed alternatives and preferred routes.
- ✓ Ask questions to Region staff and the Project Team
- ✓ Complete a comment sheet and place in the comment box or send to Marcos Kroker at the Region of Waterloo (see address on comment sheet).

To Request an alternate format of this document, call 519-575-4400 or TTY: 519-575-4608

Region of Waterloo

CAMBRIDGE CANADA
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MTE
Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

Purpose of Project

- **South Cambridge has experienced rapid residential growth and new development continues to be planned for the south and east end of Cambridge.**
- **A transportation network that accommodates existing and future growth is critical for this area of the City of Cambridge and the Region.**
- **The need for an East Boundary Road has been established in several previous studies since 1967. It is to tie into the South Boundary Road at Dundas Street and at Townline Road to provide a connection to Highway 401.**
- **An exact alignment for an East Boundary Road must be established so that future development can proceed taking into account the location and capacity of this critical transportation link.**
- **Establishing the East Boundary Road alignment is being undertaken under the Schedule C Class Environmental Assessment process.**

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

Other studies that identified the need for an East Boundary Road

- 1967 - Traffic Planning Study for the Joint Area of Galt and Preston
- 1993 - Cambridge Area Transportation Study (CATS)
- Late 1990's / Early 2000's - Cambridge Area Route Selection Study (CARSS)
- 2004 - Detailed Transportation Network Review of the Cambridge Area (DTNR)
- The 1995 and 2011 Region Official Plan - Identified an East Boundary Road tying into Dundas Street and Townline Road using Shellard Sideroad in North Dumfries.
- Highway 24 Bypass - The MTO has placed this study "on hold". However this East Boundary Road Study is addressing local and arterial road needs and a Highway 24 bypass will not impact the need for an East Boundary Road.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

Current Transportation Analysis

- Current transportation demand modelling re-confirms the need for an East Boundary Road to:
  - ✓ Alleviate forecasted north-south capacity deficiencies for Franklin Boulevard and Hespeler Road.
  - ✓ Improve access to the Regional Road Network for the southeast Galt Community.
  - ✓ Provide alternative for goods movement through downtown Cambridge.
  - ✓ Facilitate proposed development on the south and east side of Cambridge.
- An East Boundary Road should connect to the South Boundary Road at Dundas Street (Highway 8) and Townline Road to provide access to and from Highway 401.
- Timing will depend somewhat on when development proceeds. Construction is not currently scheduled in the Region of Waterloo's Ten Year Capital Base and System Expansion Program.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

Project Problem Statement

The Project Team has developed the following Problem Statement :

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge is needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard; improve access to the Regional road network for residents of the Southeast Galt Community area; and provide an alternative for goods movement to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area to proceed and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and the upgrades to Townline Road south of Highway 401 completed, a route between Dundas Street in the south, to Townline Road must be identified for this Regional Road.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

What evaluation criteria has been used to evaluate the various alignment alternatives?

1) NATURAL ENVIRONMENT

- How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk, surface drainage and existing floodplains?

2) SOCIAL ENVIRONMENT

- Community Impacts - What impacts will the alternative have on the local community i.e. noise, property requirements, etc.?
- Access - How does the alternative impact access to existing residences, businesses and industries?
- Development / Property - Will the alternative fragment land and/or limit development opportunities?

3) HERITAGE / ARCHAEOLOGICAL / CULTURAL ENVIRONMENT

- What are the potential impacts on the heritage significance of heritage structures or landscapes and the potential disturbance of archaeological resources?

4) TRAFFIC CAPACITY, OPERATIONS AND SAFETY

- How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs?
- Does the alternative efficiently and safely handle the forecasted traffic from existing and future development properties?

5) COSTS

- How does the alternative compare with anticipated capital costs, property costs and utility relocation costs?

Region of Waterloo

CANADA CAMBRIDGE It's all right here

THE TOWNSHIP OF NORTH DUMFRIES

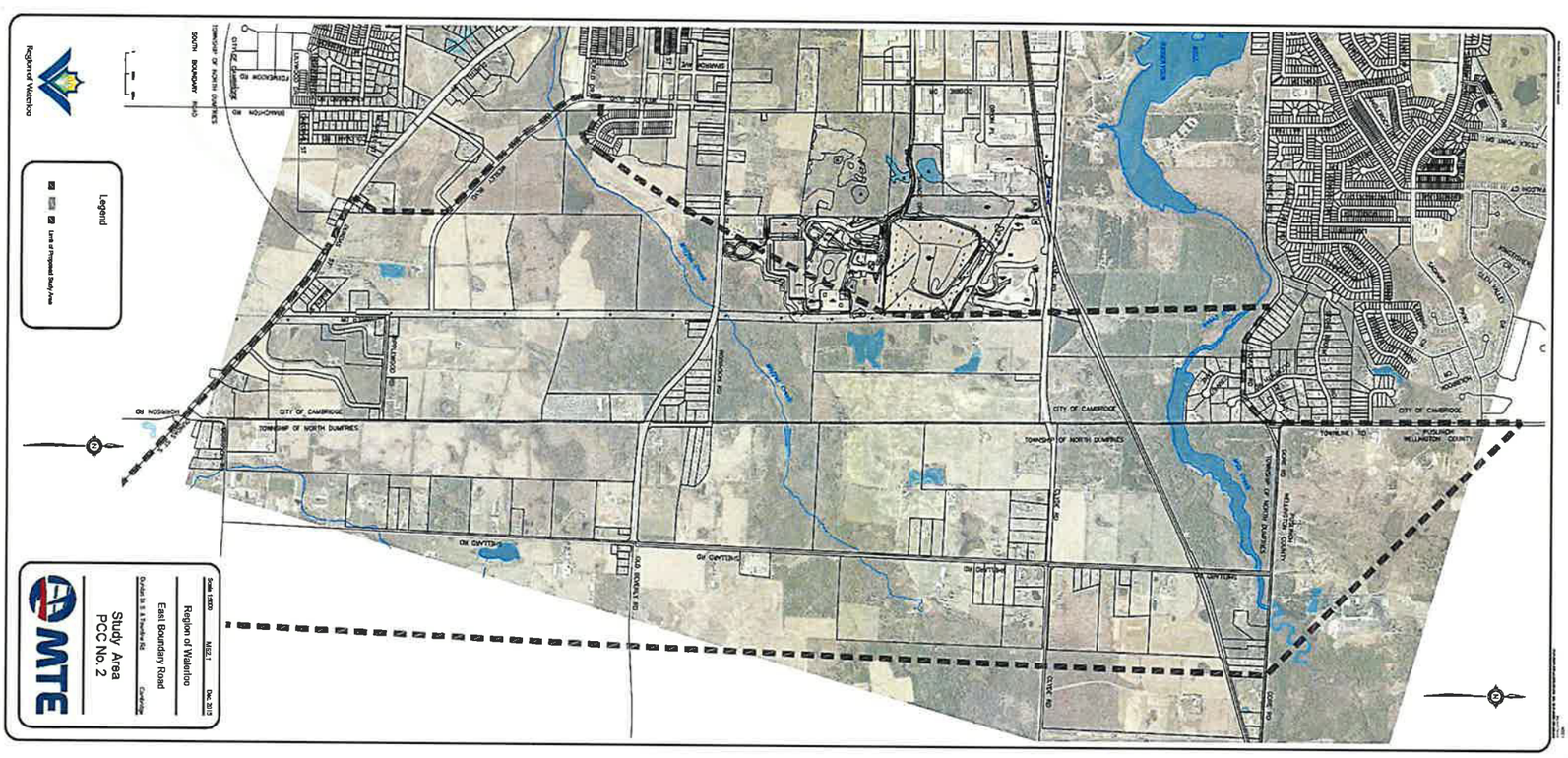
MTE Engineers | Scientists | Surveyors

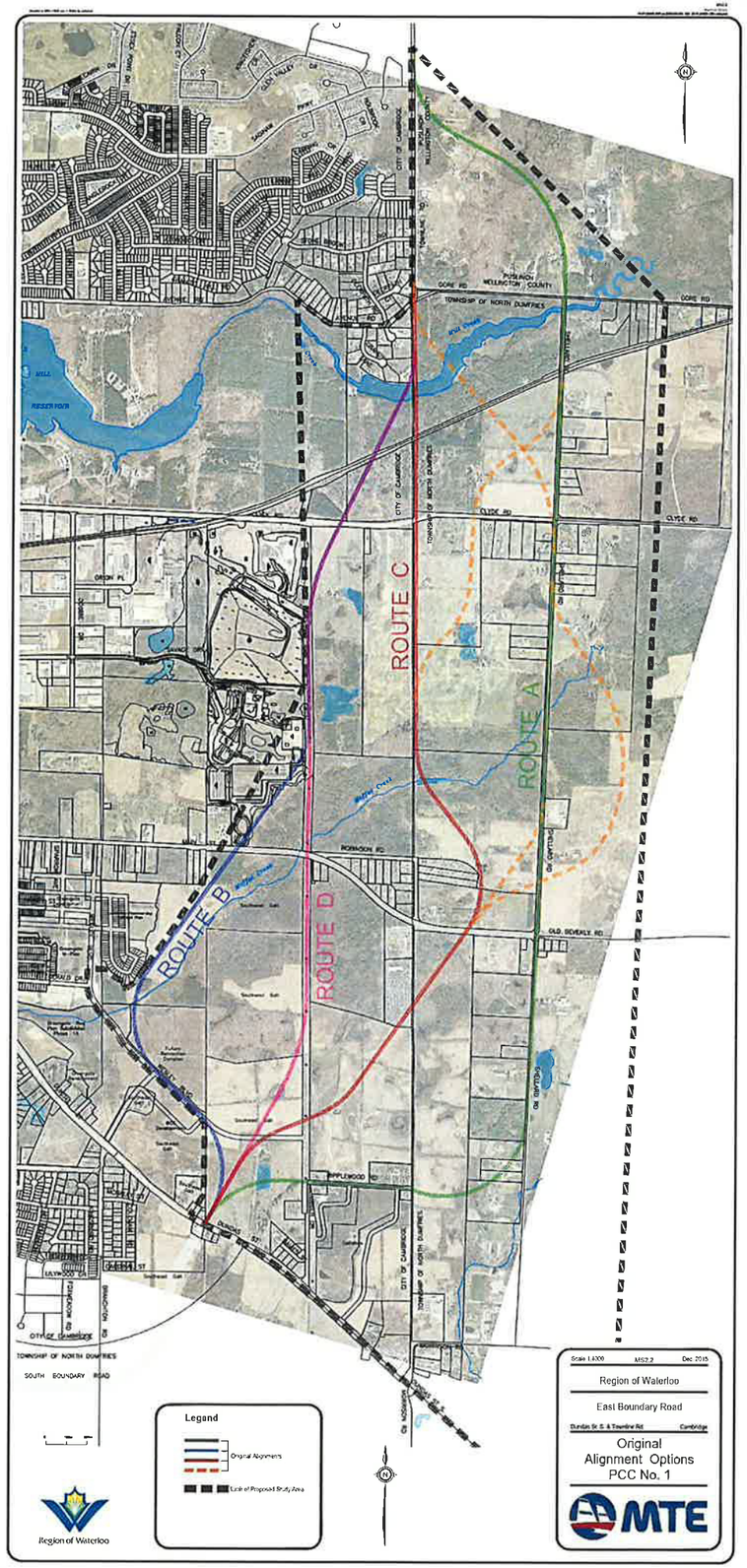
EAST BOUNDARY ROAD CLASS EA

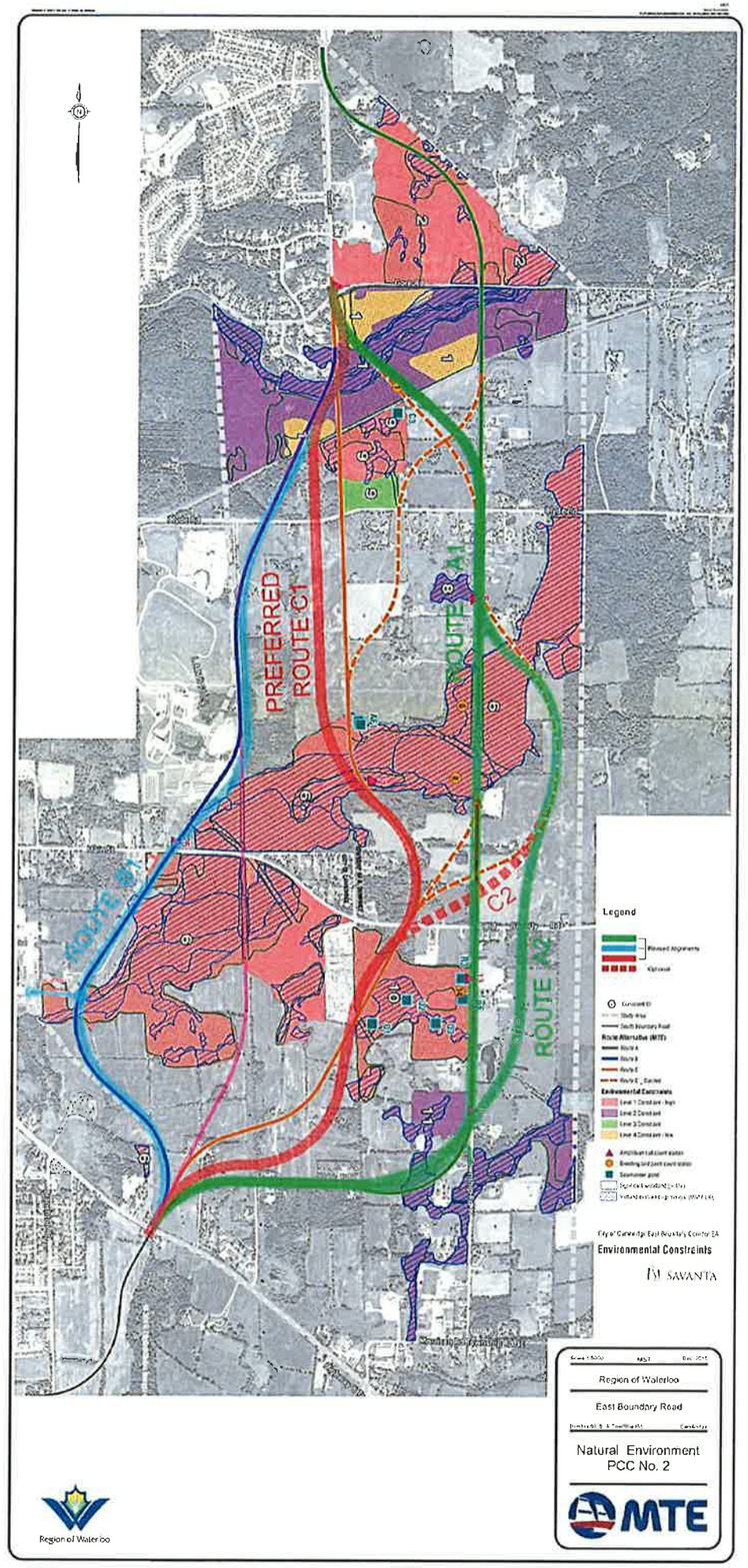
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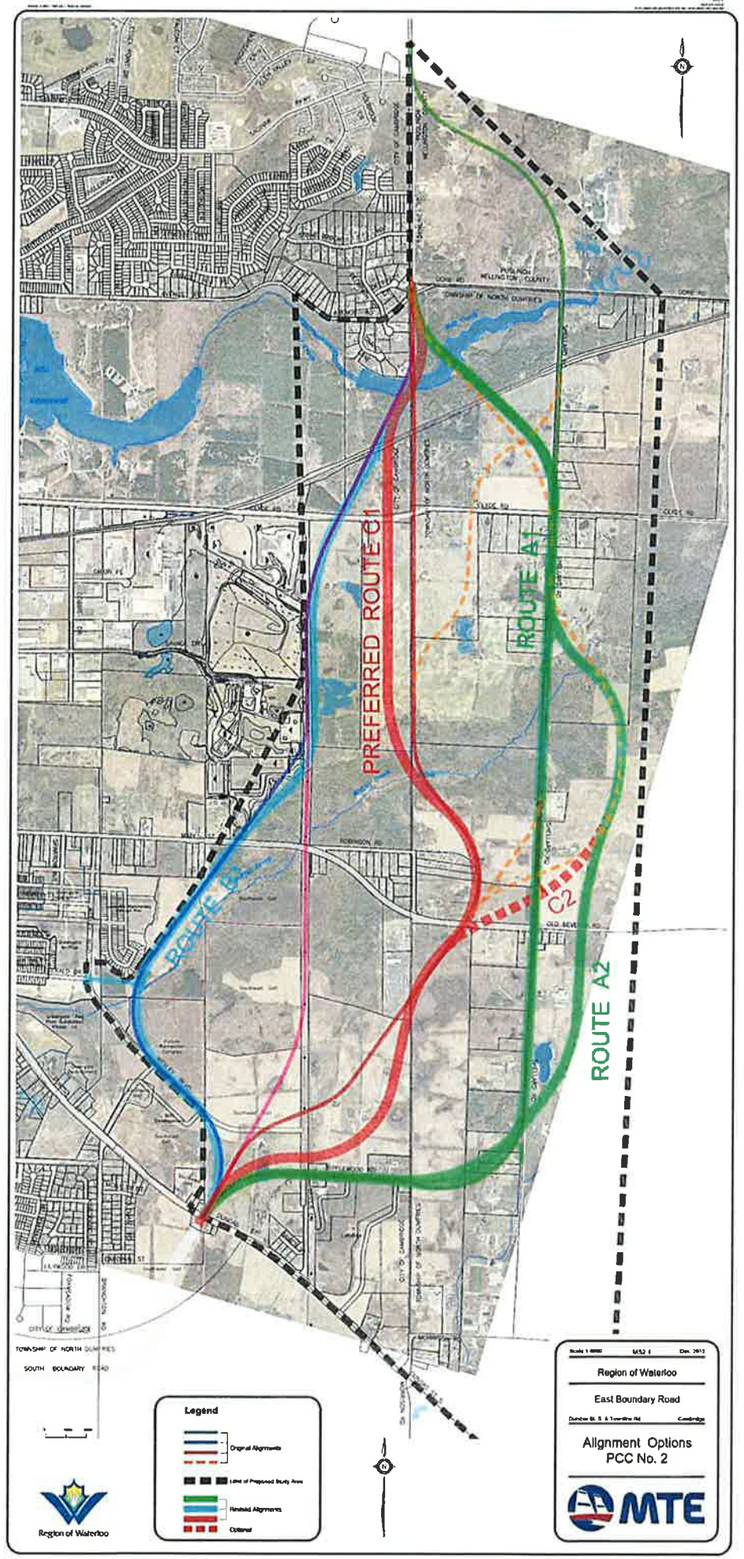
Next Steps

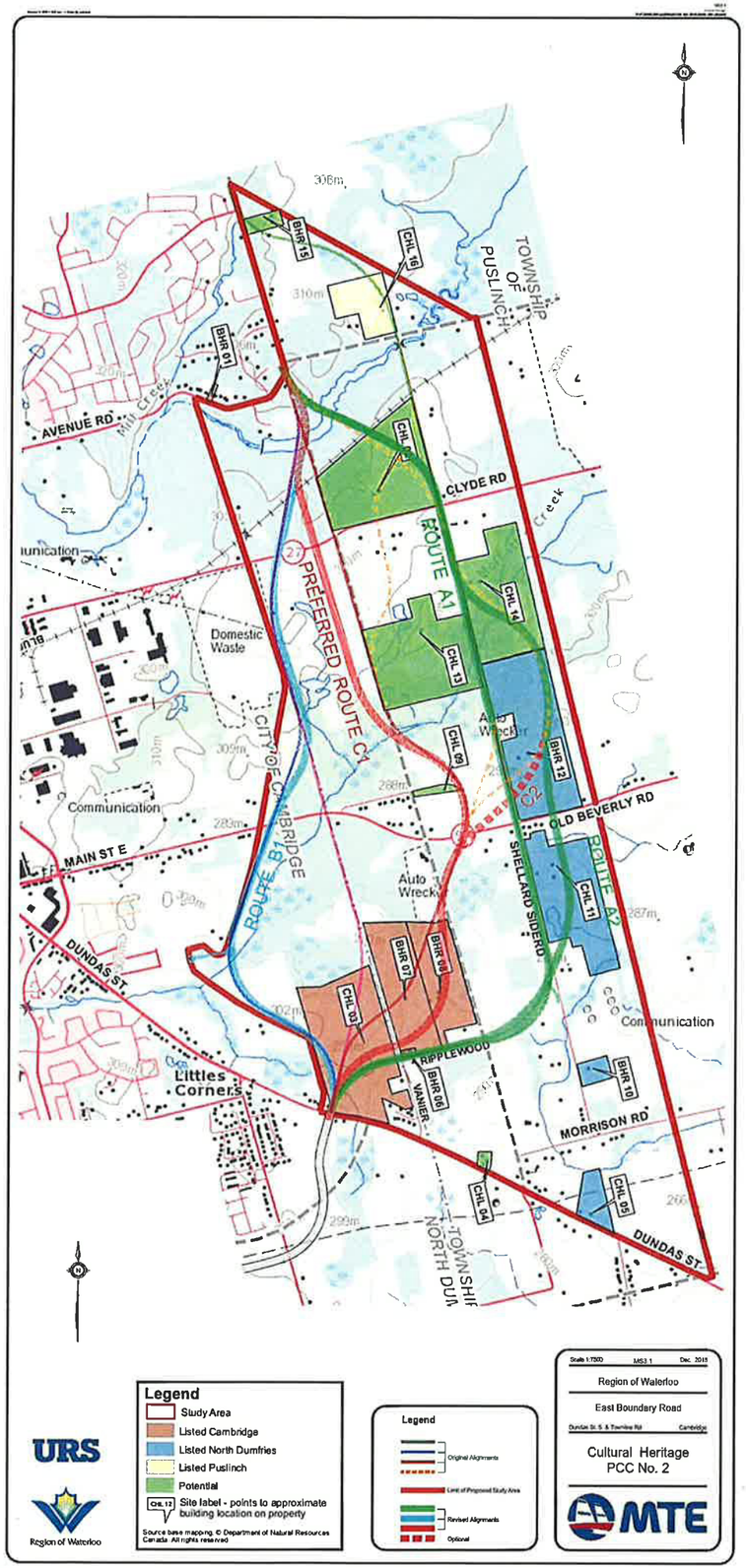
- ✓ Please ***fill out a comment sheet, and place in the comment box,*** or send them to Marcos Kroker at the Region of Waterloo prior to December 24, 2015.
- ✓ Project Team will review and address comments from PCC No. 2 as they refine the study and routes alternatives.
- ✓ After consideration of all comments received from the public and agencies, and in conjunction with all other relevant information and design standards, the Project Team will review the Evaluation and confirm a Recommended Alignment to be presented at a formal public meeting to be held in spring 2016.
- ✓ After project approval by the Regional Municipality of Waterloo, the project will be "filed" for public review for 30 days under the Municipal Class EA process. (Please see additional details regarding the Class EA Process in the information package.)

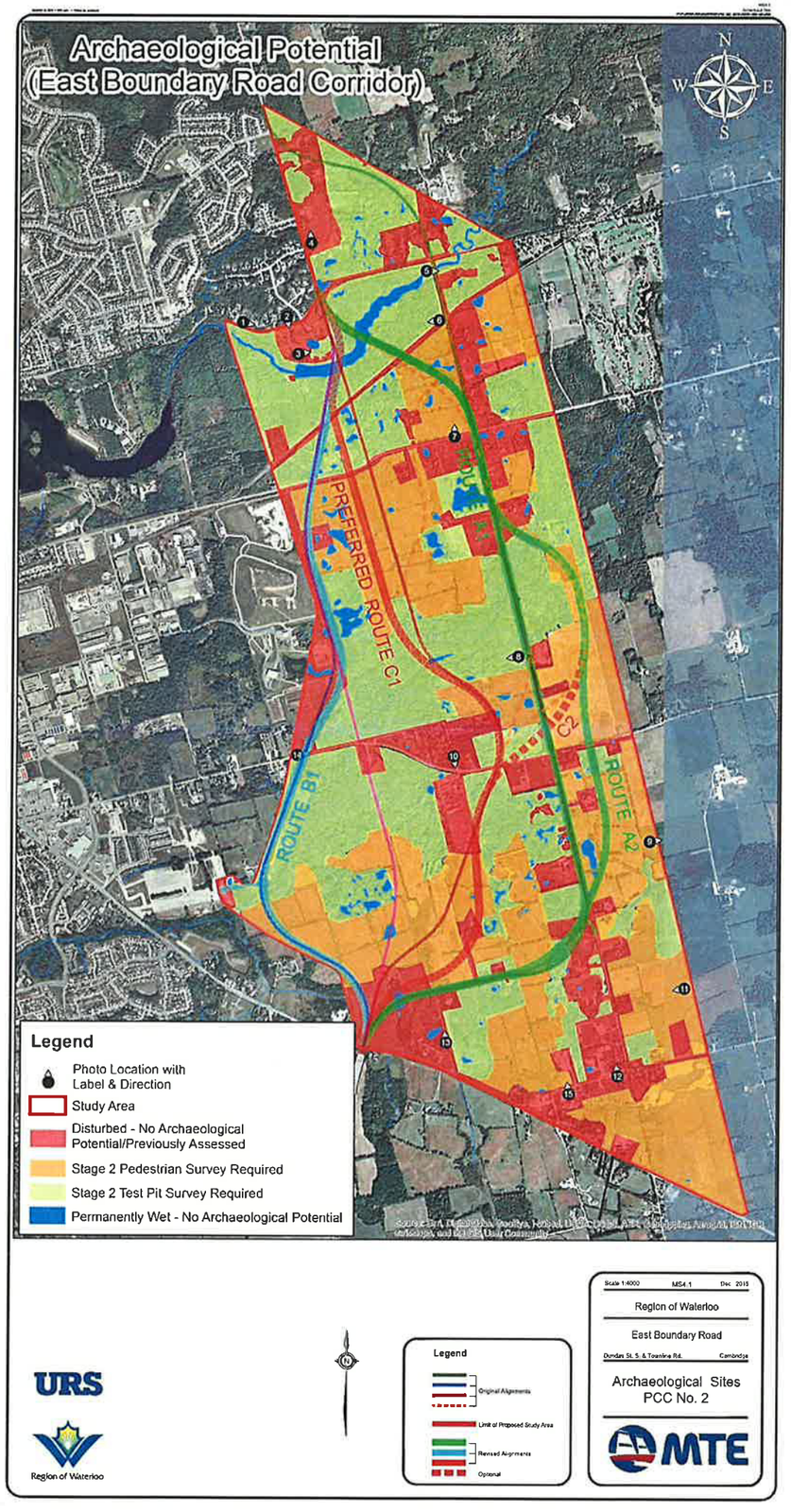


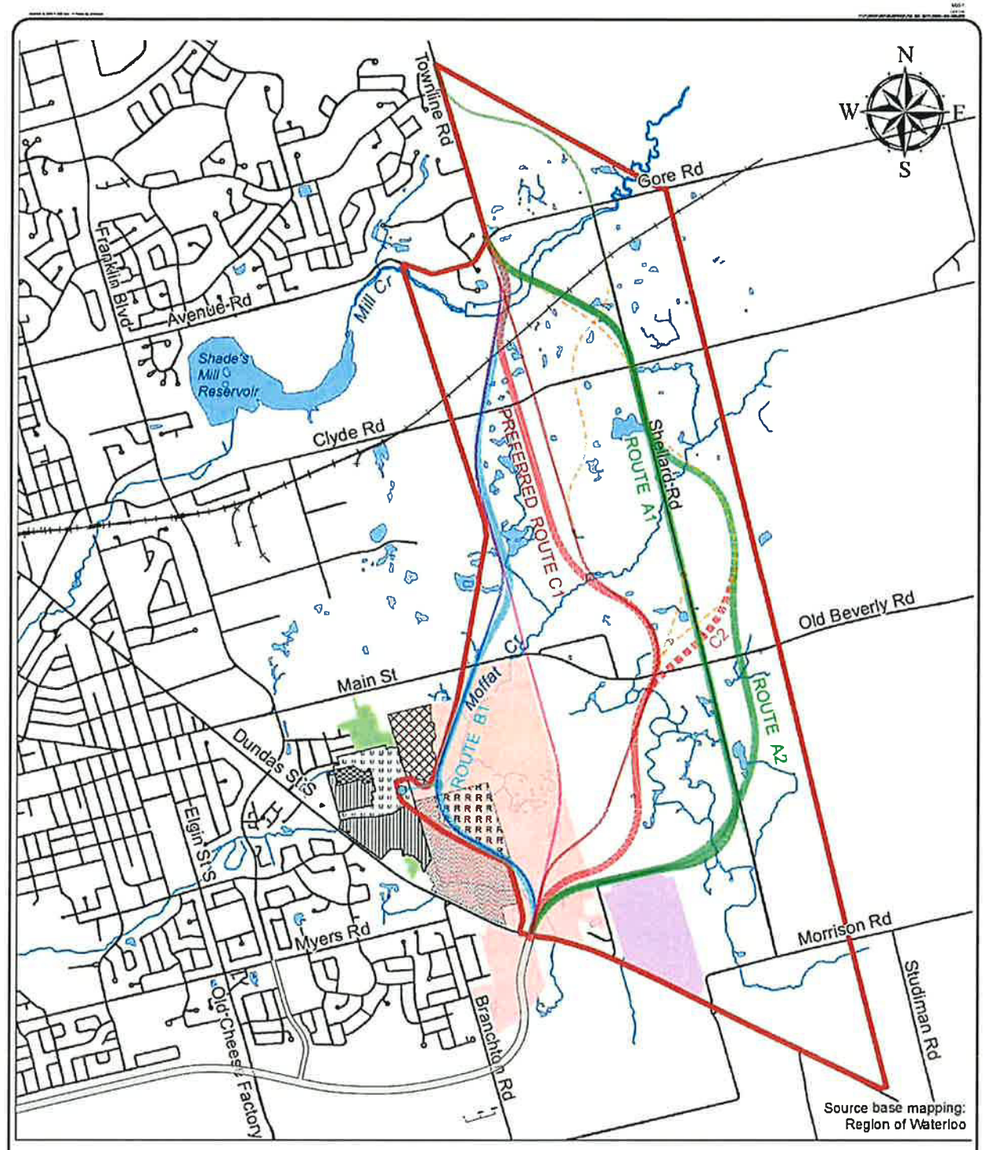

ROUTE C
ROUTE A
ROUTE B
ROUTE D
CORE RD
CLYDE RD
OLD BEVERLY RD
TOWNSHIP OF NORTH DUMFRIES
CITY OF CAMBRIDGE
SOUTH BOUNDARY ROAD
Legend
Original Alignments
Limit of Proposed Study Area
Region of Waterloo
Region of Waterloo
East Boundary Road
Original
Alignment Options
PCC No. 1
MTE


PREFERRED
ROUTE C1
ROUTE A1
ROUTE B1
ROUTE A2
C2
Legend
Environmental Constraints
Region of Waterloo
Region of Waterloo
East Boundary Road
Natural Environment
PCC No. 2
MTE


PREFERRED ROUTE C1
ROUTE A1
ROUTE A2
ROUTE B1
C2
Region of Waterloo
East Boundary Road
Alignment Options
PCC No. 2
MTE
Legend
Original Alignments
Limit of Proposed Study Area
Revised Alignments
Optional


AVENUE RD
CLYDE RD
MAIN ST E
DUNDAS ST
OLD BEVERLY RD
MORRISON RD
RIPPLEWOOD
SHELLARD SIDEROAD
Domestic Waste
Communication
Auto Wrecker
Littles Corners
PREFERRED ROUTE C1
ROUTE A1
ROUTE A2
ROUTE B1
CITY OF CAMBRIDGE
TOWNSHIP OF PUSLINCH
BHR 15
BHR 01
BHR 07
BHR 08
BHR 06
BHR 12
CHL 16
CHL 14
CHL 13
CHL 09
CHL 11
CHL 03
BHR 10
CHL 05
CHL 04
Legend
Study Area
Listed Cambridge
Listed North Dumfries
Listed Puslinch
Potential
Site label - points to approximate building location on property
Source base mapping. © Department of Natural Resources Canada. All rights reserved
Original Alignments
Limit of Proposed Study Area
Revised Alignments
Optional
URS
Region of Waterloo
Region of Waterloo
East Boundary Road
Cultural Heritage
PCC No. 2
MTE


Archaeological Potential
(East Boundary Road Corridor)
N
W
E
S
PREFERRED ROUTE C1
ROUTE A1
C2
ROUTE A2
ROUTE B1
Legend
Photo Location with Label & Direction
Study Area
Disturbed - No Archaeological Potential/Previously Assessed
Stage 2 Pedestrian Survey Required
Stage 2 Test Pit Survey Required
Permanently Wet - No Archaeological Potential
URS
Region of Waterloo
Legend
Original Alignments
Limit of Proposed Study Area
Revised Alignments
Optional
Scale 1:4000 MS4:1 Dec 2015
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd. Cambridge
Archaeological Sites
PCC No. 2
MTE


N
W
E
S
Townline Rd
Gore Rd
Franklin Blvd
Avenue Rd
Mill Cr
Shade's Mill Reservoir
Clyde Rd
PREFERRED ROUTE C1
ROUTE A1
Shellard Rd
C2
Old Beverly Rd
Main St
Moffat Cr
ROUTE B1
ROUTE A2
Dundas St S
Elgin St S
Myers Rd
Old Cheese Factory Rd
Branchton Rd
Morrison Rd
Studman Rd
Source base mapping:
Region of Waterloo
Legend
Study Area
Laurelview-Hammersley Draft Plan of Subdivision
Greengate Village registered plan of subdivision Phase 1a
Greengate Village registered plan of subdivision Phase 1b
Greengate Village registered plan of subdivision Phase 1c
Future Recreation Complex
Greengate Village Draft Approved Plan of Subdivision
Lakeview Homes Concept Plan
Bosdale Farms Draft Plan of Subdivision
Southeast Galt Community Plan
0 290 580
Metres
URS
Region of Waterloo
Legend
Original Alignments
Limit of Proposed Study Area
Revised Alignments
Optional
Scale 1:4000 MS5:1 Dec. 2015
Region of Waterloo
East Boundary Road
Dundas St. S & Townline Rd Cambridge
Land Use
PCC No. 2
MTE

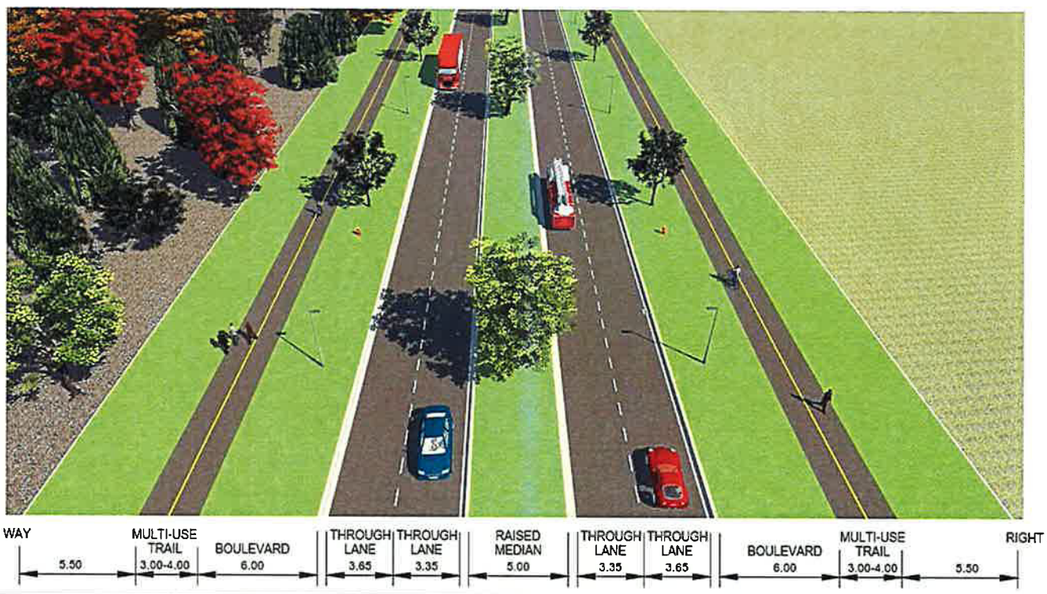
Region of Waterloo | CAMBRIDGE (CANADA, It's all right here) | THE TOWNSHIP OF NORTH DUMFRIES | MTE Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 2

East Boundary Road Preliminary Cross-Section

Ultimate 4 Lanes and Multi-Use Trail
40m-50m Right-of-Way Width (To be Determined)



MTE Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
OVERALL EVALUATION RANKING	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary
						PREFERRED

LEGEND: Poor | Fair | Good

MTE
Engineers |Scientists |Surveyors

EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
Natural Environment	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary
	How does the alternative affect existing vegetation, water quality, wildlife and aquatic habitat, wetlands, ANSI's, terrestrial resources, woodlands, species at risk, groundwater resources, surface drainage and the floodplain?	• No roads (or bridges) constructed so no new impacts to vegetation, wildlife or wildlife habitat within study area; • Potential improvements to other roads may impact the natural environment in localized areas outside the study area.	• Utilizes existing Shellard Rd. crossing of Moffat Creek but new culvert/bridge required. Use of existing crossing preferred by approval agencies; • Widening of Shellard Road through widest portion of Moffat Creek Wetland Complex; • New wider bridge required over Mill Creek Dam/Pond; • Second longest route – second most air emissions; • Approx. 1800m of road runs through woodlands; • Adjacent to 2 Salamander Ponds on Shellard Rd; • Some Bobolink, and Eastern Meadowlark habitat affected, as well as Eastern Wood Peewee and Wood Thrush; • 1100m of road crosses identified or evaluated wetland areas.	• New crossing of Moffat Creek required but in narrowest portion of Wetland Complex; • Potential to close Shellard Rd through Moffat Creek Wetland Complex and convert to trail as compensation for new Moffat Creek crossing; • New bridge required over Mill Creek Dam/Pond; • Crosses Mill Creek Dam Pond on skew at wide area; • Longest Route – most air emissions; • Approx. 700m of road runs through woodlands; • Avoids Salamander ponds; • Some Bobolink and Eastern Meadowlark habitat affected, as well as Eastern Wood Peewee and Wood Thrush; • 550m of road crosses identified or evaluated wetland areas.	• Utilizes portion of Wesley Blvd with - new Moffat Creek crossing will be in vicinity of City's approved location for new Wesley Blvd crossing; • New bridge required over Mill Creek Dam/Pond; • Shortest Route – least air emissions; • "Skirts" east edge of existing Landfill; • Approx. 900m of road runs through woodlands; • No nearby salamander ponds; • Route skirts Bobolink and Eastern Wood thrush habitat; • 400m of road crosses existing wetland areas;	• New crossing of Moffat Creek required but crossing at one of the narrowest points; • As compensation for new Moffat Creek Crossing, potential to close Shellard Road through Moffat Creek Wetland Complex and convert to trail; • New bridge required over Mill Creek Dam/Pond; • Second shortest route – second least air emissions; • Approx. 1350m of road runs through woodlands; • Route has been moved away from salamander ponds; • Some Bobolink, and Eastern Meadowlark habitat affected, as well as Eastern Wood Peewee and Wood Thrush; • 300m of road crosses existing wetland areas.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

PCC#2 - December 9, 2015

MTE
Engineers |Scientists |Surveyors

EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
Social Environment	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary
	What Impacts will the alternative have on the local community (e.g. noise, property requirements, etc.)? How does the alternative impact access to existing residences, businesses and industries? Will the alternative fragment land and /or limit development?	• No roads constructed resulting in no new impacts on noise, property requirements, access to existing residences and businesses, nor will there be any land fragmentation or limit development within the study area; • Potential improvements to other roads may result in additional noise, property requirements, and revised accesses to existing residences and businesses; • No new roads in study area will limit development potential within the study area.	• Bisects two residential properties near connection to Shellard Rd in south; • Utilizes existing Ripplewood Rd. and Shellard Road; • At least 40 properties require new right of way (including buyouts of at least one residential property), and at least 36 properties require widenings; • Existing residential properties on Shellard Road will require access onto the East Boundary Road – resulting in higher traffic volumes and traffic conflicts. • Constructing new road on existing Shellard Rd. alignment may require temporary closures during construction; • Preferred by School Boards as planning for existing and future school locations have been based on an "eastern" alignment per Official Plan.	• Bisects two residential properties near connection to Shellard Rd in south; • Utilizes existing Ripplewood Rd. and Shellard Road; • Adjacent to back-lotted Laurelview/Hammersley subdivision; • Potential Closure of Shellard Road will result in less direct access for residents, but reduce traffic on Shellard Road; • New right of way required on approx. 29 properties, including at least two buyouts; • Constructing new road on existing Shellard Rd. alignment may require temporary closures during construction; • Preferred by School Boards as planning for existing and future school locations have been based on an "eastern" alignment per Official Plan.	• Utilizes portion of the proposed Wesley Blvd.; • Adjacent to existing and proposed subdivisions with direct access. • Use of Wesley Boulevard for part of route will impact planning for Southeast Galt Community which currently does not include the potential for a Regional Road on Wesley Boulevard. Potential impacts on proposed water, sanitary and storm sewers as well as land use. Impacts also include revising planned school locations, community complex and revisions to planning issues. Potential additional costs of over $7,000,000 if Route B1 selected; • Requires property from RMOW landfill potentially affecting operation; • New right of way required on approx. 12 properties; • Noise Studies required for properties in Laurelview/Hammersley, Main St., Scottfarm Walk, Grandy Ln, Deer Path, Stone Brook and Cedarpath; • Least preferred by School Boards.	• New right of way required on approx. 14 properties, including one potential buyout; • Noise Studies required for properties off of Main St., Scottfarm Walk, Grandy Lane, Deer Path Ct., Stone Brook Rd., and Cedarpath Ct; • Splits up at least 10 farm fields; • Some adjustments will have to be made to School Boards current planning for school locations and territories as it is further west than "eastern" Official Plan Alignment for which they based their planning.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

PCC#2 - December 9, 2015

MTE
Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
Traffic Capacity, Operations and Safety	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary
	How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs? Does the alternative efficiently and safely handle the forecasted traffic from existing/future developments and properties?	• Significant improvements to existing roads will be required (widenings, intersection improvements etc.) to meet the expected vehicular, transit, pedestrian and cycling traffic needs; • May result in congestion on existing roads with limited room for widening; • Does not provide the best opportunities for future development within the study area.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted traffic is 5,712 – lowest of all alternatives; • Second longest total length (6125m) which is not conducive to attracting Active Transportation and Public Transit users; • Furthest away from existing and planned developments with little access to existing and proposed developable areas; • Several existing private driveways on Shellard Road will impact traffic flow and safety; • Crosses all major intersections at 90 degrees; • Utilizes a portion of Ripplewood Drive and Shellard Road; • Can be designed to meet Engineering Standards.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted traffic is 5,712 – lowest of all alternatives; • Longest total length (6300m) which is least conducive to attracting Active Transportation and Public Transit users; • Furthest away from existing and planned developments with little access to existing and proposed developable areas; • Some existing private driveways on Shellard Road will impact traffic flow and safety; • Crosses all major intersections at 90 degrees, but connects to Shellard Rd on a skew (2 locations) requiring revised intersections; • Approximately 700m length or road adjacent to the Hydro One Corridor; • Can be designed to meet Engineering Standards.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted traffic is 8,520 – Highest of all considered alternatives; • Shortest total length (5120m) which is most conducive to attracting Active Transportation and Public Transit users; • Closest to existing and planned developments with best access to existing and proposed developable areas; • Crosses Main Street and Clyde Rd. on a skew; • Can be designed to meet Engineering Standards.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted traffic is 7,131 – Second highest of all considered alternatives; • Second shortest route length (5300m) which is second most attractive for Active Transportation and Public Transit; • Somewhat further away from existing and planned developments than Route B1; • Crosses Main Street at right angles, and Clyde Rd. on a skew; • Can be designed to meet Engineering Standards;

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
Heritage/ Archaeological/ Cultural Impacts	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary
	What are the potential impacts upon the heritage significance of the heritage structures or landscapes and the potential disturbance of archaeological resources?	• No new roads constructed so no new impacts to the heritage significance of heritage structures or landscapes, or disturbance of archaeological resources within the study area; • Potential improvements to existing roads may have potential to disturb heritage structures or landscapes archaeological resources outside the study area.	• Approx. 2750m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended (portions within Shellard Rd ROW); • Approx. 2200m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 2 Listed or "Identified properties potentially impacted.	• Approx. 3900m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 1500m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 5 Listed or "Identified" properties potentially impacted.	• Approx. 1700m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 1800m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 1 Listed or "Identified" property potentially impacted.	• Approx. 1950m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 3300m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • Three listed or "Identified buildings potentially impacted.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

PCC#2 - December 9, 2015

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EAST BOUNDARY ROAD
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1	PROPOSED ROUTE A2	PROPOSED ROUTE B1	PROPOSED ROUTE C1
Costs	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan (from previous TMP), but no longer continues through Puslinch/Wellington County. ◑	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road ◑	Western route utilizing Wesley Blvd, eastern edge of landfill, and just east of Hydro One Corridor ●	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary ●
	How do the alternatives compare with respect to anticipated costs: ○ Capital Costs ○ Property Costs ○ Utility Relocation Costs	• Less new road capital costs than building a new road, but will be significant capital costs for widening or increasing the capacity of existing roads; • No property required for a new road within the study area, but widening of existing roads will impact the use and area of existing properties along existing roads; • No utility costs for a new road, but there will be significant utility relocation costs for widening of existing roads or intersection improvements.	• Estimated Construction/Capital Cost $55,553,000 (Highest Cost); • Approx. 6125m length of road including rebuilding approx. 500m of Ripplewood Rd and 3400m of Shellard Rd; • Will need to widen existing Shellard Road crossing of Moffat Creek ; • Requires new crossing of Mill Creek (bridge) at wide section of creek; • Relocate one Hydro One tower ; • Utilities on approx. 3900m of existing roads to be relocated; • Crosses/Intersects with existing roads at 7 locations; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 80 degree skew; • Less property required due to utilizing Shellard Road; • 770m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base	• Estimated Construction/Capital Cost $54,877,000 (Second Highest Cost; • Approx. 6300 m of new road including rebuilding approx. 500m of Ripplewood Rd and 700m of Shellard Rd; • Requires new crossing of Moffat Creek (culvert/bridge); • Requires new crossing of Mill Creek (bridge) at wide section of creek; • One Hydro One tower to be relocated; • Utilities on approx. 3900m of existing roads to be relocated; • Crosses/intersects with existing roads at 7 locations; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on a 80 degree skew; • 550m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.	• Estimated Construction/Capital Cost $48,872,000 (Lowest Cost); • Approx. 5120 m of new road including construction on approx. 500m of approved Wesley Blvd; • Requires new crossing of Moffat Creek (culvert/bridge) near area of approved Wesley Blvd location; • Requires new crossing of Mill Creek (bridge) at slightly narrower section of creek; • Crosses/intersects with existing roads at 5 locations including new intersection with Wesley Boulevard; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 50 degree skew; • 400m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.	• Estimated Construction/Capital Cost $49,538,000 (Second Lowest Cost; • Approx. 5300 m of new road; • Requires new crossing of Moffat Creek (culvert/bridge) at new location ; • Requires new crossing of Mill Creek (bridge) at slightly narrower section of creek; • One Hydro One tower to be relocated; • Crosses/intersects with existing roads at 5 locations; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 80 degree skew; • 300m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

PCC#2 - December 9, 2015

MTE

Project: EAST BOUNDARY RD. CLASS EA — Project No.
Designer: — Drawn: — Date: Dec 9/15 — Imperial Scale:
Subject: PP PCC #2 SIGN-IN SHEET — Reference: — Pg. of

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MTE

Project:			Project No.	
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MTE

Project: EAST BOUNDARY ROAD			Project No.	
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Subject:			Reference:	

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Project: EAST BOUNDARY RD.			Project No.	
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Subject:			Reference:	

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Project: EAST BOUNDARY RD.			Project No.	
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Subject:			Reference:	

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MTE

Project: East Boundary Road			Project No.	
Designer:	Drawn:	Date:	Imperial Scale:	Pg. of
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MTE

Project:			Project No.	
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		marjorie.mount@gmail.com

EAST BOUNDARY ROAD MAILING LIST
MARCH 13, 2013

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
1	OWNER/TENANT		15 CAMBRIDGE ST	CAMBRIDGE ON	N1R 3R8	810 Clyde Rd
2	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	480 Townline Rd
3	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	520 Townline Rd
4	1404966 ONTARIO LIMITED	C/O JEFF GRIMM	1100 RIVERBANK DR	CAMBRIDGE ON	N3H 4R6	975 Clyde Rd
5	1655512 ONTARIO INC	232A GUELPH ST SUITE 201		GEORGETOWN ON	L7G 4B1	105 Ripplewood Rd
6	1655512 ONTARIO INC	C/O THE LAKEVIEW GROUP	200 BRIDGELAND AVE	TORONTO ON	M6A 1Z4	65 Ripplewood Rd
7	ADACH IRENE SUSAN	23 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	23 Deerpath Crt
8	ADDISON MARK	15 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	15 Haddaway Crt
9	AMADOR JOAO	1609 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1609 Morrison Rd
10	AMARAL MANUEL DE	1753 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1753 Shellard Rd
11	ARMSTRONG DARRELL ERIC	70 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	70 Middlemiss Cres
12	ARROJADO ANTONIO RUELA	1104 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1104 Shellard Rd
13	ASHTON DOUGLAS EDWARD	76 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	76 Cedarbrook Crt
14	BABIC NICK	82 WESTCHESTER DR		KITCHENER ON	N2B 3L4	1156 Clyde Rd
15	BACZEWSKI RYSZARD	118 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	118 Middlemiss Cres
16	BAKER SUSAN GAIL	22 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	22 Deerpath Crt
17	BARTLETT KIMBERLY ANNE	78 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	78 Middlemiss Cres
18	BASAN JIWAN SINGH	23 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	23 Cedarbrook Crt
19	BATEMAN MICHAEL WILLIAM	1756 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1756 Morrison Rd
20	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635 Morrison Rd
21	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635A Morrison Rd
22	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635B Morrison Rd
23	BEATTIE DAVID STEWART	STN GALT	1207 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1207 Shellard Rd
24	BELL JANICE JOSEPHINE	22 LOWELL ST S		CAMBRIDGE ON	N1R 5C7	1654 Shellard Rd
25	BERLLAM BELA	25 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	25 Vanier Dr
26	BERTON ANGELO OSWALDO	STN GALT	1185 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1185 Clyde Rd
27	BILODEAU MARC AMEDEE	56 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	56 Middlemiss Cres
28	BOOMER FAMILY TRUST	C/O LLOYD BOOMER (TRUSTEE) REGIONAL	1140 MAIN ST E	CAMBRIDGE ON	N1R 5S7	1140 Main St
29	BOS EVERT ARIE	3321 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	1265 Dundas St S
30	BOSDALE FARMS INC	3321 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3321 Old Beverly Rd

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
31	BOUGHNER DOUGLAS WAYNE	83 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	83 Deerpath Rd
32	BRADBURY JAMES LAWRENCE	995 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	995 Stonebrook Rd
33	BRAGA MANUEL BAIROS	1940 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1940 Main St
34	BRECKLES THOMAS HARRY	829 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	829 Avenue Rd
35	BREWER ARTHUR DOUGLAS	28 ATHLONE RD		CAMBRIDGE ON	N1R 1H8	855 Clyde Rd
36	BROWN LORIE ANN	2591 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2591 Dundas St S
37	BROWN SUSAN MARY	988 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	988 Stonebrook Rd
38	BUTLER-MORIN MAUREEN E	11 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	11 Deerpath Crt
39	CABRAL LUIS MANUEL	2000 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	2000 Main St
40	CABRAL RICARDO PAUL	1687 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1687 Morrison Rd
41	CALOGERIDIS GEORGE	935 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	935 Avenue Rd
42	CAMARA ANGELO ANDRADE	1718 MORRISON RD		CAMBRIDGE ON	N1R 5S2	2411 Dundas St S
43	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1718 Morrison Rd
44	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1730 Morrison Rd
45	CAMARA LUCIANO RODRIGUES	1381 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1381 Shellard Rd
46	CAMBRIDGE CITY	ATTN CSD	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	750 Townline Rd
47	CAMBRIDGE CITY	ATTN ENG AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	65 Deerpath Rd
48	CAMBRIDGE CITY	ATTN TRANSPORTATION AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	580 Townline Rd
49	CAMBRIDGE NESTANI DEVELOPMEN	C/O TIM HORTONS	95 SAGINAW PKY BLDG A	CAMBRIDGE ON	N1T 1W2	600 Townline Rd
50	CAMILLERI JOHN EDWARD	STN GALT	1334 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1334 Shellard Rd
51	CHAN ANDREW KIN FUN	121 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	121 Middlemiss Cres
52	CHAVES ROBERT RESENDES	65 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	65 Robinson Rd
53	CIAVARRO RENELLA	3 MCLAUGHLIN ST		CAMBRIDGE ON	N3C 4M4	95 Deerpath Rd
54	CLARKE HENRY ALONZO	20 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	20 Davies St
55	CLEGG KIMBERLEY ANN	33 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	33 Middlemiss Cres
56	COLLINS DAWN IRENE	19 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	19 Haddaway Crt
57	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	360 Clyde Rd
58	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	400 Clyde Rd
59	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	450 Avenue Rd
60	COOPER JONATHAN CRAIG	1766 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1766 Morrison Rd

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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
61	CORDEIRO EMANUEL TADEU	1849 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1849 Shellard Rd
62	CORREIA JOHN	460 SHELDON DR UNIT 1		CAMBRIDGE ON	N1T 2C1	1761 Shellard Rd
63	CORRIGAN CHRISTINA LYNN	90 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	90 Middlemiss Cres
64	COURTICE STEEL INC	PO BOX 1734 STN GALT		CAMBRIDGE ON	N1R 7G8	800 Clyde Rd
65	COUTO JOSE RESENDES	1751 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1751 Morrison Rd
66	CRANEN GERARD JOHN	540 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	540 Townline Rd
67	CUMBO ANDREA	1375 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1375 Main St
68	CUNHA MARYSUN PIRES	RR 5 STN GALT		CAMBRIDGE ON	N1R 5S6	1791 Dundas St S
69	CVAR JOHN	1018 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1018 Shellard Rd
70	CZERWINSKYJ TERRY KEVIN	110 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	110 Middlemiss Cres
71	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513A Shellard Rd
72	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513B Shellard Rd
73	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513C Shellard Rd
74	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	2-1513 Shellard Rd
75	DA SILVA ADELIA MARTINS F	STN GALT	1125 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1125 Clyde Rd
76	DA SILVA MANUEL FARIA	STN GALT	1164 STUDIMAN RD	CAMBRIDGE ON	N1R 5S2	1164 Studiman Rd
77	DACOSTA JULIA ANNE	119 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	119 Middlemiss Cres
78	DAL BELLO JOHN FREDERICK	39 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	39 Haddaway Crt
79	DANCEY RONALD LESLIE	448 MCPHERSON SCHOOL RD		GLENMORRIS ON	N0B 1W0	1678 Morrison Rd
80	DANIELSON STEVE	19 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	19 Middlemiss Cres
81	OWNER/TENANT	25 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	25 Scottfarm Walk
82	DAW ANDREW JAMES	58 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	58 Middlemiss Cres
83	DEGRAAF RENZE	1440 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1440 Main St
84	DERKS PETER ALBERT	1774 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1774 Morrison Rd
85	DESJARDINS NORMAN DAVID	1611 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1611 Morrison Rd
86	DETZLER GORDON HERBERT	1816 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1816 Morrison Rd
87	OWNER/TENANT	64 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	64 Cedarbrook Crt
88	DOERFLING MARGARET	1765 FEATHERSTON CRT		MISSISSAUGA ON	L5L 3E2	1731 Morrison Rd
89	DORION JOHN RAYMOND	105 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	105 Middlemiss Cres
90	DUARTE DIOGO MENESES	1001 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	1001 Stonebrook Rd
91	DUBOIS JASON JOSEPH HENRY	STN GALT	1395 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1395 Shellard Rd
92	DUMA JULIANA	1151 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1151 Shellard Rd
93	DUROCHER GERALD WILLIAM F	1837 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1837 Shellard Rd
94	DUROCHER JEFFREY JOHN	23 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	23 Middlemiss Cres
95	ECOB ROBERT DONALD	2547 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2547 Dundas St S
96	ERTEL JOSEPH LEO	STN GALT	1927 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1927 Shellard Rd
97	FERNANDES JORGE	154 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	154 Robinson Rd
98	FERREIRA JOHN	1176 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1176 Shellard Rd
99	FIGUEIREDO JOHN	142 ROBINSON RD	RR 6	CAMBRIDGE ON	N1R 5S7	142 Robinson Rd
100	FILIPOVIC DARLENE ANN	68 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	68 Cedarbrook Crt
101	FISHER DANIEL PAUL	98 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	98 Middlemiss Cres
102	FLEMING BRUCE PETER	54 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	54 Middlemiss Cres
103	FORD JOSEPH	855 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	855 Avenue Rd
104	FRANCIS KEVIN ANTHONY	40 SYLVAN VALLEYWAY SUITE 521		NORTH YORK ON	M5M 4M3	37 Middlemiss Cres
105	OWNER/TENANT	849 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	849 Avenue Rd
106	GALVAO ANTHONY	1787 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1787 Morrison Rd
107	GILLESPIE DARLA EDITH	25 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	25 Middlemiss Cres
108	GILPIN LEROY SCOTT	15 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	15 Middlemiss Cres
109	GLASS ROBERT KENNETH	15 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	15 Scottfarm Walk
110	GREEN LARRY DOUGLAS	20 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	20 Ripplewood Rd
111	GREGORIO HORACIO	1677 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1677 Morrison Rd
112	GUNN MYRNA ELLEN ELIZABETH	1077 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1077 Shellard Rd
113	HAHN ALAN	STN GALT	1551 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	1551 Dundas St S
114	HALL GORDON CLIFFORD	3206 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3206 Old Beverly Rd
115	HALL TERRY WAYNE	60 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	60 Middlemiss Cres
116	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266 Shellard Rd
117	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266A Shellard Rd
118	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266B Shellard Rd
119	HAMMERSLEY BONNIE MARILYN	1459 WOODSTREAM RD		PERRYSBURG OH USA	43551-1	1395 Main St
120	HENHOEFFER PHILIP LAVERNE	1136 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1136 Shellard Rd

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121	HETHERINGTON SHIRLEY EILEEN	1062 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1062 Clyde Rd
122	HIBBERT HERMAN	84 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	84 Middlemiss Cres
123	HICKS MICHAEL STEPHEN	80 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	80 Cedarbrook Crt
124	HOLMES KATHLEEN HELEN	3024 OLD BEVERLY RD	RR 4	CAMBRIDGE ON	N1R 5S7	3024 Old Beverly Rd
125	HOLMES MEGHANN	23 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	23 Haddaway Crt
126	HONDERICH GRANT GARY VINCENT	125 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	125 Robinson Rd
127	HORSLEY BREE MICHELLE	123 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	123 Middlemiss Cres
128	HOWARD SUSAN IREN	20 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	20 Grandy Lane
129	INCITTI DARLENE SOARES	32 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	27 Davies St
130	INCITTI LUIGI	32 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	32 Davies St
131	JEFFERIES DEREK	3195 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3195 Old Beverly Rd
132	OWNER/TENANT	29 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	29 Deerpath Crt
133	JOHAL NARINDER	35 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	35 Cedarbrook Crt
134	JOHNSON CHRISTOPHER K	1745 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1745 Shellard Rd
135	JUHASZ PAUL ATTILA	915 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	915 Avenue Rd
136	KEARNEY DANIEL THOMAS	839 AVENUE RD	RR 3 STN GALT	CAMBRIDGE ON	N1R 5S4	839 Avenue Rd
137	KENNEDY JAMES CHARLES	26 DAVIS ST	RR 1	CAMBRIDGE ON	N1R 5S2	26 Davies St
138	KENT DANIEL EDWARD	3131 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3131 Old Beverly Rd
139	KEOGH PETER WILLARD	114 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	114 Middlemiss Cres
140	KEUNEN MICHAEL	1858 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1858 Morrison Rd
141	KHIRI MOHAMED	115 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	115 Middlemiss Cres
142	KING STEVEN EDWARD	29 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	29 Middlemiss Cres
143	KIRK WILLIAM CHARLES	STN GALT	2371 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2371 Dundas St S
144	KOKYRTSA ALEXANDRE	35 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	35 Middlemiss Cres
145	KOUDIJS LISA MARIE	929 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	929 Avenue Rd
146	KOWALEWSKI PETER G	20 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	20 Scottfarm Walk
147	OWNER/TENANT	980 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	980 Avenue Rd
148	KRON LARRY GLEN	130 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	130 Robinson Rd
149	KULIKOWSKA BARBARA	17 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	17 Middlemiss Cres
150	LABRECHE VICTOR C	39 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	39 Cedarbrook Crt
151	LAMONTAGNE JOHN	STN GALT	1372 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1372 Shellard Rd
152	LEADER MARK ALAN	1711 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1711 Morrison Rd
153	LEADER WILLIAM ROBERT	1705 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1705 Morrison Rd
154	LEDUC WILLARD JOSEPH	STN GALT	1192 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1192 Shellard Rd
155	LENNOX SHARON	1785 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1785 Shellard Rd
156	LESKOVAR MARIJANA	1708 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1708 Shellard Rd
157	LESKOVAR STEVE	STN GALT	1786 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1786 Shellard Rd
158	LETSON RUSSELL GORDON	1759 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1759 Morrison Rd
159	LEWIS JUDITH ANN	43 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	43 Haddaway Crt
160	LICHTY JAMES C	160 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	160 Townline Rd
161	LILLEY LISA MARIE	31 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	31 Middlemiss Cres
162	LINARES KAREN	80 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	80 Middlemiss Cres
163	LINEHAN NEIL PAUL	122 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	122 Middlemiss Cres
164	LYTTLE STEPHEN	905 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	905 Avenue Rd
165	MADER JOHN STEPHEN	1879 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1879 Shellard Rd
166	MAGNONE GIOVANNI TOMASO	11 DAVIES ST		CAMBRIDGE ON	N1R 5S2	11 Davies St
167	MAHMOUDZADEH ALIREZA	63 FORESTVIEW DR		CAMBRIDGE ON	N1T 1V1	60 Grandy Lane
168	MALATCHES JOHN	100 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	100 Deerpath Rd
169	MALIK SHAKILA BEGUM	626 CHAMPLAIN BLVD		CAMBRIDGE ON	N1R 7Z5	45 Grandy Lane
170	MASON EDWIN HARRY	117 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	117 Middlemiss Cres
171	MATHAROO JITENDER	68 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	68 Middlemiss Cres
172	MCCORMICK ROBERT THOMAS	1286 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1286 Shellard Rd
173	MCDONALD RYAN JAMES	6563 GORE RD	RR 2	PUSLINCH ON	N0B 2J0	6563 Gore Rd
174	OWNER/TENANT	994 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	994 Stonebrook Rd
175	MCNAB MARGARET	94 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	94 Middlemiss Cres
176	MEDEIROS ANTHONY	85 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	85 Vanier Dr
177	MEDEIROS JOHN MANUEL	1781 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1781 Morrison Rd
178	MELO MARIA AMARAL GALVAO	1711 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1711 Shellard Rd
179	MICHAEL THERESE	1370 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1370 Main St
180	MILLER ANN ELIZABETH	1298 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1298 Shellard Rd

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181	MILLINGTON ANDREW WILLIAM	1000 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	1000 Stonebrook Rd
182	MITCHELL RUDYARD KIPLING	149 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	149 Ripplewood Rd
183	MOORE ROBERT JAMES	STN GALT	1119 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1119 Clyde Rd
184	MORAR SHAHEEN	31 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	31 Cedarbrook Crt
185	MOREIRA ANTONIO REIS	STN GALT	1129 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1129 Clyde Rd
186	MOREIRA JORGE	1773 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1773 Morrison Rd
187	MOREIRA MANUEL MOURA	2136 SAFARI RD		CAMBRIDGE ON	N1R 5S2	1365 Main St
188	MORREY NANCY	109 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	109 Middlemiss Cres
189	MORRIS ANTHONY	1857 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1857 Shellard Rd
190	OWNER/TENANT	19 GASKIN AVE	RR 4	CAMBRIDGE ON	N1R 5S5	1661 Morrison Rd
191	MURCAR WILLIAM CECIL	2539 DUNDAS ST S		CAMBRIDGE ON	N1R 5S2	2539 Dundas St S
192	MURPHY LEO	19 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	19 Davies St
193	OWNER/TENANT	89 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	89 Deerpath Rd
194	NELSON RINA	STN GALT	1796 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1796 Shellard Rd
195	NGUYEN HANG THI	27 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	27 Haddaway Crt
196	NIVEN BEVERLEY JEAN	102 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	102 Middlemiss Cres
197	NOBBS BARRY KURT	1970 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1970 Main St
198	OSBORNE JULIAN BRIAN	1355 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1355 Main St
199	P AND A HOLDINGS INC	908 DEER RIDGE CRT		KITCHENER ON	N2P 2L3	76 Middlemiss Cres
200	PATTERSON DANIEL GEORGE	35 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	35 Haddaway Crt
201	PAUL FLORENCE KATHERINE	66 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	66 Middlemiss Cres
202	PAUL NADIRA VIVIAN	85 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	85 Robinson Rd
203	PEARCE JOHN ROBERT	200 EAGLE ST N UNIT 1005		CAMBRIDGE ON	N3H 5S9	1995 Shellard Rd
204	PENNER BRENDA JEAN	10 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	10 Davies St
205	PENNINGS HANS JOHN	99 ROBINSTON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	99 Robinson Rd
206	PEREIRA JIM LOURENCO	175 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	175 Robinson Rd
207	PERREAULT ALFRED	1925 BEKE RD	RR 4	CAMBRIDGE ON	N1R 5S5	2155 Main St
208	PHADY TINA ELIZABETH	111 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	111 Robinson Rd
209	PHOMMAVANH PHOUVONG	82 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	82 Middlemiss Cres
210	PINHEIRO PAUL	935 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	935 Clyde Rd
211	PITTENS FARMS LTD	3238 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3238 Old Beverly Rd
212	PITTENS JOHANNES ANTONIUS	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1481 Shellard Rd
213	PODGER LLOYD	199 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	199 Robinson Rd
214	PODGER PAUL EDWARD	185 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	185 Robinson Rd
215	POWESKA DAVID JOHN	889 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	889 Avenue Rd
216	QUANCE GEORGE	1024 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1024 Shellard Rd
217	OWNER/TENANT	23 DAVIES ST		CAMBRIDGE ON	N1R 5S2	23 Davies St
218	REMPEL DAVID HENRY	49 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	49 Robinson Rd
219	RENDLE ALICE LISA	64 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	64 Middlemiss Cres
220	RIBEIRO GRACE	10 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	10 Grandy Lane
221	RODRIGUES FRANCISCO	859 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	859 Avenue Rd
222	RUCK JOSEPH	135 WEICHEL ST		KITCHENER ON	N2M 2A7	1166 Shellard Rd
223	SALAME KAMAL	1684 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1684 Shellard Rd
224	SCHLUETER MATTHEW BLAKE	809 SAGINAW PKY		CAMBRIDGE ON	N1T 1X5	809 Saginaw Pky
225	SCHMIDT ROBERT KARL	103 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	103 Middlemiss Cres
226	SCHWANTZ BRIAN JAMES	925 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	925 Avenue Rd
227	SCHWENKER JOHN KENNETH	25 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	25 Grandy Lane
228	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	29 Ripplewood Rd
229	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	5 Ripplewood Rd
230	SHANTZ NATALIE KRISTINA	72 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	72 Middlemiss Cres
231	SHAVER DONALD MCQUEEN	STN GALT	1337 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1337 Shellard Rd
232	SICURO GIANCARLO	1775 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1775 Shellard Rd
233	SIMIONI ALLEN FRIANCIS	39 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	39 Middlemiss Cres
234	SINGH SUKCHARN	27 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	27 Cedarbrook Crt
235	SJA HOLDINGS INC	118 PIONEER TOWER RD		KITCHENER ON	N2P 2H8	6485 Gore Rd
236	SMITH MARJORIE IRENE	3105 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3105 Old Beverly Rd
237	SMITH PETER MURRAY	28 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	28 Deerpath Crt
238	SNYDER RHONDA LEE	21 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	21 Middlemiss Cres
239	SOLTIS ROSALIE BARBARA	1032 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1032 Shellard Rd
240	SOOMAL HARBHAJAN	1698 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1698 Shellard Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
241	SPENCER DIANNE JANE	1621 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1621 Morrison Rd
242	OWNER/TENANT	STN GALT	2531 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2531 Dundas St S
243	OWNER/TENANT	15 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	15 Grandy Lane
244	STERGIOU CATHERINE LANDRY	41 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	41 Middlemiss Cres
245	STEWART KAREN ELIZABETH	155 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	155 Robinson Rd
246	OWNER/TENANT	.	1767 MORRISON RD	CAMBRIDGE ON	N1R 5S2	1767 Morrison Rd
247	STUCKLESS SHANE ALAN JAMES	111 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	111 Middlemiss Cres
248	OWNER/TENANT	STN GALT	1157 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1157 Clyde Rd
249	SUCKERT SIGFRID	178 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	178 Ripplewood Rd
250	SUNDAY DOUGLAS JOHN	107 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	107 Middlemiss Cres
251	SUSIWALA FAISAL	30 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	30 Grandy Lane
252	TAVARES LEONARDO OLIVEIRA	1805 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1805 Main St
253	TAVARES MANUEL JOSE	STN GALT	1067 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1067 Clyde Rd
254	TEJA SANJEEV	60 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	60 Cedarbrook Crt
255	TELLIER NORMAND MAURICE	879 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	879 Avenue Rd
256	TOMCHISHEN GARY ROSS	126 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	126 Middlemiss Cres
257	TRAFFORD THEODORE VERNON	1688 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1688 Shellard Rd
258	TRAN JOE KINH	106 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	106 Middlemiss Cres
259	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	40 Grandy Lane
260	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	42 Grandy Lane
261	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	44 Grandy Lane
262	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	46 Grandy Lane
263	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	48 Grandy Lane
264	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	50 Grandy Lane
265	TURNER GAIL MAUREEN	3147 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3147 Old Beverly Rd
266	UHLARIK CATHERINE ANN	75 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	75 Robinson Rd
267	VANDERSANDEN ELIZABETH JANE	STN GALT	1047 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1047 Clyde Rd
268	VERBEEK HILDA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1738 Morrison Rd
269	VOKEY PENNY LYNN	2535 DUNDAS ST S	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	2535 Dundas St S
270	VU THI	35 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	35 Grandy Lane

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271	WALKER SCOTT ROBERT	101 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	101 Deerpath Rd
272	WANG ZHEN HUA	72 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	72 Cedarbrook Crt
273	WATERLOO REGIONAL MUNICIPALI	4TH FLOOR	150 FREDERICK ST	KITCHENER ON	N2H 6T1	201 Savage Dr
274	WHETHAM BRIAN RUSSELL	1036 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1036 Shellard Rd
275	WHITEHEAD GEOFREY BRUCE	35 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	35 Robinson Rd
276	WHITTINGTON LONDON THOMAS	3139 OLD BEVERLY RD	RR 8	CAMBRIDGE ON	N1R 5S7	3139 Old Beverly Rd
277	WILLIS MELVIN	3081 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3081 Old Beverly Rd
278	WILMER LLOYD ALBERT	145 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	145 Vanier Dr
279	WISEMAN PATRICIA	31 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	31 Haddaway Crt
280	WON STEPHEN HENRY	47 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	47 Haddaway Crt
281	WOODLEY MICHAEL JAMES	86 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	86 Middlemiss Cres
282	YU ZENGPING	11 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	11 Haddaway Crt
283	ZAKRAJSEK JOHN	STN GALT	2561 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2561 Dundas St S
284	ZAMECNIK GREIG EDWARD NOEL	1867 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1867 Shellard Rd
285	DRYDEN, SMITH & HEAD PLANNING	c/o SAM HEAD	54 CEDAR STREET N	KITCHENER ON	N2H 2X1	
286	Tamara Johnson	tjohnson@sjv.on.ca				
287	GRIMM, JEFF	1100 RIVERBANK DR		CAMBRIDGE ON	N3H 4R6	
288	Downtown Cambridge B	P.O. Box 1723, Stn. Galt	55 Ainslie St, North	CAMBRIDGE ON	N1R 7G8	
289	AUSTIN DONALD RICHARD	1190 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1190 Village Rd
290	BANCARZ MICHAEL	3 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	3 Langford Dr
291	BAZON EMILIO	4 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	4 Langford Dr
292	BRUDER MONA LILLIAN	STN GALT	1608 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1608 Clyde Rd
293	BURCHETT WILLIAM PERCY	STN GALT	1654 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1654 Clyde Rd
294	RULAND TOM & JEAN	1199 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1199 Village Rd
295	CAMPBELL DEAN EDWARD	1631 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1631 Clyde Rd
296	COX BRENDA LEE	1191 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1191 Village Rd
297	CUERRIER KIM ANTHONY	5 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	5 Clydebank Dr
298	DECKERT PAUL	1198 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1198 Village Rd
299	DEIGNAN VERONICA LYNNE	15 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	15 Angus Crt
300	DOUMA ALKE HENDRIKA FROUKE	1174 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1174 Village Rd

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
301	ELLIS MICHAEL	STN GALT	1660 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1660 Clyde Rd
302	FERNENGEL NORBERT MARTIN	STN GALT	1644 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1644 Clyde Rd
303	FITZPATRICK SHELLEY MARIE	3 CLYDEBANK DR		CAMBRIDGE ON	N1R 5S7	3 Clydebank Dr
304	FRANK DEREK PAUL	22 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	22 Clydebank Dr
305	GEORGE STEPHEN MICHAEL	23 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	23 Clydebank Dr
306	GRAHAM DEBORAH ANN	11 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	11 Clydebank Dr
307	GRAVES JEREMY FRANK	1706 CLYDE RD		CAMBRIDGE ON	N1R 5S7	1706 Clyde Rd
308	HALLMAN DAVID WELLS	1154 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1154 Village Rd
309	HEWITT WILLIAM ARTHUR	STN GALT	22 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	22 Langford Dr
310	HILL HOWARD LLOYD	5 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	5 Langford Dr
311	HILL MORLEY JOHN	STN GALT	1634 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1634 Clyde Rd
312	JASIK JOHN JOSEPH	1177 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1177 Village Rd
313	KLEINSTEUBER BRIAN ROBERT	20 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	20 Langford Dr
314	LACROIX GARY ROBERT	9 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	9 Angus Crt
315	LAHEY SCOTT FRANCIS	1185 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1185 Village Rd
316	LAURENCE ROBERT CHARLES	1191 VILLAGE RD		CAMBRIDGE ON	N1R 5S7	1169 Village Rd
317	LEVAC JOHN CLAUDE	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1 Clydebank Dr
318	LITTLE ALAN	12 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	12 Langford Dr
319	LOCKIE GERALD DAVID	1206 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1206 Village Rd
320	LUNGHI GIORGIO	17 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	17 Langford Dr
321	MAGLIOCCO JOHN	6 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	6 Langford Dr
322	MARCY DEANNA ARTHEMISE S	1180 VILLAGE RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1180 Village Rd
323	MARS SEAN PAUL	16 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	16 Langford Dr
324	MCCOMB FRANCIS GREGORY	7 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	7 Clydebank Dr
325	MEHYO JAMAL	20 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	20 Clydebank Dr
326	MELDRUM KEVIN MICHAEL	8 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	8 Langford Dr
327	MOORE DONALD JOHN	2 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	2 Langford Dr
328	MURPHY WALTER KEVIN	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	6 Clydebank Dr
329	OSTOPOVICH PETER JOHN	9 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	9 Clydebank Dr
330	PANDEIRADA ANTONIO GEORGE	11 ANGUS CRT	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	11 Angus Crt

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
331	PEREIRA ALBERTO MANUEL	17 CLYDEBANK DR		CAMBRIDGE ON	N1R 5S7	17 Clydebank Dr
332	PIMENTEL DAVID EDMUND	10 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	10 Langford Dr
333	RESENDES LUIS SOUSA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	2 Clydebank Dr
334	RICHARDSON PAUL MICHAEL	STN GALT	1629 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1629 Clyde Rd
335	ROBERTSON GREGORY MICHAEL	STN GALT	1611 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1611 Clyde Rd
336	ROSE COLIN	STN GALT	1597 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1597 Clyde Rd
337	SCHILLING BRAD	STN GALT	1698 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1698 Clyde Rd
338	SCHMITZ SHAWN DOUGLAS	STN GALT	7 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	7 Langford Dr
339	SNYDER MARGARET ELAINE	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	4 Clydebank Dr
340	STANGL ERIC	21 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	21 Clydebank Dr
341	STUEHLER EDWARD GEORGE	19 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	19 Clydebank Dr
342	TAYLOR MARY	16 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	16 Clydebank Dr
343	TERESI ENZO MARIO	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	15 Clydebank Dr
344	TERVELD ROORDINK GEERAN G R	STN GALT	18 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	18 Langford Dr
345	THIBODEAU NICOLA ANN	18 CLYDEBANK DR	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	18 Clydebank Dr
346	THOMPSON FRED CHARLES	STN GALT	1574 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1574 Clyde Rd
347	TUDISCO JOANNE	1 LANGFORD DR	RR 6	CAMBRIDGE ON	N1R 5S7	1 Langford Dr
348	VAN DER GELD HENDRIK	STN GALT	1615 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1615 Clyde Rd
349	VAN WIJNGAARDEN DAVID JOHN	1714 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1714 Clyde Rd
350	WIECHERS BRIAN GEORGE	STN GALT	14 LANGFORD DR	CAMBRIDGE ON	N1R 5S7	14 Langford Dr
351	MOFFAT PETER		231 RIVERSIDE DR	LONDON ON	N6H 1E7	
352	CLARK CAROLINE					c.c.leskovar@hotmail.com
353	LESKOVAR STEVE JR.					misteradm@hotmail.ca
354	BLAINE, MITCHELL	CBRE LIMITED	101 FREDERICK STREET, S 810	KITCHENER ON	N2H 6R2	mitchell.blaine@cbre.com
355	WILL ROGER	337 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	rwill@rogers.com
356	Environmental Assessment Coordinator	Transport Canada				EnviroOnt@tc.gc.ca
357	Peter Benninger, President & CEO	Coldwell Banker				pbenninger@coldwellbankerpbr.com
358	Jim Peeples	Challenger Motor Freight				jpeeples2@me.com
359	Fred Taylor	GHD Canada	651 Colby Drive	WATERLOO ON	N2V 1C2	Fred.Taylor@ghd.com
360	Christine Stone Taylor					stonedesigns.c@gmail.com

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EAST BOUNDARY ROAD MAILING LIST
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Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
361	Robert Lofsky	211 McNichol Dr.		CAMBRIDGE ON	N1P 1J3	rlofsky@gmail.com
362	Judy Tyson	Indusite Realty Corp. Brokerage	1015 Matheson Blvd. Suite 11	MISSISSAUGA ON	L4W 3A4	judy@talkopolis.org
363	Jennifer Voss	Activa Management Corporation	55 Columbia St. E, Suite 2	WATERLOO ON	N2J 4N7	jvoss@activagroup.ca
364	Brad Spruin	National Band Financial Markets				brad.spruin@nbc.ca
365	Maurice Chelli	Dundas Street				maurice.chelli@sympatico.ca

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address

MASTER LIST - AGENCIES

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of Agriculture, Food and Rural Affairs	Carole	Neumann	Rural Planner			**Ministry of Agriculture, Food and Rural Affairs**	Elora Resource Centre, Unit 10	6484 Wellington Road 7	Elora ON	N0B 1S0	519-846-3393	519-846-8178	Carole.neumann@omafra.gov.on.ca
Ministry of Agriculture, Food and Rural Affairs	Donna	Sharp Mundie	Land Use Consultant			**Ministry of Agriculture, Food and Rural Affairs**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Community & Social Services	Valerie	Beckett	Area Manager			**Ministry of Community & Social Services**	715 Fisher Hallman Road		Kitchener ON	N2E 4D9	519-886-4700		
Ministry of Community & Social Services			Planning Officer	Central West Region		**Ministry of Community & Social Services**	Suite 200	6733 Mississauga Rd.	Mississauga ON	L5N 6J5			
Ministry of Economic Development, Trade & Tourism	Rob	Glaister	Manager	Tourism Policy & Stategy Development		**Ministry of Economic Development, Trade & Tourism**	4th Floor, Hearst Block	900 Bay Street	Toronto ON	M7A 2E1			
Ministry of Health and Long-Term Care	Hon. Deb	Matthews	Minister of Health and Long-Term Care			**Ministry of Health and Long-Term Care**	10th Floor	80 Grosvenor Street, Hepburn Block	Toronto ON	M7A 2C4	416-327-4300	Contact E-mail - Send to Corporate Communication Unit and address the e-mail to the Minister	CCU@moh.gov.on.ca
Ministry of Municipal Affairs & Housing	Dwayne	Evans, M.A., MCIP, RPP	Area Planner	Municipal Services Office - Western		**Ministry of Municipal Affairs & Housing**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4020 Toll Free: 1-800-265-4736	519-873-4018	
Ministry of Municipal Affairs & Housing	Audrey	Bennett	Director	Provincial Planning Services Branch	Local Government and Planning Policy Division	**Ministry of Municipal Affairs & Housing**	14th Floor	777 Bay Street	Toronto ON	M5G 2E5	416-587-6072		
Ministry of Natural Resources	Ian	Hagman	District Manager	Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2	519-826-4955	519-826-4929	
Ministry of Natural Resources	Art	Timmerman		Guelph District Office		**Ministry of Natural Resources**	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Tourism and Culture	Shari	Prowse	Archeology Review Officer	Culture Programs Unit	Program & Services Branch	**Ministry of Tourism and Culture**	900 Highbury Avenue		London ON	N5Y 1A4	519-675-6898		shari.prowse@ontario.ca
Ministry of Tourism and Culture	Karla	Barboza	Heritage Advisor	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7120		
Ministry of Tourism and Culture	Paula	Kulpa	Heritage Planner	Program and Services Branch		**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7			
Ministry of Tourism and Culture	Teresa	Wagner	A/Heritage Planner	Culture Services Unit	Program & Services Branch	**Ministry of Tourism and Culture**	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7147	416-314-7175	Teresa.wagner@ontario.ca
Ministry of Transportation	Martin	Favell	Head, Planning and Design		Southwestern Region	**Ministry of Transportation**	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4561	519-873-4600	
Ministry of Transportation	Scott	Howard	Senior Project Manager	Planning & Design	West Region	**Ministry of Transportation**		659 Exeter Road	London ON	N6E 1L3	519-873-4568 or 1-800-265-6072	519-873-4600	scott.howard@ontario.ca
Ministry of Transportation	Fred	Leech	Area Manager, Planning & Design	Southwestern Region		**Ministry of Transportation**	4th Floor	659 Exeter Road	London ON	N6E 1L3			
Ministry of Transportation	Geddes	Mahabir, M.Eng., P.Eng.	Area Engineer	Planning and Design Section	Southwestern Region	**Ministry of Transportation**	3rd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4549 1-800-265-6072	519-873-4600	Geddes.Mahabir@ontario.ca
Ontario Ministry of Municipal Affairs and Housing	Matt	Ferguson	Municipal/Planning Advisor			**Ontario Ministry of Municipal Affairs and Housing**	2nd Floor	659 Exeter Road	London ON	N2E 1L3			
Ontario Provincial Police			Detachment Commander	Cambridge Detachment		**Ontario Provincial Police**		500 Beaverdale Road	Cambridge ON	N3C 2V3	519-654-0150	519-654-9650	VNET: 505-3401
Ontario Infrastructure and Lands Corporation	William	Gerard	General Manager	Environment and Cultural Heritage		**Ontario Infrastructure and Lands Corporation**	11th Floor, Ferguson Block	77 Wellesley Street West	Toronto ON	M7A 2G3			

TOWNSHIP OF NORTH DUMFRIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
North Dumfries Fire Department	Robert	Shantz	Fire Chief			**North Dumfries Fire Department**	501 Scott Street		Ayr ON	N0B 1E0	519-632-7956	519-632-8595	
Township of North Dumfries	Roger	Mordue	CAO/Clerk			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340 #11	519-623-7641	rmordue@township.northdumfries.on.ca
Township of North Dumfries	Stephen	Stone	Director of Planning			**Township of North Dumfries**	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340	519-623-7641	sstone@northdumfries.on.ca

MASTER LIST - AGENCIES

GOVERNMENT - FEDERAL

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canada Post	Canada Post Corp.			Delivery Planning			955 Highbury Ave N		London ON	N5Y 1A3			
Transport Canada						**Transport Canada**			Ottawa ON				EnviroOnt@tc.gc.ca
Environment Canada	Mike	Cadman		Canadian Wildlife Service		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-6295	905-336-6434	mike.cadman@ec.gc.ca
Environment Canada	Rob	Dobos	Manager	Ontario Region		**Environment Canada**	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-4953	905-336-8901	Rob.dobos@ec.gc.ca
Fisheries and Oceans Canada	Deepa	Kasturi	Executive Assistant to Area Director	Ontario - Great Lakes Area		**Fisheries and Oceans Canada**	867 Lakeshore Road		Burlington ON	L7R 4A6	905-336-4873		
Parks Canada	Sheryl	Smith		Canadian Heritage		**Parks Canada**	c/o Trent Severn Waterway	P.O. Box 567, Ashburnham	Peterborough ON	K9J 6Z6	705-750-4936	705-742-9644	
Public Works & Government Services Canada	Tim	Palmeter	Senior Environmental Officer	Environmental Services Division		**Public Works & Government Services Canada**	11th Floor	4900 Yonge Street	Willowdale ON	N2N 6A6			
Transport Canada - Marine	Donna	Patterson	Information Management Supervisor	Navigable Waters Protection Program		**Transport Canada - Marine**	100 Front Street South		Sarnia ON	N7T 2M4	866-821-6631	519-383-1989	NWPontario-PENontario@tc.gc.ca
Transport Canada - Navigable Waters Protection Agency	Dave	Osbaldeston	National Manager			**Transport Canada - Navigable Waters Protection Agency**	Tower C, Place de Ville	330 Sparks Street	Ottawa ON	K1A 0N8	613-990-5929		
Transport Canada - Navigable Waters Protection Agency	Barry	Putt	Manager	Navigable Waters Protection Program		**Transport Canada - Navigable Waters Protection Agency**	100 Front Street South		Sarnia ON	N7T 2M4	519-383-1862	519-383-1989	
Transport Canada - Ontario Region	Rebecca	Earl	Environmental Officer	Programs and Divestitures		**Transport Canada - Ontario Region**	4th Floor	4900 Yonge Street	Toronto ON	M2N 6A5			
Transport Canada - Surface (PS)	Andre	Lalonde	Regional Director	Railway Department		**Transport Canada - Surface (PS)**	3rd Floor	4900 Yonge Street	Toronto ON	M2N 6A5	416-954-9951	416-973-9907	andre.lalonde@tc.gc.ca

MASTER LIST - AGENCIES

FIRST NATIONS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Haudenosaunee Resource Centre	Leroy	Hill	Secretary	Haudenosaunee Confederacy Council		**Haudenosaunee Resource Centre**	R.R. #2	2634 6th Line	Ohsweken ON	N0A 1M0	905-765-1749	905-765-9193	joco@sixnationsns.com
Mississaugas of the New Credit First Nations	Bryan	LaForme	Chief			**Mississaugas of the New Credit First Nations**	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-1133	905-768-1225	bryanlaforme@newcreditfirstnation.com
Mississaugas of the New Credit First Nations	Margaret	Sault		Land Claims Office		**Mississaugas of the New Credit First Nations**	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-0100	905-768-1225	masault@yahoo.com
Six Nations of the Grand River	Lonnie	Bomberry	Director	Land & Resources Department		**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-415-0330	519-445-0242	
Six Nations of the Grand River	Paul	General	Manager	Land & Resources Department		**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-445-0330	519-445-0242	
Six Nations of the Grand River	Kate	Cave	Land Use Supervisor			**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-753-2272	519-753-3449	kcave@sixnations.ca
Six Nations of the Grand River	Clynt	King				**Six Nations of the Grand River**	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0			
Six Nations of the Grand River	William K.	Montour	Chief			**Six Nations of the Grand River**	P.O. Box 5000		Ohsweken ON	N0A 1M0			wkm@sixnations.ca arleenmaracle@sixnations.ca

MASTER LIST - AGENCIES

GOVERNMENT - MINISTRY OF THE ENVIRONMENT

Please note that we received the following instructions from the Environmental Assessment Project Coordination Section, Environmental Assessment and Approvals Branch, MOE (Toronto) on February 27, 2009: In order to track submission of notices, the EAAB has created an e-mail address with the intention that all future notices be sent to MEA.NOTICES.EAAB@ontario.ca and copies of notices should be sent to the appropriate Regional EA Coordinators electronically. Further information can be found on the Municipal Engineers Association website or by contacting Jeffrey Dea, Project Officer, EA Project Coordination Section at at 416-314-7213 or 1-800-461-6290. On May 5, 2009, I called Jeffrey Dea for an e-mail address for our region and was given the following address: carl.slater@ontario.ca. It would be good to check occasionally in case this person is no longer in the position.

I checked with Jeffrey Dea on November 23, 2011. Please note that the contact information for the EAAB has not changed. However, the contact person for the Guelph office is now Mark Smithson at the following e-mail address: mark.smithson@ontario.ca. Jeffrey Dea also informed me that we need to send Notices of Completion only to the EAAB address. However, all notices (including Public Consultation Centre notices) must be sent to Mark Smithson at the regional office.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of the Environment	Jane	Glassco	District Manager			**Ministry of the Environment**	4th Floor	1 Stone Road West	Guelph ON	N1G 4Y2	519-826-4258	519-826-4286	
Ministry of the Environment	Bill	Bardswick	Director		West-Central Region	**Ministry of the Environment**	12th Floor	119 King Street West	Hamilton ON	L8P 4Y7	905-521-7640	905-521-7820	
Ministry of the Environment			Manager	Class EAs and Declarations Section	EA and Approvals Branch	**Ministry of the Environment**	Floor 12A	2 St. Clair Avenue West	Toronto ON	M4V 1L5	416-314-7288	416-314-7227	

ADVISORY COMMITTEES/INTEREST GROUPS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ancient Mariners Canoe Club	Ron	Dahmer				**Ancient Mariners Canoe Club**	106 Highland Park		Cambridge ON	N3H 3H4	519-653-7881		
Cambridge On-Road Cycling Focus Group	Don	Pavey				**Cambridge On-Road Cycling Focus Group**	P.O. Box 1707	19 Cambridge Street	Cambridge ON	N1R 7G8			
Grand River Accessibility Advisory Committee	Toposhi	Batabyal	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			www.graac.ca
Grand River Accessibility Advisory Committee	Vanessa	Lopak, AODA/ODA	Citizen Service	Council and Administrative Services		**Grand River Accessibility Advisory Committee**	c/o Regional Municipality of Waterloo	150 Frederick Street, 2nd Floor	Kitchener ON	N2G 4J3	519-575-4757 #3861	519-575-4481	vlopak@regionofwaterloo.ca www.region.waterloo.on.ca/accessibility
Grand River Accessibility Advisory Committee	Sharon	Ward-Zeller	Co-chair			**Grand River Accessibility Advisory Committee**	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			
Grand River Conservation Authority	Beth	Brown	Sub-watershed Planning Coordinator			**Grand River Conservation Authority**	P.O. Box 729	400 Clyde Road	Cambridge ON	N1R 5W6	519-621-2761 #2234	519-621-4844	bbrown@grandriver.ca www.grandriver.ca
K-W Field Naturalists	Graham	Buck	President			**K-W Field Naturalists**	317 Highland Road East		Kitchener ON	N2M 3W6	519-826-9686		Buckgraham@hotmail.com
University of Waterloo	Narina	Nagra	Volunteer Coordinator	Waterloo Public Interest Research Group		**University of Waterloo**	200 University Avenue West		Waterloo ON	N2L 3G1	519-888-4882	519-725-3093	
Walter Bean Grand River Community Trails Corporation	Doug	Letson				**Walter Bean Grand River Community Trails Corporation**	Marsland Centre	20 Erb Street West, 11th Floor	Waterloo ON	N2L 1T2	519-893-4104	519-725-3851	
CNIB	Jennifer	Urosevic	Regional Manager, Services & Operations			**CNIB - Waterloo & Owen Sound**	160-180 King Street S.		Waterloo ON	N2A 3L9	519-742-3536 ext. 5162	519-742-4003	

MASTER LIST - AGENCIES

CITY OF CAMBRIDGE

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
City of Cambridge	Terry	Allen	Fire Chief	Fire Department		City of Cambridge	1625 Bishop Street North		Cambridge ON	N1R 7J4	519-621-6001 #7444	519-621-4521	
City of Cambridge	Elaine	Brunn Shaw	Commissioner of Planning Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Justin	Armstrong	Director of Engineering Services			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4544		
City of Cambridge	Bozena	Densmore	Director of Economic Development			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	George	Elliott	Commissioner of Transportation and Public Works			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4546		
City of Cambridge	Greg	Hayton	Chief Librarian			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	
City of Cambridge	Alex	Mitchell	City Clerk			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4680 #4585		
City of Cambridge	April	Souwand, M.A., M.C.I.P.	Senior Environmental Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4650 #4601	519-622-6184	souwanda@cambridge.ca
City of Cambridge	Valerie	Spring	Heritage Planner	Cambridge Municipal Heritage Advisory Committee	Planning Services Department	City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340 #4580	519-622-6184	
City of Cambridge	Yvette	Rybensky	Senior Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340	519-740-3011	www.cambridge.ca question@cambridge.ca

UTILITIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Allstream	David	Pitchforth	Project Supervisor	OSP Network Implementation		Allstream	50 Worcester Road		Etobicoke ON	M9W 5X2	Telephone: 416-649-7539 Pager: 416-608-8311 Mobile: 416-727-5811	416-649-7500	david.pitchforth@allstream.com
Allstream						Allstream	50 Worcester Road		Etobicoke ON	M9W 5X2			www.allstream.com
Atria Networks Inc.	Andrew	Beswick	Manager of Field Operations for York Region			Atria Networks Inc.	Suite 100	7676 Woodbine Avenue	Markham ON	L3R 2N2	1-888-623-0623 #4604	905-943-7627	abeswick@atrianetworks.com
Atria Networks Inc.	Kris	Eby	VP Field Operations			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4508	519-570-2151	keby@atrianetworks.com
Atria Networks Inc.	Michael	Kuntz	Construction Coordinator			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4509	519-570-2151	mkuntz@atrianetworks.com
Atria Networks Inc.	John	Stephens	Manager of Field Operations for Waterloo, Wellington and Hamilton			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4516	519-570-2151	jstephens@atrianetworks.com
Bell Canada	Michelle	Brenneman	Coordinator - Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Bell Canada	Janet	Cleghorn	Coordinator - Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0212		
Bell Canada	Dave	Kerton	Cambridge/Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0405	519-744-3082	david.kerton@bell.ca
Bell Canada	Daniel	Steffler	Kitchener/Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0569	519-744-3082	daniel.steffler@bell.ca
Bell Canada	Sue	Thompson	Coordinator - Cambridge			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Cambridge and North Dumfries Hydro Inc.	Marilyn I.	Fisher	Easement Officer			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530	519-621-7420	mfisher@camhydro.com www.camhydro.com
Cambridge and North Dumfries Hydro Inc.	Joan	McCartney				Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6			
Cambridge and North Dumfries Hydro Inc.	Ron	Sindair, P.Eng.	Director of Engineering			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2229	519-621-7420	
Cambridge and North Dumfries Hydro Inc.	Sherri	Tilley-Wanklin, C.Tech. C.I.M.	Supervisor, Engineering Services			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2401	519-621-7420	stilley@camhydro.com
Cambridge and North Dumfries Hydro Inc.						Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530		www.camhydro.com
Hydro One Network	Greg	Wall	Senior Real Estate Coordinator			Hydro One Network	15th Floor	483 Bay Street	Toronto ON	M5G 2P5			
Ontario Power Generation Inc.	Clara	Clairman		Environmental Services & Approvals		Ontario Power Generation Inc.	700 University Avenue H6F27		Toronto ON	M5G 1X6			
Rogers Cablesystems Inc.	Richard	Bolliger		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8142	519-893-6463	
Rogers Cablesystems Inc.	Greg	Brown		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8125	519-893-6463	
Rogers Cablesystems Inc.	Nina	Gillingham				Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8182	519-893-6463	
Rogers Cablesystems Inc.	Walter	Horn	System Planner			Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8			
Rogers Cablesystems Inc.	Cliff	Kennel		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8185		ckennel@rogers.com
Telus	Robert	Quick				Telus	82 Locust Street		Kitchener ON	N2H 1W9			
Union Gas Ltd.	Rick	Bigelow	Utilities Service Manager			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7405	519-885-7489	
Union Gas Ltd.	Gwen	Keep	Acting Mapping Team Leader			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3			
Union Gas Ltd.	Kevin	Schimus	Distribution System Development			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2J 1K3	519-885-7513		kschimus@uniongas.com
Union Gas Ltd.	Walter	Semeniuk	Tech Manager	Waterloo-Brantford Area		Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7400	519-885-7489	
Union Gas Ltd.	Ken	Sleeper	Utilities Service Manager			Union Gas Ltd.	10 Surrey Street East		Guelph ON	N1H 3P5	519-822-1462		

MASTER LIST - AGENCIES

MISCELLANEOUS CONTACTS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canadian National Railway	Andris	Baders				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian National Railway	John T.	MacTaggert				**Canadian National Railway**	1 Administration Road		Concord ON	L4K 1B9			
Canadian Pacific Railway	G.J. (Gerry)	Gionet	Manager Road Operations			**Canadian Pacific Railway**	940 Elias Street		London ON	N5W 3P2	519-660-3449 #222 Cell: 519-319-0136	519-660-2225	gerry_gionet@cpr.ca
Canadian Pacific Railway	D. M. (David)	Lukianow, P.Eng.	Manager Public Works			**Canadian Pacific Railway**	Suite 800	1290 Central Parkway West	Mississauga ON	L5C 4R3	905-803-5971	416-297-3103	david_lukianow@cpr.ca
CN Rail Engineering Services	Daniel	Loureiro				**CN Rail Engineering Services**	P.O. Box 1000	4 Welding Way	Concord ON	L4K 1B9	905-669-3373	905-760-3406	
County of Wellington	Gary	Cousins	Director of Planning			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #219	519-823-1694	garyc@wellington.ca
County of Wellington	Gord	Ough	County Engineer	Engineering Services		**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #2280	519-837-8138	gordo@wellington.ca
County of Wellington	Donna	Van Wyck	Clerk			**County of Wellington**	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #252	519-837-1909	donnav@wellington.ca
GO Transit	J.G.	Ashbee, P.Eng.	Manager, Infrastructure Expansion Planning			**GO Transit**	Suite 600	20 Bay Street	Toronto ON	M5J 2W3	416-869-3600 #5211	416-869-1563	greg.ashbee@gotransit.com
Township of Puslinch	Brenda	Law, AMCT	CAO/Clerk-Treasurer			**Township of Puslinch**	7404 Wellington Road 34	R.R. 3	Guelph ON	N1H 6H9		519-763-5846	
Via Rail	K.C.	Rose	Sr. Manager Real Estate	Southwestern Ontario & West		**Via Rail**	50 Drummond Street	Unit C	Toronto ON	M8V 4B5	416-253-2468	416-253-2424	krose@viarail.ca
VIA Rail Canada - Capital Programs	Aaron	Branston	Senior Project Manager			**VIA Rail Canada - Capital Programs**	Suite 500	3 Place Ville-Marie	Montreal QC	H3B 2C9	514-871-6422	514-871-6423 514-290-3295	aaron_branston@viarail.ca
Waterloo Federation of Agriculture	Jeff	Stager				**Waterloo Federation of Agriculture**	1784 Northumberland Street	R.R. 1	Ayr ON	N0B 1E0	519-696-3060		

MASTER LIST - AGENCIES

REGION OF WATERLOO

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Region of Waterloo	Lucille	Bish		Heritage Planning Advisory Committee		**Region of Waterloo**	8th Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4499	519-575-4449	blucille@region.waterloo.on.ca
Region of Waterloo	Kris	Fletcher	Director, Council and Administrative Services/Regional Clerk			**Region of Waterloo**	2nd Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4029	519-575-4481	fkris@region.waterloo.on.ca
Region of Waterloo	John	Pmo	Director	Emergency Medical Services Division		**Region of Waterloo**	120 Maple Grove Road		Cambridge ON	N3H 4R6	519-650-8295 #8710		pjohn@region.waterloo.on.ca
Waterloo Regional Police Service	Staff Sergeant Scott	Diefenbaker		Police Service	Traffic Services	**Waterloo Regional Police Service**	P.O. Box 3070	200 Maple Grove Road	Cambridge ON	N3H 5M1	519-653-7700 #8794	519-653-0905	

MASTER LIST - AGENCIES

SCHOOL BOARDS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Conseil Scolaire de District du Centre Sud-Ouest	Suzanne	Labrecque	Directrice de l'immobilisation, entretien et planification			**Conseil Scolaire de District du Centre Sud-Ouest**	116 Cornelius Parkway		Toronto ON	M6L 2K5			
Waterloo Catholic District School Board	Dave	Bennett	Manager of Planning	Planning Department		**Waterloo Catholic District School Board**	Unit A	35 Weber Street West	Kitchener ON	N2G 4G2	519-578-3660	519-569-4015	
Waterloo Region District School Board	Dennis	Cuomo	Manager of Planning	Planning Department		**Waterloo Region District School Board**	51 Ardelt Avenue		Kitchener ON	N2C 2R5	519-570-0003 #4461	519-576-0478	dennis_cuomo@wrdsb.on.ca

H4

Public Consultation Centre No. 3

Region of Waterloo

Public Consultation Centre #3
Schedule 'C' Class Environmental Assessment for

East Boundary Road Corridor Study

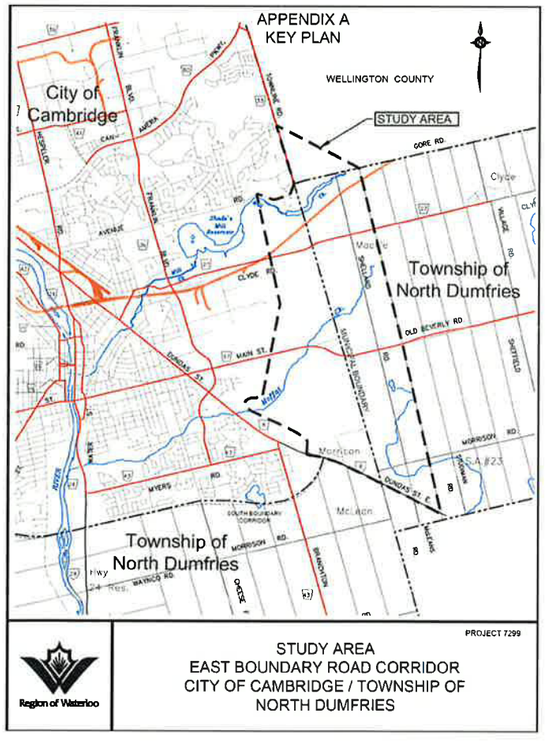
City of Cambridge

You are invited to our Third Public Consultation Centre to provide your input into the planning of the East Boundary Road Corridor Study.

Date: **Thursday, February 1, 2018**
Time: **5:00 PM to 8:00 PM**
Location: **Cambridge Golf Club**
1346 Clyde Road, Cambridge, Ontario

Background

The Region of Waterloo is undertaking a Class Environmental Assessment study for the development of the East Boundary Road Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries and the Township of Puslinch. Please refer to the Key Plan.



The need for improved capacity in this corridor has been established in the Cambridge Area Transportation Study (CATS) and has been reconfirmed in subsequent studies, including the Cambridge Area Route Selection Study (CARSS), Detailed Transportation Network Review (DTNR), and both the Regional Transportation Master Plan (RTMP) and Official Plan (ROP).

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).

This is the Third Public Consultation Centre and the Project Team will be presenting a Preferred Alignment to the public and will be seeking 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 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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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 Justin Armstrong 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 Justin Armstrong.

Region of Waterloo

East Boundary Road Corridor Study

Dundas Street to Townline Road
City of Cambridge
Public Consultation Centre #3
Information Package

What: The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study to determine the East Boundary Road Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge.

Where: From Dundas Street to Townline Road in the City of Cambridge.

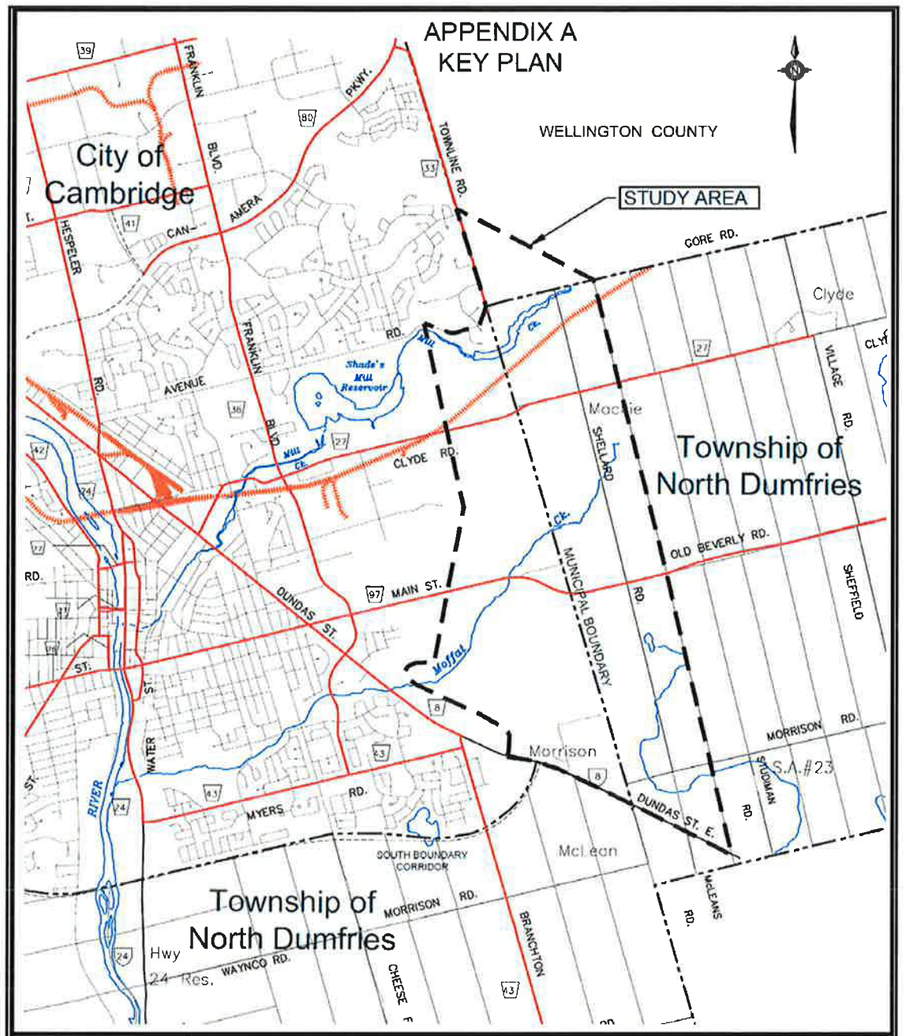
Why: To provide road improvements for traffic growth and transportation system improvements for pedestrians, cyclists, and transit along the East Boundary Road Corridor in the City of Cambridge.

When: Tentative filing of the Environmental Assessment (EA) Environmental Study Report (ESR) in the summer of 2018.

Who: Region of Waterloo Project Manager
Justin Armstrong, P. Eng.
Phone: (519) 575-4757 Ext. 3164
Email: JuArmstrong@regionofwaterloo.ca

Public Consultation Centre #3
Thursday, February 1, 2018, 5:00PM to 8:00PM
Cambridge Golf Club
1346 Clyde Road
Cambridge, Ontario

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



1.0 What is the Purpose of this 3rd Public Consultation Centre (PCC)?

The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for the East Boundary Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries, and Puslinch Township as illustrated in the Key Plan.

This is the 3rd Public Consultation Centre (PCC) for this project, and as such, the public is invited to provide input on the following:

- Identified study issues and problem statement;
- Alternative alignments considered for the East Boundary Road Corridor;
- Criteria used in the evaluation of the alternative alignments; and
- The revised "Preferred" alignment identified by the Project Team.

2.0 What is a Class Environmental Assessment?

The Class Environmental Assessment (EA) process is a formal process approved under the Ontario Environmental Assessment Act that must be undertaken in advance of any construction improvements to ensure that all reasonable alternatives are considered. The Class EA provides the framework for municipalities to plan, design, and construct municipal infrastructure projects. This project has been planned as a "Schedule C" Class EA project. For additional details regarding the Municipal Class EA process, please refer to Appendix A.

3.0 Who is Directing This Project?

This project is being directed by a "Project Team" consisting of staff from the Region of Waterloo, City of Cambridge, Township of North Dumfries, Puslinch Township, Wellington County, Grand River Conservation Authority, and MTE Consultants, as well as Region of Waterloo Councilor Karl Kiefer (Cambridge) and Mayor Sue Foxton (North Dumfries), City of Cambridge Councilor Frank Monteiro and Township of North Dumfries Councilor Neil Ritchie.

4.0 How does this Project Relate to the Objectives of the Regional Official Plan and the Regional Transportation Master Plan?

During the last 10 years, south Cambridge has experienced rapid residential growth, and the east side of Cambridge is planning for new development. As a result, the transportation network needs to be upgraded to accommodate future growth as

identified in many studies and policies, as well as accommodating traffic that is trying to bypass the City of Cambridge.

The initial concept for a bypass around the City of Cambridge was first identified in 1967 as part of a Planning Study undertaken by the City of Galt. In 1972, the Ministry of Transportation developed a Highway 8 bypass concept, connecting Highway 8 and Highway 24 to Highway 401. When responsibility for these roads shifted to the Region of Waterloo in 1988, the bypass concept was revised into an arterial corridor concept around the east, west, and south sides of the City of Cambridge as approved in the 1994 Cambridge Area Transportation Study (CATS). Included in the recommendations was a north-south bypass on the east side of Cambridge that was just east of the City of Cambridge boundary in North Dumfries.

The 1999 Regional Transportation Master Plan (RTMP) also identified the need for a north-south arterial, east of Franklin Boulevard in the City of Cambridge and the Township of North Dumfries.

In response to the transportation network needs identified in the 1999 RTMP, the Region of Waterloo initiated a Class EA Study in the City of Cambridge in 2000, called the Cambridge Area Routes Selection Study (CARSS). This study also identified a number of routes for an East Side Arterial Corridor east and west of the City of Cambridge boundary.

In 2004 a Detailed Transportation Network Review (DTNR) undertaken by the Region confirmed the need for an East Boundary Road. In addition, the Region Transportation Master Plan (RTMP; 2010 Update) also recommended the need for an East Boundary Road.

The 1995 Regional Official Policies Plan (ROPP) as well as the Regional Official Plan (ROP) both identify a Proposed Regional Corridor (as illustrated on Map 9 of the ROPP and Map 5b of the ROP) for the East Boundary Road that is consistent with the alignment identified under previous studies. It essentially ties into the South Boundary Road at Dundas Street, and connects into Shellard Sideroad to the east, runs north through Puslinch Township and ties into Townline Road. This route is currently shown in both the Region of Waterloo and Wellington County Official Plans. In summary, the need for an East Boundary Road has been firmly established through many previous studies; however, the exact alignment has not been identified through a Class Environmental Assessment. The Project Team has developed the following problem statement for the project, identifying the traffic and transportation needs to be addressed.

Problem Statement

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge will be needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as improve access to the Regional road network for residents of the Southeast Galt Community area, and provide an alternative for goods movements to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and upgrades completed to Townline Road south of Highway 40, a route between Dundas Street in the south to Townline Road in the north must be identified for this Regional Road

5.0 Where in the Class EA Process Are We?

As identified above, the project is being completed in accordance with the requirements of a Schedule "C" Municipal Class EA process. The requirements of the first two phases of the project (i.e. Phase 1: Identify Problem or Opportunity and Phase 2: Develop Alternative Solutions to the Problem) have already been addressed and documented in previously completed studies including the Cambridge Area Transportation Study (CATS), Cambridge Area Route Selection Study (CARSS), the Detailed Transportation Network Review (DTNR), and the Regional Transportation Master Plan. These studies have considered alternative methods of addressing the transportation demands such as transit, carpooling, cycling, and walking. They all concluded that the Preferred Solution is a new road on the east side of Cambridge.

Because these studies have: (1) already established the need and justification for an East Boundary Corridor and (2) have looked at alternative methods of addressing this need, and consulted with stakeholders, the requirements of the first two phases of the East Boundary Corridor Class EA project may be considered as being fulfilled.

This study has completed Phase 3: Alternative Design Concepts for the Preferred Solution, which will be followed by Phase 4: The Environmental Study Report documenting the study for public review.

6.0 What are other Current Projects in the Area and What Impact Do They Have on This Project?

Franklin Boulevard

The Region of Waterloo completed the Franklin Boulevard Class EA study in 2011 from Myers Road to north of Pinebush Road, in the City of Cambridge. The approved plan that has been developed, addresses the existing traffic operations, future traffic demand, and capacity improvements for Franklin Boulevard. Franklin Boulevard is currently the key north-south connection on the east side of Cambridge. Construction of the majority of Franklin Boulevard will be complete by the end of the 2018 construction season and the two intersections at Can-Amera Parkway and Saginaw/Elgin will be completed in approximately 2021. The traffic projections for Franklin Boulevard that were used to justify improvements assume that an East Boundary Road (east of Franklin Boulevard) will be constructed in the future.

South Boundary Road

The Region of Waterloo completed the South Boundary Road Class EA study in 2013. The South Boundary Road Class EA established the corridor for a new road running along the south edge of the City of Cambridge from Water Street (Highway 24) to Dundas Street (Highway 8). The intersection of the South Boundary Road and Dundas Street was established as part of that study, and is the point where an East Boundary Road would connect in the south end. Phase 1A of the South Boundary Road construction has commenced and is scheduled for the 2017 and 2018 construction seasons. Phase 1A includes: roundabout construction on Franklin Boulevard at Myers Road, and the construction of both an extension of Franklin Boulevard from Myers Road to City of Cambridge limits and an overpass bridge on South Boundary Road over Cheese Factory Road. Phase 1B construction is currently scheduled for the 2018 and 2019 construction seasons and includes a new roundabout at Franklin Boulevard (extension) at South Boundary Road and new road construction of the South Boundary Road from Water Street toward Cheese Factory Road. Lastly, Phase 2 construction is currently scheduled for the 2022 and 2023 construction seasons and includes new road construction of South Boundary Road from Franklin Boulevard (extension) to Dundas Street (Highway 8).

Highway 24 Transportation Corridor Planning and Class EA

The Ministry of Transportation (MTO) initiated a Highway 24 Transportation Corridor Planning and Class EA Study from Highway 403 in Brantford to Highway 401 in Cambridge to develop a plan that addresses traffic capacity, operation, and safety needs between Brantford and Cambridge. This study has been put on hold. The construction of a future Highway 24 does not significantly impact the need for an East Boundary Road, as the East Boundary Road will not only serve as an arterial through the east side of Cambridge, but also serve local access purposes. However, the Project Team is in contact with the MTO to coordinate the East Boundary Road with the MTO Highway 24 study.

7.0 When is an East Boundary Road Needed?

The East Boundary Road is currently not scheduled for construction in the Region of Waterloo's Ten Year Transportation Capital Program. However the planning and identification of a proposed route is being undertaken now (as part of this study) to establish an East Boundary Road Corridor so that planning for future development can proceed knowing where the new road will be. Since the need for an East Boundary Road will be somewhat dependent on how and when development occurs, the construction of a new East Boundary Road will likely be phased and not all built at the same time.

8.0 Will Cycling and Pedestrian (Active Transportation) Facilities be Incorporated into the Design?

The East Boundary Road will accommodate all modes of transportation such as walking, cycling, transit, and automobile. As part of this EA process the Region has considered sidewalks, multi-use trails (MUTs), and landscaping in the preliminary design. Currently the preferred design includes the provision of 3.0 metre wide MUTs along both sides of the East boundary Road. The Region of Waterloo is committed to providing a more integrated, sustainable, and convenient transportation system. This improved system will provide improved access to jobs and services, and help to address increasing traffic congestion.

9.0 Are there any Natural Environment Corridors in the Study Area?

Two large natural heritage system corridors traverse the Study Area, as illustrated on the PCC display boards.

The Provincially Significant Wetland (PSW) Mill Creek Complex Corridor surrounds Mill Creek and enters the north boundary of the study area at the intersection of Gore Road

and Shellard Road. Immediately to the northeast and outside of the Study Area, a large portion of the Mill Creek PSW also contains the Galt (Mill) Creek and Forests Life Science Area of Natural and Scientific Interest (ANSI).

The Provincially Significant Wetland (PSW) at Moffat Creek enters the middle portion of the study area at Shellard Road. Traversing in a northeast to southwest direction, the Moffat Creek PSW surrounds the main stem of Moffat Creek. Smaller pockets of wetland also associated with this complex are located away from the creek, in the vicinity of the east end of Savage Drive and the south end of Dobbie Drive.

In the southeast corner of the study area, smaller wetland pockets associated with the Sheffield-Rockton Complex PSW surround headwater area of Fairchild Creek at Shellard Road near Dundas Street. These wetland areas are associated with the headwaters of Fairchild Creek, a warmwater stream system that enters the Grand River downstream of Brantford.

10.0 Have any Natural Environmental Inventories Been Completed?

Preliminary environmental mapping of the study area was initially compiled based on the review of background information from the Ministry of Natural Resources and Forestry (MNRF), Grand River Conservation Authority (GRCA), Region of Waterloo and various studies previously completed in the vicinity of the study area, to provide an understanding of the various land form based constraints within the study area. In addition, various natural heritage field surveys were completed in 2012 and 2013 to gain an understanding of specific natural heritage features and functions. These surveys included spring amphibian call surveys, breeding bird surveys, preliminary Ecological Land Classification and cursory vegetation surveys, and species at risk observations.

Further environmental inventories were completed in the spring, summer, and fall of 2014 (including botanical, breeding bird, and breeding amphibian survey) as well as additional observations of area wildlife. Of particular note is a detailed survey of salamanders to determine if the endangered Jefferson Salamander species was present within the study area. Many hundreds of salamanders were captured at various locations, and a total of 68 salamanders were genetically tested to determine if they were the endangered Jefferson Salamander. No Jefferson Salamanders were indentified within the study area.

The natural environment investigations and field surveys identified a number of "Species at Risk" and Provincially Significant Species within the study area, including Barn Swallows, Bobolink, Eastern Meadowlark, Eastern Wood Peewee, and Wood Thrush.

Natural Environment constraint mapping was developed to identify the various areas within the study area to assist with finalizing and determining the final location of the East Boundary Road. A report summarizing the natural environment investigations, results and constraints is available at the PCC and will be accessible via the Region's website www.regionofwaterloo.ca following the PCC.

11.0 Are there any Potential Developments in the Vicinity of the Study Area?

There are a number of proposed or partially completed developments within the Study Area, concentrated mainly in the southwest corner of the Study Area. Each development is in various stages of approval. The City's "Southeast Galt Community Plan" is also located in this area. Mapping of development within and adjacent to the study area is included in the PCC display boards.

12.0 Are there any Buildings of Heritage Significance within the Study Area?

A Cultural Heritage Resource Inventory identified several buildings within the study area which have either "medium" or "high" heritage significance. In general, the buildings are mid-1800 stone farmhouses built by earlier settlers in the area. Any impacts to buildings of heritage significance will be determined as the study progresses. Every effort has been made to-date, and will continue to be made moving forward, in order avoid and/or mitigate negative impacts to identified areas of heritage significance.

Reports are available at the PCC and will be accessible via the Region's website www.regionofwaterloo.ca following the PCC.

13.0 What Alignment Concepts Were Presented at PCC No. 1 for the East Boundary Road Corridor?

The Project Team looked at a number of constraints and opportunities in developing some Preliminary Alignment Concepts as a "starting point". Some of these constraints and opportunities include: Mill Creek, Moffat Creek (including the Moffat Creek Wetland Complex), existing and new roadways, existing and proposed development, hydro corridors, heritage and archeological features, railways, wetlands, and other natural environmental factors. All alignments connect to the intersection of Dundas Street South and future South Boundary Road at the south end and Townline Road at the north end. These preliminary alignments were presented at Public Consultation Centre (PCC) No. 1 in April 2014 and public and agency input was obtained on these alignments. Please refer to Appendix B for a plan showing the Preliminary Alignment Concepts initially developed for PCC No. 1. The following sections include a description of the Preliminary Alignment Concepts that were developed by the Project Team and presented at PCC No. 1.

13.1"Do nothing"

As part of any Class EA process, there is always a consideration of the "Do Nothing" alternative to assess what would happen if no action is taken to address the project concerns. This assessment provides a baseline against which the other project alternatives can be measured. Although the previous studies undertaken have already identified the need for a new East Boundary Road, the Do Nothing alternative will continue to be considered for comparison purposes.

13.2 Route A – "Eastern Alignment"

Route A follows the route illustrated in the Region of Waterloo and Wellington County Official Plans. It ties into the current proposed location of the South Boundary Road at Dundas Street, runs eastward utilizing a portion of Ripplewood Road and ties into Shellard Sideroad. It then travels north on Shellard Sideroad traversing Puslinch Township at the intersection of Gore Road and ties into Townline Road near Saginaw Parkway. This route would utilize and expand upon the existing crossings of Moffat Creek, Mill Creek, and the CPR tracks. This route impacts existing communities along Shellard Sideroad.

13.3 Route B – "Western Alignment"

Route B is a western alignment that ties into the South Boundary Road at Dundas Street and follows a proposed City collector road (Wesley Boulevard). It then follows the eastern edge of the Cambridge Landfill Site, utilizes a portion of the Hydro One Corridor and travels eastward tying into Townline Road at the Cambridge/North Dumfries Boundary. This route is intended to replace an already-approved crossing of Moffat Creek near the proposed Wesley Boulevard, and will require a new crossing of Mill Creek (near dammed portion of the creek) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.4 Route C – "Central Alignment"

Route C ties into the South Boundary Road at Dundas Street, then travels northeast to eventually follow the Cambridge-North Dumfries Boundary and tying into Townline Road. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.5 Route D – "Hydro One Corridor"

Route D ties into the South Boundary Road at Dundas Street then travels northeast to eventually follow the Hydro One Corridor until approximately Clyde Road where it ties into Route C near the Mill Creek crossing to tie into Townline Road. The northern portion of this alignment is common with Route B. This route will require a new crossing of Moffat Creek, as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.6 "Hybrid" Alignment Concepts

A number of other short alignments connecting Route A and Route C were also considered as part of PCC No. 1. In addition, a short alignment concept for Route A crossing Moffat Creek further east than Shellard Sideroad was also considered.

13.7 CP Rail Crossings

All the identified preliminary alignments would have to cross the existing CP Rail Line north of Clyde Road. Route A would use the existing Shellard Sideroad crossing location, but all other identified routes would require a new crossing location.

14.0 Were There Changes to the Route Alignments Presented at PCC No. 1 prior to PCC No. 2?

The Project Team reviewed public and agency input following PCC No. 1. Support for each of the preliminary alternatives was received with no clearly preferred alternative. The most common themes, based on number or frequency, of comments were:

- Minimizing impact to existing development;
- Minimizing natural environment and cultural heritage impacts; and
- Timely approval of a corridor that will service expected users.

In addition, the Project Team reviewed various (evaluation criteria) inventories available at that time and identified constraints in the context of the identified route alignments. The project team evaluated the original route alignments based on that information and modified them as follows:

14.1 "Screened Out" Alternatives

Preliminary Route D which utilizes the existing Hydro One Corridor was screened out for further consideration after PCC No. 1. Due to maintenance requirements on their high voltage line, Hydro One Networks (HON) could not properly provide required maintenance to the lines with an arterial roadway within their property corridor. Even if the road was moved adjacent to, but outside the existing Hydro One Corridor, preliminary Route D passes through the Moffat Creek Wetland Complex at one of its widest and most sensitive areas. Due to the issues associated with a large portion of the roadway adjacent to the HON Corridor and the significant impacts to the Moffat Creek Wetland Complex, the Project Team decided to remove Route D from further consideration at that time.

Preliminary Route A which passes through Puslinch Township in the County of Wellington (outside the Regional Municipality of Waterloo) north of Gore Road. The

East Boundary Road is a Region of Waterloo road to address traffic within the City of Cambridge and Township of North Dumfries. Building a Region road beyond the Region of Waterloo boundaries would present significant jurisdictional issues. In addition, the natural environment constraint mapping found few areas or gaps available through which a new road could pass without resulting in impacts to significant natural environment features.

14.2 Revisions To Route Alignments Considered For PCC No. 2

In addition to routes or portions of routes that were "screened out" following PCC No. 1, original Routes A, B, and C were revised to: address agency and public comments, reduce impacts to significant natural environment features and heritage properties; address the size of remnant properties; and increase curve radii to make road alignment curvature more gentle and provide additional flexibility for adjustments during detailed design. As a result, there were four main route alignments presented at PCC No. 2 in December 2015, as illustrated in Appendix B, and described below:

Route A1 – Route A1 is very similar to original Preliminary Route A. Significant revisions applied to Route A1 are noted below:

- North of Clyde Road, Route A1 heads to the northwest to tie into Townline Road at Gore Road near the rear lots of Grandy Lane.

Route A2 – Route A2 is similar to Route A1 at the south and north ends, but the middle portion is further east of Shellard Road. Revisions applied to Route A2 are noted below:

- Route A2 crosses Shellard Road in the south end and is located east of Shellard Road until south of Clyde Road where it ties into the same alignment as Route A1;
- Route A2 follows Route A1 alignment on Shellard Road from south of Clyde Road to north of Clyde Road, where it heads to the northwest to tie into Townline Road at the Gore Road near the rear lots of Grandy Lane; and
- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north, was considered.

Route B1 – Very similar to original Preliminary Route B. Revisions applied to Route B1 are noted below:

- Near the Cambridge Landfill site, Route B1 was moved slightly further east to reduce impacts to the existing composting area and storm drainage features;
- In the middle portion of the alignment, Route B1 was moved eastward such that it was adjacent to the Hydro One Networks (HON) corridor to avoid impacts to the physical aspects and maintenance activities for Hydro One Networks (HON); and
- Near the CPR tracks north of Clyde Road, Route B1 follows Route C1 alignment and ties into Townline Road at Gore Road near the rear lots of Grandy Lane.

Route C1 – Similar to original Preliminary Route C. Revisions applied to Route C1 are noted below:

- Alignment moved eastward in the south end toward Ripplewood Drive but avoid impacts to identified wetlands and minimizes impacts to the Auto Recycler at its southeast end;
- Crosses the Moffat Creek Wetland Complex slightly further west than Preliminary Route C to further minimize impacts to the natural environment, then heads north approximately 120 metres to the Cambridge/North Dumfries boundary;
- Ties into Townline Road at Gore Road near the rear lots of Grandy Lane; and
- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or Clyde Road in the north, was considered.

Option C2 – The same as Route Alignment C1 south of Clyde Road, then heads eastward to tie into Route Alignment A2 east of Shellard Road.

- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north, was considered; and
- Option C2 (sub-route of A2) was evaluated based on similar scoring as A2.

15.0 How were the Various Alternative Alignments Evaluated?

The various alternative alignment concepts have been assessed against a set of evaluation criteria established by the Project Team in order to determine which alignment is "preferred" and is considered to best address the need for an East Boundary Road and the surrounding transportation network. The evaluation criteria are listed below:

Evaluation Criteria for Easy Boundary Road Class EA Study

Study Element:

1) **Social Environment**
   Community Impacts – What impacts will the alternative have on the local community – e.g. noise, property requirements, etc.?
   Access – How does the alternative impact access to existing residences, businesses, and industries?
   Development/Property – Will the alternative fragment land and/or limit development opportunities?
2) **Natural Environment**
   How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk (SAR), surface drainage, and existing floodplains?
3) **Heritage/Archaeological/Cultural Environment**
   What are the potential impacts on, and disturbance of, heritage and archaeological resources respectively?
4) **Traffic Capacity, Operations, and Safety**
   How does the alternative serve the expected active transportation (i.e. pedestrian and cycling), transit, and vehicular traffic needs?
   Does the alternative efficiently and safely handle forecasted traffic from existing and future development
5) **Costs**
   How does the alternative compare with anticipated capital and property costs?

16.0 What has happened Since PCC No. 2 (December 2015)?

At PCC No. 2 in December 2015 Route C1 was identified as the Preferred Alternative based on available information at that time.

Once again, the Project Team reviewed public and agency input following PCC No. 2. The most common themes, based on number or frequency, of comments were:

- Minimizing impact to both existing and planned development;
- Minimizing natural environment impacts; and
- Timely approval of a cost effective corridor that will service expected users.

In addition, through discussion with Ministry of Natural Resources and Forestry (MNRF) staff following PCC No. 2 through April and May 2016, significant natural environment

challenges associated with Route C1 were identified. Those challenges included: the need to conduct four (4) seasons of additional habitat and wildlife study, as well as the potential need to obtain an Overall Benefit Permit, due to the proposed long, bisecting crossings of highly constrained (e.g. high quality) natural environment features. Establishing an Overall Benefit to habitat and wildlife is an uncertain process.

As such, Route B1, which had rated comparatively well to Route C1 prior to PCC No. 2, was reconsidered. Extensive consultation with review agencies (e.g. MNRF, GRCA), key stakeholders (e.g. City of Cambridge), and the Project Team followed until November 2017.

Due to Social Environment challenges previously identified with Route B1, a B4 sub-alternative was developed. Route B4 is similar to B1 however it passes along the eastern, versus western, boundary of an existing City of Cambridge parcel "re-connecting" with B1 both south toward Dundas Street and north toward Main Street. This revision satisfactorily mitigated previously identified Social Environment challenges. In addition, it provides a greater separation between an approved GRCA crossing of Moffat Creek at Wesley Boulevard and the additional crossing required for the East Boundary Road. The differences between Routes B1 and B4 are illustrated in Appendix B.

Route B4 is greatly preferred to any Route C alternative from a natural environment standpoint and rates equal or better in the four (4) other evaluation criteria: Social Environment; Heritage, Archaeological, and Cultural; Traffic Capacity, Operations, and Safety; and Cost.

17.0 Has the Project Team Identified a Preferred Alternative Route?

In consideration of the information received following PCC No. 2, as well as the extensive stakeholder consultation that followed, the Project Team has now identified Route B4 as the Preferred Alternative Route. Subject to additional comments received as a result of this PCC No. 3, Route B4 is considered "preferred" to all other routes and sub-routes based on its overall impacts and benefits with respect to the: Natural Environment; Social Environment; Heritage, Archaeological, and Cultural Environment; Traffic Capacity, Operations, and Safety; and Cost.

A summary of the evaluation that resulted in the Project Team identifying Route B4 as Preferred is provided on the following page.

		Route Alternatives		
		A1 / A2	B1 / B4	C
Evaluation Criteria	Natural Environment			
	Social Environment			
	Heritage, Archaeological, Cultural Impact			
	Traffic Capacity, Operations, and Safety			
	Cost			
	Preferred	X	√	X



Route B4 was selected as the preferred alternative because it:

- is the least impactful of the alternatives considered on the natural environment;
- has impacts to proposed or existing development with acceptable mitigation measures discussed and agreed upon with key stakeholders;
- is the least impactful of the alternatives considered on listed/identified heritage features (1);
- is the most direct route and will attract the most users both vehicular, including transit, and active transportation (pedestrians and cyclists); and
- has the lowest estimated capital cost (i.e. cost to construct).

18.0 What Happens when Property is Required for the New Road?

While it is the intent of the design process to minimize as much as possible the need to obtain property for the East Boundary Road or any of the sidestreets within the study limits, all of the alternative alignment concepts being considered require obtaining or widening the road allowance onto private property, obtaining temporary easements during the construction period, or in some cases outright purchase of entire properties. 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 detailed 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.

19.0 What are the Next Steps in the Project?

The Project Team will use the comments received from Public Consultation Centre #3, along with other input received from the public and approval agencies as well as technical data, to identify a **Recommended** alternative road alignment. Subject to comments received, it is proposed to present the **Recommended** alternative road alignment to the Region of Waterloo's Planning & Works Committee for formal approval. Following confirmation of a **Recommended** alternative design, the study process and findings will be documented in an Environmental Study Report (ESR) for "filing" and public and agency review and comment. Filing of the ESR is a requirement of the Municipal Class Environmental Assessment Act and consists of advertising and sending notices to interested and affected parties advising of the mandatory 30-day review period for submission of any questions or "objections" (Part II Order Requests). Any Part II Order Requests unresolved after the 30-day review period will be sent to the Ministry of Environment and Climate Change (MOECC) for further consideration and ruling.

20.0 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 either of the first two (2) Public Consultation Centres 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 (ESR) for the East Boundary Road Class EA study.

21.0 How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively you can mail, fax, or e-mail your comments to one of the Project Team members listed below, no later than February 15, 2018.

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

Mr. Justin Armstrong, P.Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4757 x3164
Fax: (519) 575-4430
Email: juarmstrong@regionofwaterloo.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500 x1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

22.0 How Can I View Project Information Following the PCC?

All of the PCC display materials in addition to other relevant project information, notifications of upcoming meetings, and contact information are available for viewing at the Region of Waterloo municipal offices as identified above, or on the Regional Municipality of Waterloo's website www.regionofwaterloo.ca.

Appendix A

Municipal Class Environmental Assessment Process

Ontario Environmental Assessment Act

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

The key principles of successful environmental assessment planning include:

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

Municipal Class Environmental Assessment (EA)

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

Schedule "A" - Includes routine maintenance, operation and emergency activities.
- The Municipality can proceed with this work without further approval or public consultation.

Schedule "B" - Includes projects with the potential for some adverse environmental effects.
- These projects are subject to a screening process that includes consultation with directly affected public and agencies.

Schedule "C" - Includes larger, more complex projects with the potential for significant environmental effects.
- These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

Public Involvement

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

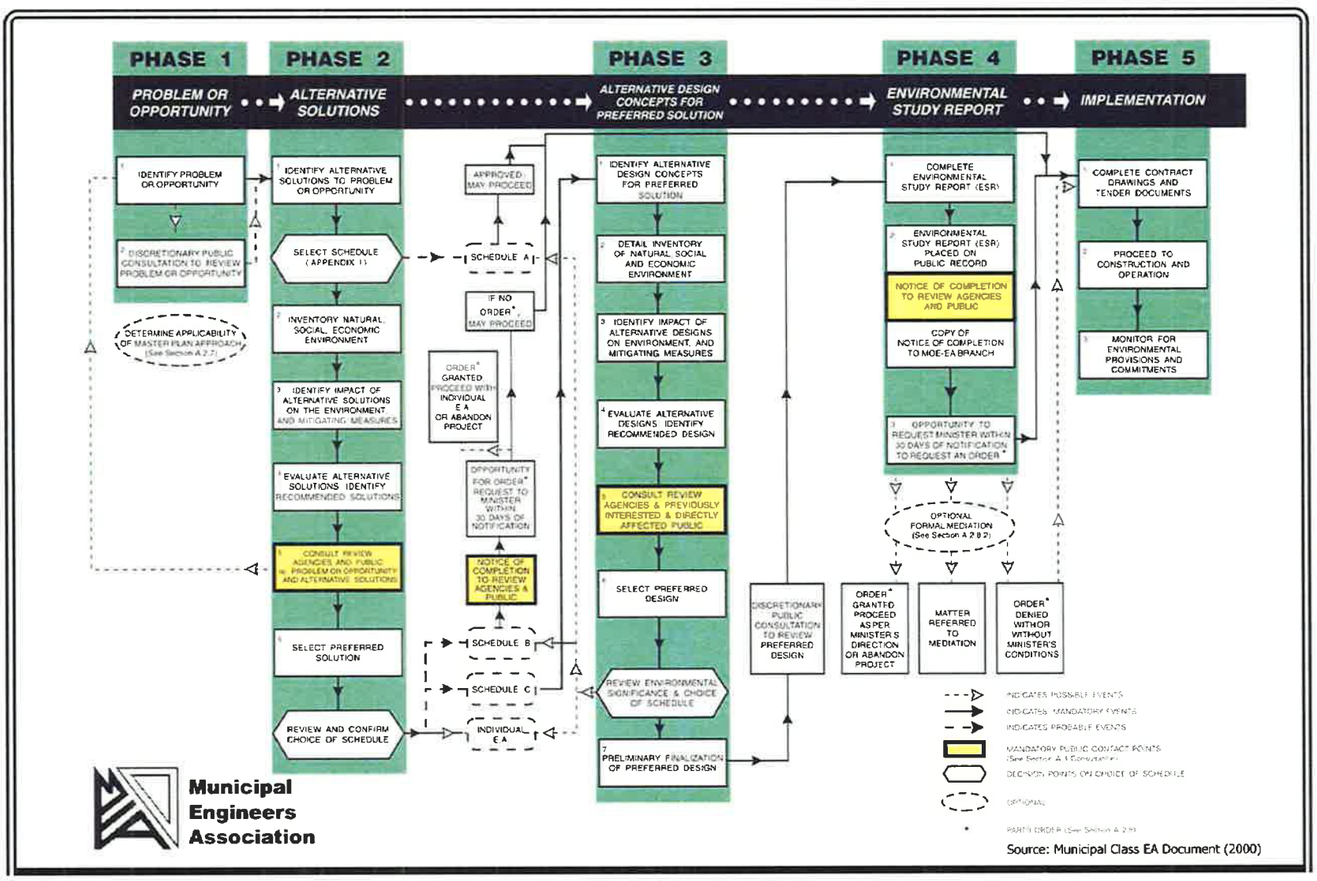
Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON
M4V 1P5

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

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

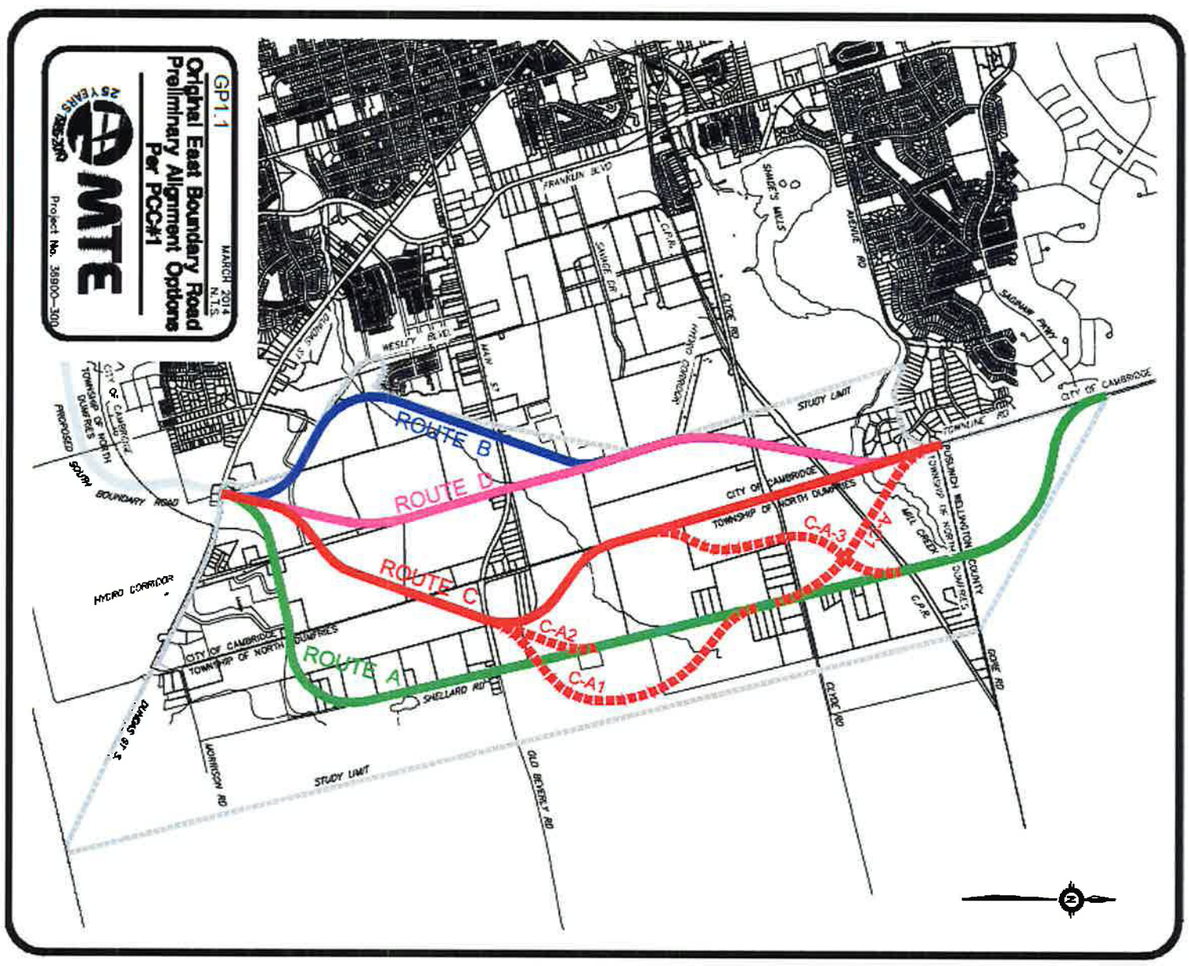
Details of discussions held between the person and the proponent.

Environmental Assessment Process Flow Chart



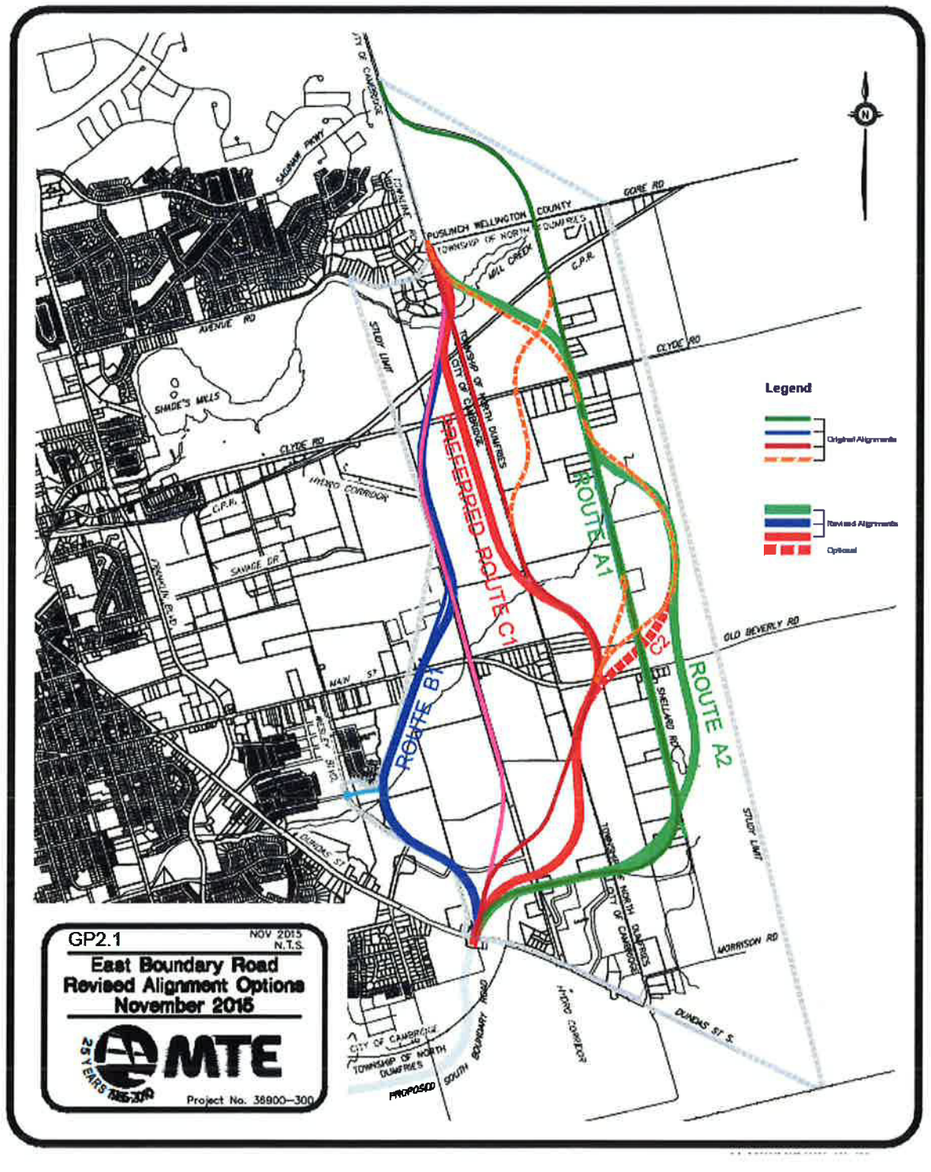
Appendix B

Preliminary Alignment Concepts Considered for PCC No. 1 (April 2014)



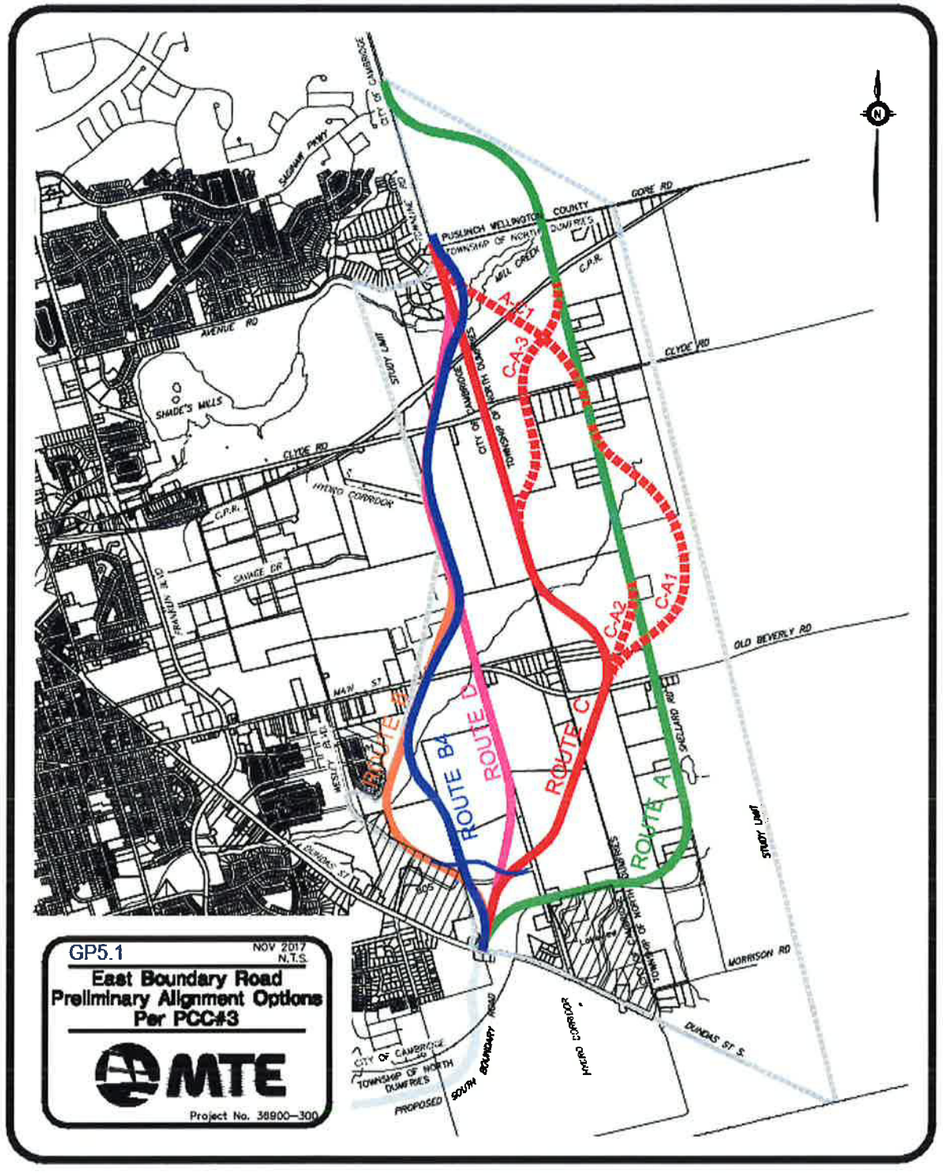
Appendix B

Alignment Concepts Considered for PCC No. 2 (December 2015)



Appendix B

Preferred Alignment Concept (Route B4) for PCC No. 3 (February 2018)



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 drawing are referred to as Property Impact Plans (PIP).

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

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

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

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale
The general steps towards such an offer are as follows;

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

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

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

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

Comment Sheet

Regional Municipality of Waterloo

East Boundary Road Class Environmental Assessment

Cambridge/North Dumfries/Puslinch

Public Consultation Centre #3 – Thursday, February 1, 2018

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by **February 15, 2018** to either:

Mr. Justin Armstrong, P.Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4757 x3164
Fax: (519) 575-4430
Email: juarmstrong@regionofwaterloo.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
MTE Consultants
502 Bingemans Centre Drive
Kitchener, ON N2B 3X9
Telephone: (519) 743-6500 x1336
Fax: (519) 743-6513
Email: dhallman@mte85.com

1. Do you think there are any other problems or needs that should be considered and added to the project Problem Statement?

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

3. Are there any other Evaluation Criteria that you think should be considered?

4. What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed?

5. 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.

Region of Waterloo

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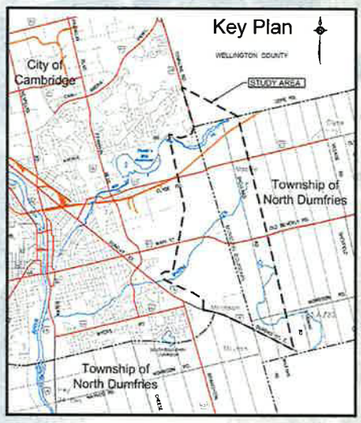
MTE
Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

WELCOME

Please ...



- ✓ Sign in
- ✓ Pick up an Information Package
- ✓ Review the displays and drawings illustrating the proposed alternatives and preferred route.
- ✓ Ask questions to Region staff and the Project Team
- ✓ Complete a comment sheet and place in the comment box or send to Justin Armstrong at the Region of Waterloo (see address on comment sheet).

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

Purpose of Project

- **South Cambridge has experienced rapid residential growth and new development continues to be planned for the south and east end of Cambridge.**
- **A transportation network that accommodates existing and future growth is critical for this area of the City of Cambridge and the Region.**
- **The need for an East Boundary Road has been established in several previous studies since 1967. The East Boundary Road is to tie into the South Boundary Road at Dundas Street and at Townline Road to provide a connection to Highway 401.**
- **An exact alignment for an East Boundary Road must be established so that future development can proceed taking into account the location and capacity of this critical transportation link.**
- **Establishing the East Boundary Road alignment is being undertaken under the Schedule C Municipal Class Environmental Assessment process.**

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

Other studies that identified the need for an East Boundary Road

- 1967 - Traffic Planning Study for the Joint Area of Galt and Preston
- 1993 - Cambridge Area Transportation Study (CATS)
- Late 1990's / Early 2000's - Cambridge Area Route Selection Study (CARSS)
- 2004 - Detailed Transportation Network Review of the Cambridge Area (DTNR)
- The 1995 and 2011 Region Official Plan - Identified an East Boundary Road tying into Dundas Street and Townline Road using Shellard Sideroad in North Dumfries.
- Highway 24 Bypass - The MTO has placed this study "on hold". However this East Boundary Road Study is addressing local and arterial road needs and a Highway 24 bypass will not impact the need for an East Boundary Road.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

Current Transportation Analysis

- Current transportation demand modelling re-confirms the need for an East Boundary Road to:
  - ✓ Alleviate forecasted north-south capacity deficiencies for Franklin Boulevard and Hespeler Road.
  - ✓ Improve access to the Regional Road Network for the southeast Galt Community.
  - ✓ Provide alternative for goods movement through downtown Cambridge.
  - ✓ Facilitate proposed development on the south and east side of Cambridge.
- An East Boundary Road should connect to the South Boundary Road at Dundas Street (Highway 8) and Townline Road to provide access to and from Highway 401.
- Timing will depend somewhat on when development proceeds. Construction is not currently scheduled in the Region of Waterloo's Ten Year Capital Base and System Expansion Program.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

Project Problem Statement

The Project Team has developed the following Problem Statement :

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge is needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard; improve access to the Regional road network for residents of the Southeast Galt Community area; and provide an alternative for goods movement to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area to proceed and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and the upgrades to Townline Road south of Highway 401, a route between Dundas Street in the south, to Townline Road must be identified for this Regional Road.

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EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

What evaluation criteria has been used to evaluate the various alignment alternatives?

1) NATURAL ENVIRONMENT

- How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk, surface drainage and existing floodplains?

2) SOCIAL ENVIRONMENT

- Community Impacts - What impacts will the alternative have on the local community i.e. noise, property requirements, etc.?
- Access - How does the alternative impact access to existing residences, businesses and industries?
- Development / Property - Will the alternative fragment land and/or limit development opportunities?

3) HERITAGE / ARCHAEOLOGICAL / CULTURAL ENVIRONMENT

- What are the potential impacts on the heritage significance of heritage structures or landscapes and the potential disturbance of archaeological resources?

4) TRAFFIC CAPACITY, OPERATIONS AND SAFETY

- How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs?
- Does the alternative efficiently and safely handle the forecasted traffic from existing and future development properties?

5) COSTS

- How does the alternative compare with anticipated capital costs, property costs and utility relocation costs?

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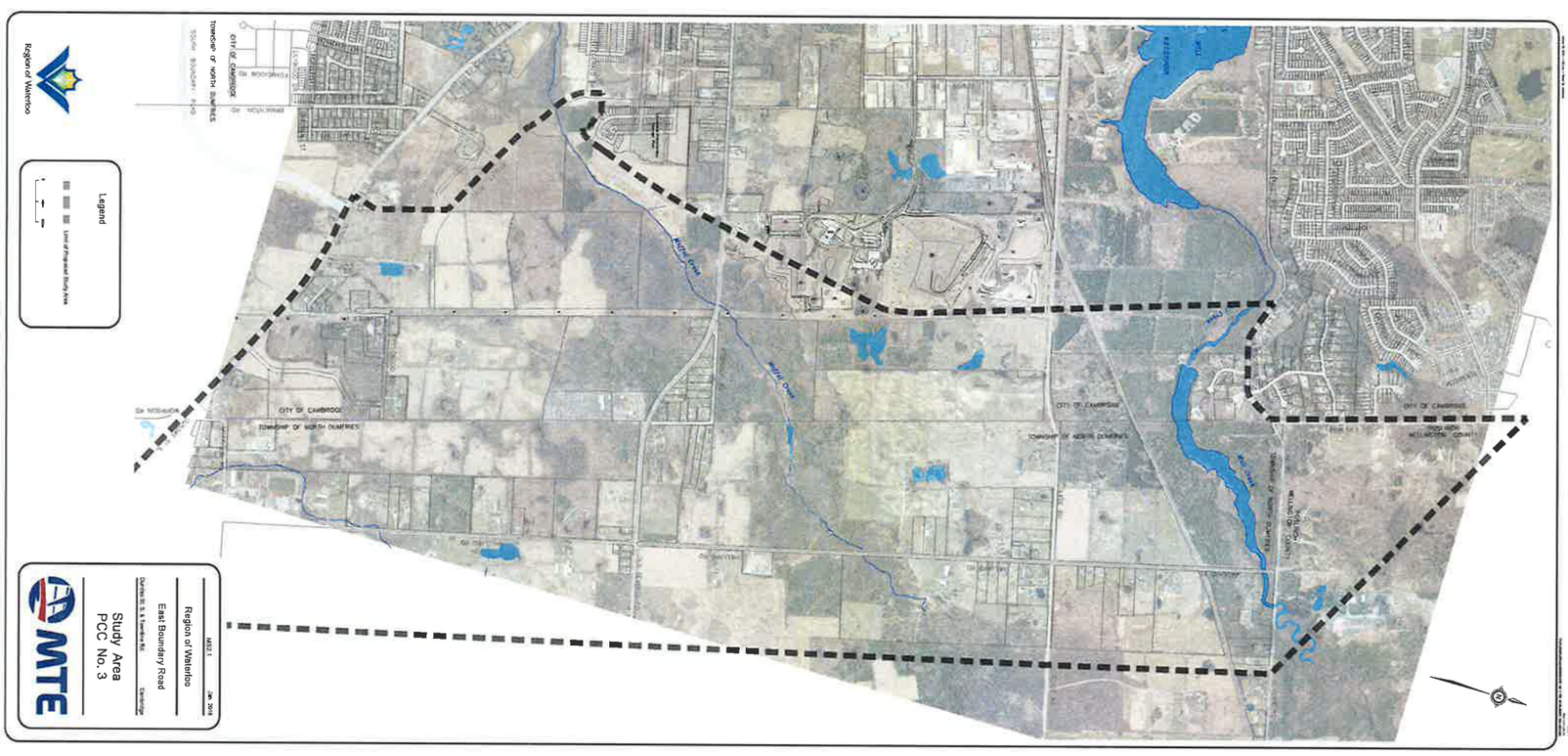
MTE Engineers | Scientists | Surveyors

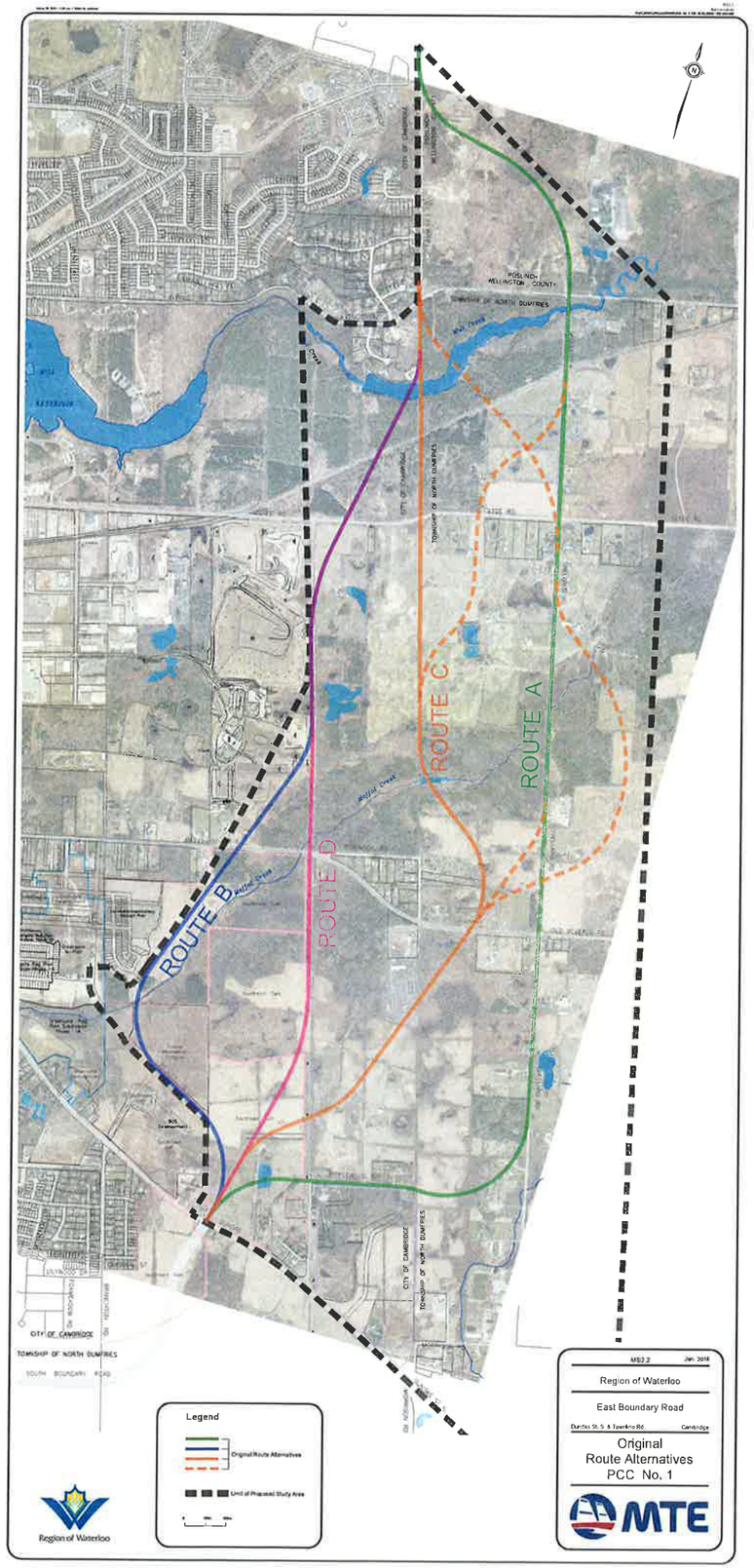
EAST BOUNDARY ROAD CLASS EA

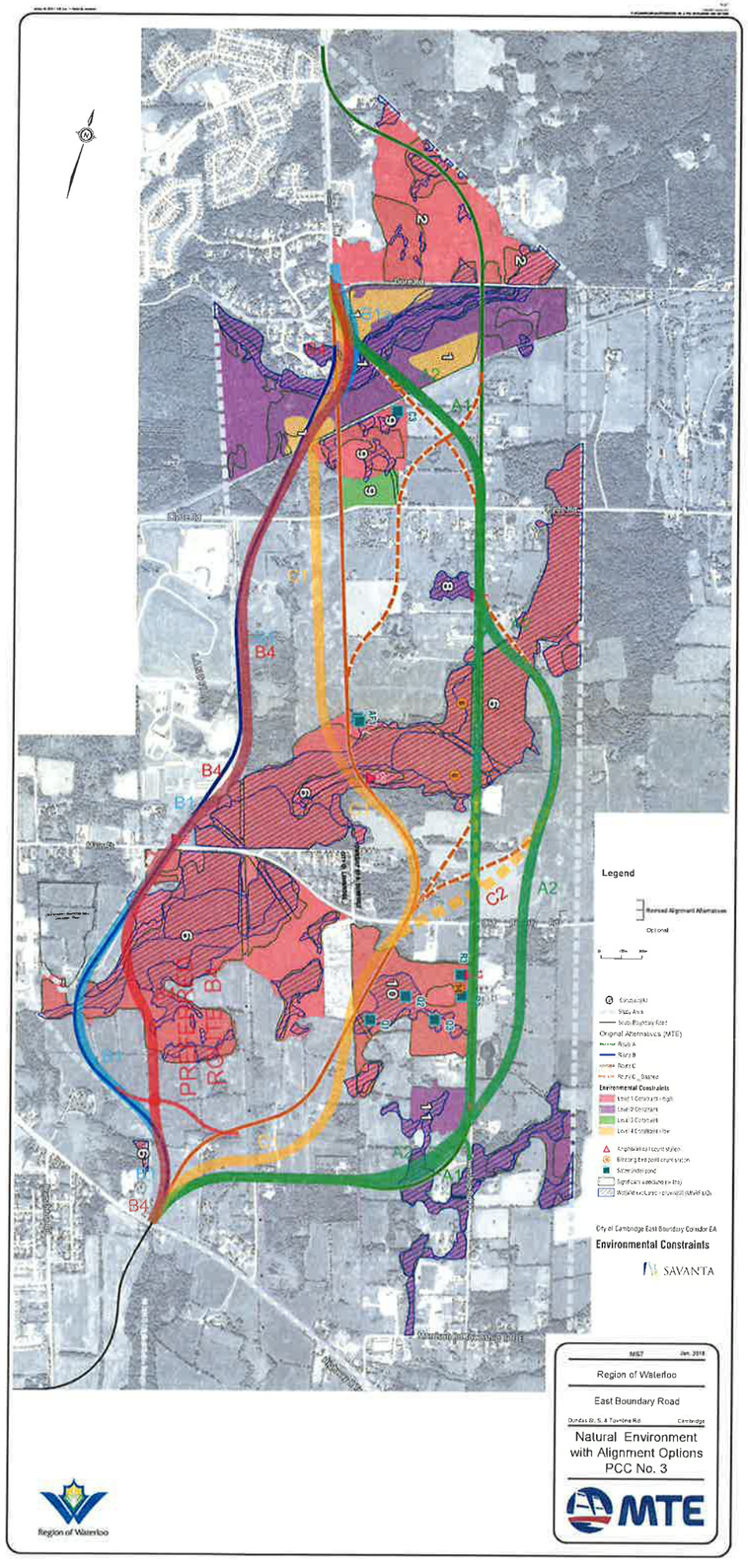
PUBLIC CONSULTATION CENTRE (PCC) No. 3

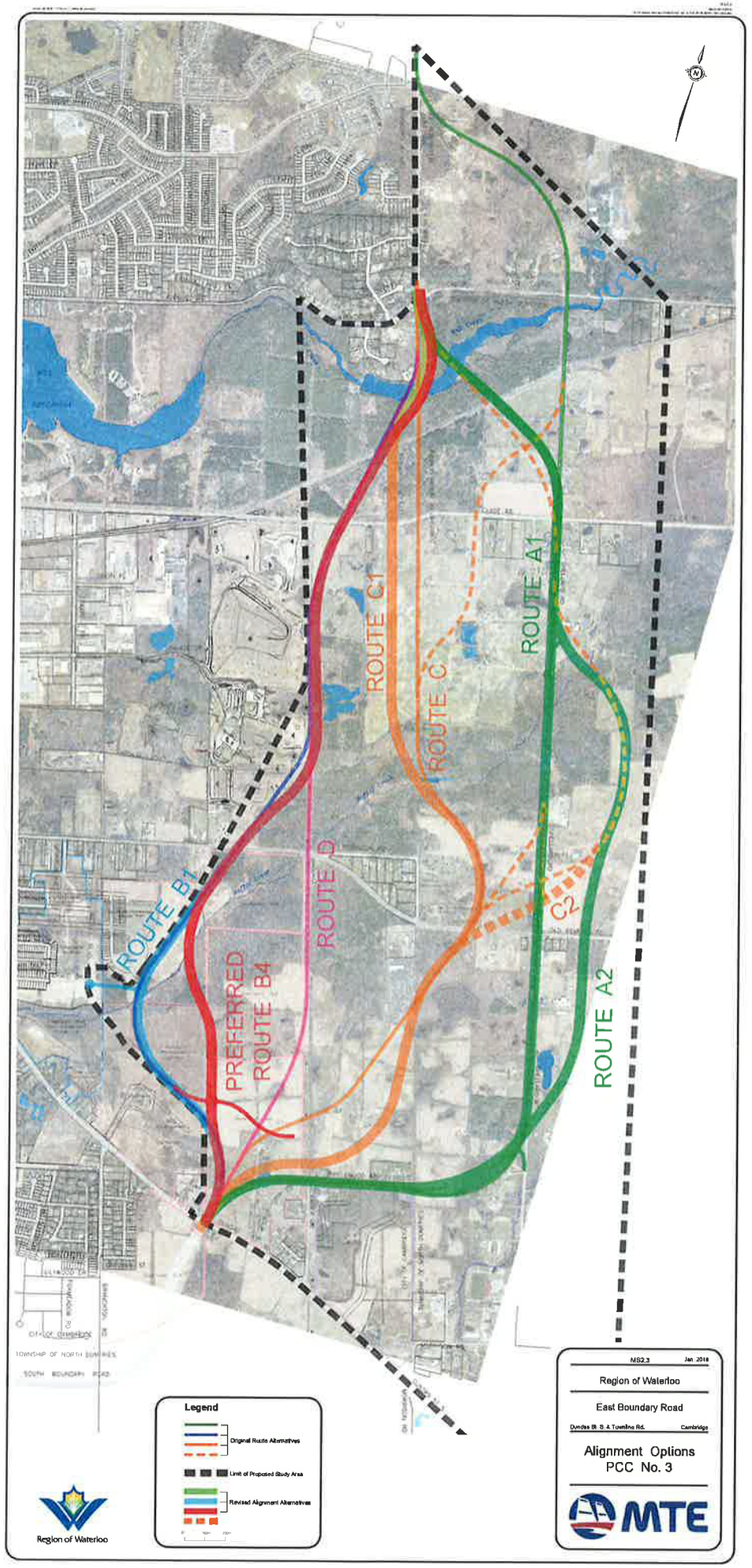
What has happened since PCC No. 2 (December 2015)

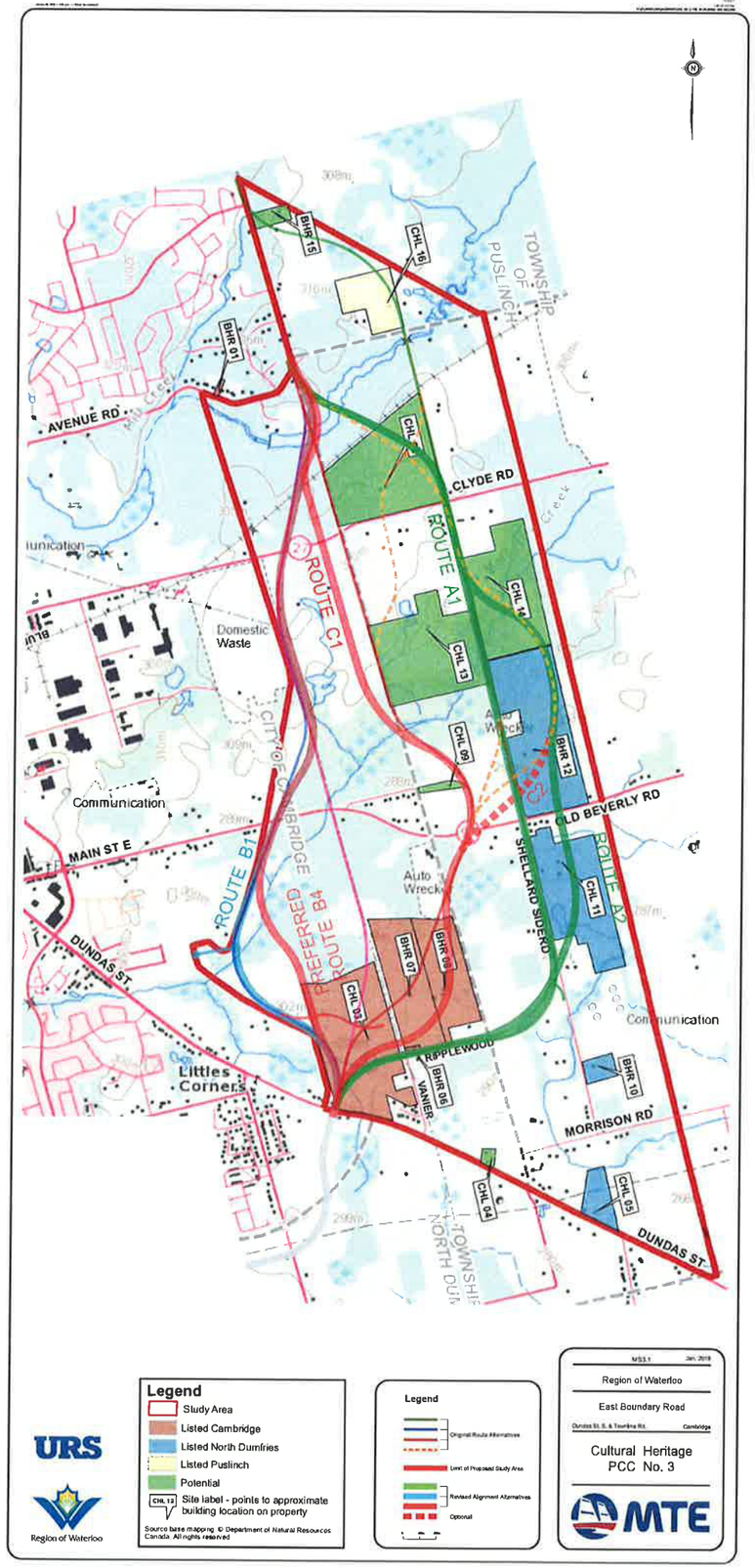
- Route C1 was identified as Preferred Alternative at PCC No. 2
- Comments were received following PCC No. 2 focused on minimizing impacts to the Natural Environment. Through additional discussion with review agencies, significant Natural Environment challenges associated with Alternative Route C1 were identified.
- As a result of PCC No. 2 feedback and additional discussion with review agencies, Alternative Route B1 was re-evaluated. Alternative Route B1 had previously compared well with Alternative Route C1, with some Social Environment challenges.
- Through extensive consultation with the Project Team and other stakeholders, Alternative Route B4 was developed to minimize impacts to both the Natural and Social Environment.
- Alternative Route B4 has now been identified by the Project Team as the Preferred Alternative.

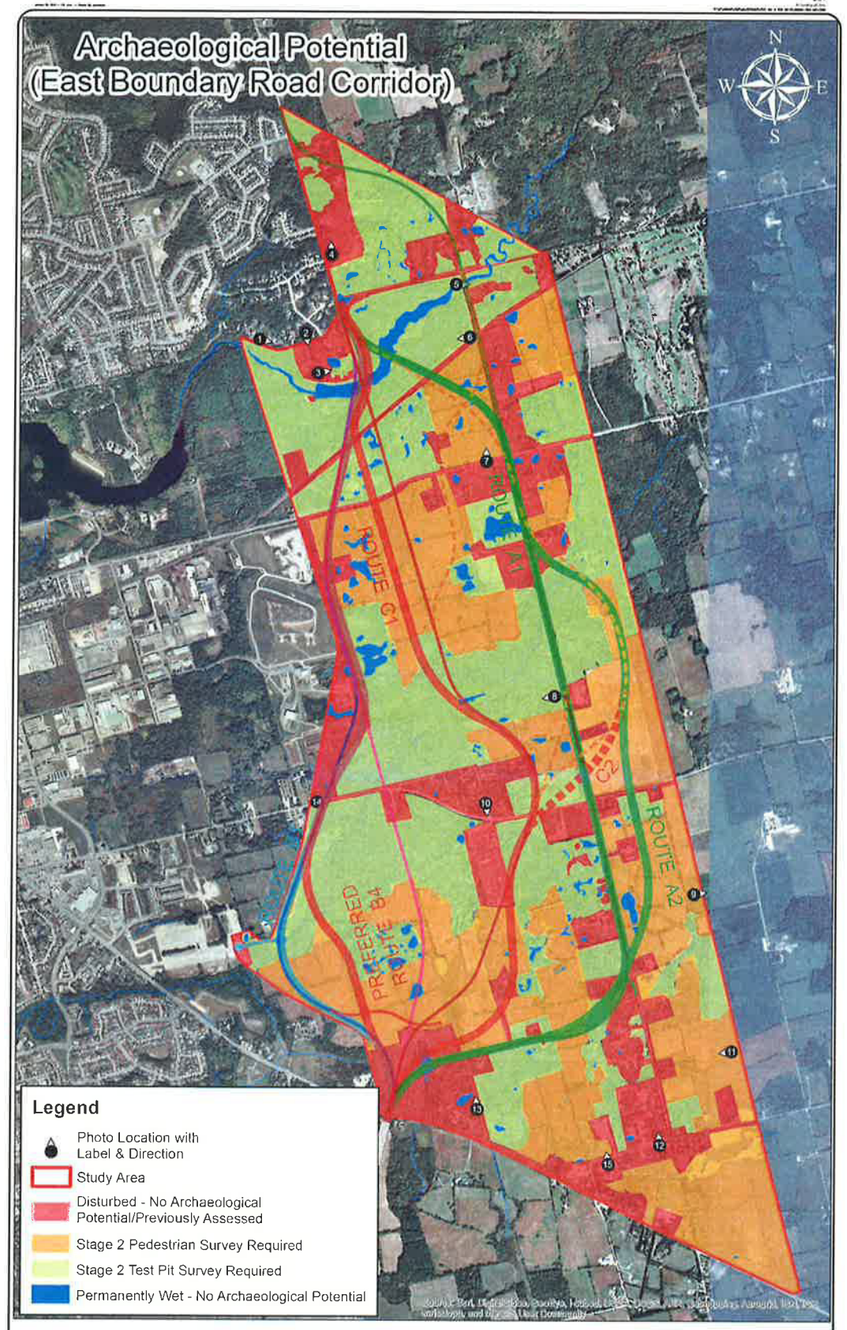



ROUTE A
ROUTE B
ROUTE C
ROUTE D
CITY OF CAMBRIDGE
TOWNSHIP OF NORTH DUMFRIES
REGION OF WELLINGTON COUNTY
Legend
Original Route Alternatives
Limit of Proposed Study Area
Region of Waterloo
MS2.2 Jan. 2018
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd. Cambridge
Original
Route Alternatives
PCC No. 1
MTE


PREFERRED ROUTE
B4
B1
C2
A2
A1
Legend
Revised Alignment Alternatives
Optional
Original Alternatives (MTE)
Route A
Route B
Route C
Route D - Deleted
Environmental Constraints
Level 1 Constraint - High
Level 2 Constraint
Level 3 Constraint
Level 4 Constraint - Low
Significant woodland (RMF Mapping)
City of Cambridge East Boundary Corridor EA
Environmental Constraints
SAVANTA
Region of Waterloo
MS7 Jan. 2018
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd. Cambridge
Natural Environment
with Alignment Options
PCC No. 3
MTE


ROUTE C1
ROUTE C
ROUTE A1
ROUTE B1
PREFERRED ROUTE B4
ROUTE D
C2
ROUTE A2
Legend
Original Route Alternatives
Limit of Proposed Study Area
Revised Alignment Alternatives
Region of Waterloo
MS2.3 Jan 2018
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd. Cambridge
Alignment Options
PCC No. 3
MTE


BHR 15
CHL 16
BHR 01
AVENUE RD
CLYDE RD
ROUTE A1
ROUTE C1
CHL 14
CHL 13
Domestic Waste
CHL 08
BHR 12
OLD BEVERLY RD
Communication
MAIN ST E
ROUTE B1
PREFERRED ROUTE B4
SHELLARD SIDERD
ROUTE A2
CHL 11
BHR 07
BHR 08
CHL 02
DUNDAS ST
Auto Wrecker
Communication
RIPPLEWOOD
VANIER
BHR 05
Littles Corners
BHR 10
MORRISON RD
CHL 04
CHL 05
DUNDAS ST
URS
Region of Waterloo
Legend
Study Area
Listed Cambridge
Listed North Dumfries
Listed Puslinch
Potential
CHL 12 Site label - points to approximate building location on property
Source base mapping © Department of Natural Resources Canada. All rights reserved
Legend
Original Route Alternatives
Limit of Proposed Study Area
Revised Alignment Alternatives
Optional
MS3.1 Jan 2018
Region of Waterloo
East Boundary Road
Dundas St. S. & Townline Rd. Cambridge
Cultural Heritage
PCC No. 3
MTE



URS

Region of Waterloo

Legend

Original Route Alternatives

Limit of Proposed Study Area

Revised Alignment Alternatives

Optional

MS4.1 Jan. 2018

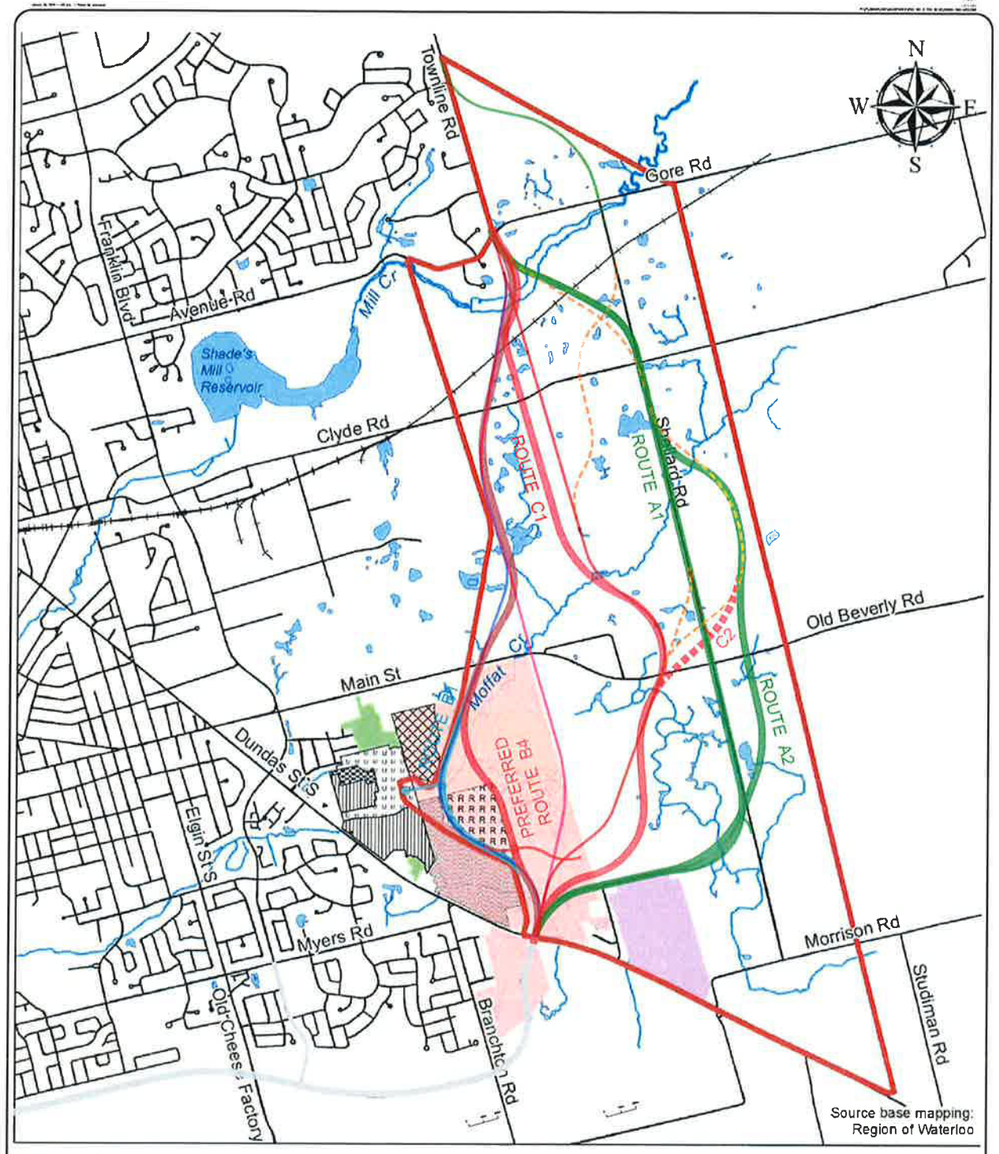
Region of Waterloo

East Boundary Road

Dundas St. S. & Townline Rd. Cambridge

Archaeological Sites
PCC No. 3

MTE



Legend

Study Area

Laurelview-Hammersley Draft Plan of Subdivision

Greengate Village registered plan of subdivision Phase 1a

Greengate Village registered plan of subdivision Phase 1b

Greengate Village registered plan of subdivision Phase 1c

Future Recreation Complex

Greengate Village Draft Approved Plan of Subdivision

Lakeview Homes Concept Plan

Bosdale Farms Draft Plan of Subdivision

Southeast Galt Community Plan

0 290 580

Metres

URS

Region of Waterloo

Legend

Original Route Alternatives

Limit of Proposed Study Area

Revised Alignment Alternatives

Optional

MS5.1 Jan. 2018

Region of Waterloo

East Boundary Road

Dundas St. S. & Townline Rd Cambridge

Land Use
PCC No. 3

MTE

Region of Waterloo

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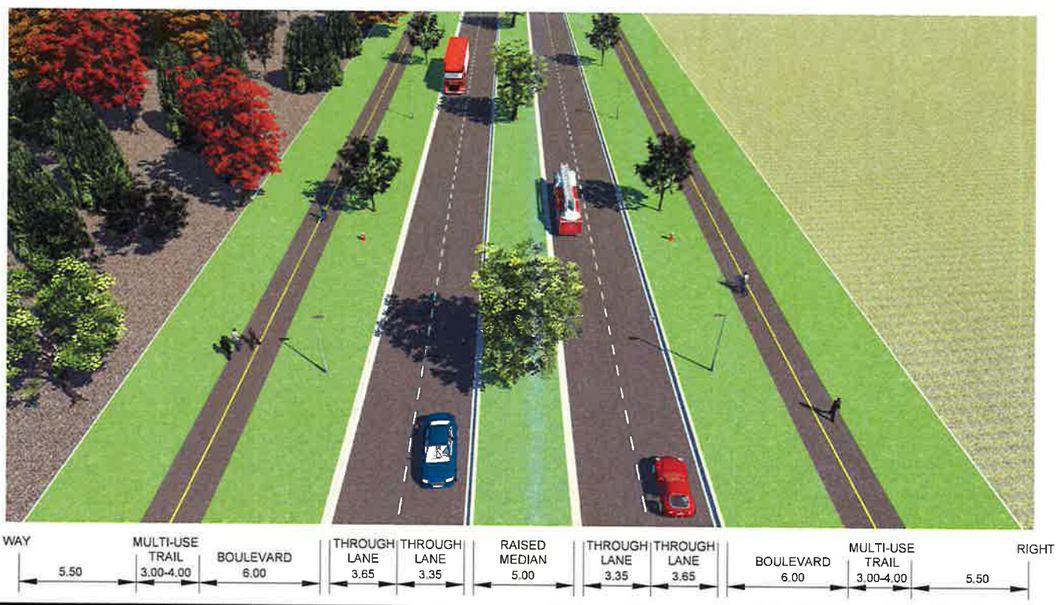
MTE
Engineers |Scientists |Surveyors

EAST BOUNDARY ROAD CLASS EA

PUBLIC CONSULTATION CENTRE (PCC) No. 3

East Boundary Road Preliminary Cross-Section

Ultimate 4 Lanes and Multi-Use Trail
40m-50m Right-of-Way Width (To be Determined)



MTE
Engineers |Scientists |Surveyors

EAST BOUNDARY ROAD - PCC #3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
OVERALL EVALUATION RANKING	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but doesn't continue through Puslinch/Wellington County, and diverts east of Shellard Road.	Western route originally utilizing Wesley Blvd (B1), adjacent to East of Wesley Blvd, eastern edge of landfill, and just East of Hydro One Corridor. **Route B4** **PREFERRED**	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

MTE
Engineers |Scientists |Surveyors

EAST BOUNDARY ROAD - PCC # 3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
Natural Environment	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road 	Western route originally utilizing Wesley Blvd (B1), adjacent to eastern edge of landfill, and just East of Hydro One Corridor 	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary 
	How does the alternative affect existing vegetation, water quality, wildlife and aquatic habitat, wetlands, ANSI's, terrestrial resources, woodlands, species at risk, groundwater resources, surface drainage and the floodplain?	• No roads (or bridges) constructed so no new impacts to vegetation, wildlife or wildlife habitat within study area; • Potential improvements to other roads may impact the natural environment in localized areas outside the study area.	• New crossing of Moffat Creek required but in narrowest portion of Wetland Complex; • Potential to close Shellard Rd through Moffat Creek Wetland Complex and convert to trail as compensation for new Moffat Creek crossing; • New bridge required over Mill Creek Dam/Pond; • Longest Route – most air emissions; • Approx. 700m of road runs through woodlands; • Avoids Salamander ponds; • Some Bobolink and Eastern Meadowlark habitat affected, as well as Eastern Wood Peewee and Wood Thrush; • Greatest amount of evaluated, unevaluated and GRCA wetlands directly impacted by alignment. (38,850 s.m)	• Route B4 no longer utilizes Wesley Boulevard and crosses Moffat Creek in an area acceptable to approving agencies, and provides greater separation from approved Wesley Boulevard Moffat Creek crossing; • New bridge required over Mill Creek Dam/Pond; • Shortest Route – least air emissions; • "Skirts" east edge of existing Landfill; • Approx. 900m of road runs through woodlands; • No nearby salamander ponds; • Route skirts Bobolink and Eastern Wood thrush habitat; • Smallest amount of evaluated, unevaluated and GRCA wetlands directed impacted by alignment (26,250 s.m.); • MNRF have indicated that impacts to peripheral/fringe of habitat and wetlands etc. are significantly less than bisecting wetlands/habitat.	• New crossing of Moffat Creek required in area not favored by approving agencies due to impacts on wetland and habitat; • As compensation for new Moffat Creek Crossing, potential to close Shellard Road through Moffat Creek Wetland Complex and convert to trail; • New bridge required over Mill Creek Dam/Pond; • Second shortest route – second least air emissions; • Approx. 1350m of road runs through woodlands; • Route has been moved away from salamander ponds; • Some Bobolink, and Eastern Meadowlark habitat affected, as well as Eastern Wood Peewee and Wood Thrush; • Second most amount of evaluated, unevaluated and GRCA wetlands directly impacted by alignment (35,350 s.m.); • Significant additional monitoring will be required as a result of bisecting Moffat Creek Wetland and surrounding areas. This adds additional time, costs and uncertainty associated with agency approvals; • Due to anticipated significant impacts to wetland and surrounding habitat, MNRF will likely require an Overall Benefit Permit which adds significant time, cost and uncertainty due to requirements of permit;

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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EAST BOUNDARY ROAD - PCC # 3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
Social Environment	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road 	Western route originally utilizing Wesley Blvd (B1), adjacent to eastern edge of landfill, and just East of Hydro One Corridor 	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary 
	What Impacts will the alternative have on the local community (e.g. noise, property requirements, etc.)? How does the alternative impact access to existing residences, businesses and industries? Will the alternative fragment land and/or limit development?	• No roads constructed resulting in no new impacts on noise, property requirements, access to existing residences and businesses, nor will there be any land fragmentation or limit development within the study area; • Potential improvements to other roads may result in additional noise, property requirements, and revised accesses to existing residences and businesses; • No new roads in study area will limit development potential within the study area.	• Bisects two residential properties near connection to Shellard Rd in south; • Utilizes existing Ripplewood Rd. and Shellard Road; • Potential Closure of Shellard Road will result in less direct access for residents, but reduce traffic on Shellard Road; • New right of way required on approx. 29 properties, including at least two buyouts; • Constructing new road on existing Shellard Rd. alignment may require temporary closures during construction; • Noise Studies required for Scottfarm Walk; • Preferred by School Boards as planning for existing and future school locations have been based on an "eastern" alignment per Official Plan.	• Adjacent to existing and proposed subdivisions with direct access. • Not utilizing Wesley Boulevard (B1) eliminates impacts on proposed servicing. Alignment B4 skirting the eastern side of the community complex / school site eliminates need to consider relocation of schools, etc; • Requires property from RMOW landfill potentially affecting operation; • New right of way required on approx. 12 properties; • Noise Studies required for properties in Laurelview/Hammersley, Main St., Scottfarm Walk, Grandy Ln, Deer Path, Stone Brook and Cedarpath; • Acceptable to School Boards.	• New right of way required on approx. 14 properties, including one potential buyout; • Noise Studies required for properties off of Main St., Scottfarm Walk, Grandy Lane, Deer Path Ct., Stone Brook Rd., and Cedarpath Ct; • Splits up at least 10 farm fields; • Some adjustments will have to be made to School Boards current planning for school locations and territories as it is further west than "eastern" Official Plan Alignment for which they based their planning.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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EAST BOUNDARY ROAD - PCC # 3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
Traffic Capacity, Operations and Safety	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road 	Western route originally utilizing Wesley Blvd (B1), or adjacent to eastern edge of landfill, and just East of Hydro One Corridor 	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary 
	How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs? Does the alternative efficiently and safely handle the forecasted traffic from existing/future developments and properties?	• Significant improvements to existing roads will be required (widenings, intersection improvements etc.) to meet the expected vehicular, transit, pedestrian and cycling traffic needs; • May result in congestion on existing roads with limited room for widening; • Does not provide the best opportunities for future development within the study area.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted (2031) traffic is 5,712 – lowest of all alternatives; • Longest total length (6300m) which is least conducive to attracting Active Transportation and Public Transit users; • Furthest away from existing and planned developments with little access to existing and proposed developable areas; • Some existing private driveways on Shellard Road will impact traffic flow and safety; • Crosses all major intersections at 90 degrees, but connects to Shellard Rd on a skew (2 locations) requiring revised intersections; • Can be designed to meet Engineering Standards.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted (2031) traffic is 8,520 – Highest of all considered alternatives; • Shortest total length (5120m) which is most conducive to attracting Active Transportation and Public Transit users; • Closest to existing and planned developments with best access to existing and proposed developable areas; • Approximately 700m length of road adjacent to the Hydro One Corridor; • Crosses Main Street and Clyde Rd. on a skew; • Can be designed to meet Engineering Standards.	• Will address required capacity, and include sidewalks, cycling and transit facilities as required; • Forecasted (2031) traffic is 7,131 – Second highest of all considered alternatives; • Second shortest route length (5300m) which is second most attractive for Active Transportation and Public Transit; • Somewhat further away from existing and planned developments than Route B1/B4; • Crosses Main Street at right angles, and Clyde Rd. on a skew; • Can be designed to meet Engineering Standards;

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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EAST BOUNDARY ROAD - PCC # 3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
Heritage/ Archaeological/ Cultural Impacts	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road 	Western route originally utilizing Wesley Blvd (B1), adjacent to eastern edge of landfill, and just East of Hydro One Corridor 	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary 
	What are the potential impacts upon the heritage significance of the heritage structures or landscapes and the potential disturbance of archaeological resources?	• No new roads constructed so no new impacts to the heritage significance of heritage structures or landscapes, or disturbance of archaeological resources within the study area; • Potential improvements to existing roads may have potential to disturb heritage structures or landscapes archaeological resources outside the study area.	• Approx. 3900m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 1500m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 5 Listed or "Identified" properties potentially impacted.	• Approx. 1700m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 1800m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 1 Listed or "Identified" property potentially impacted.	• Approx. 1950m of proposed road where Stage 2 Archaeological Pedestrian Survey recommended; • Approx. 3300m of proposed road where Stage 2 Archaeological Test Pit Survey recommended; • 3 Listed or "Identified buildings potentially impacted.

LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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EAST BOUNDARY ROAD - PCC # 3
ALTERNATIVE EVALUATION MATRIX

Region of Waterloo

CRITERIA	DESCRIPTION	DO NOTHING	PROPOSED ROUTE A1 / A2	PROPOSED ROUTE B1 / B4	PROPOSED ROUTE C1
Cost	General Description of Route	No new road constructed within study area, but may require improvements to other existing roads, intersections etc., to accommodate future traffic.	Follows route illustrated in Region of Waterloo and Wellington County Official Plan, but no longer continues through Puslinch/Wellington County, and diverts east of Shellard Road 	Western route originally utilizing Wesley Blvd (B1), adjacent to eastern edge of landfill, and just East of Hydro One Corridor 	Route through "centre" of Study Area, crossing Moffat Creek at narrowest point then ties into Townline Rd west of Cambridge/North Dumfries Boundary 
	How do the alternatives compare with respect to anticipated costs: ○ Capital Costs ○ Property Costs ○ Utility Relocation Costs	• Less new road capital costs than building a new road, but will be significant capital costs for widening or increasing the capacity of existing roads; • No property required for a new road within the study area, but widening of existing roads will impact the use and area of existing properties along existing roads; • No utility costs for a new road, but there will be significant utility relocation costs for widening of existing roads or intersection improvements.	• Estimated Construction/Capital Cost $65,200,000 (Highest Cost); • Habitat compensation/mitigation costs unknown due to Agency comments focusing on Preferred Alignment; • Approx. 6300 m of new road including rebuilding approx. 500m of Ripplewood Rd and 700m of Shellard Rd; • Requires new crossing of Moffat Creek (culvert/bridge); • Requires new crossing of Mill Creek (bridge) at wide section of creek; • Utilities on approx. 3900m of existing roads to be relocated; • Crosses/intersects with existing roads at 7 locations; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 70 degree skew; • 550m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.	• Estimated Construction/Capital Cost $58,800,000 (Lowest Cost) ; • Less Habitat compensation/mitigation costs than C1 due to peripheral impacts; • Approx. 5120 m of new road; • Requires new crossing of Moffat Creek (culvert/bridge) ; • Requires new crossing of Mill Creek (bridge) at slightly narrower section of creek; • Crosses/intersects with existing roads at 5 locations including new intersection with Wesley Boulevard; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 40 degree skew; • 400m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.	• Estimated Construction/Capital Cost $62,800,000 (not including environmental mitigation measures) • Significant Habitat compensation/mitigation estimated costs of $1,000,000 to $2,000,000 to address Agency Approvals (Total Costs of $63,800,000 - $64,800,000); • Approx. 5300 m of new road; • Requires new crossing of Moffat Creek (culvert/bridge) at new location; • Requires new crossing of Mill Creek (bridge) at slightly narrower section of creek; • Crosses/intersects with existing roads at 5 locations; • New at-grade or grade separated (bridge) crossing of CPR tracks required; • Crosses existing CPR tracks on an approx. 60 degree skew; • 300m of road crosses existing wetland areas that may require peat removal and/or strengthened granular road base.

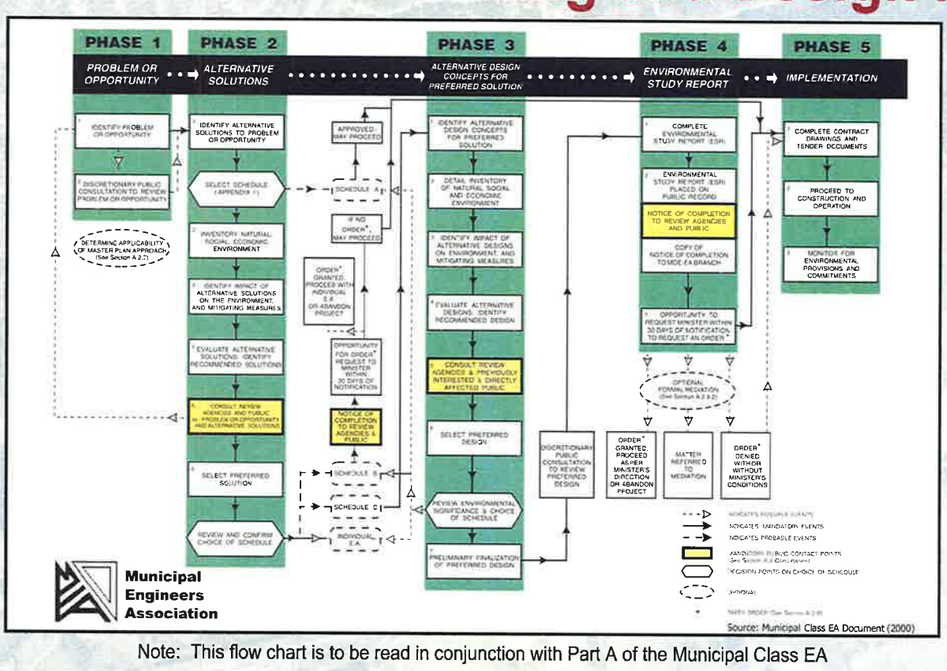
LEGEND: ○ Poor | ◔ | ◑ Fair | ◕ | ● Good

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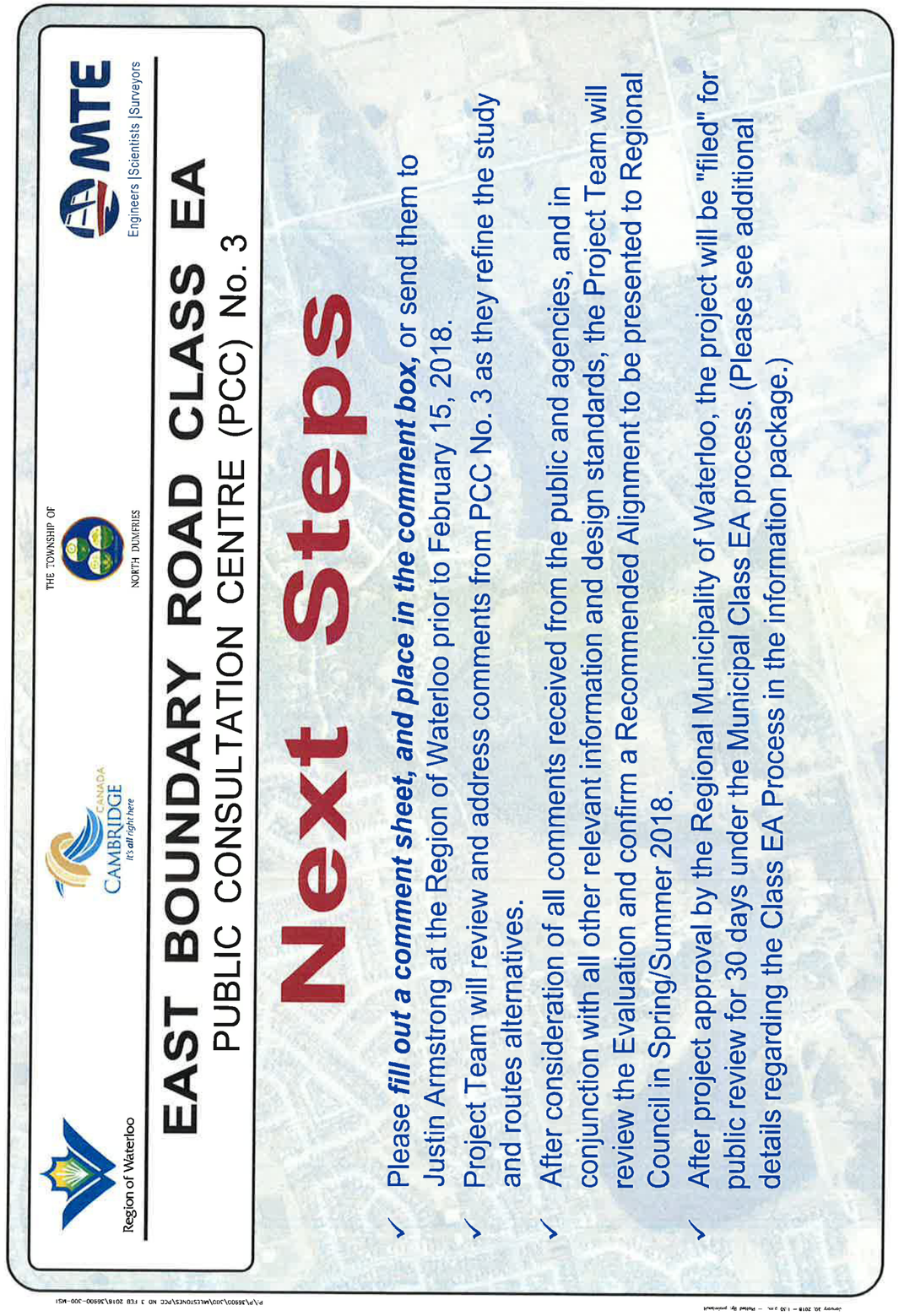
Region of Waterloo
CAMBRIDGE CANADA It's all right here
THE TOWNSHIP OF NORTH DUMFRIES
MTE Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA
PUBLIC CONSULTATION CENTRE (PCC) No. 3

Municipal Class EA Planning and Design Process



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



P:\p\36900\300\MEETINGS\PCC NO 3 FEB 2018\36900-300-MS1

January 30, 2018 – 1:50 p.m. – Plotted By: pmcintosh

(1)

Regional Municipality of Waterloo

East Boundary Road Corridor Study
Schedule 'C' Municipal Class Environmental Assessment (EA)
City of Cambridge, Township of North Dumfries, and Township of Puslinch
Public Consultation Centre (PCC) #3 – February 1, 2018

Registration Sheet

Please clearly print your complete name and address below and indicate whether or not you would like to be kept informed of the processing of this matter which could include additional public meetings, regular Committee meetings, and/or meetings of Regional Council.

	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
1	PETER RIVERS	1507 CLYDE RD	CAMB.	N1R5S7	Y
2	TIM PETER WOZNIAK	6518 GORE RD	PUSLINCH	N0B2S0	Y
3	Mike Delahunty	29 DEERPATH CRT	Camb	N1T1H7	Y
4	SCOTT HAEFLING	80 WORCESTER RD	ETOBICOKE	M9W1K7	Y
5	Karen Schnuelle	146 Green Gate Blvd	Camb.	N1TOC6	Y
6	Jim Velacich	1388 Clyde Rd	Camb.	N1R5S2	Y
7	DAVID DOLSOW	6575 GORE Rd		N0B2S0	✓
8	Andy Collishaw	183 Water St S	Camb	N1R3E4	Y
9	Norm Lemay	1586 Kirkwall Rd	Flam	N1R5S2	Y
10	AMANDA STERLINGS	39 QUEEN ST. S.	KITCHENER	N2I	Y
4	JIM COLEISHAW	1791 PUR DAS S	CAMB	N1R5S2	Y

Collection Notice

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DOCS #2634946

	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
12	SUREKHA SHENOY	287 GRANITE HILL Rd	Cambridge	NIT 1V8	Y
13	BRENDA SUCKERT	178 RIPPLEWOOD RD	CAMBRIDGE	N1R 5J8	
14	Marg Doerfling	1731 Morrison Rd	"	N1R-552	
15	ANGELO-FIORELLA BERI	ON 1185 CLYDE RD	"	N1R 557	
16	PENNY PRICE	RR #3/915 AVE RD CAMBRI	"	N1R 5S4	Y
17	SIGEOFF WHITEHEAD	35 ROBINSON RD	"	N1R557	
18	Connie Cody		Camb	N1R8M4	Y
19	STONE TAYLOR	980 AVENUE RD.	"	N1R554	Y
20	Greg + Cathy Robinson	6610 Gore Rd	Puslinch	N0B2J0	Y
21	Debbie Schwantz	925 Ave Rd.	Cambridge	N1R554	Y
22	WAHEED MIAN	6555 GORE RD	North Dumfries	N0B-2J0	Y.
23	Deborah Graham	11 Clydebank Dr.	Cambridge	N1R557	Y
24	S+V Paliński	1661 Seaton Rd	Cambridge	N1R552	Y
25	DEREK + TAMMY RAE	2063 MORRISON RD	CAMB	N1R552	Y
26	Steve + Cheryl Adams	1077 Shelland Rd	Camb	N1R552	Y
27	Bill + Tina Gielmas	111 Robinson Rd	Camb	N1R557	Y
28	Cameron Waite	1166 Shelland Rd	Camb.	N1R557	Y
29	JOHN JOSIK	1177 VILLAGE RD	CAMB	N1R 557	Y

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DOCS #2634946

	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
30	Francesco Lo	1621 Dundas St. S	CAMBRIDGE	N1R-5S2	
31	Marsha Mann	84 Deerpath Rd	Cambridge	N1T 1R1	
32	Shawn Quilty	709 Langlaw	Cambridge	N1P1H3	
33	Ian / Susan Goodhand	1045 Studiman	Camb.	N1R 552	
34	Ted Trafford	1688 Shellard	Camb.	N1R 557	
35	JORGE FERNANDES	154 ROBINSON RD	CAMB	N1R 557	
36	Kathy Padgett	City of Cambridge			
37	JON COOPER	1766 MORRISON RD	CAMBRIDGE	N1R552	
38	Jamieson Pickard Wellington County	74 Woolwich St.	Guelph	N1H 3T9	
39	Cornelia Czajkowski	1440 Shelland Rd	Cambridge	N1R 557	
40	JIM [illegible]	995 STONEBROOK RD CAMBRIDGE		N1T1H5	
41	Fred Taylor	980 Avenue Rd	Cambridge	N1R554	Yes
42	Kane Forster	1611 Morrison	Cambridge	N1R552	
43	BRIAN SCHWANTZ	925 AVENUE RD.	CAMB.	N1S 554	
44	Abdul Hannan Mian	6555 Gore Rd	North Dumfries	N0B2S0	
45	Susie Brown	1621 Cedar Ck Rd	Cambridge	N1R555	
46	Adam Holmes	3024 Old Beverly Rd	CAMB.	N1R-557	
47	Vasco & Linda DaSilva	6536 Gore	Puslinch	N0B 2S0	✓

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	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
48	JOHN BOS	1255 Shellard Rd	CAMBRIDGE	N1R5S7	Y
49	GERALD BOS	1337 Shellard Rd	CAMBRIDGE	N1R 5S7	Y
50	CHRIS ADACH	23 PEERPOINT Ct	CAMB.	N1T 1H7	
51	James Etienne	City of Cambridge - Engineering			
52	Heather Burbidge	1334 Shellard Rd	Cambridge	N1R5S7	
53	JEREMY HETHERINGTON	1062 CLYDE RD	CAMB.	N1R5S7	Y
54	Sarah Austin	City of Cambridge - Engineering			
55	L DYKSTRA	1483 MORRISON	CAMBRIDGE	N1R5S2	Y
56	John Nimick	9 Hughson St Branchton			Y
57	GARY BAVERSTOCK	145 GORDON	CAMBRIDGE	N1S4K7	
58	FRANK MARCHIO	200 BRIDGELAND AVE	TORONTO	M6A 1Z4	Y
59	PAUL PIANTONI	935 CLYDE	CAM	N1R 5S7	Y
60	Bob Miller	1260 Clyde Rd	Cam	N1R5S7	Y
61	Joe Grubb	100-300 HAGEY Blvd	WATERLOO	N2L 0A4	Y
62	RUDY MITCHELL				
63	John Siciuro	1775 Shellard	Camb.	N1R5S7	Y
64	MELISSA Rawczynski	6667 Concession 2	CAMB	N3C 2K4	Y
65	Don Graham	1904 Clyde Rd	Camb	N1R 5S7	Y

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DOCS #2634946

	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
66	Scott MacDonald	1849 Shellard	Cambridge		Y
67	Ann + Bob Miller	1298 Shellard	"		Y
68	John Burbidge	1334 Shellard Rd	"		Y
69	Karen + Brad Jacobs	1678 Seaton Rd	"		Y
70	Shannon Noonan	City of Cambridge - Transportation			
71	JAMES HILBORN	63 CEDARBROOK CRT	..		Y
72	PAUL YACYNUK	849 AVENUE RD	CAMBRIDGE	N1R5S4	✓
73	Debbie Baverstock	145 Gordon St	Cambridge	N1S4K7	✓
74	JOHN STALKER	3849 OLD BEVERLY RD		N1R5S7	
75	JOE LOUISE TUDISCO	50 GRANDY LANE	"	N1R8X9	
76	Elisa & Enzo Spennato	2298 Sheffield Rd Comb.		N1R5S2	Y
77	AMJAD Khan ZEB	1601 Dundas St S	Cambridge	N1R5S2	Y
78	DOROTHY PEARCE	1995 SHELLARD	CAM-N.D.	N1R5S7	Y
79	ROGER WILL	337 TOWNLINE RD	PUSLINCH		Y
80	Ed Gazendam	45 James St	Camb.	N1S1L6	
81	Vinna Elgawly	480 Dutton Drive	Waterloo		Y
82	Brenda Gingerich Temple Holford	2371 Dundas St S	Cambridge	N1R5S2	Y
83	PAUL & LYNDA RICHARDSON	1629 CLYDE RD	CAMB.	N1R 5S7	Y

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DOCS #2634946

	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
84	STEVE PAWLITZKI	1502 CLYDE RD	CAMB.	N1R5S1	Yes
85	[illegible]	1482 Robinson Rd.	Camb	N1R 5S7	Yes
86	DENNIS LEVER	PUSLINCH			
87	JOSEPH INGRAM	99 SWIFT CRE	CAM	N1P1J8	N
88	Paul Sousa	1867 Shelland Rd	Camb	N1R 5S7	Yes
89	VERONICA DEIGNAN	15 ANGUS CRT	Camb	N1R 5S7	YES
90	ROBIN DEIGNAN	"	"	"	"
91	John Mader	1879 Shelland Rd	"	N1R5S7	Yes
92	VIC GARNER	RR#5 CAMBRIDGE		N1R5S6	NO
93	Sue Foxton	20 Coopers ST #	AYR	N0B1E0	
94	Hoyle Hill	Shangford Dr.	Camb.	N1R5S7	Y
95	[illegible]	6574 Gore Rd	Pus	N0B2J0	Y
96	FRANK [illegible]	Cooper Court	Coop.		
97	BERT CAPPOLT	1024 VILLAGE ROAD	North Dumfries	N1R 5S7	Y
98	JON MAGNONE	11 DAVIES ST	CAMB	N1R5S2	Y
99	ALWOSTECZKO	23 DAVIES ST	"	N1I	Y
100	R. Penner	10 Davies	"	N1R5S2	
101	John Renner	1988 Morrison Rd	N.D	N1R5S2	Yes

Collection Notice

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	NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
102	Victor Labreche	330-F Trillium Drive	Kitchener	N2E 3J2	Y
103	M. Melo	1711 Shelland Rd	cambridge	N1R 5S7	Y
104	Art Brewer	28 Athlone Rd.	CAMB		Y
105	JOHN WELFING	1512 Clyde Rd	Cambridge	N1R 5S7	
106	Jorge Moreira	1723 Morrison RD	Cambridge	N1R 5S7	✓
107	PATRICIA & BILL HEWITT	22 LANGFORD DR	CAMBRIDGE	N1R5S7	✓
108	Dave Beattie	1207 Shelland		N1R5S7	
109	AARON MANN	1476 McLean Rd	CAMB	N1R 5S2	
110	Grace Egberts	145 Vanier Drive	Cambridge	N1R 5S2	✓
111	Brenda VanRyswyk	168 Norfolk		N1R3V2	✓
112	Rene De Groot	2480 MORRISON RD	CAMB	N1R5S2	✓
113	TIM EGBERTS	145 VANIER RD	CAMB	N1R5S2	✓
114*	ALEX TAYLOR	BOX 1742 STN GALT	CAMB	N1R7G8	✓
115	Scott Keyes.	1796 Shellard	Camb	N1R5S7	✓
116	GORD DETZLER	1816 MORRISON RD	CAMB	N1R5S2	
117	ROBERT LOFTSLEY	217 McNichol	CAMBRIDGE	N1P1J3	
118	C Hughes	3667 old beverly	Camb	N1R5S7	✓
119	J.R. PEARCE	1995 SHELLARD	N.D	N0B2J0	✓

* Not receiving any information - but would like to get.

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(8)

NAME	ADDRESS	CITY	POSTAL CODE	INFO. Y/N
120 Joel Peerce	6544 Gore Road	North Dumfries	N0R 2J0	Y

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DOCS #2634946

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
1	OWNER/TENANT		15 CAMBRIDGE ST	CAMBRIDGE ON	N1R 3R8	810 Clyde Rd
2	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	480 Townline Rd
3	1148252 ONTARIO INC	C/O MATLOW, MILLER, THRASHER LLP	30 DICKSON ST	CAMBRIDGE ON	N1R 5W1	520 Townline Rd
4	1404966 ONTARIO LIMITED	C/O JEFF GRIMM	1100 RIVERBANK DR	CAMBRIDGE ON	N3H 4R6	975 Clyde Rd
5	1655512 ONTARIO INC	232A GUELPH ST SUITE 201		GEORGETOWN ON	L7G 4B1	105 Ripplewood Rd
6	1655512 ONTARIO INC	C/O THE LAKEVIEW GROUP	200 BRIDGELAND AVE	TORONTO ON	M6A 1Z4	65 Ripplewood Rd
7	ADACH IRENE SUSAN	23 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	23 Deerpath Crt
8	ADDISON MARK	15 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	15 Haddaway Crt
9	AMADOR JOAO	1609 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1609 Morrison Rd
10	AMARAL MANUEL DE	1753 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1753 Shellard Rd
11	ARMSTRONG DARRELL ERIC	70 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	70 Middlemiss Cres
12	ARROJADO ANTONIO RUELA	1104 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1104 Shellard Rd
13	ASHTON DOUGLAS EDWARD	76 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	76 Cedarbrook Crt
14	BABIC NICK	82 WESTCHESTER DR		KITCHENER ON	N2B 3L4	1156 Clyde Rd
15	BACZEWSKI RYSZARD	118 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	118 Middlemiss Cres
16	BAKER SUSAN GAIL	22 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	22 Deerpath Crt
17	BARTLETT KIMBERLY ANNE	78 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	78 Middlemiss Cres
18	BASAN JIWAN SINGH	23 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	23 Cedarbrook Crt
19	BATEMAN MICHAEL WILLIAM	1756 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1756 Morrison Rd
20	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635 Morrison Rd
21	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635A Morrison Rd
22	BBB HOLDINGS INC	95 GLEN MORRIS RD E		BRANCHTON ON	N0B 1L0	1635B Morrison Rd
23	BEATTIE DAVID STEWART	STN GALT	1207 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1207 Shellard Rd
24	BELL JANICE JOSEPHINE	22 LOWELL ST S		CAMBRIDGE ON	N1R 5C7	1654 Shellard Rd
25	BERLLAM BELA	25 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	25 Vanier Dr
26	BERTON ANGELO OSWALDO	STN GALT	1185 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1185 Clyde Rd
27	BILODEAU MARC AMEDEE	56 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	56 Middlemiss Cres
28	BOOMER FAMILY TRUST	C/O LLOYD BOOMER (TRUSTEE) REGIONAL RD	1140 MAIN ST E	CAMBRIDGE ON	N1R 5S7	1140 Main St
29	BOS EVERT ARIE	3321 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	1265 Dundas St S
30	BOSDALE FARMS INC	3321 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3321 Old Beverly Rd

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
31	BOUGHNER DOUGLAS WAYNE	83 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	83 Deerpath Rd
32	BRADBURY JAMES LAWRENCE	995 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	995 Stonebrook Rd
33	BRAGA MANUEL BAIROS	1940 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1940 Main St
34	BRECKLES THOMAS HARRY	829 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	829 Avenue Rd
35	BREWER ARTHUR DOUGLAS	28 ATHLONE RD		CAMBRIDGE ON	N1R 1H8	855 Clyde Rd
36	BROWN LORIE ANN	2591 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2591 Dundas St S
37	BROWN SUSAN MARY	988 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	988 Stonebrook Rd
38	BUTLER-MORIN MAUREEN E	11 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	11 Deerpath Crt
39	CABRAL LUIS MANUEL	2000 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	2000 Main St
40	CABRAL RICARDO PAUL	1687 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1687 Morrison Rd
41	CALOGERIDIS GEORGE	935 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	935 Avenue Rd
42	CAMARA ANGELO ANDRADE	1718 MORRISON RD		CAMBRIDGE ON	N1R 5S2	2411 Dundas St S
43	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1718 Morrison Rd
44	CAMARA ANGELO ANDRADE	1718 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1730 Morrison Rd
45	CAMARA LUCIANO RODRIGUES	1381 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1381 Shellard Rd
46	CAMBRIDGE CITY	ATTN CSD	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	750 Townline Rd
47	CAMBRIDGE CITY	ATTN ENG AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	65 Deerpath Rd
48	CAMBRIDGE CITY	ATTN TRANSPORTATION AND PUBLIC WORKS	50 DICKSON ST	CAMBRIDGE ON	N1R 5W8	580 Townline Rd
49	CAMBRIDGE NESTANI DEVELOPMEN	C/O TIM HORTONS	95 SAGINAW PKY BLDG A	CAMBRIDGE ON	N1T 1W2	600 Townline Rd
50	CAMILLERI JOHN EDWARD	STN GALT	1334 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1334 Shellard Rd
51	CHAN ANDREW KIN FUN	121 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	121 Middlemiss Cres
52	CHAVES ROBERT RESENDES	65 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	65 Robinson Rd
53	CIAVARRO RENELLA	3 MCLAUGHLIN ST		CAMBRIDGE ON	N3C 4M4	95 Deerpath Rd
54	CLARKE HENRY ALONZO	20 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	20 Davies St
55	CLEGG KIMBERLEY ANN	33 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	33 Middlemiss Cres
56	COLLINS DAWN IRENE	19 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	19 Haddaway Crt
57	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	360 Clyde Rd
58	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	400 Clyde Rd
59	CONSERVATION AUTHORITY GRAND	PO BOX 729 STN GALT		CAMBRIDGE ON	N1R 5W6	450 Avenue Rd
60	COOPER JONATHAN CRAIG	1766 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	christine.cooper68@hotmail.ca
61	CORDEIRO EMANUEL TADEU	1849 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1849 Shellard Rd

DOCS #1371678

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
62	CORREIA JOHN	460 SHELDON DR UNIT 1		CAMBRIDGE ON	N1T 2C1	1761 Shellard Rd
63	CORRIGAN CHRISTINA LYNN	90 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	90 Middlemiss Cres
64	COURTICE STEEL INC	PO BOX 1734 STN GALT		CAMBRIDGE ON	N1R 7G8	800 Clyde Rd
65	COUTO JOSE RESENDES	1751 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1751 Morrison Rd
66	CRANEN GERARD JOHN	540 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	540 Townline Rd
67	CUMBO ANDREA	1375 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1375 Main St
68	CUNHA MARYSUN PIRES	RR 5 STN GALT		CAMBRIDGE ON	N1R 5S6	1791 Dundas St S
69	CVAR JOHN	1018 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1018 Shellard Rd
70	CZERWINSKYJ TERRY KEVIN	110 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	110 Middlemiss Cres
71	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513A Shellard Rd
72	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513B Shellard Rd
73	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	1513C Shellard Rd
74	DA COSTA CARLOS ALBERTO	193 COWAN BLVD		CAMBRIDGE ON	N1T 1J8	2-1513 Shellard Rd
75	DA SILVA ADELIA MARTINS F	STN GALT	1125 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1125 Clyde Rd
76	DA SILVA MANUEL FARIA	STN GALT	1164 STUDIMAN RD	CAMBRIDGE ON	N1R 5S2	1164 Studiman Rd
77	DACOSTA JULIA ANNE	119 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	119 Middlemiss Cres
78	DAL BELLO JOHN FREDERICK	39 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	39 Haddaway Crt
79	DANCEY RONALD LESLIE	448 MCPHERSON SCHOOL RD		GLENMORRIS ON	N0B 1W0	1678 Morrison Rd
80	DANIELSON STEVE	19 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	19 Middlemiss Cres
81	OWNER/TENANT	25 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	25 Scottfarm Walk
82	DAW ANDREW JAMES	58 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	58 Middlemiss Cres
83	DEGRAAF RENZE	519-620-2241	1440 Main St E	CAMBRIDGE ON	N1R 5S7	rickdg6@gmail.com
84	DERKS PETER ALBERT	1774 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1774 Morrison Rd
85	DESJARDINS NORMAN DAVID	1611 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1611 Morrison Rd
86	DETZLER GORDON HERBERT	1816 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1816 Morrison Rd
87	OWNER/TENANT	64 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	64 Cedarbrook Crt
88	DOERFLING MARGARET	CRT		MISSISSAUGA ON	L5L 3E2	1731 Morrison Rd
89	DORION JOHN RAYMOND	105 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	105 Middlemiss Cres
90	DUARTE DIOGO MENESES	1001 STONEBROOK RD		CAMBRIDGE ON	N1T 1H5	1001 Stonebrook Rd
91	DUBOIS JASON JOSEPH HENRY	STN GALT	1395 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1395 Shellard Rd
92	DUMA JULIANA	1151 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1151 Shellard Rd
93	WILLIAM F	1837 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1837 Shellard Rd

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
94	DUROCHER JEFFREY JOHN	23 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	23 Middlemiss Cres
95	ECOB ROBERT DONALD	2547 DUNDAS ST S	RR 1	CAMBRIDGE ON	N1R 5S2	2547 Dundas St S
96	ERTEL JOSEPH LEO	STN GALT	1927 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1927 Shellard Rd
97	FERNANDES JORGE	154 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	154 Robinson Rd
98	FERREIRA JOHN	1176 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1176 Shellard Rd
99	FIGUEIREDO JOHN	142 ROBINSON RD	RR 6	CAMBRIDGE ON	N1R 5S7	142 Robinson Rd
100	FILIPOVIC DARLENE ANN	68 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	68 Cedarbrook Crt
101	FISHER DANIEL PAUL	98 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	98 Middlemiss Cres
102	FLEMING BRUCE PETER	54 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	54 Middlemiss Cres
103	FORD JOSEPH	855 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	855 Avenue Rd
104	FRANCIS KEVIN ANTHONY	40 SYLVAN VALLEYWAY SUITE 521		NORTH YORK ON	M5M 4M3	37 Middlemiss Cres
105	OWNER/TENANT	849 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	849 Avenue Rd
106	GALVAO ANTHONY	1787 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1787 Morrison Rd
107	GILLESPIE DARLA EDITH	25 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	25 Middlemiss Cres
108	GILPIN LEROY SCOTT	15 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	15 Middlemiss Cres
109	GLASS ROBERT KENNETH	15 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	rglass@shred-tech.com
110	GREEN LARRY DOUGLAS	20 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	20 Ripplewood Rd
111	GREGORIO HORACIO	1677 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1677 Morrison Rd
112	GUNN MYRNA ELLEN ELIZABETH	1077 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1077 Shellard Rd
113	HAHN ALAN	STN GALT	1551 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	1551 Dundas St S
114	HALL GORDON CLIFFORD	3206 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3206 Old Beverly Rd
115	HALL TERRY WAYNE	60 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	60 Middlemiss Cres
116	HALSTEAD KAREN ANN	1266 SHELLARD LANE	RR 6	CAMBRIDGE ON	N1R 5S2	1266 Shellard Rd
117	HAMMERSLEY BONNIE MARILYN	1459 WOODSTREAM RD		PERRYSBURG OH USA	43551-1	1395 Main St
118	HENHOEFFER PHILIP LAVERNE	1136 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1136 Shellard Rd
119	HETHERINGTON SHIRLEY EILEEN	1062 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	1062 Clyde Rd
120	HIBBERT HERMAN	84 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	84 Middlemiss Cres
121	HICKS MICHAEL STEPHEN	80 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	80 Cedarbrook Crt
122	HOLMES KATHLEEN HELEN	3024 OLD BEVERLY RD	RR 4	CAMBRIDGE ON	N1R 5S7	3024 Old Beverly Rd
123	HOLMES MEGHANN	23 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	23 Haddaway Crt
124	HONDERICH GRANT GARY VINCENT	125 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	125 Robinson Rd

DOCS #1371678

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
125	HORSLEY BREE MICHELLE	123 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	123 Middlemiss Cres
126	HOWARD SUSAN IREN	20 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	20 Grandy Lane
127	INCITTI DARLENE SOARES	32 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	27 Davies St
128	INCITTI LUIGI	32 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	32 Davies St
129	JEFFERIES DEREK	3195 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3195 Old Beverly Rd
130	OWNER/TENANT	29 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	29 Deerpath Crt
131	JOHAL NARINDER	35 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	35 Cedarbrook Crt
132	JOHNSON CHRISTOPHER K	1745 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1745 Shellard Rd
133	JUHASZ PAUL ATTILA	915 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	915 Avenue Rd
134	KEARNEY DANIEL THOMAS	839 AVENUE RD	RR 3 STN GALT	CAMBRIDGE ON	N1R 5S4	839 Avenue Rd
135	KENNEDY JAMES CHARLES	26 DAVIS ST	RR 1	CAMBRIDGE ON	N1R 5S2	26 Davies St
136	KENT DANIEL EDWARD	3131 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3131 Old Beverly Rd
137	KEOGH PETER WILLARD	114 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	114 Middlemiss Cres
138	KEUNEN MICHAEL	1858 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1858 Morrison Rd
139	KHIRI MOHAMED	115 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	115 Middlemiss Cres
140	KING STEVEN EDWARD	29 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	29 Middlemiss Cres
141	KIRK WILLIAM CHARLES	STN GALT	2371 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2371 Dundas St S
142	KOKYRTSA ALEXANDRE	35 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	35 Middlemiss Cres
143	KOUDIJS LISA MARIE	929 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	929 Avenue Rd
144	KOWALEWSKI PETER G	20 SCOTTFARM WALK		CAMBRIDGE ON	N1R 8K2	20 Scottfarm Walk
145	OWNER/TENANT	980 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	980 Avenue Rd
146	KRON LARRY GLEN	130 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	130 Robinson Rd
147	KULIKOWSKA BARBARA	17 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	17 Middlemiss Cres
148	LABRECHE VICTOR C	39 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	39 Cedarbrook Crt
149	LAMONTAGNE JOHN	1372 Shellard Rd	STN GALT	CAMBRIDGE ON	N1R 5S7	teko.lam@sympatico.ca
150	LEADER MARK ALAN	1711 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1711 Morrison Rd
151	LEADER WILLIAM ROBERT	1705 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1705 Morrison Rd
152	LEDUC WILLARD JOSEPH	STN GALT	1192 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1192 Shellard Rd
153	LENNOX SHARON	1785 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1785 Shellard Rd
154	LESKOVAR MARIJANA	1708 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1708 Shellard Rd
155	LESKOVAR STEVE	STN GALT	1786 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1786 Shellard Rd
156	LETSON RUSSELL GORDON	1759 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1759 Morrison Rd
157	LEWIS JUDITH ANN	43 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	43 Haddaway Crt
158	LICHTY JAMES C	160 TOWNLINE RD	RR 2	PUSLINCH ON	N0B 2J0	160 Townline Rd

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
159	LILLEY LISA MARIE	31 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	31 Middlemiss Cres
160	LINARES KAREN	80 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	80 Middlemiss Cres
161	LINEHAN NEIL PAUL	122 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	122 Middlemiss Cres
162	LYTTLE STEPHEN	905 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	905 Avenue Rd
163	MADER JOHN STEPHEN	1879 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1879 Shellard Rd
164	MAGNONE GIOVANNI TOMASO	11 DAVIES ST		CAMBRIDGE ON	N1R 5S2	11 Davies St
165	MAHMOUDZADEH ALIREZA	63 FORESTVIEW DR		CAMBRIDGE ON	N1T 1V1	60 Grandy Lane
166	MALATCHES JOHN	100 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	100 Deerpath Rd
167	MALIK SHAKILA BEGUM	626 CHAMPLAIN BLVD		CAMBRIDGE ON	N1R 7Z5	45 Grandy Lane
168	MASON EDWIN HARRY	117 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	117 Middlemiss Cres
169	MATHAROO JITENDER	68 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	68 Middlemiss Cres
170	MCCORMICK ROBERT THOMAS	1286 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1286 Shellard Rd
171	MCDONALD RYAN JAMES	6563 GORE RD	RR 2	PUSLINCH ON	N0B 2J0	6563 Gore Rd
172	OWNER/TENANT	994 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	994 Stonebrook Rd
173	MCNAB MARGARET	94 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	94 Middlemiss Cres
174	MEDEIROS ANTHONY	85 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	85 Vanier Dr
175	MEDEIROS JOHN MANUEL	1781 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1781 Morrison Rd
176	MELO MARIA AMARAL GALVAO	1711 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1711 Shellard Rd
177	MICHAEL THERESE	1370 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1370 Main St
178	MILLER ANN ELIZABETH & BOB	519-621-0271	1298 Shellard Rd.	CAMBRIDGE ON	N1R 5S7	annqbobm@gmail.com
179	MILLINGTON ANDREW WILLIAM	1000 STONEBROOK RD		CAMBRIDGE ON	N1T 1H6	1000 Stonebrook Rd
180	MITCHELL RUDYARD KIPLING	149 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	149 Ripplewood Rd
181	MOORE ROBERT JAMES	STN GALT	1119 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1119 Clyde Rd
182	MORAR SHAHEEN	31 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	31 Cedarbrook Crt
183	MOREIRA ANTONIO REIS	STN GALT	1129 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1129 Clyde Rd
184	MOREIRA JORGE	1773 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1773 Morrison Rd
185	MOREIRA MANUEL MOURA	2136 SAFARI RD		CAMBRIDGE ON	N1R 5S2	1365 Main St
186	MORREY NANCY	109 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	109 Middlemiss Cres
187	MORRIS ANTHONY	1857 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1857 Shellard Rd
188	OWNER/TENANT	19 GASKIN AVE	RR 4	CAMBRIDGE ON	N1R 5S5	1661 Morrison Rd
189	MURCAR WILLIAM CECIL	2539 DUNDAS ST S		CAMBRIDGE ON	N1R 5S2	2539 Dundas St S
190	MURPHY LEO	19 DAVIS RD	RR 1	CAMBRIDGE ON	N1R 5S2	19 Davies St
191	OWNER/TENANT	89 DEERPATH RD		CAMBRIDGE ON	N1T 1H6	89 Deerpath Rd
192	NELSON RINA	STN GALT	1796 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1796 Shellard Rd

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EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
193	NGUYEN HANG THI	27 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	27 Haddaway Crt
194	NIVEN BEVERLEY JEAN	102 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	102 Middlemiss Cres
195	NOBBS BARRY KURT	1970 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1970 Main St
196	OSBORNE JULIAN BRIAN	JTO COURIER SERVICES INC.	1355 MAIN ST E	CAMBRIDGE ON	N1R 5S7	519-624-9314
	Teresa Osborne	JTO COURIER SERVICES INC.	1355 MAIN ST E	CAMBRIDGE, ON	N1R 5S7	info@jtocourier.ca
197	P AND A HOLDINGS INC	908 DEER RIDGE CRT		KITCHENER ON	N2P 2L3	76 Middlemiss Cres
198	PATTERSON DANIEL GEORGE	35 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	35 Haddaway Crt
199	PAUL FLORENCE KATHERINE	66 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	66 Middlemiss Cres
200	PAUL NADIRA VIVIAN	85 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	85 Robinson Rd
201	PEARCE JOHN ROBERT	200 EAGLE ST N UNIT 1005	1995 Shellard Rd.	CAMBRIDGE ON	N3H 5S9	jackpearce@rogers.com
202	PENNER BRENDA JEAN	10 DAVIES ST	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	10 Davies St
203	PENNINGS HANS JOHN	99 ROBINSTON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	99 Robinson Rd
204	PEREIRA JIM LOURENCO	175 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	175 Robinson Rd
205	PERREAULT ALFRED	1925 BEKE RD	RR 4	CAMBRIDGE ON	N1R 5S5	2155 Main St
206	PHADY TINA ELIZABETH	111 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	111 Robinson Rd
207	PHOMMAVANH PHOUVONG	82 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	82 Middlemiss Cres
208	PINHEIRO PAUL	935 CLYDE RD	RR 6	CAMBRIDGE ON	N1R 5S7	935 Clyde Rd
209	PITTENS FARMS LTD	3238 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3238 Old Beverly Rd
210	PITTENS JOHANNES ANTONIUS	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1481 Shellard Rd
211	PODGER LLOYD	199 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	199 Robinson Rd
212	PODGER PAUL EDWARD	185 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	185 Robinson Rd
213	POWESKA DAVID JOHN	889 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	889 Avenue Rd
214	QUANCE GEORGE	1024 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1024 Shellard Rd
215	OWNER/TENANT	23 DAVIES ST		CAMBRIDGE ON	N1R 5S2	23 Davies St
216	REMPEL DAVID HENRY	49 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	49 Robinson Rd
217	RENDLE ALICE LISA	64 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	64 Middlemiss Cres
218	RIBEIRO GRACE	10 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	10 Grandy Lane
219	RODRIGUES FRANCISCO	859 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	859 Avenue Rd
220	RUCK JOSEPH	135 WEICHEL ST		KITCHENER ON	N2M 2A7	1166 Shellard Rd
221	SALAME KAMAL	1684 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1684 Shellard Rd
222	SCHLUETER MATTHEW BLAKE	809 SAGINAW PKY		CAMBRIDGE ON	N1T 1X5	809 Saginaw Pky
223	SCHMIDT ROBERT KARL	103 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	103 Middlemiss Cres
224	SCHWANTZ BRIAN JAMES	925 AVENUE RD		CAMBRIDGE ON	N1R 5S4	brianschwantz@gmail.com
225	DEBBIE SCHWANTZ	925 AVENUE RD		CAMBRIDGE, ON	N1R 5S4	debschwantz@gmail.com
226	SCHWENKER JOHN KENNETH	25 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	25 Grandy Lane
227	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	29 Ripplewood Rd
228	SERPA FERNANDA	5 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	5 Ripplewood Rd

EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
229	SHANTZ NATALIE KRISTINA	72 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	72 Middlemiss Cres
230	SHAVER DONALD MCQUEEN	STN GALT	1337 SHELLARD RD	CAMBRIDGE ON	N1R 5S7	1337 Shellard Rd
231	SICURO GIANCARLO	1775 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1775 Shellard Rd
232	SIMIONI ALLEN FRIANCIS	39 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	39 Middlemiss Cres
233	SINGH SUKCHARN	27 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	27 Cedarbrook Crt
234	SJA HOLDINGS INC	118 PIONEER TOWER RD		KITCHENER ON	N2P 2H8	6485 Gore Rd
235	SMITH MARJORIE IRENE	RD	RR 6	CAMBRIDGE ON	N1R 5S7	3105 Old Beverly Rd
236	SMITH PETER MURRAY	28 DEERPATH CRT		CAMBRIDGE ON	N1T 1H7	28 Deerpath Crt
237	SNYDER RHONDA LEE	21 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	21 Middlemiss Cres
238	SOLTIS ROSALIE BARBARA	1032 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1032 Shellard Rd
239	SOOMAL HARBHAJAN	1698 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1698 Shellard Rd
240	SPENCER DIANNE JANE	1621 MORRISON RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1621 Morrison Rd
241	OWNER/TENANT	STN GALT	2531 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2531 Dundas St S
242	OWNER/TENANT	15 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	15 Grandy Lane
243	STERGIOU CATHERINE LANDRY	41 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	41 Middlemiss Cres
244	STEWART KAREN ELIZABETH	155 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	155 Robinson Rd
245	OWNER/TENANT	.	1767 MORRISON RD	CAMBRIDGE ON	N1R 5S2	1767 Morrison Rd
246	STUCKLESS SHANE ALAN JAMES	111 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	111 Middlemiss Cres
247	~~OWNER/TENANT~~	~~STN GALT~~	~~1157 CLYDE RD~~	~~CAMBRIDGE ON~~	~~N1R 5S7~~	~~1157 Clyde Rd~~
248	SUCKERT SIGFRID	178 RIPPLEWOOD RD	RR 1	CAMBRIDGE ON	N1R 5S2	178 Ripplewood Rd
249	SUNDAY DOUGLAS JOHN	107 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	107 Middlemiss Cres
250	SUSIWALA FAISAL	30 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	30 Grandy Lane
251	TAVARES LEONARDO OLIVEIRA	1805 MAIN ST E	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1805 Main St
252	TAVARES MANUEL JOSE	STN GALT	1067 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1067 Clyde Rd
253	TEJA SANJEEV	60 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	60 Cedarbrook Crt
254	TELLIER NORMAND MAURICE	879 AVENUE RD	RR 3	CAMBRIDGE ON	N1R 5S4	879 Avenue Rd
255	TOMCHISHEN GARY ROSS	126 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	126 Middlemiss Cres
256	TRAFFORD THEODORE VERNON	1688 SHELLARD RD	RR 6	CAMBRIDGE ON	N1R 5S7	1688 Shellard Rd
257	TRAN JOE KINH	106 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R5	106 Middlemiss Cres
258	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	40 Grandy Lane
259	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	42 Grandy Lane
260	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	44 Grandy Lane
261	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	46 Grandy Lane
262	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	48 Grandy Lane

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EAST BOUNDARY ROAD MAILING LIST

PCC #3

Rec	Owner	Mailing Address 1	Mailing Address 2	Mailing City	Mailing P.O. Code	Civic Address
263	TUDISCO MARY LOUISE	50 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	50 Grandy Lane
264	TURNER GAIL MAUREEN	3147 OLD BEVERLY RD	RR 6	CAMBRIDGE ON	N1R 5S7	3147 Old Beverly Rd
265	UHLARIK CATHERINE ANN	75 ROBINSON RD		CAMBRIDGE ON	N1R 5S7	75 Robinson Rd
266	VANDERSANDEN ELIZABETH JANE	STN GALT	1047 CLYDE RD	CAMBRIDGE ON	N1R 5S7	1047 Clyde Rd
267	VERBEEK HILDA	RR 6 STN GALT		CAMBRIDGE ON	N1R 5S7	1738 Morrison Rd
268	WARNER (VOKEY) PENNY LYNN	519-621-9984	2535 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	penvok@aol.com
269	VU THI	35 GRANDY LANE		CAMBRIDGE ON	N1R 8K2	35 Grandy Lane
270	WALKER SCOTT ROBERT	101 DEERPATH RD		CAMBRIDGE ON	N1T 1H7	101 Deerpath Rd
271	WANG ZHEN HUA	72 CEDARBROOK CRT		CAMBRIDGE ON	N1T 1W8	72 Cedarbrook Crt
272	WATERLOO REGIONAL MUNICIPALI	4TH FLOOR	150 FREDERICK ST	KITCHENER ON	N2H 6T1	201 Savage Dr
273	WHETHAM BRIAN RUSSELL	1036 SHELLARD RD	RR 1 STN GALT	CAMBRIDGE ON	N1R 5S2	1036 Shellard Rd
274	WHITEHEAD GEOFREY BRUCE	35 ROBINSON RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	35 Robinson Rd
275	WHITTINGTON LONDON THOMAS	3139 OLD BEVERLY RD	RR 8	CAMBRIDGE ON	N1R 5S7	3139 Old Beverly Rd
276	WILLIS MELVIN	3081 OLD BEVERLY RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	3081 Old Beverly Rd
277	WILMER LLOYD ALBERT	145 VANIER DR	RR 1	CAMBRIDGE ON	N1R 5S2	145 Vanier Dr
278	WISEMAN PATRICIA	31 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	31 Haddaway Crt
279	WON STEPHEN HENRY	47 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	47 Haddaway Crt
280	WOODLEY MICHAEL JAMES	86 MIDDLEMISS CRES		CAMBRIDGE ON	N1T 1R4	86 Middlemiss Cres
281	YU ZENGPING	11 HADDAWAY CRT		CAMBRIDGE ON	N1T 1X5	11 Haddaway Crt
282	ZAKRAJSEK JOHN	STN GALT	2561 DUNDAS ST S	CAMBRIDGE ON	N1R 5S2	2561 Dundas St S
283	ZAMECNIK GREIG EDWARD NOEL	1867 SHELLARD RD	RR 6 STN GALT	CAMBRIDGE ON	N1R 5S7	1867 Shellard Rd
284	DRYDEN, SMITH & HEAD PLANNING CONSULTANTS LTD.	c/o SAM HEAD	54 CEDAR STREET N	KITCHENER ON	N2H 2X1	

MASTER LIST - AGENCIES

PCC#3

ADVISORY COMMITTEES/INTEREST GROUPS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ancient Mariners Canoe Club	Ron	Dahmer				Ancient Mariners Canoe Club	106 Highland Park		Cambridge ON	N3H 3H4	519-653-7881		
Cambridge On-Road Cycling Focus Group	Don	Pavey				Cambridge On-Road Cycling Focus Group	P.O. Box 1707	19 Cambridge Street	Cambridge ON	N1R 7G8			
Grand River Accessibility Advisory Committee	Toposhi	Batabyal	Co-chair			Grand River Accessibility Advisory Committee	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			www.grrac.ca
Grand River Accessibility Advisory Committee	Vanessa	Lopak, AODA/ODA	Citizen Service	Council and Administrative Services		Grand River Accessibility Advisory Committee	c/o Regional Municipality of Waterloo	150 Frederick Street, 2nd Floor	Kitchener ON	N2G 4J3	519-575-4757 #3861	519-575-4461	vlopak@regionofwaterloo.ca www.region.waterloo.on.ca/accessibility
Grand River Accessibility Advisory Committee	Sharon	Ward-Zeller	Co-chair			Grand River Accessibility Advisory Committee	P.O. Box 1118	200 King Street West, 7th Floor	Kitchener ON	N2G 4G7			
Grand River Conservation Authority	Beth	Brown	Sub-watershed Planning Coordinator			Grand River Conservation Authority	P.O. Box 729	400 Clyde Road	Cambridge ON	N1R 5W6	519-621-2761 #2234	519-621-4844	bbrown@grandriver.ca www.grandriver.ca
K-W Field Naturalists	Graham	Buck	President			K-W Field Naturalists	317 Highland Road East		Kitchener ON	N2M 3W6	519-826-9686		Buckgraham@hotmail.com
University of Waterloo	Nenna	Negra	Volunteer-Coordinator	Waterloo-Public-Interest-Research-Group		University of Waterloo	200 University Avenue West		Waterloo ON	N2L 3G1	519-888-4882	519-725-3093	
Walter Bean Grand River Community Trails Corporation	Doug	Letson				Walter Bean Grand River Community Trails Corporation	Mariland Centre	20 Erb Street West, 11th Floor	Waterloo ON	N2L 1T2	519-883-4104	519-726-3851	
CNIB	Jennifer	Urosevic	Regional Manager, Services & Operations			CNIB - Waterloo & Owen Sound	160-180 King Street S.		Waterloo ON	N2A 3L9	519-742-3536 ext. 5162	519-742-4003	

CITY OF CAMBRIDGE

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
City of Cambridge	Neil	Main	Fire Chief	Fire Department		City of Cambridge	1625 Bishop Street North		Cambridge ON	N1R 7J4	519-621-6001		mainn@cambridge.ca
City of Cambridge	Elaine	Brunn Shaw	City Planner			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340		brunnshawe@cambridge.ca
City of Cambridge	James	Etienne	City Engineer			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340		etienneja@cambridge.ca
City of Cambridge	James	Goodram	Director of Economic Development			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340		goodramj@cambridge.ca
City of Cambridge	Michael	Di Lullo	City Clerk			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4680		dilullom@cambridge.ca
City of Cambridge	April	Souvaird, M.A., M.C.I.P.	Senior Environmental Planner	Planning Services Department		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-740-4650 #4601		souvairda@cambridge.ca
City of Cambridge	Laura	Waldie	Senior Planner - Heritage	Cambridge Municipal Heritage Advisory Committee (MHAC)		City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-621-0740 x4788		waldiel@cambridge.ca
City of Cambridge			Senior Planner			City of Cambridge	P.O. Box 669	50 Dickson Street	Cambridge ON	N1R 5W8	519-623-1340		

MASTER LIST - AGENCIES
PCC#3

FIRST NATIONS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Haudenosaunee Resource Centre	Leroy	Hill	Secretary	Haudenosaunee Confederacy Council		Haudenosaunee Resource Centre	R.R. #2	2634 6th Line	Ohsweken ON	N0A 1M0	905-765-1749	905-765-9193	jood@sixnationsn s.com
Mississaugas of the New Credit First Nations	Bryan	LaForme	Chief			Mississaugas of the New Credit First Nations	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-1133	905-768-1225	bryanlaforme@newcreditfirstnation.com
Mississaugas of the New Credit First Nations	Margaret	Sault		Land Claims Office		Mississaugas of the New Credit First Nations	R.R. #6	2789 Mississauga Road	Hagersville ON	N0A 1H0	905-768-0100	905-768-1225	msault@yahoo.com
Six Nations of the Grand River	Lonnie	Bomberry	Director	Land & Resources Department		Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-415-0330	519-445-0242	
Six Nations of the Grand River	Paul	General	Manager	Land & Resources Department		Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-445-0330	519-445-0242	
Six Nations of the Grand River	Kate	Cave	Land Use Supervisor			Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0	519-753-2272	519-753-3449	kcave@sixnations.ca
Six Nations of the Grand River	Clynt	King				Six Nations of the Grand River	P.O. Box 5000	2498 Chiefswood Road	Ohsweken ON	N0A 1M0			
Six Nations of the Grand River	William K.	Montour	Chief			Six Nations of the Grand River	P.O. Box 5000		Ohsweken ON	N0A 1M0			wkm@sixnations.ca, arleenmaracle@sixnations.ca

GOVERNMENT - FEDERAL

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canada Post	Canada Post Corp.			Delivery Planning			955 Highbury Ave N		London ON	N5Y 1A3			
Transport Canada						Transport Canada			Ottawa ON				EnviroOnt@tc.gc.ca
Environment Canada	Mike	Cadman		Canadian Wildlife Service		Environment Canada	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-6295	905-336-6434	mike.cadman@ec.gc.ca
Environment Canada	Rob	Dobos	Manager	Ontario Region		Environment Canada	P.O. Box 5050	867 Lakeshore Road	Burlington ON	L7R 4A6	905-336-4953	905-336-8901	Rob.dobos@ec.gc.ca
Fisheries and Oceans Canada	Deepa	Kasturi	Executive Assistant to Area Director	Ontario - Great Lakes Area		Fisheries and Oceans Canada	867 Lakeshore Road		Burlington ON	L7R 4A6	905-336-4873		
Parks Canada	Sheryl	Smith		Canadian Heritage		Parks Canada	c/o Trent Severn Waterway	P.O. Box 567, Ashburnham	Peterborough ON	K9J 6Z6	705-750-4936	705-742-9644	
Public Works & Government Services Canada	Tim	Palmeter	Senior Environmental Officer	Environmental Services Division		Public Works & Government Services Canada	11th Floor	4900 Yonge Street	Willowdale ON	N2N 6A6			
Transport Canada - Marine	Donna	Patterson	Information Management Supervisor	Navigable Waters Protection Program		Transport Canada - Marine	100 Front Street South		Sarnia ON	N7T 2M4	866-821-6631	519-383-1989	NWPontario-PENontario@tc.gc.ca
~~Transport Canada – Navigable Waters Protection Agency~~	~~Dave~~	~~Osbaldeston~~	~~National Manager~~			~~Transport Canada – Navigable Waters Protection Agency~~	~~Tower C, Place de Ville~~	~~330 Sparks Street~~	~~Ottawa ON~~	~~K1A 0N8~~	~~613-990-6929~~		
Transport Canada - Navigable Waters Protection Agency	Barry	Putt	Manager	Navigable Waters Protection Program		Transport Canada - Navigable Waters Protection Agency	100 Front Street South		Sarnia ON	N7T 2M4	519-383-1862	519-383-1989	
Transport Canada - Ontario Region	Rebecca	Earl	Environmental Officer	Programs and Divestitures		Transport Canada - Ontario Region	4th Floor	4900 Yonge Street	Toronto ON	M2N 6A5			
Transport Canada - Surface (PS)	Andre	Lalonde	Regional Director	Railway Department		Transport Canada - Surface (PS)	3rd Floor	4900 Yonge Street	Toronto ON	M2N 6A5	416-954-9951	416-973-9907	andre.lalonde@tc.gc.ca

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PCC#3

GOVERNMENT - MINISTRY OF THE ENVIRONMENT

Please note that we received the following instructions from the Environmental Assessment Project Coordination Section, Environmental Assessment and Approvals Branch, MOE (Toronto) on February 27, 2009: In order to track submission of notices, the EAAB has created an e-mail address with the intention that all future notices be sent to MEA.NOTICES.EAAB@ontario.ca and copies of notices should be sent to the appropriate Regional EA Coordinators electronically. Further information can be found on the Municipal Engineers Association website or by contacting Jeffrey Dea, Project Officer, EA Project Coordination Section at at 416-314-7213 or 1-800-461-6290. On May 5, 2009, I called Jeffrey Dea for an e-mail address for our region and was given the following address: carl.slater@ontario.ca. It would be good to check occasionally in case this person is no longer in the position.

I checked with Jeffrey Dea on November 23, 2011. Please note that the contact information for the EAAB has not changed. However, the contact person for the Guelph office is now Mark Smithson at the following e-mail address: mark.smithson@ontario.ca. Jeffrey Dea also informed me that we need to send Notices of Completion only to the EAAB address. However, all notices (including Public Consultation Centre notices) must be sent to Mark Smithson at the regional office.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of the Environment	Jane	Glassco	District Manager			Ministry of the Environment	4th Floor	1 Stone Road West	Guelph ON	N1G 4Y2	519-826-4258	519-826-4286	
Ministry of the Environment	Bill	Bardswick	Director		West-Central Region	Ministry of the Environment	12th Floor	119 King Street West	Hamilton ON	L8P 4Y7	905-521-7640	905-521-7820	
Ministry of the Environment			Manager	Class EAs and Declarations Section	EA and Approvals Branch	Ministry of the Environment	Floor 12A	2 St. Clair Avenue West	Toronto ON	M4V 1L5	416-314-7288	416-314-7227	

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ministry of Agriculture, Food and Rural Affairs	Carole	Neumann	Rural Planner			Ministry of Agriculture, Food and Rural Affairs	Elora Resource Centre, Unit 10	6484 Wellington Road 7	Elora ON	N0B 1S0	519-846-3393	519-846-8178	Carole.neumann@omafra.gov.on.ca
Ministry of Agriculture, Food and Rural Affairs	Donna	Sharp Mundie	Land Use Consultant			Ministry of Agriculture, Food and Rural Affairs	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Community & Social Services	Valerie	Beckett	Area Manager			Ministry of Community & Social Services	715 Fisher Hallman Road		Kitchener ON	N2E 4D9	519-886-4700		
Ministry of Community & Social Services			Planning Officer	Central West Region		Ministry of Community & Social Services	Suite 200	6733 Mississauga Rd.	Mississauga ON	L5N 6J5			
Ministry of Economic Development, Trade & Tourism	Rob	Glaister	Manager	Tourism Policy & Stategy Development		Ministry of Economic Development, Trade & Tourism	4th Floor, Hearst Block	900 Bay Street	Toronto ON	M7A 2E1			
Ministry of Health and Long-Term Care	Hon. Deb	Matthews	Minister of Health and Long-Term Care			Ministry of Health and Long-Term Care	10th Floor	80 Grosvenor Street, Hepburn Block	Toronto ON	M7A 2C4	416-327-4300	Contact E-mail - Send to Corporate Communication Unit and address the e-mail to the Minister	CCU@moh.gov.on.ca
Ministry of Municipal Affairs & Housing	Dwayne	Evans, M.A., MCIP, RPP	Area Planner	Municipal Services Office - Western		Ministry of Municipal Affairs & Housing	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4020 Toll Free: 1-800-265-4736	519-873-4018	

GOVERNMENT - PROVINCIAL

Please Note: If project includes any "Crown" property - Infrastructure Ontario needs to be contacted only by electonic copies of notices to Neith.Noronha@infrastructreontario.ca.

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Ministry of Municipal Affairs & Housing	Audrey	Bennett	Director	Provincial Planning Services Branch	Local Government and Planning Policy Division	Ministry of Municipal Affairs & Housing	14th Floor	777 Bay Street	Toronto ON	M5G 2E5	416-587-6072		
Ministry of Natural Resources	Ian	Hagman	District Manager	Guelph District Office		Ministry of Natural Resources	1 Stone Road West		Guelph ON	N1G 4Y2	519-826-4955	519-826-4929	
Ministry of Natural Resources	Art	Timmerman		Guelph District Office		Ministry of Natural Resources	1 Stone Road West		Guelph ON	N1G 4Y2			
Ministry of Tourism and Culture	Shari	Prowse	Archeology Review Officer	Culture Programs Unit	Program & Services Branch	Ministry of Tourism and Culture	900 Highbury Avenue		London ON	N5Y 1A4	519-675-6898		shari.prowse@ontario.ca
Ministry of Tourism and Culture	Karla	Barboza	Heritage Advisor	Program and Services Branch		Ministry of Tourism and Culture	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7120		
Ministry of Tourism and Culture	Paula	Kulpa	Heritage Planner	Program and Services Branch		Ministry of Tourism and Culture	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7			
Ministry of Tourism and Culture	Teresa	Wagner	A/Heritage Planner	Culture Services Unit	Program & Services Branch	Ministry of Tourism and Culture	Suite 1700	401 Bay Street	Toronto ON	M7A 0A7	416-314-7147	416-314-7175	Teresa.wagner@ontario.ca
Ministry of Transportation	Martin	Favell	Head, Planning and Design		Southwestern Region	Ministry of Transportation	2nd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4561	519-873-4600	
Ministry of Transportation	Scott	Howard	Senior Project Manager	Planning & Design	West Region	Ministry of Transportation		659 Exeter Road	London ON	N6E 1L3	519-873-4568 or 1-800-265-6072	519-873-4600	scott.howard@ontario.ca
Ministry of Transportation	Fred	Leech	Area Manager, Planning & Design	Southwestern Region		Ministry of Transportation	4th Floor	659 Exeter Road	London ON	N6E 1L3			
Ministry of Transportation	Geddes	Mahabir, M.Eng., P.Eng.	Area Engineer	Planning and Design Section	Southwestern Region	Ministry of Transportation	3rd Floor	659 Exeter Road	London ON	N6E 1L3	519-873-4549 1-800-265-6072	519-873-4600	Geddes.Mahabir@ontario.ca
Ontario Ministry of Municipal Affairs and Housing	Matt	Ferguson	Municipal/Planning Advisor			Ontario Ministry of Municipal Affairs and Housing	2nd Floor	659 Exeter Road	London ON	N2E 1L3			
Ontario Provincial Police			Detachment Commander	Cambridge Detachment		Ontario Provincial Police		500 Beaverdale Road	Cambridge ON	N3C 2V3	519-654-0150	519-654-9650	VNET: 505-3401
Ontario Infrastructure and Lands Corporation	William	Gerard	General Manager	Environment and Cultural Heritage		Ontario Infrastructure and Lands Corporation	11th Floor, Ferguson Block	77 Wellesley Street West	Toronto ON	M7A 2G3			

MASTER LIST - AGENCIES
PCC#3
MISCELLANEOUS CONTACTS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Canadian National Railway	Andris	Baders				Canadian National Railway	1 Administration Road		Concord ON	L4K 1B9			
Canadian National Railway	John T.	MacTaggert				Canadian National Railway	1 Administration Road		Concord ON	L4K 1B9			
Canadian Pacific Railway	G.J. (Gerry)	Glonet	Manager Road Operations			Canadian Pacific Railway	940 Elias Street		London ON	N5W 3P2	519-660-3449 #222 Cell: 519-319-0136	519-660-2225	gerry_glonet@cpr.ca
Canadian Pacific Railway	D. M. (David)	Lukianow, P.Eng.	Manager Public Works			Canadian Pacific Railway	Suite 800	1290 Central Parkway West	Mississauga ON	L5C 4R3	905-803-5971	416-297-3103	david_lukianow@cpr.ca
CN Rail Engineering Services	Daniel	Loureiro				CN Rail Engineering Services	P.O. Box 1000	4 Welding Way	Concord ON	L4K 1B9	905-669-3373	905-760-3406	
County of Wellington	Aldo	Salis	Director, Planning & Development			County of Wellington	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #2100	519-823-1694	aldos@wellington.ca
County of Wellington	Don	Kudo	County Engineer	Engineering Services		County of Wellington	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #2280	519-837-8138	donk@wellington.ca
County of Wellington	Donna	Van Wyck	Clerk			County of Wellington	74 Woolwich Street		Guelph ON	N1H 3T9	519-837-2600 #252	519-837-1909	donnav@wellington.ca
GO Transit	J.G.	Ashbee, P.Eng.	Manager, Infrastructure Expansion Planning			GO Transit	Suite 600	20 Bay Street	Toronto ON	M5J 2W3	416-869-3600 #5211	416-869-1563	~~greg.ashbee@gotransit.com~~
Township of Puslinch	Karen	Landry	CAO/Clerk			Township of Puslinch	7404 Wellington Road 34	R.R. 3	Puslinch ON	N0B 2J0	519-763-1226 Ext. 214	519-763-5846	klandry@puslinch.ca
Via Rail	K.C.	Rose	Sr. Manager Real Estate	Southwestern Ontario & West		Via Rail	50 Drummond Street	Unit C	Toronto ON	M8V 4B5	416-253-2468	416-253-2424	krose@viarail.ca
VIA Rail Canada - Capital Programs	Aaron	Branston	Senior Project Manager			VIA Rail Canada - Capital Programs	Suite 500	3 Place Ville-Marie	Montreal QC	H3B 2C9	514-871-6422	514-871-6423 514-290-3295	~~aaron_branston@viarail.ca~~
Waterloo Federation of Agriculture	Jeff	Stager				Waterloo Federation of Agriculture	1784 Northumberland Street	R.R. 1	Ayr ON	N0B 1E0	519-696-3060		

REGION OF WATERLOO

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Region of Waterloo	Lucille	Bish		Heritage Planning Advisory Committee		Region of Waterloo	8th Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4499	519-575-4449	bkolilo@region.waterloo.on.ca
Region of Waterloo	Kris	Fletcher	Director, Council and Administrative Services/Regional Clerk			Region of Waterloo	2nd Floor	150 Frederick Street	Kitchener ON	N2G 4J3	519-575-4029	519-575-4481	fkris@region.waterloo.on.ca
Region of Waterloo	John	Prno	Director	Emergency Medical Services Division		Region of Waterloo	120 Maple Grove Road		Cambridge ON	N3H 4R6	519-650-8295 #8710		~~pjohn@region.waterloo.on.ca~~
Waterloo Regional Police Service	Staff Sergeant Scott	Diefenbaker		Police Service	Traffic Services	Waterloo Regional Police Service	P.O. Box 3070	200 Maple Grove Road	Cambridge ON	N3H 5M1	519-653-7700 #8794	519-653-0905	

MASTER LIST - AGENCIES
PCC#3
SCHOOL BOARDS

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Conseil Scolaire de District du Centre Sud-Ouest	Suzanne	Labrecque	Directrice de l'immobilisation, entretien et planification			Conseil Scolaire de District du Centre Sud-Ouest	116 Cornelius Parkway		Toronto ON	M6L 2K5			
Waterloo Catholic District School Board	Dave	Bennett	Manager of Planning	Planning Department		Waterloo Catholic District School Board	Unit A	35 Weber Street West	Kitchener ON	N2G 4G2	519-578-3660	519-569-4015	
Waterloo Region District School Board	Dennis	Cuomo	Manager of Planning	Planning Department		Waterloo Region District School Board	51 Ardelt Avenue		Kitchener ON	N2C 2R5	519-570-0003 #4461	519-576-0478	dennis_cuomo@wrdsb.on.ca

TOWNSHIP OF NORTH DUMFRIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
North Dumfries Fire Department	Robert	Shantz	Fire Chief			North Dumfries Fire Department	501 Scott Street		Ayr ON	N0B 1E0	519-632-7956	519-632-8595	
Township of North Dumfries	Roger	Mordue	CAO/Clerk			Township of North Dumfries	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340 #11	519-623-7641	rmordue@township.northdumfries.on.ca
Township of North Dumfries	Stephen	Stone	Director of Planning			Township of North Dumfries	1171 Greenfield Road	R. R. # 4	Cambridge ON	N1R 5S5	519-621-0340	519-623-7641	sstone@northdumfries.on.ca

MASTER LIST - AGENCIES
PCC#3
UTILITIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Allstream Zayo	Scott	Haefling	OSP Senior Manager Ontario and Manitoba			Zayo	80 Worcester Road		Toronto, ON	M9W 1K7	Office 416-640-6465 Mobile: 416-505-4512		scott.haefling@zayo.com
Allstream						Allstream	50 Worcester Road		Etobicoke ON	M9W 5X2			www.allstream.com
Atria Networks Inc.	Andrew	Beswick	Manager of Field Operations for York Region			Atria Networks Inc.	Suite 100	7676 Woodbine Avenue	Markham ON	L3R 2N2	1-888-623-0623 #4604	905-943-7627	abeswick@atrianetworks.com
Atria Networks Inc.	Kris	Eby	VP Field Operations			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4508	519-570-2151	keby@atrianetworks.com
Atria Networks Inc.	Michael	Kuntz	Construction Coordinator			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4509	519-570-2151	mkuntz@atrianetworks.com
Atria Networks Inc.	John	Stephens	Manager of Field Operations for Waterloo, Wellington and Hamilton			Atria Networks Inc.	P.O. Box 64	301 Victoria Street South	Kitchener ON	N2G 3W9	1-888-623-0623 #4516	519-570-2151	jstephens@atrianetworks.com
Bell Canada	Michelle	Brenneman	Coordinator - Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Bell Canada	Janet	Cleghorn	Coordinator - Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0212		
Bell Canada	Dave	Kerton	Cambridge/Kitchener			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0405	519-744-3082	david.kerton@bell.ca
Bell Canada	Daniel	Steffler	Kitchener/Waterloo			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3	519-744-0569	519-744-3082	daniel.steffler@bell.ca
Bell Canada	Sue	Thompson	Coordinator - Cambridge			Bell Canada	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener ON	N2K 3S3			
Cambridge and North Dumfries Hydro Inc.	Marilyn I.	Fisher	Easement Officer			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530	519-621-7420	mfisher@camhydro.com www.camhydro.com
Cambridge and North Dumfries Hydro Inc.	Joan	McCartney				Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6			
Cambridge and North Dumfries Hydro Inc.	Ron	Sinclair, P.Eng.	Director of Engineering			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2229	519-621-7420	
Cambridge and North Dumfries Hydro Inc.	Sherri	Tilley-Wanklin, C.Tech. C.I.M.	Supervisor, Engineering Services			Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530 #2401	519-621-7420	stilley@camhydro.com
Cambridge and North Dumfries Hydro Inc.						Cambridge and North Dumfries Hydro Inc.	P.O. Box 1060	1500 Bishop Street North	Cambridge ON	N1R 5X6	519-621-3530		www.camhydro.com
Hydro One Network	Greg	Wall	Senior Real Estate Coordinator			Hydro One Network	15th Floor	483 Bay Street	Toronto ON	M5G 2P5			

UTILITIES

COMPANY/ ORGANIZATION	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT 1	DIVISION/ DEPARTMENT 2	COMPANY/ ORGANIZATION	ADDRESS 1	ADDRESS 2	CITY/PROVINCE	POSTAL CODE	TELEPHONE	FAX	E-MAIL / WEB SITE
Ontario Power Generation Inc.	Clara	Clairman		Environmental Services & Approvals		Ontario Power Generation Inc.	700 University Avenue H6F27		Toronto ON	M5G 1X6			
Rogers Cablesystems Inc.	Richard	Bolliger		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8142	519-893-6463	
Rogers Cablesystems Inc.	Greg	Brown		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8125	519-893-6463	
Rogers Cablesystems Inc.	Nina	Gillingham				Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8188 #8182	519-893-6463	
Rogers Cablesystems Inc.	Walter	Horn	System Planner			Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8			
Rogers Cablesystems Inc.	Cliff	Kennel		Outside Plant Engineering		Rogers Cablesystems Inc.	P.O. Box 488	85 Grand Crest Place	Kitchener ON	N2G 4A8	519-894-8185		ckennel@rogers.com
Telus	Robert	Quick				Telus	82 Locust Street		Kitchener ON	N2H 1W9			
Union Gas Ltd.	Rick	Bigelow	Utilities Service Manager			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7405	519-885-7489	
Union Gas Ltd.	Gwen	Keep	Acting Mapping Team Leader			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3			
Union Gas Ltd.	Kevin	Schimus	Distribution System Development			Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2J 1K3	519-885-7513		kschimus@uniongas.com
Union Gas Ltd.	Walter	Semeniuk	Tech Manager	Waterloo-Brantford Area		Union Gas Ltd.	P.O. Box 340	603 Kumpf Drive	Waterloo ON	N2V 1K3	519-885-7400	519-885-7489	
Union Gas Ltd.	Ken	Sleeper	Utilities Service Manager			Union Gas Ltd.	10 Surrey Street East		Guelph ON	N1H 3P5	519-822-1462		

H5

Public Consultation Centres 1, 2, and 3 – Comments and Responses

East Boundary Road Corridor Study
Dundas Street at South Boundary Road to Townline Road at Avenue Road / Gore Road
City of Cambridge / Township of North Dumfries / Puslinch Township
Public Consultation Centre No. 1 – April 3, 2014
Written Public Comments Received and Project Team Responses

Name	Comments and Concerns	Project Team Response
Gerry and Mary Durocher	We are writing to you with regard to the East Boundary Corridor Proposal. It was advised that we email or fill out the sheets at the recent meeting which my wife and I attended. We realize that when a project such as this is proposed, there will never be a solution that will please everyone...such is the nature of the beast, however when considering the factors we think it is important to keep a few things in mind. First of all when considering a project like this you have identified (and rightfully so), the following factors; displacement or affect on residents, the environment, cost and the influence on outside agencies such as Hydro and the CPR. It is quite obvious that in considering the solution each of these factors have to be considered for obvious reasons.	• Impact on existing residents is one of many important factors that need to be addressed when selecting the most appropriate route; as well as impacts on current farmland. • Impact on future development potential will also be considered in the final evaluations. • Another important consideration in the route alternative evaluations is to minimize land purchase costs and/or impact to remaining land (e.g. dissecting residential or farmland), including what mitigating measure can be taken. • Detailed natural environment evaluations are being undertaken to determine exactly what the impacts of each alternative alignment would be on the natural environment e.g. wildlife, wildlife habitat, etc. Routes may be refined depending on the natural environment impacts.

Gerry and Mary Durocher – continued	We all have our own agendas and we will all be anxious to make points in favour of our own living situation but sometimes we need to look at the facts as well. It is always much easier to make decisions based on a proposed area when that area is one in which those making the assessment are not directly affected, because they do not live in the area in question. We realize by the process that you have considered the factors in question (environment, people, outside agencies etc.), however we feel that consideration must be given first to those who ultimately will be funding this project i.e. the people (taxpayer). It would only stand to reason that the route selected should impact the fewest residences possible as these are the taxpayers that have in most cases invested their lives into the properties that they now find could be compromised in a dramatic way. Upon review of the alternatives it would appear quite obviously that Route "C" would satisfy this criterion. The extension of Townline Road through virtual farm land until it meets the proposed South Boundary Road has the least impact on people who own	

Gerry and Mary Durocher – continued	property in the study area. It does not affect the Hydro corridor (cost savings), it makes use of the extension of Townline rather than start a road back near the round-a-bout on Townline (cost savings with shorter new road), stays far enough away from the city for future development, yet is closer to the city than Route A affecting less wild life. The affect on the environment under all proposals seems to be virtually the same. We realize that you do not have an easy task ahead and we all know that the proposal is needed. One just has to be on Franklin or Hwy #24 at 5:00 to realize that planning has been neglected. We would urge you to please consider the people, those that love this city, who pay the taxes to run this city and who lives will be severely impacted if the route chosen is in their sites.	
Joseph Muller – Ministry of Tourism, Culture, and Sport (MTCS)	I was unable to attend the first PIC for the above project, and am wondering whether the presentation material will be posted online or can be made available to me digitally for our review. Thank-you for your assistance, and I look forward to hearing from you.	A link to the Project Information Sheet on the Region's website was provided: https://www.regionofwaterloo.ca/en/living-here/resources/Documents/Future-Construction/DC_07299_InfoSheet.pdf

[redacted]	Please consider the following. 1. The closer the road is to the city the more convenient to gain access. The further away from the city mean less traffic will use it. The Breslau bypass is a good example, traffic did not use it until the speed limit was lowered in the village and rose on the bypass. This forced traffic to use it. The old route in the village was shorter. The most westerly two routes should be considered as the best two options. 2. All the proposed routes will have to cross mill creek, Moffat creek, and the rail line. New bridges will be required at all proposed routes. The rail line on Shellard road will need a grade separation because the present level crossing is not suitable for the increased traffic flow. therefore all routes are equal in this matter. 3. The city of Cambridge has a problem with route B, Because of a proposed development in this area. Did they not know a road was proposed on the east side for the last 47 years. This sounds like mismanagement or maybe bad planning, or could this be a way to move the road to another municipality. This dates back to before Cambridge had any land east of Franklin Blvd, and before any plans were filed for development. 4.	1. The East Boundary Road (EBR) is expected to serve multiple functions, rather than solely a "bypass". Existing Franklin Boulevard volumes are congested during daily peak hours and are expected to become even more congested. The EBR will provide an alternative for regular traffic, as well as trucks using Highway 24 and Highway 8 that may not have to travel through downtown Cambridge or on the already congested Franklin Boulevard in order to reach Highway 401 or destinations south of Cambridge. 2. Use of existing creek crossings, even though existing bridges will still have to be upgraded significantly, are preferred by some of the approving agencies unless it can be proven that "no net loss" to the natural environment can be achieved. Rail grade separations are only required when a combination of rail traffic and road vehicle crossing reach a required volume. Although it is anticipated that a grade separation will be required eventually, the East Boundary Road may initially be constructed as a level crossing with provisions for a future grade separation. 3. Studies for an EBR date back to the 1960s and the Region of Waterloo Official Plan showed a potential "East Boundary Road" utilizing Shellard Sideroad (Route A). Planning for the current developments in Cambridge was based to some degree on Route A. Route B, although through both existing and proposed development areas, may utilize an approved Moffat Creek crossing location and existing/proposed roads. 4. All routes are being evaluated with respect to land impacts, along with several other issues including natural

	Route A, AC1, is unacceptable because of all the homes on Shellard road, Some of these homes are in the multi-million dollar range. Route C, CA1, CA2, CA3, are not acceptable because of homes on Shellard road, and splitting farms in half, dead ending roads, and removing houses. The township of north Dumfries has no fire station on the east side of Cambridge.The township contracts the city of Cambridge to cover this area. All fire dept calls are charged to the ND township ,the same for Puslinch twp. The city benefits from the bypass that is forced on the two twps, and we get to pay for 911 calls to the city. 5. Route B, D, are the only routes that should be considered. These two routes do not affect other municipalities. If the city needs a bypass build it in the city, Do not shove it off on other municipalities. To the best of my knowledge no homes have to be removed or farms split in half on route B and D. All the land in this area is for development, and will be divided into lots for homes and industry.	environment, cultural heritage, etc. With respect to fire protection, planning for future developments will take into account jurisdictional issues such as township/city boundaries and emergency services. 5. Routes B and D attempt coordination with existing approved road and the Hydro One corridor respectively. Discussions are being held with Hydro One regarding the possibility of utilizing their corridor.
John Bos	Thank-you for the opportunity to comment on the East Boundary Road	• The East Boundary Road is required to provide access to all development, as well as for some vehicles to more

	Environmental Assessment and the proposed routes. We are a farm family and owners of the development project at 1261 Dundas. We have a number of concerns that we would like to address: • The choice for the region to consider a boundary road of this proportion would greatly affect progress and development of our proposed development project. It would also considerably reduce the housing footprint. • The future residents of this community would be negatively affected by noise, pollution and the visual presence of a major highway. • The need in Cambridge for housing and family communities should be of utmost importance when considering a major bypass road. • The City of Cambridge is investing heavily into the development of this community and in order to justify this investment, housing is a very necessary part of this plan. The families involved in this development would sincerely request	efficiently access areas to the south and north. • A road is required to access the future developments. Noise and pollution will be addressed as part of this Class EA process. • The road will be used in part for access to proposed new developments and communities. • Housing will require access, which will be accommodated on a "regional" level by the East Boundary Road. • Routes A and C which are "further east" are being evaluated with respect to all the issues, of which these comments will be included.

	that the Region would consider a bypass that goes around this proposed development and future developments in this area. Understanding that there are no easy solutions in this difficult area, we would ask that you seriously consider that the East Boundary Road travel farther eastward, toward the Cambridge and North Dumfries municipal boundary, instead of West through this development area.	
No Name	Your 46 years behind I think we need another 45 years of studies Side walks Signs Bugs Fire everyone involved Put in the LRT on Route D and have the Region fund it	The project is following the Class EA process. Construction is not required to be complete for several years from a traffic need perspective, but finalizing a route will allow the planning of future development to proceed and the East Boundary Road to be built when it is required.
Tamara Hetherington	Check your heritage designations Hurry up. Get this done before the leafs win the Stanley Cup (not another 48	All heritage designations will be checked against the appropriate heritage registries, including any updates that may have occurred since the original investigation was completed.

	years) Hydroline is logical choice then by pass enviro. area amend new rec complex Pedestrian/bike access for an active community Environment "CHL 02" has designated home on it so check the other too.	Hydro One is being contacted regarding utilizing their corridor Active transportation facilities (e.g. sidewalk and cycling facilities) will be provided along the East Boundary Road corridor.
Jeremy Hetherington	Yes – project should be moved ahead of Franklin Blvd. "Roundabouts" AC-1/CA-3 – Both options should be eliminated from consideration Route B or C to start get through Moffat Creek Area. Then B/D or C Property values Get Going	There are no funds currently budgeted for the construction of the East Boundary Road in the Region's 10-Year Transportation Capital Program (TCP). The EA must be complete prior to detailed design, and subsequently construction, being added to the TCP as a project complete with funding. All routes are being evaluated including AC-1/CA-3. Property impacts are one of the evaluation criteria.
Brenda Van Ryswyk	I highly prefer "Route B" due to the lower environmental impacts and least sprawl into current rural area. (no matter the "intent" roads always do lead to development) Second choice would be "A" except for the last section where I prefer A-C1 Future development repercussions one the road is in those rural lands will be	The impact of Route B, and other preliminary design/alignment alternatives, on the natural environment is still being evaluated. Development around the final road alignment will be governed by planning policies, procedures, and guidelines. The East Boundary Road will also provide an alternate route for vehicles currently traveling through other routes within Cambridge. All natural environment features are being evaluated for this project.

	looked at as development potential (if they are not already) but some consideration should be given to containing urban sprawl as a result of road expansion (and far far down the road in the future) 1) Reducing negative impacts on existing natural heritage features – not only wetlands but woodlands as well and consider open land as well (meadows, pollinators, grassland & birds) but these can relativly easily be created from underdeveloped land. 2) Reducing sprawl into rural lands 3) Reducing adding total new road constructions or bridge! If possible "Route C" bisects not only significant wetlands but also a large woodlot. This would have significant effects on the amount of interior habitat present (the woodlots were not shown as "significant" on the map but they should be, and interior habitat is especialy significant.	The route with the least overall impact on all of the evaluation criteria, including societal, heritage, transportation, etc., will be considered the preferred (alignment) alternative.
Irene Adach	Least amount of disturbance to existing residents Least amount of disturbance to environment	• Property, existing access, and natural environment impacts are important evaluation criteria when evaluating the routes. • Impacts on other roads will be investigated as the study

	Using Route B, C, or D would create more traffic on Avenue which can barely handle the traffic it has now. Since increasing Townline to 4 lanes to Saginaw has already increased the traffic on Avenue dramatically.	progresses.
Jon Cooper	Utilize the results determined from the study that was virtually completed prior to being put on hold by the Hwy 24 bypass. Why re-analyze what has already been worked through There is a definite need for this road. However, the process is one of the largest wastes I have witnessed directly. It has been such a short time since the last review, it should simply pickup where it left off. With no capital to budget the road for 10 years, does it even have sense to look at this now if policy causes a restart from the beginning every few years.	• The Highway 24 bypass (provincial Highway) would serve a different function than an East Boundary Road. • Finalization of this study provides the Region of Waterloo with an approved defined corridor for the East Boundary Road and will allow future development to proceed and the road constructed when it is needed.
Brad Whitcombe	No No (Social Impact) - Protection from residents on existing routes	• Property impacts are important evaluation criteria. • Staff from Puslinch Township and Wellington County are on the project team for this study. • Impacts on the Mill Creek watershed are being studied and are part of the evaluation criteria.

	- Avoid if possible impact on Puslinch Twp residents. (the route through Puslinch brings another 2 jurisdictions (Puslinch, Wellington) into the process) - Protection and mitigation of impacts on the Mill Creek subwatershed.	
Councillor Wayne Stokley, Puslinch	The proposed northern extension goes through Puslinch. This area known as the Mill Creek Wetland Complex corridor is Provincially significant. Instead of developing a new road through this area why not use the existing Townline Rd and Gore Rd to connect to Shellard Rd. Townline Rd has been upgraded lately and the addition of a roundabout at the intersection of Townline Rd and Gore Rd could help the transition.	• Impacts on the Mill Creek Wetland Complex are being studied and are an important evaluation criterion. • Utilizing Gore Road could be considered; however it creates a significant "jog" in the road that would present some issues with traffic flow and maneuverability. • Roundabouts will be considered for this project as the study progresses.
No Name	- Route needs to be selected so no development can commence - Route A – has too many drive ways, houses and entrances - Route D – is not environmentally sensitive - Route B – brings traffic to close to residential area Just pick the route so we can get on with the process. Route C preferred	Once an alignment is finalized development can occur "around" the proposed route. Environmental impacts are being documented and evaluated for all routes. Impacts of property and residential areas are part of the overall evaluation criteria being considered.

No Name	- Road needed now - Area needs to grow around road Start road soon or city will outgrow this plan like Franklin road and Townline Road. Route B too close to city already to built up. Route C looks like it would be best choice. Route A has to many houses/driveways near homes. Route D – has water lands and should be preserved.	An alignment is being finalized so development can occur around the proposed route. For future development, construction of the East Boundary Road may be a condition prior to development proceeding. The Class EA process will assess the impacts of each alternative route across all evaluation criteria.
No Name	Build asap, Select Route asap Choose the route so it can get built faster. Route A has too many houses Route D has environmentally sensitive areas. Route B close to houses & residential areas. Preferred Route C. Best option Select the route quickly Route C is straight, clean, good connections, train tracks.	The Class EA process is intended to consider all evaluation criteria, such that the route with the least or most acceptable / "mitigatable" impacts is chosen. Impacts to property and residential areas are one evaluation factor being considered.

Concerned Neighbour	Route A affects already developed/residential area. Route C seems like the best route. Quickest solution without obstacles. 1. Most expedient route (C seems best) 2. Least number of existing homes affected. 3. Most direct finished route. No more delays with endless studies! Pick a route and commit to it now to get on with the process.	Impacts to property and residential areas are one evaluation factor being considered. The Class EA process is an consultative process which allows all stakeholders – the public and interested parties – to review and comment on the project and the intent is to look consider all evaluation criteria, such that the route with the least or most acceptable / "mitigatable" impacts is chosen.
Janice Bell	Just decide and let many people get on with their lives. None are better Route D seems to impact least amount of people.	The Class EA process is an consultative process which allows all stakeholders – the public and interested parties – to review and comment on the project and the intent is to look consider all evaluation criteria, such that the route with the least or most acceptable / "mitigatable" impacts is chosen. Impacts on the Hydro One corridor will be discussed with Hydro One and considered as part of the evaluation of the routes.
Penny Warner	Very delicate area around Millcreek by Townline. Any roadway through the North corner of North Dumfries would be disruptive to the wildlife and the historically natural setting for locals. Current roads through it should be used as much as possible. Valley setting in that area also creates a natural funnel	Impacts on the natural and social (i.e. noise) environment are two important evaluation criteria being considered when assessing the various routes. Impacts to property and residential areas are one evaluation criterion being considered. The East Boundary Road will connect Highway 8 (Dundas Street South) to Highway 401 (via Townline Road) and may increase

	for noise as housing there has already complained about industry noise from Savage Drive area. Links to current roads from the new will increase traffic coming into town from there. Using the North west route over the Mill Creek will minimize impact. Crossing from that north portion of Route A to the hydro line Route D will avoid most of the wetlands impact along Shellard and would minimize impact on local housing and country atmosphere. Not sure how the existing traffic at the new intersections of the roads it crosses would increase flow on the existing roads. I fear Hwy #8 would become even busier if its easy for trucks etc. to exit there and head to Ancaster/Hamilton industrial areas without having to use the 403 further down or the Hwy #6. -Effects on sensitive wetlands Destruction of country areas by feeding increased traffic onto current roads / noise also. Effect on local housing on roads linking to new highway by future promotion of development of business attracted to the new business growth opportunity.	truck traffic on Highway 8. This is being evaluated as part of the study as the various alternative routes are examined.

Pieter Koudijs	Although this new road will divert a lot of traffic from coming through the middle of Cambridge, the residents along it will be affected. If a road with the least amount of driveways onto it could be built than allocating the land for it should be done as soon as possible. I like the proposed corridor D the best, as it follows the hydro corridor. Also the road requires a bridge at Millcreek. As many raised sections of road or bridges would help the wild life to pass under the road without interference from people. This new road should be a limited access road. There are significant venues in the northend that would be severely affected by a road going through it. Should be as close as possible to the city of Cambridge. The road allowance for the east boundary corridor should have been allocated 25 years ago so that the least amount of residential sections and suburb would be affected.	Impacts to property and residential areas are one evaluation criterion being considered. Impacts on the Hydro One corridor will be discussed with Hydro One and considered as part of the evaluation of the routes. Wildlife passages are a consideration in the natural environment evaluation. It is desirable that new Region roads have limited accesses; however the use of existing roads (with existing accesses) have many benefits often including less cost and less intrusion on existing natural environment areas. Access, and impacts to existing properties, and on the natural environment are some of the many factors that will be considered as part of this Class EA. Determining the route for the East Boundary Road will allow new development to proceed and take into account the location of the road.
Amil Shaver Jr.	Any 4 lane road should have limited access to avoid another like Hwy #6 south of the 401 hwy. By definition there us a route should not be on a roadway	It is desirable that new Region roads have limited accesses, however the use of existing roads (with existing accesses) have many benefits often including less cost and least intrusion on existing natural environment areas. Access, and impacts of

	that has multiple residences. The Hydro corridor seems to be a copied route running behind the 400 area along the Hydro route residential developments is discouraged. C.P. rail cross in Mill Creek cross will be important 1. Directness of route 2. Away from build-up area to limit noise pollution and gas fume pollution 3. Limited access to the road The longer it takes to determine the best route the more costly it will be.	existing properties, and on the natural environment are some of the many factors that must be considered as part of a Class EA. The stated factors are all important factors being used when evaluating all alternative routes. Alignment is being finalized so development can occur around the proposed route.
Tamara Johnson	Despite options presented – there is considerable impact to wildlife & at risk species. While species may "adopt" with proposed routes through marsh area will bring heavy traffic – likely to kill them off before they adapt (route a) The ponds on Shellard & Mill Creek seeing new duck populations in last 2-3 years. Sensitivity of landfill routes (route c) what is impact of that land breaking down to fast & contaminating drinking water. Route B seems to have least amount of	All routes will have some impact on the natural environment, and this study will determine which route has the least or most acceptable / "mitigatable" impacts. Impacts on existing ponds and Mill Creek are being evaluated. Road construction will consider removing any contaminated soil that may impact road construction. However, road construction should not impact any issues related to any potential contamination from the landfill, which is engineered to contain contamination. All routes are being examined with respect to various impacts including residential and wetland impacts. Any properties required for construction of the road will either be purchased by the Region, or obtained from developers as part of

	residential & wet land impact. Who bears the cost of houses/properties that will have to be destroyed for this? Why focus development in south Cambridge to up pressure. Why not focus around 401 where pressure reduced? Cost – most "cost-effective" option in terms of ranking criteria 1,2,3,4 – are there score criteria being developed to assist in route selection. 1. Impact on existing & at risk wildlife 2. Impact on wetlands & drinking water many residents on well water 3. Least impact on nature & existing properties. Why did you allow upper development on Shellard if this was a proposed route? Up costs to repurchase properties.	development conditions. Construction of the East Boundary Road could allow development to proceed within the entire study area in conjunction with local and specific Official Plan requirements. All the stated criteria are being considered when evaluating the various alternative routes, including costs.
Shirley Hetherington	Please update your maps. Please identify P.S.W's. There are several lots created in N.D. that are not shown. This is a City of Cambridge problem. Why destroy the charm of North Dumfries with this monster road? Cut through lands that are 'For Sale'	Drawings will be reviewed with respect to property fabric and location of Provincially Significant Wetlands (PSWs). The East Boundary Road is meant to serve Regional traffic including City of Cambridge and Township of North Dumfries traffic. A potential route for the East Boundary Road has been shown in the North Dumfries Official Plan for several years.

	along city boundary – south and north of Clyde Road. - Division of community - The road will become a great social divider - Road access on Shellard Road – how? - some "fifty" accesses - You should be on the City side – along city limit and would be less of a community divider - The "water-ways" my property bordered on the north by the CP tracks, on the east by Shellard Road and on the south Clyde Road – Reg#27, on the west by the City boundary – this property all drains through culverts under SP tracks to Millcreek stream. Please identify P.S.W.'s on your map. A-C1 goes through prime agricultural land (Lot J conc.10) and Millcreek P.S.W. CA 3 cuts through 3 newly created residential lots, including Heritage designated stone house circa 1865 and continues through prime agricultural land.	Property/land and social impacts are being considered as part of the evaluation process. Private access onto the East Boundary Road is a factor being evaluated. Impacts on heritage properties and private properties are also factors being evaluated for each route.
Bob Miller	Put people ahead of costs.	Route D utilizes the Hydro One corridor and may evaluate well

	- Option "D" affects, far fewer people than "A" or "B" - A new (or rebuilt) rail crossing and bridge would be req'd for all options therefore build new – the crossing (rail) and bridge on Shellard would have to be rebuilt therefore look at option "D" as least disruptive – it could be built with minimal interference and disruption. Shellard road has 56 driveways from Morrison to the Gore Road and new hydro lines being installed (now) and maple trees that are tapped for sap annually. People over money Hydro corridor is a natural route – if towers didn't adversely affect habitat and wild life Roadway shouldn't be any different noise is an important factor. Hydro towers don't have ears.... People on Shellard Do!! 1. Consideration for residents best interest 2. New bridge and rail crossing's can be built with latest technology and components (20 years from	for the transportation (operations) criteria; however, other evaluation factors, such as the natural environment, must also be considered. Discussions must be held and approval provided from the railways and Transport Canada regarding the location and number of rail crossings. Therefore utilization of the existing crossing must still be considered at this point of the project. Impacts and traffic issues with respect to private accesses, as well as impacts on trees and utilities, will all be considered when evaluating the various routes. The Hydro One corridor was built several years ago, and operational issues resulting from constructing the road near the towers must be considered. Impact on residents is an important evaluation criterion. The latest technology and applicable legislation, to suit the actual conditions and requirements, will be used when constructing a new or upgraded rail crossing. Routes C & D also affect farmland as well as components of the natural environment. All evaluation criteria must be considered when determining a preferred alternative.

	now) 3. Least disruption to residents must be considered. Route "C" and "D" are least disruptive owner or farm req'd for "D" – Mr Art Brewer favors this option (ask him). *Negative impacts on residents is forever cost is a one time impact!!	
Anne Miller	I fully agree with the statement in the second paragraph. A decision on setting lands aside is long overdue. Route A – 50+ driveways along Shellard Rd. requiring access should cancel this option assuming a roadway of meters wide costs to expropriate a number of short frontage homes at market value would escalate costs. Limited access & service roads not feasible. Route B,C &D – at the north end are too close to Grandy Lane Route D is preferred using the Hydro corridor with an easterly turn at the CPR rail to avoid Grandy Lane housing then turning north. Route B – southern end – doesn't appear logical when applying Criteria 4 The public should be informed of the weighting given to each of the criteria	Each alternative route would require property acquisition. Cost of property acquisition and impacts to private property are factors that will be evaluated for all routes. At the next PCC, the evaluation and weightings for each route will be available for review. Natural environment, including wetlands etc., are an important evaluation factor. The East Boundary Road route is being established so that unapproved developments can plan their infrastructure, roads etc. taking into account the East Boundary Road. The weighting of the evaluation criteria will take into account how each criteria is being applied. Hydro One has very specific requirements for their property and discussions will be held with them regarding requirements to allow utilizing all or part of their property for the East Boundary Road. The traffic analysis will take into account not only existing and projected local traffic, but also traffic from the south (Hamilton and Brantford) which may use the East Boundary Road to travel "through" Cambridge.

	especially #P2&3 The wetlands need great respect for several reasons: habitat, water sources, construction issues e.g. Townline Rd at Cedarbrook. Criteria 1, 2 & 3 are most important first to establish possible routes. Then criteria 4 & 5 should be applied. Development properties – plans (unless currently firm) should flex around the designated route. Over the roadway is designated development follows. Traffic Capacity: use will escalate markedly with Brandtford to 401 improved access. Hydro Corridor: least impact on Criteria 2, 3 & 4 – uses already designated land. Next PCC, please provide mapping indicating all current housing along proposed alternative routes.	All existing housing and known property lines will be shown on the drawings.
Chris Spraauman	As most of the trips will be to/from the south/west end of Cambridge, routes B&D are the two routes which will have the least environmental impacts – less times driven. The number of times needed to be drive is more the further east the road has to go. This needs to be taken into account.	Length of road will be taken into account from a cost and air emission standpoint. Length of road also has a bearing on the natural environment depending on the particular route and whether it can avoid natural environment areas. In addition, the length and location of the road will be a consideration in the traffic analysis with respect to its suitability or attractiveness to drivers and active transportation users (pedestrians and

	Keeping the road closer to the city will also reduce environmental impact to animals/wildlife in the area east of the town – there are significant deer migration in the areas that Route C is being proposed for. A 4-lane road will be the end of the wildlife for this area. Are roundabouts really the right answer for Franklin blvd. and are there ways that we can make better use of existing infrastructure rather than building new infrastructure? This road is a significant cost for taxpayers. The most important criteria should be the impact to the local community and the environmental impacts of the road. There are already impacts from the existing roads and railroad in this area. The cost of upkeep and future expenditures need to be kept in mind and be part of the evaluation criteria. This is another road where the Region will already be pressed for money for all the capital infrastructure projects happening in the next 10-20 yrs.	cyclists). Natural environment issues are evaluated for each particular route and area since there are some sensitive natural environmental within the Study Area. The requirement of an East Boundary Road is required in addition to increases in Franklin Boulevard capacity in order to address future development, increased traffic driving through Cambridge, and to reduce congestion on other existing roads in Cambridge. All evaluation criteria will be weighted to address the overall project needs. Capital (initial construction) and operating (i.e. maintenance and upkeep) costs will be incorporated into the project costs and are somewhat dependent on the length of road. Construction timing will depend somewhat on development timing. Funds for the detailed design and construction of this project have not been included in the Region's 10-Year Capital Road forecast and construction will only occur when funds are budgeted and the Class EA has been completed.
Suzi Moore	Perhaps the Region should focus on improving the efficiency of Franklin Blvd.- allowing it to be the key N-S route given the infrastructure, services and	The requirement of an East Boundary Road is required in addition to increases in Franklin Boulevard capacity in order to address future development, increased traffic driving through Cambridge, and to reduce congestion on other existing roads in

	road itself is already in existence. Are roundabouts truly the most effective answer for such a key road? Which new technologies can we apply to existing roads which will solve traffic-flow problems and avoid the need for new roads? I feel that the environmental impact needs to be heavily considered. This area includes the Beverly Swamp, Moffat Creek and Grand River. It is home to a significant diversity of species some of which are at risk. A road would negatively impact the area, likely irreversibly. 1. Impact (disruption) to local community and natural environment 2. Environmental Impact My first choice for the EBC would be as per 8.1 "Do Nothing" and find solutions using other existing roads & new technologies. Failing that my preference would be for route B, then D to minimize environmental impact.	Cambridge. Natural environment is a key evaluation criterion when choosing a route for the East Boundary Road. Any impacts to the natural environment will be mitigated to the satisfaction of the governing agencies such as the Ministry of Natural Resources, Grand River Conservation Authority, etc. Disruption and impacts to the local community and natural environment are key evaluation criteria when evaluating the various routes. With the Do-Nothing alternative, congestion will increase and proposed development on the East side of Cambridge would not be able to proceed.
Siegfried Suckert	- How to minimize impact of build to existing home owners and traffic. - Rights and concerns of Cambridge. Home owners (tax payers) should outweigh those of investors,	Impacts to existing property owners are an important evaluation criterion when evaluating each route. Air emissions, as a function of road length and grades, will be evaluated when analysing each route.

	speculators and developers. - How best to reduce carbon footprint of traffic flow between the 401 and south east Cambridge - As this roadway will ultimately become an expressway between the south of Cambridge and the 401, it is imperative that this traffic is moved as quickly and efficiently through the city as possible. (Route "D"). - Which is the most cost effective route to build? - What will ultimately be the public's primary use of the new East Boundary road? i.e. an expressway from south side of Cambridge to the 401 - Which route has the least environmental impact to build and operate? - Minimize noise pollution throughout route. - Minimize air pollution throughout route - Minimize carbon footprint throughout route during both the build and future use. - Utilizing lands of the existing hydro corridor and adjacent to east landfill boundary is efficient and effective way to build and less impact on home owners and the environment. - A roadway meandering through the city	In addition to length of new road, impacts to all property owners, natural environment, etc. other criteria will also be evaluated. The East Boundary Road will be a "typical" Region Road with intersections at other major roads, as opposed to an "expressway". Costs, users, and environmental impacts are all part of the criteria used to evaluate each road. Noise generated by a new road will be evaluated based on the Region's Noise Guidelines and steps taken to mitigate noise generated by traffic on the new road. Hydro One has very specific requirements for their property and discussions will be held with them regarding requirements to allow utilizing all or part of their property for the East Boundary Road. The actual route alignment will be based on minimizing or mitigating impacts to the social (e.g. public, property owners, etc.), natural (e.g. wildlife, habitat, etc.), and cultural heritage (e.g. built heritage resources, etc.) environments, while at the same time minimizing costs and maximizing transportation operations, as much as possible.

	like a river will only create more cost, resistance and environmental waste. - I understand that you cannot stop progress and as a city evolves things beyond our control change. But what we can control is the magnitude of the impact of these decisions.	
Roy Maraffino	Yes there are 2 suggested routes that run beside my property and through my neighbours property. Not at this time, there are some routes that seem to have the least effect on residents of the community. I would hope the homes of families would have priority over anything else. Distance from Dwellings. - Noise pollution - Distance of road from residents houses/property - Effect on safety I would like to be kept up to date with any solutions and/or decisions being made in the future.	Impacts to private properties will be evaluated and mitigated as part of the Class EA process. Impacts to private properties are an important criterion when evaluating the various alternatives. Property impacts, noise impacts, and safety are all evaluation criteria being applied to all routes.
Linda & Vasco DaSilva	Don't keep approving new construction without proper infrastructure. The need was established back to the 1960's why keep expanding beyond your barriers. - Franklin & 24 should be addressed first	The requirement of an East Boundary Road is required in addition to increases in Franklin Boulevard capacity in order to address future development, increased traffic driving through Cambridge, and to reduce congestion on other existing roads in Cambridge.

	before further expansion into dwindling green spaces. - People are not going way out of their way East to just head back west into KW area – Rapid Transit into Cambridge south east. Not just between Kit. & Waterloo. That is not Regional but city based. Would reduce some of the congestion. Room for trucks within city – industrial area vs country side. The impact on the residents of Shellard Rd., Clyde, etc. should be considered.. The environment!!! North Dumfries & Puslinch and east Cambridge sensitive areas. Keep the road within city of Cambridge boundary. There is space along the Hydrolines then connect to Townline. Stay away from wetlands, disturb as few existing home as possible not a little piece of their lands. Take nothing or all of it (ours included) I don't see the need for an East Boundary Road if the 401 goes ahead with their extension. The country side is not the ideal place for transport traffic, they are delivering good to facilities within the city. Keep the traffic closer to	Franklin Boulevard is being improved, and Highway 24 through Cambridge is widened in most areas to the limits of the existing road allowance. Even if Franklin Blvd and Hwy 24 are improved/widened there is still a need for an East Boundary Road to address existing traffic volumes and future traffic from proposed developments. Not all traffic on the East Boundary Road will have a desired destination of Kitchener-Waterloo. The East Boundary Road will connect to Townline Road in the north, which connects to Highway 401 and provides access to Highway 401 both westbound and eastbound. Rapid Transit (trains) are planned to eventually connect to Cambridge, with initial plans to utilize adapted Bus Rapid Transit (aBRT) between Cambridge and Kitchener. The East Boundary Road will provide an opportunity for heavy trucks to bypass the urban area of Cambridge. Impact on private properties is an important criteria when evaluation all alternative routes. The natural environment, including environmentally sensitive areas, is an important criterion when evaluating all alternatives. Additional discussions are being held with Hydro One regarding use of their Hydro Corridor. All alternatives will avoid wetlands and/or mitigate impacts, as required. Property requirements will be negotiated with each individual property owner. The East Boundary Road will carry traffic north and south through Cambridge, while Highway 401 serves a somewhat different purpose and carries traffic east-west through the province. Traffic delivering goods within the City will still have

	their destination. Don't make it someone else's problem. Please keep all residents well informed. Where is there room on Townline for bike trails. Trails in the middles of road as depicted in the drawings.	alternative routes to reach their destination. The proposed road allowance for the East Boundary Road will provide active transportation (pedestrian and cyclist) facilities. Notifications of future PCCs and other opportunities for comment will be advertised and mail-outs sent to residents.
Maria & John S Correia	Pollution on Shellard Rd. if new road goes through, noise levels will increase. Effects of increased pollution to environment and wildlife in our area. Use Hydro Corridor (probably the Route D might be the best option) Do you realize how many driveways go along Shellard Side Road? Too many for a new busy road! Our properties will lose value. When we built our home almost 13 years ago, it was because of the quite atmosphere, and to experience the beauty of nature and wildlife in our area. Don't destroy our beautiful land. Pollution Noise levels Destroying owners privacy and properties	Noise from traffic will increase based on increased traffic. A noise study will be conducted based on Region of Waterloo Noise Guidelines. Noise attenuation will be installed, if required. However, noise modeling is based on projected noise levels in the rear outdoor living area and typically do not require noise attenuation if the road is at the front of the lot. Additional discussions are being held with Hydro One regarding use of their Hydro Corridor. The number of driveways and property impacts are an important criterion when evaluating all routes. Impacts on the natural environment are important criteria when evaluating all alternatives.

	Wildlife Nature Environment Please let the property owners of Shellard Side Road enjoy our peace, quiet and beautiful environment with amazing wildlife to share with our grandchildren.	
Joan Reeve	The route for this East Boundary Road needs to be where it will have the least impact (noise, pollution, etc.) on small residential properties. (Route C or D) The route for the "424" Highway needs to be determined by the Province before the "EBR" is established as this could result in a sufficient cost saving to the Region. A West Boundary Road from Hwy 24 South to 401 NW of Cambridge "424" Highway east of Cambridge More roundabouts to keep traffic flowing The CPR railways tracks & Mill Creek are the closest proximity to each other directly south of Townline Rd, therefore one large overpass could be constructed over both to connect Townline Rd at the south end. It was mentioned at the meeting on April	Impacts on the natural environment, noise impacts and property impacts are all important criteria when evaluating alternatives. The East Boundary Road will serve a different purpose than a provincial Highway 424. The East Boundary Road will be required regardless of whether or where Highway 424 is built. The need for a "West Boundary Road" has been studied in previous studies, and the East Boundary Road was determined to be the preferred solution to deal with north-south traffic through Cambridge. Roundabouts will be a consideration for intersections as part of this project. Cost and feasibility of structures over the CPR tracks and Mill Creek are important evaluation criteria. The width of Mill Creek and length of the structure must also be considered. Shellard Road, or Route A, was identified in previous studies as it already has creek crossings and much of the existing road allowance is already "clear". In general, this is thought to have the least impacts on the natural environment. Given the higher volume traffic and potential changes to the vertical road profile, it is correct that little of the existing road base on Shellard Road

	3rd that Shellard Road would be a good route to use because the road base/structure was already there, however when the Townline Rd as redone 2 years ago all the road base was removed & new stone, gravel, dirt, etc. hauled in to make the base fit for heavy traffic. Your Evaluation Criteria covers every aspect, however I would like to see small residential properties be given a high priority i.e. there are 58 driveways accessing Shellard Road – let's keep the EBR west of these properties (Route C or D) like what is planned for the SBR by not using Myers Road. Natural, Social, Heritage/Archaeological/Cultural Environment & Traffic Safety are the most important criteria to me. Traffic capacity & operations will be better served by the "424" which will eliminate, I would say, 75% of the traffic now using Shellard Road. As for costs, the City of Cambridge should have got on with the project in the 1970's which would have resulted in an enormous saving, but that didn't happen which will now result in tremendous costs. As my driveway access onto the north	will be able to be re-used. Impact on residential properties is an important criterion in evaluation all alternative routes. Natural, Social, Heritage/Archaeological/Cultural Environment, Traffic Operations, and Cost are all important criteria when evaluating the various routes. The East Boundary Road will be a Regional Road which will also serve traffic other than "Cambridge traffic"; including traffic going through or bypassing the main part of Cambridge.

	end of Shellard Road, I don't want the EBR going thru my property for the following reasons: My home built in 1846, is designated as "heritage". It has been in the family since 1870's & my son has every intention to take it over when I pass on. .58 acre along the front of my property has bee designated as "PSW" Provincially Significant Wetlands by the Ministry of Natural Resources. I have 300 fish in my pond, snapping turtles & in several occasions have seen the Jefferson salamander on my property; also numerous birds, geese, blue herons, etc. Noise, heavy transport traffic, pollution, etc. (purchased this property in 1979 away from all the above.) Note: This has been a City of Cambridge problem since 1960 & now they want the Township of Puslinch to help solve their problem. Let's keep the EBR in Cambridge/N.Dumfries. Note: Having said all of the forgoing, perhaps the best solution would be for the Region of Waterloo to annex this small triangle of Puslinch Twp land into	

	the city of Cambridge. I will then sell my 19 acres of property to a developer & move to a quire area.	
Frank Marchio – Lakeview Homes	We attended the April 3rd Public Consultation meeting related to the Region's East Boundary Road Environmental Assessment and wish to provide our comments on the preliminary route alternatives that were presented. There were a total of four (4) preliminary route options presented for the East Boundary Road and it was noted that three of the four routes (Routes B,C and D) all rely on a new Mill Creek crossing to be construction which would have considerable financial and environmental implications. Route "D" would have additional environmental impacts on the core areas of the Moffat Creek PSW. Our concerns with Route "B" are shared by the City of Cambridge in that it would separate the future community use lands from its catchment population areas on the north side of Moffat Creek and other development lands in the SE Galt community. Routes "C" and "D" would share the same impacts and divide the SE Galt community further to the east. Development in the SE Galt was always	Development and land use planning are two important criteria being used to evaluate all routes, along with natural environment, heritage/archaeological, cost, (traffic) safety, etc. The use of Route A also has impacts on existing residences, which must also be considered. A revision to the Study Area will be considered, but it is unlikely given that additional impacts or issues may arise that necessitate revision to some of the routes. Extending Shellard Road further south to Highway 8 as part of this study will be considered by the Project Team, but is likely beyond the scope of this study. While Route A was indicated in the ROP it is also noted in the ROP that the EBR is subject to a full Environmental Assessment. The ROP is not the place to determine exact location for a new Regional road that is what the Class EA process is for and why we are proceeding with a Class EA to establish this corridor.

	intended to be an integrated community centred around the community use lands and the proposed arterial road crossings would create barriers to achieving this form of community planning. One of the key merits of Route "A" as presented in the PIC #1 handout material is its consistency with both the recently approved Regional Official Plan and City of Cambridge Official Plan, which have both been through extensive public process. The Route "A" alignment would also best preserve the environmental and residential development integrity of the SE Galt Community. We do however express some concerns or issues you should consider with the consideration of Route "A" as a possible option. This route would have both financial and environmental benefits only if it make sus of existing road infrastructure such as Ripplewood Road and Shellard Road. We also request that you investigate the potential of extending the Shellard Road allowance southerly to intersect with Highway 8 (Dundas Street) as a refinement and/or possible improvement to the Route "A" option. Along with considerable financial and environmental	

	advantages, we believe this alternative to the Route "A" option would strongly assist in achieving the integrated community planning and development the City of Cambridge expects for the SE Galt community. A final comment relates to our land holdings located in the SE Galt. We note that none of the four proposed route alternative would impact the development lands know as Lakeview – Phase 1 which are located south of Ripplewood Road and east of Vanier Drive. We respectfully request that the Region refine the Study Area to exclude these lands so that our planning applications for draft plan of subdivision can be processed by the City and Region.	
Lindsay Ford – Waterloo Catholic District School Board (WCDSB)	Staff at the Waterloo Catholic District School Board has reviewed the material presented at the Public Consultation Centre #1 for the East Boundary Road EA in Cambridge and has the following comments. Specifically, the Waterloo Catholic School Board strongly objects to the proposed Route B alignment. The Waterloo Catholic School Board has entered into joint venture and partnership discussions with the City of	Impacts on land use and developments (including schools) are important criteria when evaluating the alternative routes. The East Boundary Road could provide specific pedestrian crossings at high pedestrian movement areas, if required. In addition, cycling facilities are being provided within the road allowance, including multi-use trails. Safe pedestrian access can be provided across the East Boundary Road, similar to all Regional Roads in an urban environment. There are numerous locations where schools are located adjacent to Regional Roads including the recently constructed school, Moffat Creek located on Myers Rd.

	Cambridge, the Waterloo region District School Board, and Cambridge Libraries for a joint school and community campus within the Southeast Galt area of Cambridge. The City of Cambridge has purchased approximately 6.5 acres for a Catholic elementary school (junior kindergarten to grade 8). Discussions on this project have been underway for more than 8 years. The location of this community campus will be directly and negatively impacted by the Route B alignment of the East Boundary Road. Traffic Capacity, Operations and Safety – How does the alternative serve the expected vehicular, transit, pedestrian and cycling traffic needs? Route B directly abuts the proposed community campus and separates it from neighbouring residential areas. The community campus is proposed to include two elementary schools and public library. All of these uses are accessed by a high volume of pedestrians, specifically young children. Route B would require the crossing of a major arterial road to get to school. WCDSB has significant safety concerns regarding the ability of young children to safely cross this road and would likely be	Pedestrians will still be able to utilize the active transportation facilities as well as other intersection and trail connections to the East Boundary Road to access schools. The East Boundary Road is not intended to be the eastern limit of development in Cambridge. Details of the Accommodation Review and the impact of the East Boundary Road location can be reviewed by the East Boundary Road project team for inclusion into the evaluation of all routes. The East Boundary Road Project Team is interested in reviewing the WCDSB's analysis of how the East Boundary Road location (specifically Route B) impacts the proposed location of a school. A meeting can be held with WCDSB staff to review whether the location of an arterial road closer to a proposed school will impact whether or not it is still needed. The location of the East Boundary Road utilizing Shellard Road, although shown on the Official Plan as a potential location, still has to be confirmed by a Class EA study as mandated by the Province and Federal Government. While Route A was indicated in the ROP it is also noted in the ROP that the EBR is subject to a full Class Environmental Assessment. The ROP is not the place to determine exact location for a new Regional road, which is what the Class EA process is for and why we are proceeding with a Class EA to establish a corridor.

	forced to bus students to school. Social Environment – What impacts will the alternative have on the local community? Will the alternative fragment land and/or limit development opportunities? Route B would separate the community from the adjacent residential area making the site unviable for a school. Ideally, elementary schools are placed in the middle of residential areas in order to maximize the number of students able to walk to school. This is beneficial for health and environmental reasons as well as to reduce transportation costs. The ability for students to walk is already challenged by the size of community campus. WCDSB has the expectation that a portion of students would be able to walk to this school and with primarily relying on the residential area proposed between the community campus and Dundas Street for this purpose. The location of Route B would eliminate the possibility of students being able to walk to this school and make the site unviable as an elementary school. The Route B alignment also raises questions regarding the ability of	

	development to expand further east within the southeast Galt community toward the Urban Area Boundary designated in the Regional Official Plan. It is unclear whether the east boundary road would be the edge of development. If so, the WCDSB would have further concerns regarding the viability of this location for an elementary school. In 2013, WCDSB completed an accommodation review of five of its elementary schools in the southeast area of Cambridge. The accommodation review and its decisions assumed that the alignment for the east boundary road shown in regional and municipal official plans (Route A) was more or less accurate. This review was a year and a half long community consultation process that resulted in a decision to close two schools, build additions to three schools, and build a new Catholic elementary school on the lands currently owned by the City in the southeast Galt community. The entire accommodation solution requires approximately $20m in investment within the south end of Cambridge and is scheduled to be implemented in three phases with the	

	final phase being the construction of an elementary school on the community campus on the southeast Galt community. The first two phases are entirely dependent upon a new school at this particular location. The Ministry has recently announced funding for phase one which will commence design and construction shortly. If a new school is not built within the southeast Galt community then the entire three-phased plan would need to change. This would require an abrupt halt in construction plans for phase 1, another extensive public consultation process, disruption to the entire Catholic community in the south end of Cambridge, reversal of decisions to close schools, and investments in infrastructure to service the Catholic community in a different manner. This would be unnecessarily disruptive and really not at this point in time. The Waterloo Catholic District School Board requests that Route B be eliminated from the potential options as soon as possible. Should you have any questions or	

	require any information from us, please [redacted]	
Shawn G. Callon – Waterloo Region District School Board (WRDSB)	Having reviewed the information presented at the Region's recent Public Consultation Centre (PCC#1) for the East Boundary Road Class Environmental Assessment, Planning staff of the Waterloo Regional District School Board (the Board) wishes to express its concerns regarding the negative impacts of Routes B, C and D. The Waterloo Region District School Board was an active participant in the development of the Southeast Galt Community Plan as early as 1992, and with formal City of Cambridge Council direction on the Plan, from 1996 to 1999. Throughout this period the catholic and public school boards, the City, library staff and various other agencies and partners committed to a process that would see the development of a cohesive, accessible, pedestrian-friendly community that was well-equipped to meet the needs of over 12,000 residents. Some of the community design objectives in the SE Galt Community	Although noted on the Official Plan as a possible Route for the East Boundary Road, Route A has not been confirmed by a Class Environmental Assessment as mandated by the Province and Federal Government. While Route A was indicated in the ROP, it is also noted in the ROP that the EBR is subject to a Class Environmental Assessment. The ROP is not the place to determine exact location for a new Regional road, which is what the Class EA process is for and why we are proceeding with a Class EA to establish the corridor. Impacts on land use and developments (including schools) are important criteria when evaluating the alternative routes. The East Boundary Road could provide specific pedestrian crossings at high pedestrian movement areas, if required. In addition, active transportation (i.e. pedestrian and cycling) facilities are being provided within the road allowance. Safe pedestrian access can be provided across the East Boundary Road, similar to all Regional Roads in an urban environment. There are numerous locations where schools are located adjacent to Regional Roads including the recently constructed school, Moffat Creek located on Myers Road. Pedestrians will still be able to utilize active transportation (i.e. pedestrian and cyclist) facilities, as well as other intersection and trail connections to the East Boundary Road to access schools.

	Plan process included: • Establishing a functional integration between schools, partks, and the existing and proposed space system; • Locating community facilities in convenient central locations which maximize the opportunity for development of joint use facilities, maximize pedestrian access, utilizing opportunities for the creation of community focal points and minimize the need for school busing; • Developing a road network which distributes traffic over the community thereby offsetting the need for major internal collector roads; • Providing for the future alignment of the north-south arterial as defined in the Cambridge Area Transportation Study (CATS); • Providing for a compact development form, making efficient use of existing and planned services and infrastructure. In 1997, our focus was largely on linking the community north of Moffat Creek	Route A utilizes an already established corridor (Wesley Boulevard) for a collector Road and provides for pedestrian and cycling facilities. The East Boundary Road Project Team is interested in reviewing the WRDSB's analysis of how the East Boundary Road location, specifically Route B, impacts the proposed location of a school. A meeting can be held with WRDSB staff to review whether the location of an arterial road closer to a proposed school will impact whether or not it is still needed. The East Boundary Road Project Team is also interested in reviewing the analysis of the "detrimental" impacts the East Boundary Road will have on the location of proposed schools.

	with that to the south. That link's significant advantages included: access to proposed school sites, transit and school bus routing, reduced fire and emergency service response times, and better relationships with other public infrastructure such as parks, and libraries. A critical Moffat Creek crossing was evaluated as one of 5 collector road options for the area. After several rejections of the crossing by the Region's Ecological and Environmental Advisory Committee (EEAC), and, due to the significant public service concern, a solution that was sensitive to the affected areas' riparian and wildlife movement issues was found. The chose bridge crossing was supported by the Region, the City, the Waterloo Catholic and Waterloo Region District School Boards, the GRCA and other agencies. By the fall of 1998, the final Community Plan was unfolding. It identified the critical crossing of Moffat Creek and a conceptual representation of the community facilities needed to serve both its north and south sides. Various agencies, including the school boards, established thresholds for	

	service based on walk-in traffic from each of the identified residential districts. At the time, development of the Community Plan was also influenced by the CATS, which anticipated a future connection from Shellard Road to Highway No. 8. The identified northerly limit of this connection formed the southerly boundary of Neighbourhood 3 in the Plan, which is represented as Route Alignment "A". The limit was "... established in consideration of: the CATS Review Task Force recommendation to utilize the existing road alignments wherever possible (Ripplewood Road); the location of existing residences on Ripplewood Road, Vanier Drive, Davies Street and Dundas Street, natural constraints identified through the Moffat Creek Watershed Study including Provincially significant wetlands; and the ultimate goal of connecting the proposed south boundary road.... and Shellard Road/Townline road on the east-side of the City of Cambridge. The defined south area of the Plan, identified as Neighbourhoods 2 and 3, required the strategic placement of a joint school and community site that was	

	broadly accessible. This culminated in the City's pre-purchase of a multi-use campus that would strategically service the area. For the Waterloo Region District School Board, the Community Plan identified 2 elementary school locations (one north of Moffat Creek and the joint campus, central to neighbourhoods 2 and 3). The larger pre-purchased campus, located south of Moffat Creek was intended to accommodate a catholic and public elementary school as well as a library and other community facilities. While it was anticipated that additional studies would further guild the final Community Plan, there was no contemplation of the material and detrimental impact of the proposed road alignments in the East Boundary Corridor Study (see Appendix A). Particularly disconcerting is the alignment of Route B which compromises not only the multi-use campus, but also the hard-fought creek crossings and the overall integrity of the Southeast Galt Community Plan. This large capacity roadway effectively bisects a community that, from its inception, was intended to be lined via a	

	collection level road (extension of Wesley Blvd.). The planned collector was intended to provide for all forms of transportation, including the active transportation (walking, cycling, etc.) desired of the community and school boards. While it is commendable that these multiple forms of transportation are also promoted in the proposed routing profile, changing the collector to a major arterial road has significant impacts on the intended use of this roadway, including vehicular speed, transportation of goods and materials, traffic volume, number of driveway access and safe pedestrian crossings between neighbourhoods. It also suggests a second crossing of Moffat Creek, which as a single crossing was already considered to be negatively impacting the sensitive wetland area. For this Board, Route B has the potential to compromise both identified school sites in the Southeast Galt Community Plan. The route as shown falls alongside the easterly edge of the proposed northerly elementary school campus. If this route contemplates an additional westerly connection to neighbourhood 1, it may threaten the identified school/park	

	facilities for that area, leaving few alternatives for school site development north of Moffat Creek. South of the creek, the alignment takes critical frontage from what was expected to be a pedestrian-friendly, accessible, multi-use campus. Routes C and D have similar consequences in that they sever proposed neighbourhoods 2 and 3. The consequence of this division could be significant to the Board in that neighbourhood 3 may require independent service, either the indefinite bussing of students or the construction of additional school accommodation. The Board opposes the intentional isolation of such areas where it compromises the planned service of students. Of the 4 alternatives presented, the Waterloo Regional District School Board finds that in terms of protecting the integrity of the Southeast Galt Community Plan, only Route A is acceptable. It is our opinion that Routes B, C and D do not meet the previously identified needs of the Southeast Galt Community nor do they appear to meet the policies of the Province as identified on the	

	attached Appendix B.	
Shirley	Please note that the building at 1062 Clyde Road is a Designated Building. I noticed on your website regarding the East Boundary Road this building is referred to as CHL-02 and is only listed as a heritage property.	The heritage designation of 1062 Clyde Road has been updated.
Pam Slotegraaf	I am wondering if there are minutes of the April 3rd meeting as held at the Holy Spirit Catholic church regarding this study? If so, could you forward the same to me?	No minutes were taken as the public consultation centre (PCC); the PCC was a drop-in format. The material presented at the PCC is available on our website. A link to the Project Information Sheet on the Region's website was provided: https://www.regionofwaterloo.ca/en/living-here/resources/Documents/Future-Construction/DC_07299_InfoSheet.pdf
Peter Rivers	Sorry I was so long getting this information back to you regarding the East Boundary road proposals in Cambridge Ontario, East of the regional landfill site. After viewing the proposed routes, my preference would be for "D" as my primary choice and "C" as my secondary choice for routes. Utilizing the existing hydro line corridor makes a lot of sense to me, as it is already high ground and it can meet up to Mill Creek from an elevated position above the creek.	Natural (wildlife, wildlife habitat, etc.) and Social (i.e. property impacts) Environment are key criteria being used to evaluate all route alternatives.

	My name is Peter Rivers and I live at 1507 Clyde Road, Cambridge. Ours is a farm property with a barn full of swallows in the summer months, as well as bats and other wildlife throughout the year.	
Bob and Ann Miller	Hi Shannon, we are the Millers at 1298 Shellard Rd. We live on a 12 acre woodlot and regularly see Red tail hawks, deer,and recently a coyote looking for lunch. Wild Turkeys visit and we had a nesting Owl but it has not returned. We have a large variety of birds from Woodpeckers to Hummingbirds and everything in between. We had a nesting pair of Geese and Wood Ducks on one of our ponds again this year and Blue Herons drop in from time to time. We have the usual garter snakes, frogs and toads and of great interest we recently found a Salamander which was black with blue spots and our research indicates it may be a Jefferson Salamander which we are told is considered somewhat rare in this area. Raccoons and possums are regular visitors and we accept all such visitors with interest and we do not destroy any creatures on our property. We obviously would be concerned and opposed to any By-Pass that interfered	Email reply sent by Dave Hallman, MTE Consultants Inc.: Thank you Bob and Ann for your information and observations of the various wildlife species. My apologies for a response taking so long and thank you very much for your patience. Our natural environment sub-consultants, Savanta, have kept a record of your comments and they also will form part of the public record for this study. Incidental observations of various species are important to the project at this point in the study. An actual visit to your property is not required at this time, but may be more appropriate as the routes are refined. With respect to Jefferson Salamanders, there are many other salamander species that are very similar to Jefferson Salamanders. The only way to determine if a certain species is a Jefferson Salamander is by genetic testing. As I understand it, Savanta has observed or trapped hundreds of salamanders as part of their investigation for this study. In addition they have completed genetic testing on the many of the trapped species and all genetic testing turned up negative i.e. no Jefferson Salamanders were found. Once again, as the study progresses and if additional observations and/or testing is required we will contact you to arrange a visit if necessary.

	with such a diverse and compatible collection of wildlife. If you would like to visit our home and property please do not hesitate to contact us. Thank you for your interest.	Please do not hesitate to contact the undersigned if you have any questions. Dave
Chris Spraakman	I am writing to you with additional details to be included/considered in your environmental assessment for the East Boundary Road corridor study taking place now. I live at 1119 Clyde Road in North Dumfries (near to Clyde and Shellard) and would like to identify that we have many Animals/birds species on our property that we see regularly. These are: 1) Bats 2) Blue birds, Barn swallows, and many other birds. 3) Turtles 4) Frogs 5) Coyotes 6) Deer	Email reply sent by Dave Hallman, MTE Consultants Inc.: Good evening Chris. My apologies for a final response to your email message taking this long and thank you for your patience. I do have a record of sending you a response during the summer but I also indicated I would get back to you with some additional details. Thank you for taking the time to advise MTE's natural environment sub-consultants (Savanta) of the various species you have observed on your property. A large part of the natural environment review for this study is an overview process of the existing and potential habitat of various species. Specific observations and information such as you provided must also be considered in context with observations of the entire study area. Your information will assist in the aspect of the "overview" portion of the study and observations of the various species. On a "larger scale", your email will also form part of the public record for the study. Thanks again for your patience and please do not hesitate to give me a call, as any further enquiries should go through myself (or Marcos Kroker of the Region). It is proposed to have another Public Consultation Centre in the new year and details of the

	7) Misc. small animals	overall study including the natural environment review will be available for review. Dave"

Name	Comments	Project team response
Trevor Annett	**Question 4:** What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Remaining clear of Shellard Road.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **The preferred route is where it should be. I like this route.**	• Comments have been included in the public record and the resident was added to the project mailing list, as requested.
Steve and Dale Hahn	**Checked yes to be placed on the project mailing list.**	• Added to the project mailing list, as requested.
James Hilborn	**Question 5:** Are there any other general comments you have on this project? **Answer:**	• Project is proceeding as per Municipal Class Environmental Assessment Guidelines, which must be finalized before construction can begin. Given the size of the project, construction funds must also be allocated into

Name	Comments	Project team response
	Get Going!	the Regions Ten Year Transportation Capital Program.
Alex Taylor	**Question 5:** Are there any other general comments you have on this project? **Answer:** **This road is needed as an alternative to the current through truck route which is the Hespeler Road / Water Street Ainslie Street corridor. As the number of roundabouts on Franklin Boulevard increases, its use for anything other than Access for trucks to industry along its length will decrease. Franklin Boulevard continues to diminish as an appropriate through truck route.**	• The East Boundary Road will be designed for truck use.
Jon Cooper	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **No** **Question 2:**	• Safety, Efficiency, and Social impacts are incorporated into the evaluation criteria. • The Moffat Creek Bridge is estimated to require a 25m single span bridge over a point where the watercourse is only a few metres wide. This will allow for wildlife passage. In addition, there may be a requirement for other smaller culverts which could also allow wildlife passage.

Name	Comments	Project team response
Jon Cooper – continued	Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **No** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Safety, Efficiency, Social Impact.** **Moffat Creek is a main natural corridor for wildlife. This corridor needs to be maintained with the ability for wildlife to cross under the roadway with a suitably wide bridge to accommodate.** **Question 5:** Are there any other general comments you	• Route B, along with all the other alignments will continue to be evaluated based on all of the evaluation criteria. The recommended route will be subject to further detailed discussions with the approving agencies.

Name	Comments	Project team response
	have on this project? **Answer:** **The City should not dismiss Route B assuming social impact problems. A direct corridor to residential and recreational facilities is not a detriment. There could be ways to make it work.**	
Unknown	**1) Any by pass should be where the traffic is the transport hub is at Highway 401 & 97 – NOT to mention cars!** **2) North Dumfries and east Cambridge is residential and agricultural land.** **3) You are introducing harmful and poisonous pollution into our clean air, affecting our families, children and our farm crops (our food).** **4) You are trading people over cars and trucks, so it takes vehicles five minutes more to reach their destination. So it should be.**	• Although a benefit of the East Boundary Road is its function as a bypass for vehicles, it is also required to address future traffic from existing and future developments. The province is also working on a Study for Highway 24 and Highway 6 which will address connections to Highway 401. The East Boundary Road will connect to Townline Road which has an interchange with Highway 401. • Subject to public comments received, and additional discussion with approving agencies, all alignments will be further evaluated by the Project Team with respect to impacts on the overall environment.
Rick and Edith De Graaf	**Question 1:** Do you think there are any other problems or needs that should be considered and added	• The Project Team Preferred Alternative Route C1 will be subject to additional discussion with approving Agencies to

Name	Comments	Project team response
	to the project Problem Statement? **Answer:** **I'm impressed with the comprehensiveness of the study and the work the study team has done.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No. I do like your current preferred C1 routing. It is also my preferred routing. I really like the alignment with Townline Road.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **- Traffic flow away from housing developments** - **Minimal enviro impact** - **Efficiency** - **Fair compensation to property owners**	determine concerns with environmental issues. • In areas where property is required for the East Boundary Road, the property owner will be contacted directly by the Region of Waterloo's Land Purchasing Officer during the future detailed design process. Compensation will be provided at fair market value. • Access for farm vehicles where land is being broken up will be considered as the alternatives are further evaluated. Existing access will remain or be mitigated (new access) through detailed design. • Access to properties will be considered as the alternatives are further evaluated. Maintaining an access to properties, especially where accesses currently exist, will be considered as part of the detail design process.

Name	Comments	Project team response
	Question 5: Are there any other general comments you have on this project? **Answer:** - **concerned about the broken up farm land – would equipment underpasses be considered for access?** - **If B1 is chosen – concerned about my access to Main Street given that the traffic circle would probably use up the land where I access Main Street currently (1440 Main Street E)**	
Anthony & Sandra Wojteczko	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **Traffic Noise** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:**	• A preliminary noise analysis following Region of Waterloo Noise Guidelines will be undertaken on the Project Team Recommended alternative to identify potential noise implications on residential properties. A full noise analysis will be undertaken as part of detailed design, prior to construction. • Trees, berms, and sound barriers are potential noise attenuation measures, subject to Region Noise Guideline warrants. • The lighting levels for East Boundary Road will be considered as part of detailed design (i.e. photometric analysis).

Name	Comments	Project team response
	Trees, Berms - sound barriers between road and existing residences. **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **- Noise, Light pollution.**	
Penny Warner	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **Concerned about the roads feeding into the bypass. There will most likely be an increase on them of traffic attracted to the bypass. Are there any considerations about the improvements to these roads as well. Highway 8 is already very busy and difficult to get in and out of driveways.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs?	• Consideration for improvements will be considered when detailed design of the intersections with the East Boundary Road is complete. Detailed design will be based on existing traffic volumes at the time of construction, as well as forecasted volumes. • A larger study area was considered earlier in this study. In order to perform its function as a Regional Road, the East Boundary Road needs to be situated such that traffic from existing and proposed residential and industrial areas will be attracted to it. The Province is looking at larger scope studies for a Highway 24 bypass (Highway 424) and further east, a new Highway 6. • Alignment east of Shellard Road, although it may have fewer perceived impacts on Moffat Creek, is a much longer route, and would not

Name	Comments	Project team response
Penny Warner – continued	**Answer:** **Suggest that this whole study area is not far enough out of town as the growth 10 years + will make this road location bad. The study seems to be limited by Township/City borders, which makes it very possible that this is a bad location just because its the only choice. Putting the bypass on the east side of Shellard would miss much residential areas and make use of a fairly open crossing area of Mill Creek on Gore Road, and no impact to Moffat Creek.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **Impact to residents on feeder roads.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** - **Is this location best for the future or should a better location further out be**	attract as much traffic resulting in traffic using other existing roads. • Impacts to Moffat Creek and Mill Creek will be subject to future discussions with approving agencies, as well as permitting at the detailed design stage to ensure impacts are minimized in accordance with environmental requirements and legislation.

Name	Comments	Project team response
	considered? - **Traffic increases on feeder roads directing people to the bypass** - **Bringing more traffic + people into sensitive Moffat Creek – Mill Creek wilderness areas will devastate them.**	
Brenda Van Ryswyk	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **The problem Statement mentions "To Facilitate any Proposed Developments" but future "development" should also include Natural Heritage Protection or more accurately the study should "GUIDE any proposed development and mitigate or reduce environmental impacts".** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **There was little information available on the environmental features + what studies have been done so far. The map on display**	• Under the Class EA Act, all issues must be addressed. Impacts on the natural environment are very important considerations and will be subject to future discussions with approving agencies including permitting and approvals as part of detailed design, prior to construction. As part of this process, additional natural environment study will be completed. • Mitigation measures and future studies will be identified as part of this Class EA study.

Name	Comments	Project team response
Brenda Van Ryswyk – continued	**showed very few survey locations. I would hope (and think) more survey work has been done. Info needed on where wildlife is rather than only the PSW's & "SIG" woodlots – some wooded areas seemed left out. Why?** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** 1. **Reduce the environmental impact both directly and indirectly.** 2. **Planned as to not encourage (or "facilitate") excessive urban sprawl – needs to be part of a bigger plan to protect natural and open spaces while directing smart growth, not sprawl.** 3. **Be livable for future residents.** **Question 5:** Are there any other general comments you have on this project?	

Name	Comments	Project team response
	Answer: - **I need to see the more detailed study before commenting properly; ecologically I highly prefer Route B1, but can see the rational between C1 although I think more mitigation is needed.** - **There should be no reason to put in a new road north of Gore after the work put into Townline now.**	
Joel Pearce	**Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** - **Impact to current land owners** - **Impact to environment** - **Overall cost of Project** **Question 5**: Are there any other general comments you have on this project? **Answer:** **I think the proposed route C1 makes the most sense.**	○ Land owner and natural environment impacts, as well as project costs, are all considered in the evaluation criteria.

Name	Comments	Project team response
Paul Eagles	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **No. The existing problem statement is reasonable.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** 1) **Keep the Mill Creek bridge as high as possible to facilitate human and wildlife traffic east and west along the Mill Creek forested valley.** 2) **Incorporate wildlife crossing technology into the road wherever possible.** 3) **Incorporate foot and bicycle movement on separate lanes beside the main auto / traffic lanes throughout.** 4) **Ensure long term wildlife movement east and west along Moffat Creek,**	• The Mill Creek Bridge design will be subject to agency approvals, which consider both human and wildlife traffic • Wildlife crossing methodologies for both Mill Creek and Moffat Creek will be considered in conjunction with detailed design and agency permits required prior to construction. It is anticipated that the proposed bridge sizes will accommodate wildlife passage. • Active transportation (i.e. pedestrian and cyclist) facilities are being proposed along both sides of the corridor.

Name	Comments	Project team response
Paul Eagles – continued	**as well as Mill Creek.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **No.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** 1) **Natural Environment protection (wetland and forests)** **Question 5:** Are there any other general comments you have on this project? **Answer:** **No.**	
Jack Pearce	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement?	• Cost, disruption to existing homeowners, and "directness" of route are all considered in the evaluation criteria.

Name	Comments	Project team response
Jack Pearce – continued	**Answer:** **Not with preferred Route C1.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **No.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** - **Cost** - **Disruption to existing homeowners** - **Most direct route**	

Name	Comments	Project team response
	Question 5: Are there any other general comments you have on this project? **Answer:** **I think the preferred route has been well thought out.**	
John Doherty – Gowlings WLG	**We represent Jeffrey John Grimm and 1404966 Ontario Limited ("1404966") in this matter. Mr. Grimm is a director and President of 1404966.** **1404966 is the owner of property located at PT LT 1, CON 11, NORTH DUMFRIES AS IN 1457288; CAMBRIDGE ("Grimm Property Block"). The Grimm Property Block is municipally known as 975** **Clyde Road.** **We are providing Mr. Grimm's comments on the East Boundary Road Study (East Boundary Road Class Environmental Assessment) further to your correspondence with Mr. Chris Pidgeon of GSP Group.** **Mr. Grimm is opposed to Preferred Route C1 as this is the only route which will completely bisect the Grimm Property**	• Route C1 will be further analyzed with respect to shifting the route with respect to the Grimm property to mitigate a bisecting impact. • Detailed Design and Construction elements of the project cannot be added to the 10-Year Transportation Capital Program until Class EA/Study approval has been received. • Subject to public comments received, and additional discussion with approving agencies, all alignments will be further evaluated by the Project Team.

Name	Comments	Project team response
John Doherty – Gowlings WLG – continued	**Block. Route C1 is designed in such a manner that there will be significant economic harm to Mr. Grimm and 1404966. At present, the Grimm Property Block is completely sterilized from a planning perspective as a result of the Region's plans to construct a road connection on the east side of Cambridge between the south end of the City to Highway 401, which plans have their origins as far back as the 1960s if not earlier. This harm will continue in light of the significant delays anticipated in this project. We note that the East Boundary Road is currently not scheduled for construction in the Region of Waterloo's current Ten Year Transportation Capital Program. Accordingly, such development scheme is highly prejudicial to Mr. Grimm and 1404966.** **It is Mr. Grimm's position that Proposed Route B1 should be accepted by the Region, instead of Preferred Route C1, for the following comparative reasons, among others to be provided as necessary:**	

Name	Comments	Project team response
John Doherty – Gowlings WLG – continued	1) Route B1 is the shortest route and results is fewer air emissions that Route C1; 2) Route B1 requires 450m less road to be located in existing woodlands; 3) Route B1 requires 100m less road crossing through existing wetland areas; 4) Route B1 requires no farm fields to be split, whereas Route C1 requires up to at least 10 farm fields, including the Grimm Property Block, to be split; 5) We note that while Route B1 is the "least preferred" by School Boards, route C1 still requires that "some adjustments will have to be made to School Boards current planning for school locations and territories as it is further west than 'eastern' Official Plan Alignment for which they based their planning."	

Name	Comments	Project team response
John Doherty – Gowlings WLG – continued	6) Route B1 provides for a traffic forecast of 8,520, whereas Route C1 only allows for a forecast of 7,131 (a net loss of 1,389). Accordingly, Route B1 is the more efficient option. 7) Route B1 is more conducive than Route C1 for attracting Active Transportation and Public Transit Users owing to its shorter total length and its closer proximity to existing and planned developments when compared to Route C1. Route B1 provides the best access for these developments. 8) Route B1 contains significantly less risk of disturbing sites with archaeological/heritage/ cultural value as it contains almost half the amount of land where Stage 2 Archaeological Test Pit surveying is recommended (i.e. B1: 1800m of proposed road; C1: 3300m of proposed road). Moreover, Route B1 only contains 1 listed or identified property potentially impacted by such concerns whereas Route C1 contains 3 such properties. 9) Route B1 involves the lowest construction costs of all the routes	

Name	Comments	Project team response
	considered. **In accordance with the foregoing, Mr. Grimm objects to Preferred Route C1 as this route not only produces the most significant adverse impacts on the Grimm Property Block, but it is clearly inferior to Route B1 from a policy and planning perspective.** **If the Region is unwilling to accept Route B1 in its current form, Mr. Grimm would like the Region to consider whether modifications to Preferred Route C1 can be carried out which minimize the adverse impacts noted above, in particular, by designing the route around the Grimm Property Block rather than crossing directly through the middle of it.** **We request that we be added to the mailing list for this project and that we receive notice of any decision from any approval authority concerning this matter.**	
Ann & Bob Miller	**Question 1:** Do you think there are any other problems or needs that should be considered and added	• The natural environment is an evaluation criterion. Additional discussions will be held with approving agencies to further define the

Name	Comments	Project team response
Ann & Bob Miller – continued	to the project Problem Statement? **Answer:** **We think you have considered all the required criteria.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No! We think it is important that steps be taken by all concerned in Region, Twp, City, etc. to finalize Route C-1 so we don't have to repeat this process in 10 years.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **No.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed?	impacts on the natural environment. • As part of detailed design permitting must be obtained with approving agencies, which ensure that the project follows all natural environment regulations and requirements.

Name	Comments	Project team response
	Answer: - **People affected** - **Environmental protection** - **Ease of access and usefulness of finished roadway** **Question 5:** Are there any other general comments you have on this project? **Answer:** **Agree with partial closure of Shellard Rd. Move forward with Route C as preferred route.**	
Fred Taylor and Christine Stone	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **Yes. At the meeting it was stated that Alternatives in the Township of North Dumfries (e.g., A1 and A2) were not feasible due the lack of approval from the Township but no details were provided.**	• Alternatives A1 and A2 were evaluated and not considered "preferred" based on additional length (higher costs) and its distance from existing residents and proposed developments, compared to the other alternatives. In addition, an East Boundary Road connection further north along Townline Road would yield a longer road with additional natural environment area impacts beyond the Region's jurisdiction (i.e. Township of Puslinch/County of Wellington).

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**This lack of approval was not provided in any of the documents provided. Further explanation and justification of why these alternatives are not feasible and could be overcome should be provided for public input. Why were these alternatives even considered if they were not feasible? These alternatives should be revisited. If the boundary road is 10+ years into the future then alternatives which are farther east should be considered since it will allow more future expansion to the east without crossing through sensitive lands and avoid future road construction when the time and cost for it could be avoided.** **The much discussed Highway 424 was not mentioned in the documents or at the meeting. The impact of this should be included in the evaluation. If Highway 424 occurs will the boundary road even be needed?** **The alternative costs indicate that the alternatives all have similar orders of magnitude of cost. It is highly unlikely that the cost for Alternative A1 is not the least**	• The East Boundary Road must connect to Townline Road at or near its southern terminus. To the south, East Boundary Road must also be somewhat east near existing and proposed residential areas in order that vehicles and active transportation (i.e. pedestrians and cyclists) will use it; as opposed to other existing roads thereby increasing congestion on existing roads. • The Province is looking at larger scope studies for a Highway 24 bypass (Highway 424) and even further east, a new Highway 6. These Roads provide a different or higher level function than the East Boundary Road. The East Boundary Road is required regardless of future Provincial Highway system needs. • If Shellard Road is utilized as part of the East Boundary Road, it will have to be completely reconstructed and widened, including into significant areas of swamp/wetlands/wildlife habitat. Route A1 is also significantly longer than the more western routes. As a result there would not be significant savings, if any, by utilizing Shellard Road and a lengthy bisecting impact to a natural environment area. • Impacts to wells, etc. due to construction will

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**cost by a wide margin since the majority if this routing runs along an existing road (Shellard Road) versus the other alternatives** **The preferred alignment (and most of the other alignments being considered) is directly adjacent to our property line, barn and residence. There will be noise, dust, fumes, vibrations, construction, structural, impacts to drinking water wells and other impacts to our property from this project. There also are other properties that will directly impacted by this project in a similar fashion. The construction and operation of a major regional road directly adjacent to a residential property will cause long term impacts. These impacts cannot be satisfactorily mitigated to prevent unacceptable impacts to our and other properties and residents (e.g, will not be able to comply with provincial and local noise regulation and by-law requirements). The alignment should be reevaluated to provide significant buffer zones from existing residential properties to the road. The preferred alignment does**	be subject to further studies and discussions with approving agencies which will also require that permitting be obtained that follow all regulations and guidelines prior to construction. Pre- and post-construction surveys, etc. are one mitigating measure for future consideration. • The alignment south of Townline Road will be investigated to review if it can be moved further east slightly and still tie into Townline Road at or near its southern terminus. • Pre-construction surveys of nearby existing properties and buildings will be undertaken by the Region of Waterloo prior to construction. The process followed provides a record of pre-construction conditions. If during or following construction it appears that damages may have been caused by construction, the identified damage is compared to the pre-construction condition and remedied as required. • Proximity of the road to existing residences is a consideration as part of the evaluation. • The "Do Nothing" alternative has been evaluated and does not address the project problem/opportunity statement. • The East Boundary Road will accommodate future development from areas east and west

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**not currently provide sufficient buffer zones to mitigate impacts. For example there is currently significant traffic on Avenue Road that causes noise impacts to and littering on our property. A new road on the east side and adjacent to our property with even more traffic will cause significant impacts to our property and us.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer** **Comprehensive pre-construction surveys of existing properties and buildings along the alignment should be conducted to document conditions prior to construction. Significant earth moving and construction projects adjacent to properties and buildings can cause substantial structural and other issues (e.g., foundation cracks, settlement and decreased well water quality). The pre-construction surveys should include**	of the proposed alignment. • Impacts to the natural environment will be subject to further discussions with approving agencies and will require permits from these agencies to ensure the design follows required guidelines and legislation. As part of these permits, compensation for lost trees as mitigation, such as new planting, could be considered.

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**detailed inspections, photographs and videos of existing properties and buildings (e.g., foundations, walls, floors etc.) to document baseline conditions prior to construction. Similar post construction surveys should be conducted to provide comparable evaluations to confirm (hopefully) that impacts have not occurred. If impacts are observed than these will need to be addressed to return the property/buildings to pre-construction conditions.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer** **The evaluation criteria are very general and capture the key required items. What is missing is specific evaluations of individual properties along the alignment that will be impacted. We and other property owners should not agree to the proposed alignment until these property specific evaluations are completed in a reasonably professional manner and to our satisfaction**	

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer** **Social environment, natural environment, and costs.** **Question 5:** Are there any other general comments you have on this project**?** **Answer** **The project will significantly impact the natural environment. There are significant habitats, wetlands, watercourses, and extensive birds and mammals in the project area. Route A provides the least impact to the natural environment as it uses an existing road for much of the route. It doesn't make sense for Route A to be the highest cost since it will be in the current road alignment and the existing road can just be expanded and upgraded. Route A should be reevaluated as the preferred alternative.**	

Name	Comments	Project team response
Fred Taylor and Christine Stone – continued	**While an East Boundary Road has been in the works for decades it will be 10 to 15 or even more years until it is actually built. Therefore, we believe that the Study Limit and the selection of a preferred alignment that is so close to Townline Road is short sighted and does not allow for future development east of Townline Road. Development also is limited in the sensitive wetland, watercourse and other areas located to the west of the proposed alignment. Consideration to move the proposed alignment to the eastern side of the Study Limit or even further east should be considered. This also would provide a reduced number of properties that have existing residents that will be affected.** **$50Million is a lot of money. A cost benefit analysis should be conducted in comparison to other worthy projects that would be more beneficial to the community. For example, for +/- $5 million Gore Road and Shellard Road could be upgraded and provide an East Boundary Road for 10 plus years into the future. Why should we pay for a large road expansion that is not currently needed and is shortsighted for future regional**	

Name	Comments	Project team response
	development.	
Brad Spruin	**First of all, I would like to thank both of you, and the Regional Municipality of Waterloo, for taking the time to provide an in-depth overview of the East Boundary Road proposals.** **After going through the documents and studies provided, I strongly agree with the "preferred proposal" of Route C1, for the following reasons:** **1) The proposal has the least impact on the wetlands areas** **The has been of longstanding importance to the area, and will only grow as the residential community builds around it;** **The highway will provide a much needed transportation route with the growing community, but should not be done at the expense of wildlife or the environment** **2) Most cost effective option** **Not only do the proposed Routes A and A1, have the most negative impact on the Wetlands, but they are the most expensive**	• The natural environment is an evaluation criterion. Additional discussions will be held with approving agencies to further define the impacts on the natural environment. • As part of detailed design permitting must be obtained with approving agencies, which ensure that the project follows all natural environment regulations and requirements.

Name	Comments	Project team response
Brad Spruin – continued	**Why spend more to hurt the landscape we have cultivated and preserved for so long** **3) Is most reflective of what the community/area has historically aspired to** **One of the main reasons we moved to this area was because of the natural environment that had been preserved so well; which we ourselves have preserved** **Our property includes protected wetlands, and because of this we have had to follow strict guidelines** **For instance we recently added an extension to our home and worked with the Grand River Conservation Authority to ensure our project did not affect the protected areas on our property and we are not allowed to ever pave our driveway as it runs through the wetlands.** **Therefore, the A route would contradict everything the area has strived to achieve, and would be duplicit with what we personally have had to compromise on.**	
John Lamontagne	**I'm a resident on the border line of Cambridge & North Dumfries Shellard RD**	• Subject to public comments received, and additional discussion with approving agencies,

Name	Comments	Project team response
John Lamontagne – continued	**1372 is my residence after looking at the appendix key plan, and from past experiences the shorter distance between two point is a straight line. I would suggest the municipal boundary through the grand river conservation bridge over mill creek over pass the rail road clover leaf or roundabout Clyde rd bridge over head the swamp. roundabout Main str. leave the farm land untouched and also a lot less of infrastructure to contended with the dumpsite might be in the way cannot see it on the map. I will not be at the meeting. leave the decision into your capable hands.....** **Thank you for your reply .the reason for the comments are that the appropriation of the farm land can be very costly first of all, the regional boundary Is mostly of no used low laying area not suited for agriculture. To create a road over head today is much simpler then it was in the past with prefabricated** **Bridge spans and pillars and very little harm to the system below for the lively hood of the wild species. The west proposal would be very costly with all the**	the alignment alternatives will be further evaluated by the Project Team including impacts on farmland, residences, creeks, etc.

Name	Comments	Project team response
	bends and curves and ditches. The East side the land could be a expensive issues again thanks.	
Paul Puopolo	**I attended the Public Consultation Meeting #2 on Wednesday, December 9th, 2015 at the Cambridge Golf Club, regarding Class EA Assessment Study for the East Boundary Road. At the meeting, we reviewed the various handouts, videos and boards and based on these, the preferred route C, has no effect on the Bosdale lands.** **On behalf of Bosdale, we are in full support of the project team identifying route C1 as the preferred alternative route and the reason we support the route are well documented in your report. As we mentioned in the previous correspondence, Alternative B1, should not be supported due to:** **1) The major impact that the route would have on the existing residential community and its social fabric;** **2) The major costs of purchasing part of the Bosdale lands and due to its valuable residential land development prices;**	• Subject to public comments received, and additional discussion with approving agencies, the alignments will be further evaluated by the Project Team including impacts on existing and residential communities, farmland, residences, and impacts to these developments.

Name	Comments	Project team response
Paul Puopolo – continued	**3) It would create a disjointed community plan, which would have a major effect on our Draft Plan;** **4) It would make the recreational/education/ community centre not as viable;** **5) It would affect the potential of the 2 schools in the area.** **We suggest to the project team that they recommend C-1 route to the Region of Waterloo Public Works Committee, and also keep us informed of any further decisions, as it relates to this matter so that we can make the necessary representation.** **Finally, it is important that a timely decision is made by March / April 2016 to Regional Council , which would allow the City of Cambridge to proceed with their recreational/community centre, permit the school boards to move forward with their two schools and allow Bosdale to move forward with their residential Draft Plan of Subdivision.**	
Robert K. Glass	**We met last night at the public consultation in regards to the proposed**	• The East Boundary Road must connect to Townline Road near or at its current southern

Name	Comments	Project team response
Robert K. Glass – continued	**route for the Cambridge East Boundary Road. I appreciate you taking the time to speak with me.** **As I expressed at the time I have concerns in regards to the proposed Route C1. I own and live at 15 Scottfarm Walk. The proposed route runs directly behind my property creating potential issues related to noise pollution, emissions pollution, and safety concerns. In addition Route C1 would destroy the forested area directly behind my property thereby harming wildlife populations and giving rise to a number of other environmental concerns. I also feel many of the issues created by the proposed Route C1 would effectively result in devaluation of my property.** **You had mentioned during our discussion the possibility of pushing the C1 roundabout located at Townline and Avenue (and subsequent section of roadway running behind my property) further to the east thus minimizing some of the issues I have raised above. While I would prefer a solution such as Route A1, which would pull traffic further away from the city and allow for greater development**	terminus. • Moving the East Boundary Road somewhat further east near Townline Road will be reviewed. • A preliminary noise analysis following Region of Waterloo Noise Guidelines will be undertaken on the Project Team Recommended alternative to identify potential noise implications on residential properties. A full noise analysis will be undertaken as part of detailed design, prior to construction. • Impacts to the natural environment such as wildlife will be subject to further discussions with approving agencies and will require permitting from these agencies to ensure the design follows required guidelines and legislation. As part of these permits, compensation for lost trees, such as new planting, could be considered.

Name	Comments	Project team response
	opportunities over a longer time frame, at the least I would hope that consideration is given to moving the preferred Route C1 further east so as not to encroach on my property or my neighbour's properties. **Please keep me informed via email at this email address as the project develops. Again, thank you for your time last night and for your consideration of my concerns and recommendations.**	
Jim Peeples	**I currently live in Deerpath estates and my back yard fence is just a few feet from town line road. The noise level there is already barely tolerable due to the motorcycles, and over enthusiastic auto drivers.** **Any plan to increase traffic in this area causes grave concern. Am anxious to know the plan and noise abatement solutions.**	• A preliminary noise analysis following Region of Waterloo Noise Guidelines will be undertaken on the Project Team Recommended alternative to identify potential noise implications on residential properties. A full noise analysis will be undertaken as part of detailed design, prior to construction. • Trees, berms, and sound barriers are potential noise attenuation measures, subject to Region Noise Guideline warrants.

Name	Comments	PROJECT TEAM RESPONSE
Aaron Mann	**Question 3** Are there other Evaluation Criteria that you think should be considered? **Answer:** **Flow on and off this roadway.** **Question 4** What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Cost, Time, and Aesthetics.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **Once studies are complete expedite the construction.**	• A more detailed analysis of traffic on intersecting Regional Roads will be undertaken as part of detailed design, and required improvements will be incorporated. • Cost has been incorporated into the evaluation criteria. • Timing of construction will depend somewhat upon when development proceeds in the area, as well as approved funding through the Region's 10-Year Transportation Capital Program. • Aesthetics will be considered as part of detailed design.

Name	Comments	PROJECT TEAM RESPONSE
Anonymous	**Question 3:** Are there other Evaluation Criteria that you think should be considered? **Answer:** **If wetlands are destroyed or impacted, then compensation should be made to re-create or restore wetlands within the same area/sub-watershed.** **Question 4:** What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Environmental impacts, further development impacts (area around road always has increased development).** **Question 5:** Are there any other general comments you have on this project? **Answer:** **I am in agreement with the current preferred route. It appears to be the best one to accomplish connectivity with the least environmental impacts to this area. I am glad B4 is the preferred route.**	• As part of detailed design, impacts on wetlands and other natural environment features will be subject to agency (e.g. Grand River Conservation Authority, Ministry of Natural Resources and Forestry, etc.) approval. Often, compensation for impacts to wetlands must be provided as a condition of approval. This compensation can take many forms including, but not limited to, recreating or expanding existing wetlands. • Natural environment impacts are included in the evaluation criteria for this project. One of the key objectives of this study is to establish a corridor for the East Boundary Road such that development can proceed. • Alignment alternative B4 has several advantages; including, based on discussion with MNRF, having the least impact on the natural environment compared to the other alternatives.

Name	Comments	PROJECT TEAM RESPONSE
Anonymous	**Question 3:** Are there other Evaluation Criteria that you think should be considered? **Answer:** **We need roads! The congestion is ridiculous.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **Please proceed as quickly as possible! The sooner the better.**	• This Class EA (study) is proceeding per Municipal Class Environmental Assessment Guidelines, which must be satisfied before detailed design and construction can begin. • Once the Class EA has been completed, detailed design and construction funds must be approved by Regional Council in the Region's 10-Year Transportation Capital Program. • Prior to construction, detailed design, agency approvals, and property acquisition must be finalized.
Jon Cooper	**Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **Not on the preferred route. On the Shellard Road proposals, laneway access to residential properties on a four lane road will be a significant problem.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being	• Existing private accesses onto the East Boundary Road were a consideration when evaluating the routes from traffic operation, capacity, and safety, as well as property/social impact perspectives. • Environmental impacts, traffic safety and ability to attract traffic are all criteria used to evaluate the various alignments.

Name	Comments	PROJECT TEAM RESPONSE
Jon Cooper – continued	analyzed? **Answer:** **Minimize environmental impact; maximize utilization for the new road; ensure it is safe.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **No.**	
KarenSchnuelle	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **No.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **Please ensure to plan to plant trees and other vegetation along entire route to offset air pollution and noise pollution, plus it will provide habitat for**	• As part of detailed design, trees in the road allowance will be considered and may be placed in areas that will not present a safety issue for users. • Environmental impacts, shortest route (lower costs, ability to attract traffic, etc.) are evaluation criteria used to consider the alternatives. Multi-use trails for cyclists are recommended to be carried across the bridges. As part of detailed design, the roundabouts will be designed to accommodate cyclists using current standards and practices. • During detailed design, the type of street lighting fixtures will be designed to consider impacts or enhancements to surrounding wildlife and developments.

Name	Comments	PROJECT TEAM RESPONSE
Karen Schnuelle - continued	**animal species. Trees would also provide a safety barrier between multi-use trail users and road.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **What has been researched so far is quite comprehensive. Nothing to add.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Environmental impact; shortest route with efficient traffic flow, such as use of roundabouts; ** safe cycling crossings at roundabouts and bridges.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **Installation of aesthetically pleasing modern looking light fixtures.** **We also agree with the B4 route as being the most**	

Name	Comments	PROJECT TEAM RESPONSE
Karen Schnuelle - continued	**preferred choice.**	
Brian Schwantz	**Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **Too many environmental areas being impacted. Increased traffic.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **The impact of traffic increase.** **De-value of properties.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Impact between Waterloo & Wellington counties. Impact Noise and Pollution and wild life. Impact changing quiet neighborhood.**	• Based on discussions with the approving agencies (MNRF, GRCA, etc.) and Regional and City Environmental Advisory Committees), the Preferred Alignment Route B4 has the least impacts on the natural environment. • Traffic will be attracted to the new East Boundary Road, and side street connections will be upgraded as required to address forecasted traffic needs during detailed design. • During detailed design a noise study will be undertaken to determine if any noise mitigation is warranted per the Region's Noise Guidelines. • As part of detailed design, approvals must be obtained from the MNRF and GRCA for final details with respect to impacts on the natural environment including wildlife, wildlife habitat, etc. Measures to minimize these impacts as much as possible will be incorporated and subject to approvals from the required agencies.

Name	Comments	PROJECT TEAM RESPONSE
Debbie Schwantz	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **We do not need a route between Townline and Highway 401 – traffic can flow down Franklin Boulevard.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **Look for an alternative solution as there are TOO MANY environmental areas and habitats impacted. We need to SAVE our forests and wetlands.** **Do a traffic study on the use of Franklin Boulevard as it does not seem that busy and traffic moves through there quickly from one end of Cambridge to the other.** **Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:**	• Even with the Franklin Boulevard Improvements, the East Boundary Road is needed to address existing and forecasted north-south congestion on Hespeler Road and Franklin Boulevard by providing an additional connection from the south end to Highway 401. In addition, an East Boundary Road will improve access to the Regional road network for residents of the Southeast Cambridge (Galt) Community and provide an alternative for goods movement through downtown Cambridge (Galt). • Based on discussions with the approving agencies (MNRF, GRCA, etc.) and Regional and City Environmental Advisory Committees), the Preferred Alignment Route B4 has the least impacts on the natural environment. • As part of detailed design, approvals must be obtained from the MNRF and GRCA for final details with respect to impacts on the natural environment including wildlife, wildlife habitat, etc. Measures to minimize these impacts as much as possible will be

Name	Comments	PROJECT TEAM RESPONSE
Debbie Schwantz – continued	**The residents opinions.** **Loss of animal habitat.** **Increase in noise pollution.** **Loss of beauty.** **Changing quiet neighborhoods and de-valuing property.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **IMPACT OF NOISE POLLUTION AND INCREASED TRAFFIC ON RESIDENTS AND WILDLIFE – we are country – not city.** **LOSS OF HABITAT AND BEAUTY.** **Is it necessary?** **Question 5:** Are there any other general comments you have on this project? **Answer:** **We do not want the increase in garbage being thrown out. We want our neighborhood to remain as country and NOT a freeway.**	incorporated and subject to approvals from the required agencies. • During detailed design a noise study will be undertaken to determine if any noise mitigation is warranted per the Region's Noise Guidelines.

Name	Comments	PROJECT TEAM RESPONSE
Derek Rau	**Question 5:** Are there any other general comments you have on this project? **Answer:** **B4 route seems to be logically choice with lower impact on environmental, properties and costs.** **Can not keep growing without a solution.**	• Resident added to Project Mailing List, as requested.
Robert & Ann Miller	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **I feel you have done your job! Thorough, detailed, well structured study and it's time to move forward – no such undertaking can be perfect --- but you have identified an acceptable route.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No! Details will arise but that is for engineers and planners to resolve.**	• Natural Environment, Social Environment, and Cost were 3 of the 5 evaluation criteria used to consider the alternatives. In addition, Heritage/Archaeological/Cultural Impacts and Traffic Capacity/Operations/Safety were the other 2 evaluation criteria.

Name	Comments	PROJECT TEAM RESPONSE
Robert & Ann Miller – continued	**Question 3:** Are there any other Evaluation Criteria that you think should be considered? **Answer:** **Not at this time.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Environmental Impact; Social Impact; and Cost.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **Job Well done. You have considered the appropriate factors and come to the most acceptable route that is available.**	
Tina Gelinas	**Question 3:** Are there any other Evaluation Criteria that you think should be considered?	• The Class EA includes recommendations for intersections of the East Boundary Road with both local/City (i.e. Wesley Boulevard and Avenue Road) and Regional (i.e. Main

Name	Comments	PROJECT TEAM RESPONSE
Tina Gelinas – continued	**Answer:** **Places to turn around other then Roundabouts? That's allot of grass upkeep!!! Cutting, garbage.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **The proposed route looks to be least intrusive of all the choices.**	Street and Clyde Road) roads. The East Boundary Road will improve access to the Regional road network from/to local roads. • Road maintenance, including grass-cutting, is included in the annual operating budget and is updated to reflect new road construction as needed.
John Nimick	**Request to be added to the Project Mailing List.**	• Resident added to Project Mailing List, as requested.
Scott Haefling	**Request to be added to the Project Mailing List.**	• Resident added to Project Mailing List, as requested.
Kim & Peter Wozniak	**Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Environmental Impact --- Water specifically maintaining drinking water; Noise.**	• The Natural Environment is 1 of 5 evaluation criteria used in consideration of all alternatives. • Through detailed design, hydrogeological study will be completed. In addition, pre-condition surveys before construction, well monitoring during construction, and post-construction surveys following construction are all mitigating measures for consideration.

Name	Comments	PROJECT TEAM RESPONSE
Waheed Mian	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **Up-grading Gore Rd from Townline to Shellard, as multi-use trail.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs? **Answer:** **No.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Environment; Cost; Residents concerns.** **Question 5:** Are there any other general comments you have on this project?	Monday, March 5, 2018 email Good afternoon Waheed, Thanks again for your feedback following PCC 3. In reviewing your comment sheet, I've noted an item for follow up. Please be advised that Gore Road from Townline Road to Shellard Road is not included in the East Boundary Road Corridor Study project scope. However, the Region GIS indicates that the noted road segment is within the Township of North Dumfries and, by extension, the Region of Waterloo. As such, it will be included for active transportation facility (e.g. a multi-use trail) consideration through the ongoing Region Transportation Master Plan [Update] (RTMP) Moving Forward. The third and final Public Consultation Centre for Moving Forward will be held this week (info below): Wednesday, March 7, 2018 Cambridge City Hall, Bowman Room, 50 Dickson Street, Cambridge Drop in anytime… presentation at 5:30

Name	Comments	PROJECT TEAM RESPONSE
Waheed Mian – continued	**Answer:** **I think the preferred route is good.**	and 7 p.m. Additional Moving Forward information can be found on the Region's website… • The Natural Environment, Cost, and Social Environment (including resident impacts) are 3 of 5 evaluation criteria used in consideration of all alternatives.
Roger Will	**Question 1:** Do you think there are any other problems or needs that should be considered and added to the project Problem Statement? **Answer:** **Run off & salt killing trees on my land. Garbage blowing on property from Cedar Brook. Concerned about my well water. Access to Puslinch side is contradictory to land uses & zoning. Services should be available.** **Question 2:** Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs?	• The Region has a Salt Management Road Design Assessment tool that will be completed during detailed design with the assistance of staff from the Region's Water Services division. • Road drainage will be directed into ditches or storm sewers which will drain into stormwater management facilities for quality and/or quantity control. Any surface water drainage must also be dealt with, typically by culverts, etc., in accordance with approvals from the Grand River Conservation Authority (GRCA) and Ministry of Natural Resources and Forestry (MNRF). • The Project Team Recommended Alternative Route B4 intersection at

Roger Will – continued	**Answer:** **The route should go from Saginaw to Shellard via Puslinch Township. Current and updated study on transportation to reflex future growth plans and expand scope of study. How many tractor trailor & have you done study.** **Question 4**: What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed? **Answer:** **Less impact on environment; carp breeding area at Mill Creek & proposed route; and Shellard was put their for expansion.** **Question 5:** Are there any other general comments you have on this project? **Answer:** **You need to work with owners on the route.**	Townline Road, Avenue Road, and Gore Road is not in proximity to your well. However, during detailed design, potential impacts from construction on groundwater will be reviewed. If mitigating measures are determined to be required, similar to what was done during the proximal Townline Road Improvements project, they will be implemented. • A Transportation Report will be included in the Environmental Study Report (ESR) for this Class EA. Forecasting of traffic, including truck traffic, through the 2031 horizon is included. • The Township of Puslinch is within Wellington County and is outside the Region of Waterloo's jurisdiction. • The Project Team Recommended Alternative Route B4 has been assessed as having the lowest natural environmental impacts of all alternatives. Detailed design and construction will be subject to permitting from the required approval agencies including GRCA, MNRF, etc., as applicable. • The "Shellard Side Road" Alternative alignment, Route A, was considered through this study. However, it rated

		lower than Route B4 in 4 of the 5 evaluation criteria, including Natural Environment. Specifically, the significant length of wetland on either side of Shellard Road would be impacted due to road construction (i.e. the existing road would have to be widened and entirely excavated in order for the new road to meet design standards for the amount of type of traffic forecasted). • Prior to construction, during detailed design, there will be a public meeting to review and comment on the East Boundary Road design.
John	February 7, 2018 Email good morning Mr Hallman.I,m a resident on Shellard Rd ... for 12 years. John ... .and attended meeting regarding those proposals that always required another study this last study is similar to the previous one.the money that will be spent starting from scratch.constructing a new road in my opinion would be a waste.why not look at using a road that is already functional. widen it to the maximum road allowance do the req,d infra stucture to update to the new standard. I also know that they will be a lot of resistance from the residents along Shellard rd with that proposal but the reality is.the new proposal on the book at the	Response to February 7, 2018 Email Good afternoon ... , Thank you very much for your interest in the East Boundary Road study and taking time to provide us with your comments and suggestions. The Project Team will consider your comments along with all the other comments received from the public and agencies as we finalize and recommend the final alternative. Your suggestion of utilizing existing roads was considered through the study. It is similar to Alternative Route A which utilizes a significant portion of Shellard Road. Utilizing

	moment will not have any impact on the traffic situation .the population in this area is getting larger and the traffic heavier and Shellard rd will end up having to be updated regardless so my suggestion is doing at this time might be a cheaper outcome because when a see our taxes dollars being wasted on study after study calculating what I paid in municipal taxes in the last 12 years add up to more than $75,00.00 and all the other resident have also paid there share. but we see no improvement on our side of North Dumfries ..my humble opinion John.	existing roads is always a key consideration. As you indicated, it often has the potential advantages of lower land purchase, construction, and utilities costs. This was all considered, but there are also a number of disadvantages to using a route that follows Shellard Road or a similar route to the east. Many of these are outlined in the PCC No. 3 Information Package and/or the Display Boards, and several are summarized below: ✓ As you likely know, there are significant wetlands along Shellard Road, that not only have significant and sensitive vegetation and wildlife habitat, but also a high probability of peat deposits that would have to be removed. A prime consideration of any alignment study is to minimize impacts to the natural environment. ✓ Even though Shellard Road is an existing road, it has a road allowance width of approximately 20 m (66 feet), whereas the new East Boundary Road will require a road allowance width of 40-50m (130-165 feet). Not only will significant land still need to be purchased if Shellard Rd is utilized, but the existing road base of Shellard Road will not be sufficient for the

		amount and type of traffic that will be experienced (including heavy truck traffic). In other words, the same amount of road construction will need to be undertaken to provide an adequate road structure if Shellard Road and Morrison Road is utilized. ✓ Since an eastern alignment is longer than a route further west, total construction costs for an eastern alignment will generally be more than a western alignment. ✓ A road to the east, that is further away from the City of Cambridge and longer than a western alignment, will not attract as much traffic – both vehicular and active (pedestrians, cyclists, etc.) – from the populated area, and therefore will not be utilized as effectively as a route further west. ✓ You have suggested tying the East Boundary Road into Dundas Street at Morrison Road. The main reason the preferred alternative B4 is tying into Dundas Street at the future South Boundary Road (connecting to Hwy 24), is that northbound traffic from the Brantford area will have an opportunity

	February 10, 2018 Email good day Mr Armstrong.thank you for your reply.first I do not want to give the impression that I,m trying to convince anyone to take any of my comments as an influence to your decisions the suggestions are only base on my own observation. looking at alternative B4.. as a few flaws the twist and turns in the plan would make very hard to drive a tractor trailer a long flat bed trailer or emergency vehicle to negotiate those sharp bend large and extra large transporters can not navigate trough a road that look like a rabbits trail I do not know the reason for the	to utilize the South Boundary Road, East Boundary Road, and Townline Road to connect to Hwy 401 in a more direct way. Lastly, the PCC No. 3 Information Package and Display Boards are on the Region's website. You can access them by clicking on the following link: http://www.regionofwaterloo.ca/en/gettingAround/resources/7299-EastBoundaryRdInformationSheet.pdf I am hopeful the brief summary above is sufficient; but if it is unclear or you have any other questions, please feel free to contact me or Dave Hallman. Thank you again for your comments and suggestions, which will be considered by the Project Team. Response to February 10, 2018 Email Good morning … , Thanks again for providing suggestions for consideration in this study. By copy of this email I am consolidating all of your comments and sketched suggestions for inclusion in final reporting.

	layout of this proposal but correction are needed that is why since the roundabout have been introduce on Franklin Blvd. the traffic as increase a great deal on shellard road with cars and also heavy equipment cements truck floats and transports trucks twist and turn are a problems for goods and equipment' transporter .as for the wet land the road would have to be over head. a bridge like construction to allow the wild life and other concerns to be taken care of for the cost I,m not sure if it would feasible ?? for Shellard Rd the road allowance can be over come from Gore road to Old Beverly all the residence are a good distance from Shellard Rd beyond old Beverly is a little more complicated but using Shellard up to close to Old beverly then cut at 45 degree angle westerly to the Cambridge North boundary the south to Hyw 8 Dundas intersect .just a suggestion. when the decision will be made the results will be permanent some pencil in suggestions included with this Email John.	
Teresa	February 8, 2018 Email Hello Mr Armstrong and Mr. Hallman, I was unable to attend the public meeting on February 1, 2018 but I have read the information package posted on the Region of Waterloo website and	Response to February 8, 2018 Email Good afternoon Teresa, Thank you for your interest in the East Boundary Road Class EA and taking the time to provide comments. I believe that a number of your comments are

Teresa – continued	understand that the decision has more or less been made to move forward with the B4 route. I reside at … Main St, very close to where the new road would cross Main St/hwy 97. Currently we enjoy a very quiet property with what I consider to be a minor about of traffic noise from Main St. Obviously, my property will get a lot noisier once this road is built, but I accept that this east boundary road is necessary and that you have made the choice that overall has the least impact on the environmental sensitive lands. I do have some questions about the intersection of Main Street and the new road. It is difficult to tell from the maps, but it appears that the new road will intersect Main street immediately beside the property boundary at 1375 Main St. Is that correct or will the road be farther east? I may have just missed this information in the package, but is this road going to be a limited access road? And if so, what will the intersection at Main St look like? Will it be a roundabout, access ramps or traffic lights? Will the residents in this area be allowed to have any input into the intersection design? Also, will we as home owners directly affected by the proximity of this road be given any assurances of noise reduction being installed to safe guard the	generally addressed in the PCC No. 3 Information Package and Display Boards posted on the Region's website. Below is a link to the Detailed Project Information Sheet: http://www.regionofwaterloo.ca/en/gettingAround/resources/7299-EastBoundaryRdInformationSheet.pdf In addition, the following provide specifically address the questions in your email: 1. **".....the new road will intersect Main street immediately beside the property boundary at … Main St. Is that correct or will the road be farther east?"** No. The Preferred Alignment B4 as shown at PCC No. 3 crosses Main Street further west near the southern limit of the Region Landfill site, approximately 300m west of the Hydro One corridor. At PCC No. 2 in 2015, the preferred alignment came close to your property at … Main Street East (Route C1). However, due to natural environment considerations associated with Route C1 and the Moffat Creek Wetland Complex further south of Main Street, Route B4 was developed and is now the preferred alignment.

Teresa – continued	reasonable enjoyment of our residential properties? Is there a process for us to be advised of noise reduction strategies and to have input on the strategies implemented? Thank you for your response.	If we have misinterpreted your property location, please let us know and we can address any other issues. 2. **"……..is this road going to be a limited access road?"** Yes. As with most new Regional roads the East Boundary Road will have limited access (i.e. raised centre median) and be designated as such. However, any existing roads (such as Main Street) will be connected to the East Boundary Road, and any driveways or laneways that may intersect the new road will either be connected to the East Boundary Road or an alternate access will be provided for the property owner. The Region will not deny an existing access, although it may be in an alternate location. 3. **"…what will the intersection at Main St look like? Will it be a roundabout, access ramps or traffic lights? Will the residents in this area be allowed to have any input into the intersection design?** A final decision has not been made on what type of intersection will be constructed. Since roundabouts generally require more property than a signalized intersection, the preliminary

Teresa – continued		drawings shown at PCC No. 3 have illustrated roundabouts at the Main Street intersection to illustrate what may be the maximum impacts. However, as part of future design it will be determined whether the intersection will be a roundabout or a signalized intersection. In the future when detailed design is being completed, and the type of intersection is being determined, the Region would be in contact with any property owners where land purchases are required or existing driveways/accesses are impacted. 4. **"… will we as home owners directly affected by the proximity of this road be given any assurances of noise reduction being installed to safe guard the reasonable enjoyment of our residential properties? Is there a process for us to be advised of noise reduction strategies and to have input on the strategies implemented?"** The Region of Waterloo has a noise policy that applies when any new or widened road is constructed. It requires noise modeling be undertaken, which is based in part on

Teresa – continued		the elevation of the road and distance to the outdoor living area of private property. Until the final design is well underway and the exact location of the road and road elevation is finalized, the policy cannot be applied (because the modeling cannot be completed). However during design, efforts will be made to implement road grades and a location that will mitigate noise where possible. When noise modeling is completed, if some type of noise attenuation measures are found to be required, a noise barrier/wall or a berm could be installed. During final design and/or prior to construction, Region practice is to hold a public consultation meeting to review more detailed information and evaluate directly-impacted resident/land owner comments. I trust this addressee your enquiries. Also, as noted, please feel free to visit the Region's website for additional project information. If you have any further questions or concerns, please contact me or Dave Hallman (MTE Project Manager).

Robert	February 11, 2018 Email To whom it may concern; I am in support of Route B4. However, I am concerned that the traffic along Highway 8, east and west of Route 4B, will increase, and as a result, there are several points along Highway 8 that will need new traffic mitigation tools to prevent accidents that could result from the increased volume of traffic. There are 3 areas of concern between Branchton Road and Morrison Road. 1) The intersection at Branchton Road and HWY 8, will either need traffic lights or a roundabout. There have been many accidents due to cars turning left from Branchton Road to go west onto HWY 8. 2) While going east on HWY 8 and trying to turn left onto Vanier Drive from HWY 8 there have been several accidents. A left turn lane will prevent further accidents by keeping people from passing on right the shoulder. 3) While making a right onto HWY 8 from Morrison Road there is a dotted line on the road and it should be a solid line to prevent passing along this section of HWY 8. Cars traveling east on HWY 8 have been passing around the same spot where a vehicle coming out of Morrison Road is making a right-hand turn. There have been several collisions at night at this location because of this problem.	Response to February 11, 2018 Email Good morning Robert, Thank you for your interest in this study and providing feedback as follow up to PCC No. 3. Highway 8 (Dundas St S) south/east of Branchton Road is owned by the Ministry of Transportation (Ontario; MTO). As such, we will forward your concerns to the MTO for consideration. Good morning Robert, My apologies, but I had previously incorrectly identified the limit of Regional right-of-way ownership for Dundas St S: However, because the East Boundary Road corridor was not proposed to intersect with Dundas St S (Highway 8) at Branchton Rd, the intersection of Dundas St S (Highway 8) and Branchton Rd was not included in the scope of the East Boundary Road Corridor Study (EA). With that said, I've looked into recent study of the Dundas St S (Highway 8) and Branchton Rd intersection, in an attempt to address your first comment, and can confirm that: • Traffic Impact Studies (TISs) completed in 2014 indicated that, based on 2028 forecasted traffic

	Please consider the impact that this new road will have on the volume of traffic along Hwy 8 between Branchton Road and Morrison Road and consider the road improvements mentioned above by forwarding them to MTO. Thank you	volume, traffic signals were unwarranted; and • Our Traffic Engineering group assesses the need for additional control (i.e. traffic signals v. existing stop control) every 5 years. The last assessment was completed in 2014; at that time additional control was not warranted. As such, the next assessment (for additional control) is scheduled for next year, 2019. Your second and third comments will still be forwarded to MTO for their consideration. March 22, 2018 MTO Response to February 11, 2018 Email Dear Mr. ... : Thank you for your email to the Region of Waterloo which in turn has been forwarded to the Ministry of Transportation regarding the need for improvements along Highway 8 from Branchton Road to Morrison Road in Cambridge. The Region of Waterloo have noted that they have provided a response to item 1 in a previous email to you. As noted in our previous response of February 15, 2018, the ministry continues to monitor operations at the intersection of

		Highway 8 and Vanier Drive. Our most recent review, considered traffic volumes, roadway geometry and collision history. Based on this review, the ministry has no immediate plans for improvements at this intersection. The installation of left turn lane will be considered along with other provincial priorities. The ministry references the Ontario Traffic Manual (OTM) for the placement of centerline pavement markings on provincial highways. Based on these guidelines, a review of this section of Highway 8 has been undertaken by ministry staff, taking into consideration roadway geometry, traffic operations, collision history and visibility along the highway. Our results indicate that the centerline pavement markings on Highway 8; that permit passing in the area of Morrison Road; have been applied according to the guidelines. There is an onus on all drivers to make sure the way is clear before making a turn onto any roadway. Thank you for your continued interest in highway safety. Sincerely; ...Traffic Specialist MTO West Region Traffic Section

Fred	January 24, 2018 Email Hi Karl: This says that the east boundary road won't be built until 2031+. Do you know if that's still true? It sounds like if it gets into the 10 year capital budget this year it could be sooner. Thanks Fred	The current Transportation Master Plan (2011) did not plan for the East Boundary Road until after 2031. The Transportation Master Plan is currently being updated and the recommended timing of the East Boundary Road is being reviewed as part of that update. The 2018 Ten-Year Transportation Capital Program does not include funding for the design or construction of the East Boundary Road. Subject to approval of the East Boundary Road Corridor Study Environmental Assessment, the Transportation Master Plan update, and funding for design and construction in a future Ten-Year Transportation Capital Program, it is estimated that design, property acquisition, and various agency approvals would take at least 7 years. It is also probable that construction would be staged over 3 to 4 years. If you would like more information about the East Boundary Road Corridor Study Environmental Assessment, please let me know or contact our project manager, Justin Armstrong, at juarmstrong@regionofwaterloo.ca or (519) 575-4400 x 3164.

Fred – continued		Sincerely, Phil Bauer, P.Eng. Director, Design and Construction Region of Waterloo
	February 8, 2018 Email Good Morning Phil. Thank you for providing some additional information. Justin has been very helpful discussing the project and answering our questions. I think you are saying that the earliest 10 Year Transportation Capital Program that may include the East Boundary Road is 2028? Or are capital programs changed in other interim years, for example when the updated Transportation Master Plan is finalized. What is the anticipated schedule for the final Plan? Thanks Fred	Response to February 8, 2018 Email Hello, Fred. The 10-Year Transportation Capital Program is updated and subject to Regional Council approval every year. This means that an updated 10-Year Transportation Capital Program covering the years 2019 to 2028 will be presented for Council consideration and approval later in 2018 or early in 2019. The Transportation Master Plan update that is currently underway is currently planned to be completed and presented for Council consideration and approval in 2018. The 10-Year Transportation Capital Program is based on the latest Transportation Master Plan approved by Council. This means that if the current Transportation Master Plan Update is completed and approved early enough in 2018, then it will be used to develop the 2019 Transportation Capital Program.

		Transportation Master Plans are typically updated every 5 years or so. I hope this provides the information you requested. If you have further questions, please let me know. Thanks, Phil

APPENDIX I

Region of Waterloo Staff Report TES-DCs-18-11 and Planning and Works Committee and Regional Council Approvals (Meeting Minutes)

Region of Waterloo

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Refer To:	**File No:**	**Date:**
Justin Armstrong, P.Eng.	07299.E	May 23, 2018

Property Owners and/or Tenants, Agencies, and Interested Parties

Dear Sir or Madam:

Re: Schedule 'C' Municipal Class Environmental Assessment (EA)
East Boundary Road Corridor Study
City of Cambridge

This notice is to advise all property owners, tenants, agencies, and interested parties that a staff report will be tabled at the May 29, 2018 Regional Planning and Works Committee meeting requesting approval of the Recommended Design Alternative for an East Boundary Road Corridor from Dundas Street South (Highway 8) to Avenue Road/Gore Road in the City of Cambridge and authorizing staff to file the 'Notice of Completion' for this Class Environmental Assessment Study.

Following a review of the technical information gathered for this study and consideration of all public comments received, the Project Team is recommending the following cross-section elements as the Recommended Design Alternative for the East Boundary Road Corridor from Dundas Street South to Townline Road:

- A forty (40) metre wide right-of-way;
- Four (4) lanes of through traffic;
- A three (3) metre wide multi-use trail (MUT) along each side of the road;
- Raised median;
- Street lighting;
- Curb and gutter;
- Storm sewers and stormwater management facilities, as required;
- Flexibility for median and boulevard features; and
- Flexibility for staged construction.

Currently, the East Boundary Road project is not identified in the Region's Ten Year Transportation Capital Program. The timing and funding for detailed design and construction will be recommended in future Transportation Capital Programs based on the recommendations of the Transportation Master Plan Update and other needs along this corridor.

Interested members of the public may attend this meeting of Regional Planning and Works Committee on Tuesday, May 29, 2018, at approximately 9:00 a.m. in Council Chambers on the 2nd Floor of the Regional Headquarters located at 150 Frederick Street, Kitchener. The staff report will be available for public review on the Region of Waterloo's website www.region.waterloo.on.ca after 4:30 p.m. on Friday, May 25, 2018. The time of the Planning & Works Committee meeting may change, so if you plan to attend, please contact the Region's Call Centre at 519-575-4420 on May 25, 2018 to confirm the meeting time.

Should you wish to appear as a delegation at this meeting to voice an opinion on this project, please contact the Region's Call Centre by phone at 519-575-4400 to be directed to the Office of the Regional Clerk or the Office of the Regional Clerk by email at RegionalClerk@regionofwaterloo.ca by noon (12:00 p.m.) on Thursday, May 24, 2018 in order to be included on the agenda, or by 4:30 p.m. on Monday, May 28, 2018 otherwise.

In addition, the process for registering as a delegation for Committee or Council can be found here: https://www.regionofwaterloo.ca/en/regional-government/communicate-with-council.aspx. Delegation registration information can be located under the "Formal Channels" category, and in the "Delegations to a Regional Committee or Council" drop-down.

Regards,

Justin Armstrong, P. Eng.
Senior Project Manager, Design and Construction
Phone: 519-575-4757 Ext. 3164
Email: JuArmstrong@regionofwaterloo.ca

C.c. Marcos Kroker, Region of Waterloo

Accessibility: This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact Justin Armstrong (as above) 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 location, which may be included in a submission, becomes part of the public record. Questions regarding the collection of this information should be referred to Justin Armstrong at the Region of Waterloo.

2727714

Media Release: Friday, May 25, 2018, 4:30 p.m.

Regional Municipality of Waterloo

Planning and Works Committee

Agenda

Tuesday, May 29, 2018

9:00 a.m.

Regional Council Chamber

150 Frederick Street, Kitchener, Ontario

1. **Declarations of Pecuniary Interest under the "Municipal Conflict Of Interest Act"**

2. **Delegations**

2.1 Mayor Comiskey, Town of Ingersoll re: Campaign to give Ontario Municipalities the right to approve landfill developments in their communities

Page 10

2.2 Craig Robson re: **PDL-ECD-18-04/COR-TRY-18-51**, Brownfields Financial Incentives Program – Tax Increment Grant Application – 1 Adam Street (Victoria Common), City of Kitchener

Page 16

Recommendation:

That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 1 Adam Street in the City of Kitchener, as described in Report PDL-ECD-18-04/COR-TRY-18-51, dated May 29, 2018:

a) Approve a joint Tax Increment Grant with the Regional amount not to exceed $3,182,877 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, phased redevelopment and reassessment;

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

b) Provide the Tax Increment Grant subject to the phased redevelopment of the property; and

c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements with the registered owner of 1 Adam Street and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors.

2.3 **TES-TRP-18-09**, Moving Forward (Transportation Master Plan Update) – Recommended Plan (Staff Presentation)

Page 30

Recommendation:

That the Regional Planning and Works Committee endorse the Recommended Plan for Moving Forward (the Transportation Master Plan Update), described in Report TES-TRP-18-09, dated May 29, 2018.

i. Emily Slofstra, CycleWR

ii. Art Sinclair

2.4 **TES-DCS-18-11**, Schedule 'C' Class Environmental Assessment Study – East Boundary Road Corridor Study, City of Cambridge and Township of North Dumfries

Page 69

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for the East Boundary Road Corridor Study, in the City of Cambridge and Township of North Dumfries:

a) Approve the Recommended Design Alternative for the proposed construction of an East Boundary Road from Dundas Street South (Highway 8) to Avenue Road/Gore Road as described in Report TES-DCS-18-11, dated May 29, 2018; and

b) Direct staff to file the Notice of Completion with the Ministry of Environment and climate Change (MOECC) for this Class Environmental Assessment study and place the Environmental Study Report on the public record for a review period of 30 days.

i. Fred Taylor, GHD

2.5 **PDL-CPL-18-26**, Climate Action Waterloo Region - Long-term Community Emission Reduction Target

Page 91

Recommendation:

That the Regional Municipality of Waterloo:

a) Endorse a region-wide community greenhouse gas emission reduction target of 80% below 2010 levels by 2050, to align with international, federal and provincial reduction targets as recently approved by the Cities of Cambridge, Kitchener and Waterloo; and,

b) Direct staff to continue to collaborate with community partners to develop incremental action plans and implement specific local actions in support of reaching the long-term target.

i. Tova Davidson, Sustainable Waterloo Region (Presentation)

ii. Janek Jagiellowicz, Reep Green Solutions

Page 98

iii. Shannon Purves-Smith

iv. Tania Del Matto and Tova Davidson, Chair Reep Green Solutions (Presentation)

v. Adam Kasper and Students, IMPACT, Eastwood Collegiate (Presentation)

vi. Kevin Fergin, Stantec

vii. Paul Rak

viii. Bonnie Gao, iMatter Waterloo

ix. Scott Brubaker-Zehr, Rockway Mennonite Church

Consent Agenda Items

Items on the Consent Agenda can be approved in one motion of Committee to save time. Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.

3. Request to Remove Items from Consent Agenda

4. Motion to Approve Items or Receive for Information

4.1 **PDL-LEG-18-38**, Authorization to Expropriate Lands (1st Report) for River Road Extension (Phase 1) from Manitou Drive to Wabanaki Drive, City of Kitchener – River Road Extension (Project No. 07087)

Page 100

Recommandation: See pages 100-103

4.2 **PDL-LEG-18-39**, Approval to Expropriate Lands (2nd Report) for the Reconstruction of King Street East (Regional Road No.8) – King Street Improvement Project (Project 5384) in the City of Cambridge (Phase 2)

Page 115

Recommandation: See pages 115-116

4.3 **PDL-LEG-18-34**, Surplus Declaration of Easement Interests in Regional Lands forming Part of Regional Operations Centre Property Located at 100 Maple Grove Road, in the City of Cambridge, and Conveyance of Easement Interests in Favour of Energy+ and the City of Cambridge

Page 123

Recommendation:

That the Regional Municipality of Waterloo:

(a) Declares an easement interest in the lands described as Parts 1, 2, 3, 4, 5, 6, 7, 8, 9, 12 and 13 on a draft reference plan attached as Appendix "A" to Report PDL-LEG-18-34, in favour of Energy+, for additional hydro infrastructure and equipment, and a temporary easement interest in the lands described as Parts 10 & 11 on a draft reference plan attached as Appendix "A" to report PDL-LEG-18-34, in favour of the City of Cambridge, for a temporary sanitary forcemain , over part of Part Lot 20-21 Concession Beasley's Broken Front, Township of Waterloo, being Part of PIN 22740-0133 (LT) and Part of PIN 22740-0131 (LT), in the City of Cambridge, forming part of lands municipally known as 100 Maple Grove Road, to be used in connection with the development of abutting lands, surplus to the needs of the Region, pursuant to the Region's property disposition by-law and to the satisfaction of the Regional Solicitor; and

(b) Authorize the Regional Solicitor to approve and execute all required documentation to complete the transfer of these surplus easement interests.

4.4 **TES-DCS-18-08**, Traffic and Parking By-law Amendments - Erb Street (Regional Road 9), Caroline Street to Menno Street, City of Waterloo

Page 128

Recommendation:

That the Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended, upon completion of construction to:

a) Add to Schedule 15, Eastbound Left Turn Lane Designation on Erb Street (Regional Road 9) at Father David Bauer Drive;

b) Add to Schedule 15, Westbound Left Turn Lane Designation on Erb Street (Regional Road 9) at Father David Bauer Drive;

c) Add to Schedule 22, Reserved Cycling Lanes on the north side of Erb Street (Regional Road 9) from 70 metres west of Caroline Street to Menno Street; and

d) Add to Schedule 22, Reserved Cycling Lanes on the south side of Erb Street (Regional Road 9) from 30 metres west of Caroline Street to Menno Street

in the City of Waterloo.

4.5 **TES-DCS-18-09**, C2018-02: Consultant Selection – Preliminary Design, Detailed Design, Contract Administration & Construction Inspection Services for University Avenue (Region Road 57), Lincoln Road to Bridge Street (Regional Road 52), City of Waterloo

Page 132

Recommendation:

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Associated Engineering Ltd. to provide engineering consulting services for preliminary design, detailed design, contract administration and construction inspection services for improvements to University Avenue from Lincoln Road to Bridge Street in the City of Waterloo at an upset fee limit of $399,806.00 plus applicable taxes for the preliminary design and detailed design phases, with contract administration and construction inspection services to be paid on a time basis, as described in report TES-DCS-18-09, dated May 29, 2018.

4.6 **TES-DCS-18-10**, C2018-06 Consultant Engineering Services for Detailed Design and Services during Construction for the Water Transmission Main from St. Jacobs to Conestogo Plains, Pumping Station Upgrades, and Rural Resurfacing

Page 139

Recommendation:

That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with GM BluePlan Engineering Limited, for the detailed design and services during construction for the new Water Transmission Main from St. Jacobs to Conestogo Plains, Pumping Station Upgrades and Regional Road 17 Rural Resurfacing, Township of Woolwich, in the amount of $657,362 plus all applicable taxes.

4.7 **TES-TRS-18-16**, Electronic Fare Management System Project Update (Information)

Page 146

4.8 **TES-TRS-18-15/COR-FFM-18-09**, GRT Northfield Facility Project Update (Information)

Page 151

Regular Agenda Resumes

5. Reports – Planning, Development and Legislative Services

5.1 **PDL-CPL-18-27**, Proposed Amendment to the Regional Official Plan to Rationalize the Boundaries of the Countryside Line, and the Baden and New Hamburg Township Urban Areas, Township of Wilmot

Page 155

Recommendation:

That the Regional Municipality of Waterloo approve the following with respect to the proposed amendment to the Regional Official Plan:

a) Adopt the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to Report PDL-CPL-18-27, dated May 29, 2018 to:

i. Revise Map 7 (The Countryside) to define the boundaries of the Countryside Line applicable to the Baden and New Hamburg Township Urban Areas;

ii. Revise Map 7 (The Countryside) to redesignate the lands being rationalized from the Baden and New Hamburg Township Urban Areas as 'Prime Agricultural Area'; and

iii. Revise Map 3c (Township of Wilmot – Township Urban Areas) to define the boundaries of the Baden and New Hamburg Township Urban Areas.

b) Direct Regional staff to prepare the implementing by-law for the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to Report PDL-CPL-18-27, dated March 29, 2018 for consideration by Regional Council.

Reports – Transportation and Environmental Services

5.2 **TES-TRP-18-05**, GO Train Feasibility Study – Transfer Payment Agreement with Ministry of Transportation

Page 210

Recommendation:

That the Regional Municipality of Waterloo enter into a transfer payment agreement with Her Majesty the Queen in Right of Ontario by its Minister of Transportation to provide for funding for Phase 1 of the GO Train Feasibility Study, with the Chair and Clerk having all necessary authority to execute the agreement and all ancillary documents, as a next step to the provincial approval in principle letter of March 27, 2018 from the Deputy Minister of Transportation, subject to the form and content of the agreement being satisfactory to the Chief Financial Officer and the Regional Solicitor, as described in Report TES-TRP-18-05, dated May 29, 2018.

5.3 **TES-TRS-18-12**, Grand River Transit Proposed 2018 Transit Network

Page 212

Recommendation:

That the Regional Municipality of Waterloo approve the following transit service improvements be implemented effective Monday, September 3, 2018, as described in Report No. TES-TRS-18-12, dated May 29, 2018:

1. Routes 10 PIONEER and 110 COLLEGE EXPRESS – would have an increased frequency of service to 15 minutes from 30 minutes during the peak and midday Monday to Friday year-round, except during the Christmas schedule. Currently, 15 minute service is only provided during weekday peak periods in the Fall and Winter schedule periods; Route 10 would be revised to operate as two branches with the current service along Mill Park operating on a 30 minute frequency and the second branch 10A travelling along Old Carriage Drive and Homer Watson

Boulevard every 30 minutes for a combined 15 minute frequency on the common portion; Route 10 Sunday evening service would increase to a 30 minute frequency from the current 60 minute frequency.

2. Route 16 STRASBURG – would be extended into the evening with service until 11:30 p.m. Monday to Friday year round.
3. Route 26 TRILLIUM – would provide a new peak-only industrial route dedicated to the Huron Business Park. It would connect at the Forest Glen Plaza transit terminal on an interim basis and be extended to the Block Line ION station once ION service begins.
4. Route 33 HURON – would be extended to the growing residential area west of Fischer-Hallman and Huron Road, travelling between the Sunrise Centre and the Block Line ION station via the Forest Glen transit terminal; hours of service would be increased from peak periods only to approximately 5:45 am to 11:30 p.m. during weekdays.
5. Route 73 NORTHLAKE – would be adjusted to extend the one-way loop to Rideau River Street and connect to the Northfield ION station via Randall Drive/Kumpf Drive
6. Route 76 DOON SOUTH – would be extended to South Creek Drive and Thomas Slee Drive via Robert Ferrie Drive
7. Route 78 HANSON - would be discontinued and replaced by an extended Route 33 and the route resources would be redeployed to the Route 76.

5.4 **TES-TRS-18-13**, Grand River Transit Alternative Service Delivery Pilot

Page 236

Recommendation:

That the Regional Municipality of Waterloo approve the following alternative transit service delivery pilot programs to be implemented effective Tuesday, September 4, 2018, as described in Report No. TES-TRS-18-13, dated May 29, 2018:

1. **Northwest Waterloo** – using a Ridesharing model;
2. **Central Hespeler** – using a Subsidized taxi model; and
3. **Trinity Village/Freeport** – using a Community Bus model.

5.5 **TES-WAS-18-12**, Water Quantity Amendments to Grand River Source Protection Plan

Page 243

Recommendation:

That the Regional Municipality of Waterloo receive the water quantity assessment information and updated well head protection areas for inclusion in

an amended Grand River Source Protection Plan as summarized in TES-WAS-18-12.

And that the Regional Council direct staff to work with the staff at the Grand River Conservation Authority (GRCA) to develop water quantity policies for Waterloo Region as described in Report TES-WAS-18-12.

6. Information/Correspondence

6.1 Ben Roth, Memo re: Proposed Regional Official Plan Amendment – Township of Wilmot Rationalization Exercise – William Roth Estate Lands

Page 266

6.2 Edyta Campesi, Cora Group Inc. re: Climate Action WR Long Term Target

Page 268

6.3 Council Enquiries and Requests for Information Tracking List – No items pending

7. Other Business

8. Next Meeting – June 19, 2018

9. Adjourn

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Report: TES-DCS-18-11

Region of Waterloo

Transportation and Environmental Services

Design and Construction

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

Date: May 29, 2018 **File Code:** 07299.E

Subject: **Schedule 'C' Class Environmental Assessment Study – East Boundary Road Corridor Study, City of Cambridge and Township of North Dumfries**

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for the East Boundary Road Corridor Study, in the City of Cambridge and Township of North Dumfries:

a) Approve the Recommended Design Alternative for the proposed construction of an East Boundary Road from Dundas Street South (Highway 8) to Avenue Road/Gore Road as described in Report TES-DCS-18-11, dated May 29, 2018; and
b) Direct staff to file the Notice of Completion with the Ministry of Environment and climate Change (MOECC) for this Class Environmental Assessment study and place the Environmental Study Report on the public record for a review period of 30 days.

Summary:

The Region of Waterloo is currently undertaking a Schedule C Class Environmental Assessment (Class EA) study in the City of Cambridge and Township of North Dumfries to identify a corridor for an arterial road connection on the east side of Cambridge between the south end of the City and Highway 401. Refer to Appendix A for a Key Plan of the Study Area.

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south

end of the city to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge will be needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as to improve access to the Regional road network for residents of the southeast Cambridge area, and provide an alternative for goods movements to help manage traffic congestion in downtown Cambridge. The East Boundary Road Class EA was initiated in 2013 to address the need for improvements to the Region transportation network and facilitate planned development in southeast Cambridge. This project is being planned as a Schedule 'C' Class EA project, per the Municipal Class EA guidelines.

Five (5) alignment alternatives for the East Boundary Road corridor study were developed by the Project Team and evaluated based on the following criteria: natural environment; social environment; heritage/archaeological/cultural impact; traffic capacity, operations, and safety; and cost. The alternatives included: Do nothing, Route A (Eastern Alignment), Route B (Western Alignment), Route C (Central Alignment), and Route D (Hydro One Corridor Alignment), as shown in Appendix B. All alignments connect to the intersection of Dundas Street South and future South Boundary Road at the south end and Townline Road at the north end.

The alternative alignments and their evaluations have been presented to the public and stakeholders along with identification of the Project Team's Preferred Design Alternative (alignment). In addition to extensive consultation with various stakeholders and agencies, the study has included three (3) public consultation sessions. Comments received from the public and other stakeholders are generally supportive of the evaluation of alternatives. Some concerns have been expressed regarding property impacts, including traffic noise, as well as impacts to the natural environment.

In consideration of the technical information and public comments gathered during this study, the Project Team Recommended Design Alternative alignment is (Route) B4. The Recommended Design Alternative cross-section includes: four (4) traffic lanes; raised centre medians; and multi-use trails along both sides of the road, as illustrated in Appendix C. Other Recommended Design Alternative elements include: roundabouts at the intersections of the East Boundary Road and each of Wesley Boulevard, Main Street, Clyde Road, and Avenue Road/Gore Road; a bridge at each of the Moffat Creek and Mill Creek crossings; and a grade-separated crossing (overpass) of the Canadian Pacific (CP) rail line. The Recommended Design Alternative also includes flexibility for staged construction.

A preliminary cost estimate to complete the Project Team's Recommended Design Alternative is approximately $59 million and will depend primarily on property acquisition costs and timing of construction.

The Recommended Design Alternative provides the required capacity for long-term traffic needs in the Region's transportation network by linking traffic from South Boundary Road and Dundas Street South to Townline Road, facilitates planned development in the southeast Cambridge area, improves traffic operations throughout the City of Cambridge, and provides enhanced active transportation facilities as recommended in the Region's Transportation Master Plan.

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

Report:

1. Background

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the City's south end and Highway 401. In 1993, the Cambridge Area Transportation Study (CATS) showed a north-south bypass east of the City of Cambridge municipal boundary, into the Township of North Dumfries, tying into Townline Road. In addition, the Cambridge Area Route Selection Study (CARSS) completed in 2003 identified a number of east side corridors near the Cambridge/North Dumfries boundary. This arterial road has commonly been referred to as the "East Boundary Road". Finally, the Detailed Transportation Network Review (DTNR) completed in 2004 identified the need for an "East Side Bypass", but indicated that planning for this "East Side Bypass" would be incorporated into the MTO's Highway 24 Route Planning Study. This study has been put on hold. The construction of a future Highway 24 does not significantly impact the need for an East Boundary Road, as the East Boundary Road will not only serve as an arterial through the east side of Cambridge, but also serve local access purposes. However, the Project Team is in contact with the MTO to coordinate the East Boundary Road with the MTO Highway 24 study.

Transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge will be needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as to improve access to the Regional road network for residents of the southeast Cambridge area, and provide an alternative for goods movements to help manage traffic congestion in downtown Cambridge.

As a result of the existing traffic conditions and projected growth, the Regional Municipality of Waterloo is undertaking a Class Environmental Assessment (EA) study of the East Boundary Road Corridor, from the intersection of Dundas Street South

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(Highway 8) and the future South Boundary Road to the south end of Townline Road, to identify a route for an East Boundary Road and to protect the corridor for the future road. Refer to Appendix A for a Key Plan of the Study Area. This project is being planned as a Schedule 'C' Class EA project, per Municipal Class EA guidelines.

The study has been directed by a Project Team consisting of staff from the Region of Waterloo, City of Cambridge, Township of North Dumfries, Puslinch Township, and Grand River Conservation Authority, as well as Region of Waterloo Councillor Karl Kiefer (Cambridge) and Mayor Sue Foxton (North Dumfries), City of Cambridge Councillor Frank Monteiro, and Township of North Dumfries Councillor Neil Ritchie. The engineering firm MTE Consultants Inc. has been retained to assist with this Class EA study.

2. Corridor Alignment Alternatives

The Class EA Corridor Study initially identified five (5) corridor alignment alternatives which were assessed with respect to their ability to meet the traffic and transportation needs in the southeast Cambridge area, as well as their potential impacts to: the natural environment; the social environment; the heritage, archaeological, and cultural environment; traffic capacity, operations, and safety; and (project) cost.

The five (5) alternatives included: Do nothing, Route A (Eastern Alignment), Route B (Western Alignment), Route C (Central Alignment), and Route D (Hydro One Corridor Alignment), as shown in Appendix B. All alignments connect to the intersection of Dundas Street South and future South Boundary Road at the south end and Townline Road at the north end.

3. Additional Design Elements

The Project Team also developed a Recommended Design for Cross-Section, Corridor Access Control, and Traffic Control at intersections.

Recommended (Road) Cross-Section

In accordance with the Context Sensitive Regional Transportation Corridor Design Guidelines Roadway Classification and key operational criteria, the East Boundary Road identifies as a "Community Connector". Community Connectors focus on moving vehicles and can be considered for transit corridors. Community Connectors connect communities within the Region and incorporate a high degree of access control. Designing East Boundary Road to support active transportation modes including walking and cycling is a fundamental character of this road classification and aligns with Regional Transportation Master Plan objectives. These policies and guidelines would be satisfied through the inclusion of multi-use trail along both sides of the road, as illustrated in Appendix C.

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Key elements of the recommended cross-section include:

- A forty (40) metre wide right-of-way;
- Four (4) lanes of through traffic;
- A three (3) metre wide multi-use trail (MUT) along each side of the road;
- Raised median;
- Street lighting;
- Curb and gutter;
- Storm sewers and stormwater management facilities, as required;
- Flexibility for median and boulevard features; and
- Flexibility for staged construction.

Recommended Corridor Access Control

Community Connectors are typically Access Control Prohibited, with no access to the Regional Road as defined in the Region Official Plan (ROP), Policy 5.A.24.

Any future exemption to permit access would require approval from Regional Council through amendment to the Controlled Access By-law.

Local road connections are permitted subject to review. Wesley Boulevard and Avenue Road/Gore Road are specifically addressed in the following sub-section based on consultation with the Project Team.

Recommended Traffic Control at Intersections

The implementation of roundabouts instead of traffic signals has been preliminarily identified as the Recommended Design Alternative due to expected traffic operations, i.e. decreasing serious and fatal injuries, as well as cost benefits.

As such, roundabouts are recommended at the intersections of the East Boundary Road and each of: Wesley Boulevard; Main Street; Clyde Road; and Avenue Road/Gore Road.

This recommendation will be further investigated during detailed design through Intersection Control Studies (ICS), subject to Region roundabout policies.

Recommended Bridges at Moffat Creek and Mill Creek

In order to satisfy applicable codes, guidelines, and regulations, and to mitigate impacts to the natural environment in the creek beds, bridge crossings are required at the creek crossing locations at Moffatt Creek in the south section and Mill Creek in the north section within the Study Area.

Context sensitive detailed design of these bridges will follow completion of the Class EA with required regulatory approvals to precede construction.

Recommended CP Rail Crossing

An above-grade crossing (overpass) is recommended at the CP Rail crossing location. An above-grade crossing rates better for traffic operations and safety than an at-grade crossing and is expected to have a higher capital cost; however due to reduced collisions, it is expected to have a comparable life cycle (total) cost to an at-grade crossing. Other evaluation criteria rate comparatively equal amongst these crossing options.

A below-grade crossing was pre-screened out in consideration of several of the evaluation criteria, including: natural environment; traffic capacity, operations, and safety; and cost.

4. Evaluation of Design Alternative Alignments

The Design Alternative Alignments were evaluated by the Project Team using the following Evaluation Criteria:

1) Natural Environment

- How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk (SAR), surface drainage, and existing floodplains?

2) Social Environment

Community Impacts

- What impacts will the alternative have on the local community? E.g. noise, property requirements, etc.

Access

- How does the alternative impact access to existing residences, businesses, and industries?

Development/Property

- Will the alternative fragment land and/or limit development opportunities?

3) Heritage/Archaeological/Cultural Environment

- What are the potential impacts on, and disturbance of, heritage and archaeological resources respectively?

4) Traffic Capacity, Operations, and Safety

- How does the alternative serve the expected active transportation (i.e. pedestrian and cycling), transit, and vehicular traffic needs?
- Does the alternative efficiently and safely handle forecasted traffic from existing and future development

5) Costs

- How does the alternative compare with anticipated capital and property costs?

5. Public Consultation

The following is a summary of the public consultation process undertaken for consideration of Design Alternatives for the Project Team-Recommended Corridor Alignment for this project. All public comments received and responses will be included in the final Class EA Environmental Study Report to be filed for public review. In addition, a summary of all Public Consultation Centre Comments (No.s 1 – 3) and the responses will be included in the Project Information Sheet on the Region's website.

Schedule 'C' Class EA projects are typically larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural, and economic) and require multiple opportunities for input through consultation with the public, involved stakeholders and agencies in consideration of alternatives and their impacts on the project environment. Two (2) 'formal' public consultations are required for a Schedule 'C' Class EA. To date, three (3) 'formal' public consultations have occurred:

- Public Consultation Centre (PCC) No. 1 – April 3, 2014;
- PCC No. 2 – December 9, 2015; and
- PCC No. 3 – February 1, 2018.

In addition, extensive stakeholder and agency consultation has taken place throughout the entire study period, which included multiple consultative meetings with the: MNRF, GRCA, City of Cambridge, Township of North Dumfries, school boards (both WRDSB and WCDSB), GRCA, Region of Waterloo Ecological and Environmental Advisory Committee (EEAC), Cambridge Environmental Advisory Committee (CEAC), and others.

6. Revisions to Design Alternative Alignments

Public and agency feedback, from each PCC and on an ongoing basis, has informed the Project Team's decision with respect to how to move forward throughout this study.

Design Alternative Alignments Presented at PCC No. 1

The Project Team looked at a number of constraints and opportunities in developing some Preliminary Alignment Concepts as a "starting point". Some of these constraints and opportunities included: Mill Creek, Moffat Creek (including the Moffat Creek Wetland Complex), existing and new roadways, existing and proposed development, hydro corridors, heritage and archeological features, railways, wetlands, and other natural environmental factors. All alignments connect to the intersection of Dundas Street South and the future South Boundary Road at the south end and Townline Road at the north end. Refer to Appendix B for a plan showing the Preliminary Alignment Concepts developed for PCC No. 1. The initial Design Alternative alignments included:

- Do Nothing;
- Route A – Eastern Alignment;
- Route B – Western Alignment;
- Route C – Central Alignment; and
- Route D – Hydro One Corridor.

In addition, a number of other "Hybrid Design Alternative Alignments" including connections amongst Routes A and C were considered for PCC No. 1.

PCC No. 1 Public Comments

The Project Team reviewed public and agency input following PCC No. 1. Support for each of the preliminary alternatives was received with no clearly preferred alternative. The most common themes, based on number or frequency, of comments were:

- Minimizing natural environment and cultural heritage impacts;
- Minimizing impact to existing development; and
- Timely approval of a corridor that will service expected users.

In addition, the Project Team reviewed various inventories of existing features available at that time and identified constraints in the context of the identified route alignments. The project team evaluated the original route alignments based on that information and modified them as follows:

"Screened Out" Alternatives

Design Alternative Alignment Route D utilizes the existing Hydro One Corridor and was screened out for further consideration after PCC No. 1. Due to maintenance requirements on their high voltage line, Hydro One Networks Inc. (HONI) could not properly provide required maintenance to the lines with an arterial roadway within their property corridor. Even if the road was moved adjacent to, but outside the existing Hydro One Corridor, Route D passes through the Moffat Creek Wetland Complex at one

of its widest and most sensitive areas. Due to the issues associated with a large portion of the roadway adjacent to the HONI Corridor and the significant impacts to the Moffat Creek Wetland Complex, the Project Team decided to remove Route D from further consideration at that time.

Design Alternative Alignment Route A passes through the Township of Puslinch in the County of Wellington (outside the Regional Municipality of Waterloo) north of Gore Road. Numerous natural environment constraints were located within this north section of Route A making it unfavourable as a route in terms of impacts to the Natural Environment. In addition, the East Boundary Road is a Region of Waterloo road to address traffic primarily within the City of Cambridge. Building a Region road beyond the Region of Waterloo boundaries would present significant jurisdictional issues. Due to the above rationale this portion of Route A was removed from the list of viable alternatives for the EBR.

Do Nothing is a required Design Alternative under the Class EA process. However, the Do Nothing alternative does not address the current and forecasted traffic needs, as reflected in the study problem/opportunity statement. The Do Nothing alternative was also removed as a viable alternative.

Revised Design Alternative Alignments Presented at PCC No. 2

While some alternatives could be screened out following PCC No. 1 based on public and agency comments, revisions to the initial alignments were presented at PCC No. 2. Refer to Appendix B for a plan showing the Preliminary Alignment Concepts developed for PCC No. 1. The revised Design Alternative alignments included:

- Routes A1 and A2;
- Route B1; and
- Routes C1 and C2.

PCC No. 2 Public Comments

At PCC No. 2 in December 2015, Route C1 was identified as the Preferred Design Alternative Alignment based on available information at that time.

Once again, the Project Team reviewed public and agency input following PCC No. 2. The most common themes, based on number or frequency, of comments were:

- Minimizing natural environment impacts;
- Minimizing impact to both existing and planned development; and
- Timely approval of a cost effective corridor that will service expected users.

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In addition, through discussion with Ministry of Natural Resources and Forestry (MNRF) staff following PCC No. 2 through April and May 2016, significant natural environment challenges associated with Route C1 were identified. Those challenges included: the need to conduct a minimum of four (4) seasons of additional habitat and wildlife study, as well as the potential need to obtain an Overall Benefit Permit, due to the proposed long, bisecting crossings of highly constrained (e.g. high quality) natural environment features. Establishing an Overall Benefit to wildlife and their habitat, in order to obtain an Overall Benefit Permit from the MNRF when proposing a new road, is an uncertain process and would result in further delays for approval of this Class EA project. The Region's Ecological and Environmental Advisory Committee (EEAC) also provided comments in 2016 that Route B alternatives were preferable to Route A and C alternatives due to the significant impacts of those routes bisecting the Moffat Creek Wetland complex.

Revised Preferred Design Alternative Alignment B4 Presented at PCC No. 3

Due to comments received from MNRF and EEAC, Route B1, which had rated comparatively well to Route C1 prior to PCC No. 2, was reconsidered. Further extensive consultation with review agencies (e.g. MNRF, GRCA), key stakeholders (e.g. EEAC, City of Cambridge), and the Project Team continued through November 2017.

Due to Social Environment challenges previously identified with Route B1, a B4 sub-alternative was developed. Route B4 is similar to B1 however it passes along the eastern, versus western, boundary of an existing City of Cambridge parcel "re-connecting" with B1 both south toward Dundas Street and north toward Main Street. This revision satisfactorily mitigated previously identified Social Environment challenges. In addition, it provides a greater separation between an approved GRCA crossing of Moffat Creek at Wesley Boulevard and the additional crossing required for the East Boundary Road. The differences between Routes B1 and B4 are illustrated in Appendix B.

Route B4 is strongly preferred to any Route C alternative from a natural environment standpoint and rates equal or better in the four (4) other evaluation criteria: Social Environment; Heritage/Archaeological/Cultural Environment; Traffic Capacity, Operations, and Safety; and Cost.

On that basis, at PCC No. 3 in February 2018, Route B4 was identified as the Preferred Design Alternative Alignment and was recommended by the Project Team.

PCC No. 3 Public Comments

Once again, the Project Team reviewed public and agency input following PCC No. 3. Public comments were generally supportive of Route B4. Some concerns were expressed regarding property impacts, including traffic noise, as well as impacts to the

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natural environment. The most common themes, based on number or frequency, of comments were, once again:

- Minimizing natural environment impacts;
- Minimizing impact to both existing and planned development; and
- Timely approval of a cost effective corridor that will service expected users.

The nature of comments has remained consistent throughout this study.

7. Project Team Evaluation of Recommended Design Alternative Alignment B4

As noted in *Section 4. Evaluation of Design Alternative Alignments*, Alternative Design Alignment (Route) B4 scores highest across all evaluation criteria. That is why Route B4 was presented as the Project Team Preferred Design Alternative Alignment at PCC No. 3.

Following PCC No. 3, and in consideration of public and agency comments received, Route B4 is the Recommended Design Alternative Alignment. In response to the comments, specifically:

- Minimizing natural environment impacts

Following receipt of comments from the Ministry of Natural Resources and Forestry (MNRF) following PCC No. 2, Route B4 has significantly less natural environment impact than Route C1 due to the nature of that impact. Route B4 has a peripheral ('fringe') impact versus a bisecting ('severing') impact from the other alternatives. Due to the nature of the natural environment impact of Route C1, additional permitting, including time, expense, and uncertainty, would be required.

In addition, similar bisecting impacts are expected with widening Shellard Road (Route A1) from the existing 2-lane, rural road to a 4-lane, urban collector road through a highly-constrained natural environment area.

Every effort will be made to mitigate natural environment impacts through the detailed design process in order to obtain required agency approvals prior to construction.

From a Natural Environment standpoint, MNRF, GRCA, and EEAC comments indicate a preference for a Route B alternative rather than Route A and/or C alternatives.

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- Minimizing impact to both existing and planned development

Noise Issues

The primary property impact concern of existing residents in proximity to Route B4 is traffic noise and/or the proximity of the proposed East Boundary Road to their residences. As the project progresses to detailed design the Region's Noise Policy will apply and a Noise Assessment will be undertaken at that stage to determine if there will be a need for further noise mitigation.

Property Impacts

An additional concern specific to those residents in proximity to the proposed East Boundary Road/Townline Road/Avenue Road/Gore Road intersection, is property impact. While it is the intent of the planning and design process to minimize the need to acquire property, the proposed East Boundary Road would require the acquisition of private property at several locations; however, the precise locations and amounts of land to be acquired will not be fully known until the detailed design stage. Once property needs have been further defined, the affected property owners will be contacted by Regional Real Estate staff to discuss the necessary property acquisitions and related issues. It is the Region's standard practice to negotiate agreements of purchase and sale with the affected property owners, based on an independent appraisal of the land's fair market value. If agreements cannot be reached in time to meet the project schedule, the Region will acquire the needed lands through expropriation. Additional details with respect to the Property Acquisition Process are provided in Appendix E.

With respect to planned development, mitigating measures continue to be discussed in consultation with those property owners with pending development applications.

- Timely approval of a cost effective corridor that will service expected users

Following approval of the Class EA, the corridor will be protected for future construction of the East Boundary Road and development outside of this corridor can be considered. Funding for the design and construction phases of the East Boundary Road will be subject to future Council approval of the Transportation Capital Program.

8. Project Cost

The preliminary capital cost for the Recommended Design Alternative Alignment for this project is estimated to be $59 million and includes engineering design, property acquisition, and construction. The final cost will be further refined as part of detailed design and will depend primarily on property acquisition costs and timing of construction. This project will be funded from the Development Charges Reserve Fund.

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9. Next Steps

All members of the public who have expressed an interest in this project have been notified directly of the opportunity to comment at the May 29, 2018 Planning and Works Committee meeting.

Subject to Regional Council approval of the Recommended Design Alternative Alignment, the Environmental Study Report (ESR) documenting the planning and decision-making process for the project will be finalized and a "Notice of Study Completion" will be filed on the public record for a 30-day review period. This filing will be advertised by mail-outs, newspaper notification, and on the Region's website. During this review period, anyone concerned that the study did not follow the requirements of the Class EA process, or did not address all of the issues, may request that the Minister of the Environment and Climate Change order the project to a more detailed environmental assessment, referred to as a Part II Order request. The Minister of the Environment and Climate Change must receive such requests in writing, with a copy sent to the Region's Commissioner of Transportation and Environmental Services. The Minister will determine whether or not a more detailed environmental assessment is required and the Minister's decision will be final. If there are no significant unresolved objections following the 30-day review period, the project will be considered approved.

Currently, funding for design and construction of the East Boundary Road is not included in the Region's 2018 Ten Year Transportation Capital Program. The timing and funding for detailed design and construction will be recommended in future Transportation Capital Programs based on the recommendations of the Transportation Master Plan Update and other needs along this corridor. The Transportation Master Plan Update has identified the need for the East Boundary Road in the 2031 to 2041 horizon. It is estimated that design, approvals, and property acquisition for this project will require at least 7 years and that construction will require 3 to 4 years. Therefore, if funding is included in the 2019 Ten Year Transportation Capital Program to proceed to start the next steps, it is estimated that the East Boundary Road could be completed by 2029 or 2030 at the earliest.

Corporate Strategic Plan:

Approval of the Recommended Design Alternative Alignment meets the 2015-2018 Corporate Strategic Plan objectives to:

- Build infrastructure for, and increase participation in, active forms of transportation (cycling and walking), and
- Optimize road capacity to safely manage traffic and congestion,

under Strategic Focus Area 2, Sustainable Transportation.

In addition, this project meets the 2015-2018 Corporate Strategic Plan objective to:

- Plan for and provide the infrastructure and services necessary to create the foundation for economic success,

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under Strategic Focus Area 1, Thriving Economy.

Financial Implications:

The Region's 2018 Ten Year Transportation Capital Program includes $250,000 for Project No. 07299 East Boundary Road Corridor Protection Study to complete the Class EA.

Other Department Consultations/Concurrence:

None.

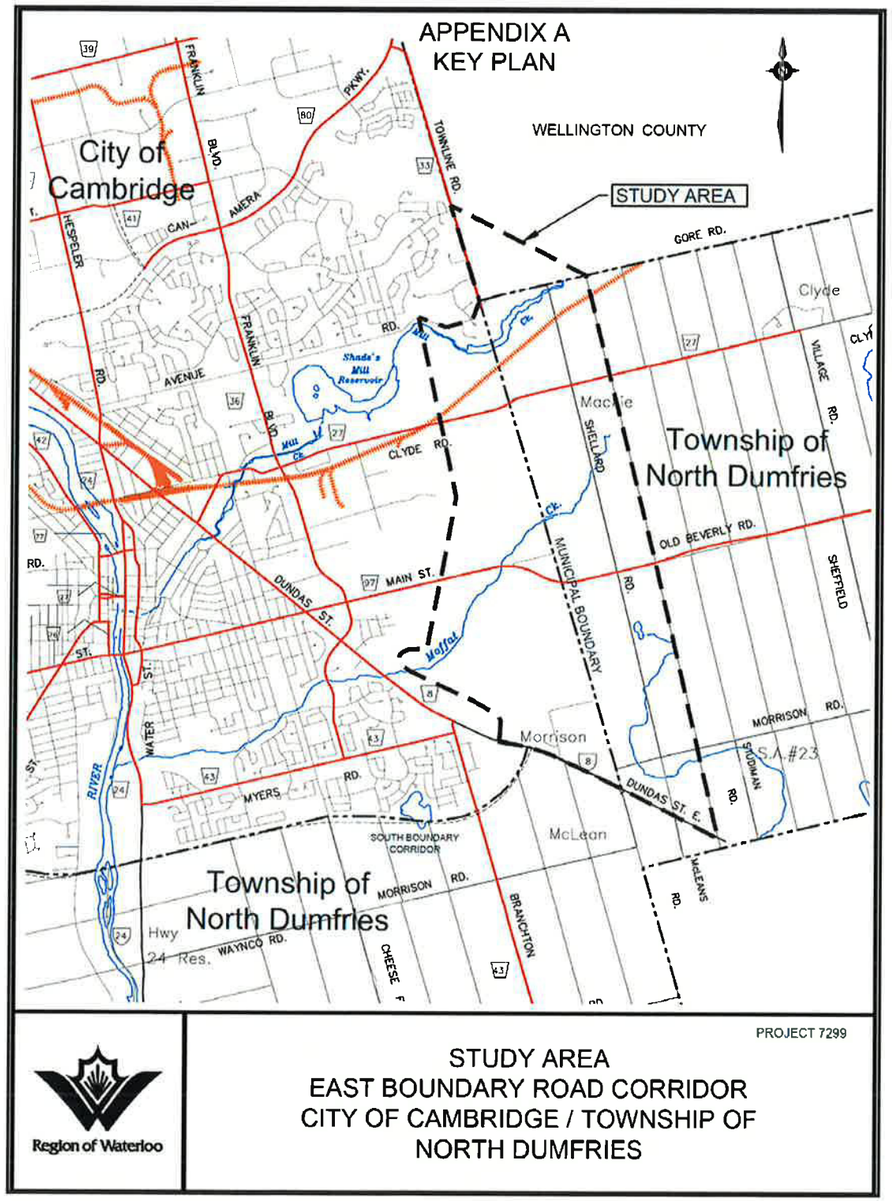
Attachments:

Appendix A	Key Plan of the East Boundary Road Corridor Study Area
Appendix B	Alignment Alternatives
Appendix C	Recommended East Boundary Road Cross-Section
Appendix D	Evaluation of Alternative Design Alignments A, B, and C
Appendix E	Property Acquisition Process
Prepared By:	**Justin Armstrong**, Senior Project Manager, Design and Construction
Approved By:	**Thomas Schmidt**, Commissioner, Transportation and Environmental Services

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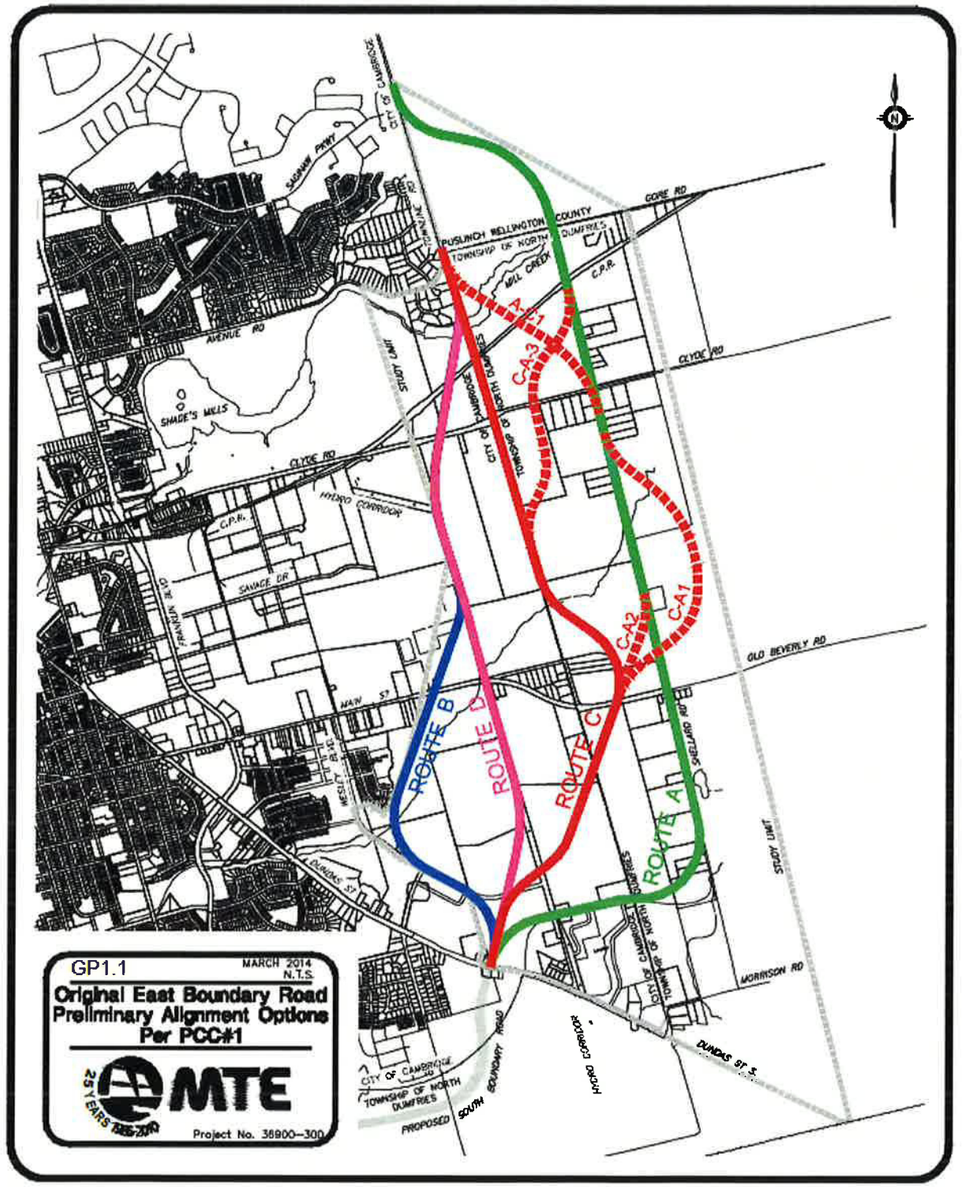
Appendix A

Key Plan of the East Boundary Road Corridor Study Area



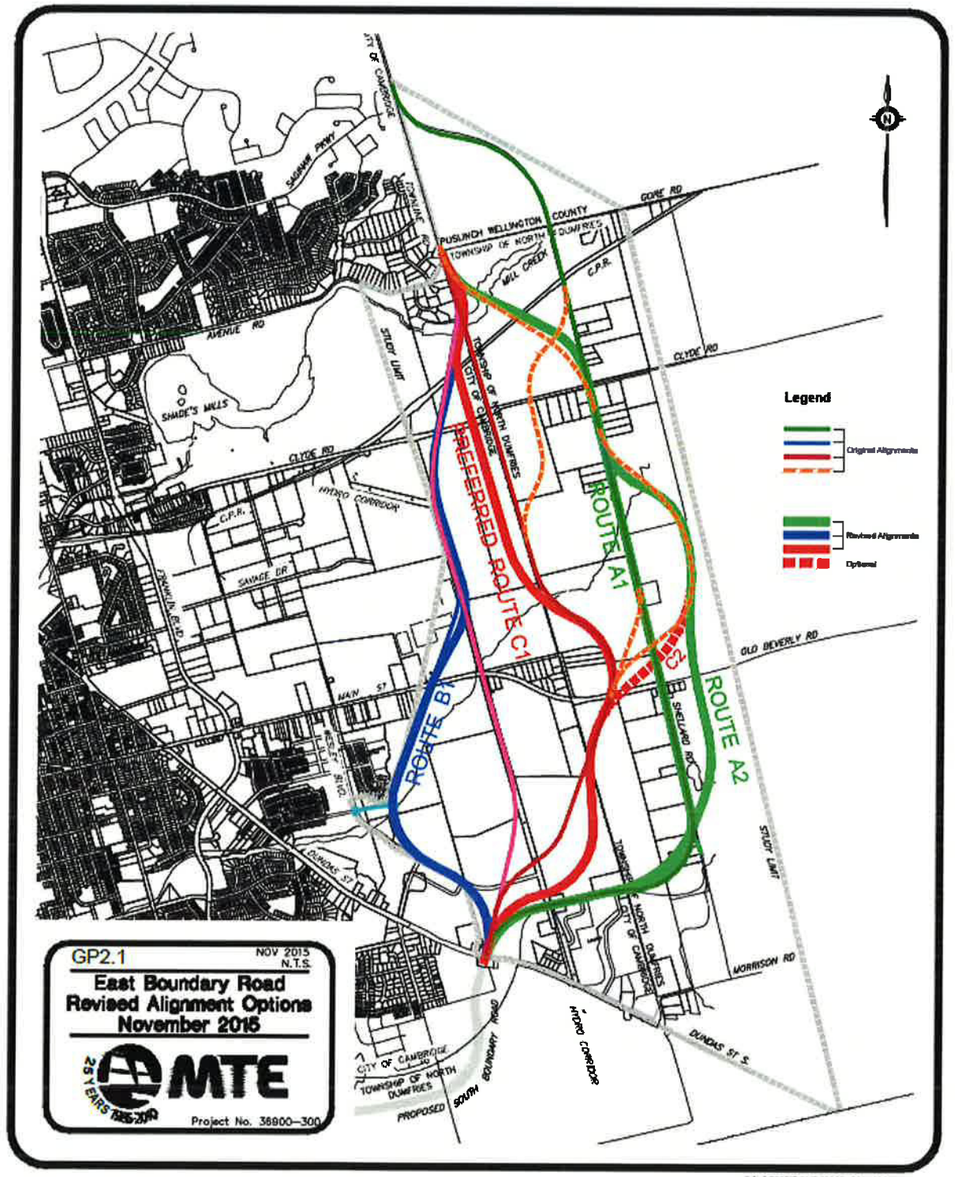
Appendix B

Alignment Alternatives for PCC No. 1 (April 2014)



Appendix B

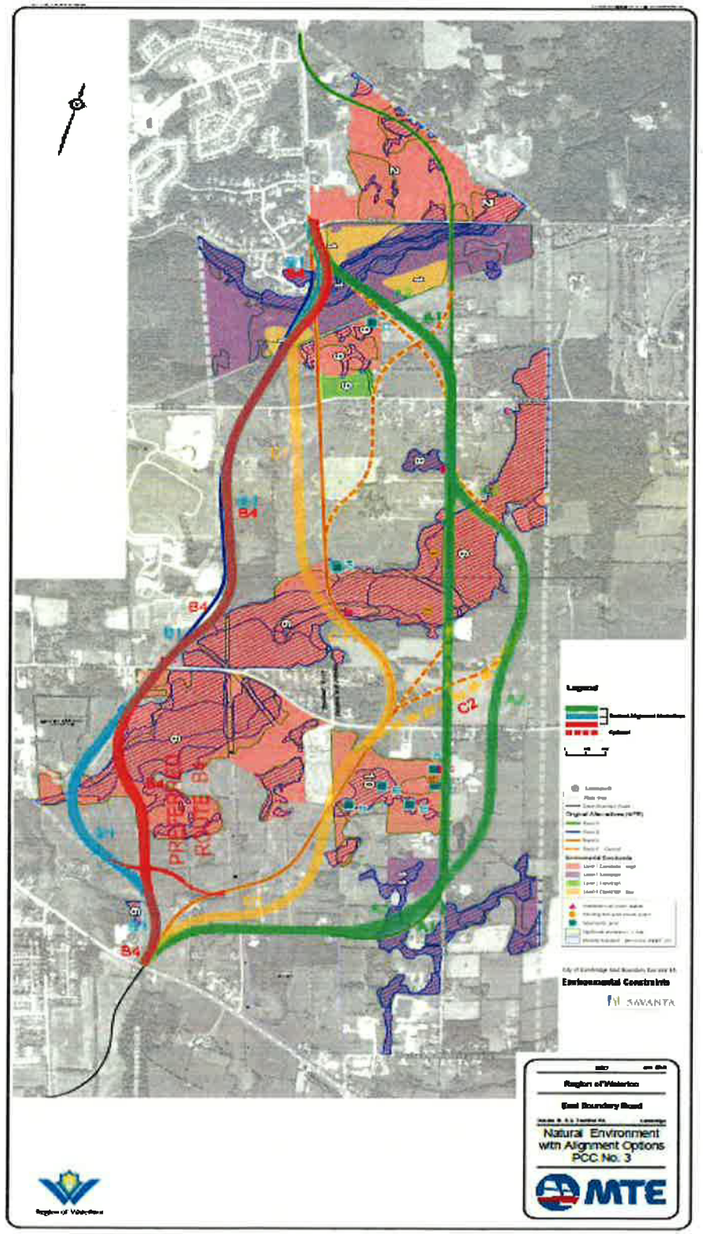
Alignment Alternatives for PCC No. 2 (December 2015)



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Appendix B

Preferred Alignment Alternative (Route B4) for PCC No. 3 (February 2018)



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Appendix C

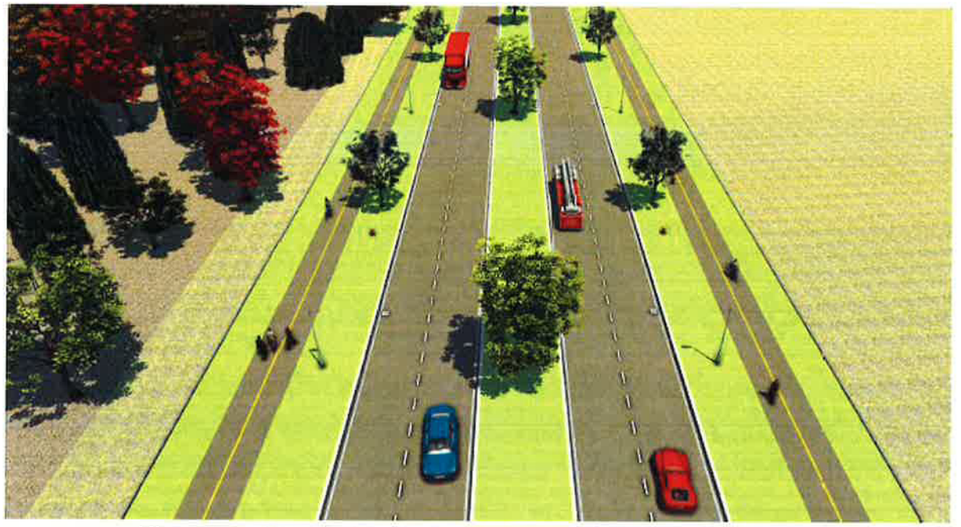
Recommended East Boundary Road Cross-Section

Region of Waterloo | CAMBRIDGE | THE TOWNSHIP OF NORTH DUMFRIES | MTE Engineers | Scientists | Surveyors

EAST BOUNDARY ROAD CLASS EA

East Boundary Road Preliminary Cross-Section

Ultimate 4 Lanes and Multi-Use Trail
40m Right-of-Way Width (Plus Grading Requirements)



Appendix D

Evaluation of Alternative Design Alignments A, B, and C

		Route Alternatives		
		A1 / A2	B1 / B4	C
Evaluation Criteria	Natural Environment	Fair	Fair – Good	Poor
	Social Environment	Fair	Fair	Fair
	Heritage / Archaeological / Cultural	Fair	Good	Fair – Good
	Traffic Capacity, Operations, and Safety	Poor – Fair	Fair – Good	Fair
	Cost	Fair	Good	Fair
	Preferred	No	Yes	No

Appendix E

Property Acquisition Process

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

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

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

Goal – Fair and Equitable Settlement for All Parties

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

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows:

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

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

Expropriation

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to 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.

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Regional Municipality of Waterloo

Planning and Works Committee

Minutes

Tuesday, May 29, 2018

9:40 a.m.

Regional Council Chamber

150 Frederick Street, Kitchener, Ontario

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

Members absent: D. Craig

Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

None declared.

Delegations

a) Mayor Comiskey, Town of Ingersoll re: Campaign to Give Ontario Municipalities The Right to Approve Landfill Developments in Their Communities

Mayor Comiskey appeared before the Committee and stressed the importance of municipalities having the right to decide if landfills should be developed in their areas and provided a petition for the Committee to sign. A copy of the presentation is appended to the original minutes.

Mayor Comiskey responded to the Committee's questions in regards to jurisdiction and having input on neighbouring Townships/Counties. It was noted that the preference would be to have the petition signed prior to the June 7th Provincial Election.

Chair T. Galloway stated the petition will be referred to staff and be brought back to Regional Council next week.

b) Craig Robson re: PDL-ECD-18-04/COR-TRY-18-51, Brownfields Financial Incentives Program – Tax Increment Grant Application – 1 Adam Street (Victoria Common), City of Kitchener

Craig Robson appeared before the Committee in support of the report and to thank staff for their cooperation and effort during the process.

The Committee thanked staff for their work and the importance of the project to the community.

Moved by B. Vrbanovic

Seconded by G. Lorentz

That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 1 Adam Street in the City of Kitchener, as described in Report PDL-ECD-18-04/COR-TRY-18-51, dated May 29, 2018:

a) Approve a joint Tax Increment Grant with the Regional amount not to exceed $3,182,877 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, phased redevelopment and reassessment;

b) Provide the Tax Increment Grant subject to the phased redevelopment of the property; and

c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements with the registered owner of 1 Adam Street and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors.

Carried

c) TES-TRP-18-09, Moving Forward (Transportation Master Plan Update) – Recommended Plan (Presentation)

Geoffrey Keyworth, Acting Manager, Strategic Transportation Planning provided an update on the master plan, highlighted time frames, vision and goals, recommended scenarios, barriers, roads program and transit program. A copy of the presentation is appended to the original minutes.

i. Emily Slofstra, CycleWR

Emily Slofstra appeared before Committee as chair of CycleWR and provided background of CycleWR and stated that the goal is to see better infrastructure for everyone. She noted that vulnerable transportation should be a high priority, highlighted the pros and cons of the plan and requested to see the data scores for the recommended blend of scenario one and two.

In response to a Committee member's comments the delegation noted that more could be done for active transportation and noted that there hasn't been enough accountability from the last plan and agreed that society changes would be missed by having such a long term of length for the plan.

ii. Art Sinclair, Greater Kitchener-Waterloo Chamber of Commerce

Art Sinclair appeared before the Committee to highlight freight transportation noting the challenges and future policy options. A copy of the presentation is appended to the original minutes.

iii. Levi Oke

Did not appear before the Committee.

G. Keyworth clarified that accessible transportation is built into the vision of the plan and explained that certain wording was avoided as the plan does not include slogans or jargon. It was noted that presentations from the area municipalities are being recorded and in response to a Committee member's request it was agreed that once all the presentations were completed the minutes would be appended to the report.

Thomas Schmidt, Commissioner, Transportation and Environmental Services explained that one of the purposes for Regional roads is the movement of goods and flow of traffic; he noted that active transportation is not always feasible but is always considered.

The Committee members noted that the language was more passive and in effect expressed concerns for missed opportunities. It was suggested that staff work on the language of the report to be more progressive in regards to advancing technology and including common terminology. Suggestions were made to include alignment with the strategic plan, adding actions to the items and putting cycling/pedestrians as a priority on all regional roads.

The Committee deferred the report to the next Committee cycle.

Moved by B. Vrbanovic

Seconded by K. Redman

That Regional staff be directed to make suggested changes in wording, include municipal input and bring TES-TRP-18-09, Moving Forward (Transportation Master Plan Update) – Recommended Plan forward to the next Committee cycle on June 19, 2018.

Carried

d) TES-DCS-18-11, Schedule 'C' Class Environmental Assessment Study – East Boundary Road Corridor Study, City of Cambridge and Township of North Dumfries (presentation)

i) Fred Taylor

Fred Taylor presented the Committee with options for Townline Road, Cambridge, that were not included in the Environmental Assessment Study and expressed desire for more stakeholder involvement in the process and written responses from staff. A copy of his presentation is appended to the original minutes.

ii) Roger Will

Roger Will appeared before the Committee as a resident on Townline Road in the Township of Puslinch and noted concerns with the proposed plan including water and rights to access his property and noted the importance of the Township being involved with the process.

Moved by K. Seiling

Seconded by S. Foxton

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for the East Boundary Road Corridor Study, in the City of Cambridge and Township of North Dumfries:

a) Approve the Recommended Design Alternative for the proposed construction of an East Boundary Road from Dundas Street South (Highway 8) to Avenue Road/Gore Road as described in Report TES-DCS-18-11, dated May 29, 2018; and

b) Direct staff to file the Notice of Completion with the Ministry of Environment and climate Change (MOECC) for this Class Environmental Assessment study and place the Environmental Study Report on the public record for a review period of 30 days.

Carried

The Committee recessed at 12:01 p.m. and reconvened at 12:07 p.m.

Media Release: Immediate

Regional Municipality of Waterloo

Consolidated

Council Agenda

Wednesday, June 6, 2018

Closed Session 6:45 p.m.

Waterloo County Room

7:00 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener, Ontario

* Denotes item(s) not part of original agenda

1. **Moment of Silence**
2. **Roll Call**
3. **Motion to go into Closed Session**

   That a closed meeting of Council be held on Wednesday, June 6, 2018 at 6:45 p.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

   a) proposed or pending litigation and receiving of advice subject to solicitor-client privilege regarding an agreement

4. **Motion to Reconvene Into Open Session**
5. **Declarations of Pecuniary Interest under the "Municipal Conflict Of Interest Act"**
6. **Presentations**
7. **Petitions**

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

8. Delegations

a) Ben Roth re: Proposed Amendment to the Regional Official Plan to Rationalize the Boundaries of the Countryside Line, and the Baden and New Hamburg Township Urban Areas, Township of Wilmot *(Item 5 on Planning and Works Summary)*

Page 7

b) Stage 2 ION

i) Lee Ann Mitchell

ii) Terry Mycyk

* iii) ~~Carl Keller~~ *Delegation cancelled*

* iv) Gord Nicholls

9. Minutes of Previous Meetings

a) Closed Council – May 9, 2018

b) Council – May 9, 2018

c) Closed Committee – May 29, 2018

d) Planning and Works Public Input – May 29, 2018

e) Planning and Works Committee –May 29, 2018

f) Administration and Finance Committee –May 29, 2018

g) Community Services Committee – May 29, 2018

10. Communications

a) Council Information Package – Friday, June 1, 2018 **(Distributed Electronically)**

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

12. Reports

Finance Reports

a) **COR-TRY-18-52,** T2018-160 Roundabout Construction RR17 (Ament Line) at RR10 (Herrgott Road), Township of Wellesley

Page 9

Recommendation:

That the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for T2018-160 Roundabout Construction RR17 (Ament Line) at RR10 (Herrgott Road), Township of Wellesley in the amount of $1,711,833.25 plus all applicable taxes as set out in report COR-TRY-18-52 dated June 6, 2018; and

That the Regional Municipality of Waterloo amend the budget for Project #07446 Reg. Rd. 17 (Ament Line) at Reg. Rd. 10 (Herrgott Road) by adding $555,700 to be funded from tax supported debentures with a term not to exceed 10 years.

b) **COR-TRY-18-53,** T2018-140 University Avenue Reconstruction and Widening, Erb Street to Westmount Road, Waterloo

Page 12

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-140 University Avenue Reconstruction and Widening, Erb Street to Westmount Road, Waterloo in the amount of $2,927,000.00 plus all applicable taxes as set out in report COR-TRY-18-53 dated June 6, 2018; and

That the Regional Municipality of Waterloo approve an increase in project cost of $294,600.00 gross and $0 net to facilitate work undertaken on behalf of the City of Waterloo; and

That the Regional Municipality of Waterloo amend the budget for Project #07259 University Avenue from Keats Way to Erb Street by adding $167,700 to be funded from the Roads Regional Development Charges Reserve Fund.

c) **COR-TRY-18-54,** T2018-157 2018 Rural Resurfacing Nafziger Road from Berlett's Road to Erb's Road, Township of Wilmot

Page 16

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-157 2018 Rural Resurfacing Nafziger Road from Berlett's Road to Erb's Road, Township of Wilmot in the amount of $2,328,072.65 plus all applicable taxes as set out in report COR-TRY-18-54 dated June 6, 2018.

d) **COR-TRY-18-55,** T2018-107 Miscellaneous Roadworks

Page 19

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-107 Miscellaneous Roadworks in the amount of $1,870,000.00 plus all applicable taxes as set out in report COR-TRY-18-55 dated June 6, 2018; and

That the Regional Municipality of Waterloo amend the budget for Project #05174 Various Spot Resurfacing by adding $163,600 to be funded from the Roads Rehabilitation Reserve; and

That the Regional Municipality of Waterloo amend the budget for Project #05178 Culvert Replacements in Advance of Roadwork by adding $112,100 to be funded from the Roads Rehabilitation Reserve; and

That the Regional Municipality of Waterloo amend the budget for Project #05528 Retaining Wall Repairs by adding $103,000 to be funded from the Roads Rehabilitation Reserve.

e) **COR-TRY-18-56,** T2018-101 SCADA System Upgrades Ayr Wastewater Treatment Plant

Page 25

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Bestco Construction (2005) Ltd. for T2018-101 SCADA System Upgrades Ayr Wastewater Treatment Plant in the amount of $ 1,944,967.40 plus all applicable taxes as set out in the report COR-TRY-18-56 dated June 6, 2018.

f) **COR-TRY-18-57,** T2018-169 Paramedic Services Headquarters - 1001 Erbs Road, Township of Wilmot

Page 28

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Magil Construction Ontario Inc. for T2018-169 Paramedic Services Headquarters - 1001 Erbs Road, Township of Wilmot in the amount of $18,178,000.00 plus all applicable taxes as set out in report COR-TRY-18-57 dated June 6, 2018.

g) **COR-TRY-18-58,** T2018-152 Waterloo Regional Police North Division Asphalt & Parking Deck Membrane Replacement

Page 31

Recommendation:

That the Regional Municipality of Waterloo accept the tender of SST Group Ltd. for T2018-152 Waterloo Regional Police North Division Asphalt & Parking Deck Membrane Replacement at an adjusted amount of $706,305.00 plus all applicable taxes as set out in report COR-TRY-18-58 dated June 6, 2018.

h) **COR-TRY-18-59,** P2018-03 Decision Support Software

Page 34

Recommendation:

That the Regional Municipality of Waterloo accept the proposal of PowerPlan Canada ULC for P2018-03 Decision Support Software in the amount of $185,000.00 plus all applicable taxes as set out in report COR-TRY-18-59 dated June 6, 2018.

* i) **COR-TRY-18-60,** Regional Debenture Issue Dated June 11, 2018 (Information)

Page 34

Committee Reports

a) Planning & Works - attached & marked PS-180529 **Page 37**

* Closed Planning & Works - attached & marked CPS-180529 **Page 46A**

b) Administration & Finance - attached & marked FS-180529 **Page 47**

* c) Closed Community Services - attached & marked CSS-180529 **Page 49A**

Chief Administrative Officer

Regional Chair

Regional Clerk

13. Other Matters Under Committee Of The Whole

a) **PDL-LEG-18-46/PDL-CPL-18-31/TES-WMS-18-04**, Town of Ingersoll Campaign for Provincial Legislation to Provide Municipalities with Approval Right for Landfill Developments

Recommendation:

That The Regional Municipality of Waterloo supports in principle the request for Provincial legislation that would require municipal approval for future landfill developments in their respective communities;

And that in the event that the Province is considering such legislation, that the Province involve municipalities in the drafting of such legislation in order to ensure that

appropriate concerns are addressed

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

15. Motion To Adopt Proceedings Of Committee Of The Whole

16. Motions

17. Notice of Motion

18. Unfinished Business

19. Other Business

20. Questions

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

* a) A By-law to authorize the borrowing upon ten year instalment debentures in the principal amount of $987,000 for a capital work of The Corporation of the City of Waterloo

* b) A By-law to authorize the borrowing upon ten year instalment debentures in the aggregate principal amount of $25,571,000 for capital works of The Regional Municipality of Waterloo

* c) A By-law to provide for the borrowing of the aggregate of the principal amounts authorized by By-laws numbered 18-025 and 18-026 and for the issuing of one series of ten year instalment debentures therefor in the aggregate principal amount of $26,558,000

d) A By-law to Amend By-law 17-76, being a By-law to A By-law to Establish Fees and Charges for the Regional Municipality of Waterloo and Repeal By-law 17-001, As Amended (Children's Centres)

e) A By-law to Amend By-law Number 09-025, Being the Regional Official Plan for the Regional Municipality of Waterloo Amendment No. 1 – Rationalization of the Boundaries of the Countryside Line, and the Baden and New Hamburg Township Urban Areas, Township of Wilmot

f) A By-law to Limit Tax Decreases For Properties in the Commercial, Industrial and Multi-Residential Classes in the 2018 Taxation Year

g) A By-law to Expropriate Lands for the Purpose of Reconstruction of King Street East (Regional Road No.8) – King Street Improvement Project in the City of Cambridge (Phase 2), in the Regional Municipality of Waterloo

h) A By-law to Confirm the Actions of Council - June 6, 2018

22. Adjourn

PS-180529

The Regional Municipality of Waterloo

Planning and Works Committee

Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 1 Adam Street in the City of Kitchener, as described in Report PDL-ECD-18-04/COR-TRY-18-51, dated May 29, 2018:

   a) Approve a joint Tax Increment Grant with the Regional amount not to exceed $3,182,877 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, phased redevelopment and reassessment;

   b) Provide the Tax Increment Grant subject to the phased redevelopment of the property; and

   c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements with the registered owner of 1 Adam Street and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors

2. That Regional staff be directed to make suggested changes in wording, include municipal input and bring TES-TRP-18-09, Moving Forward (Transportation Master Plan Update) – Recommended Plan forward to the next Committee cycle on June 19, 2018

3. That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for the East Boundary Road Corridor Study, in the City of Cambridge and Township of North Dumfries:

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PS-180529

a) Approve the Recommended Design Alternative for the proposed construction of an East Boundary Road from Dundas Street South (Highway 8) to Avenue Road/Gore Road as described in Report TES-DCS-18-11, dated May 29, 2018; and

b) Direct staff to file the Notice of Completion with the Ministry of Environment and climate Change (MOECC) for this Class Environmental Assessment study and place the Environmental Study Report on the public record for a review period of 30 days

4. That the Regional Municipality of Waterloo:

a) Endorse a region-wide community greenhouse gas emission reduction target of 80% below 2010 levels by 2050, to align with international, federal and provincial reduction targets as recently approved by the Cities of Cambridge, Kitchener and Waterloo; and,

b) Direct staff to continue to collaborate with community partners to develop incremental action plans and implement specific local actions in support of reaching the long-term target.

c) Direct staff to review every five years.

5. That the Regional Municipality of Waterloo approve the following with respect to the proposed amendment to the Regional Official Plan:

a) Adopt the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to Report PDL-CPL-18-27, dated May 29, 2018 to:

i. Revise Map 7 (The Countryside) to define the boundaries of the Countryside Line applicable to the Baden and New Hamburg Township Urban Areas;

ii. Revise Map 7 (The Countryside) to redesignate the lands being rationalized from the Baden and New Hamburg Township Urban Areas as 'Prime Agricultural Area'; and

iii. Revise Map 3c (Township of Wilmot – Township Urban Areas) to define the boundaries of the Baden and New Hamburg Township Urban Areas.

b) Direct Regional staff to prepare the implementing by-law for the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to

Regional Council Minutes

Wednesday, June 6, 2018

The following are the minutes of the Regular Council meeting held at 7:00 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, E. Clarke, D. Craig, S. Foxton, T. Galloway, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, and S. Shantz

Members Absent: K. Redman, S. Strickland, and B. Vrbanovic.

Closed Session

Moved by G. Lorentz

Seconded by K. Kiefer

That a closed meeting of Council be held on Wednesday, June 6, 2018 at 6:45 p.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending litigation and receiving of advice subject to solicitor-client privilege regarding an agreement

Carried

Moved by S. Foxton

Seconded by L. Armstrong

That Council reconvene in Open Session.

Carried

Declarations of Pecuniary Interest Under The "Municipal Conflict Of Interest Act"

None declared.

Delegations

a) Proposed Amendment to the Regional Official Plan to Rationalize the Boundaries of the Countryside Line, and the Baden and New Hamburg Township Urban Areas, Township of Wilmot *(Item 5 on Planning and Works Summary)*

i) Ben Roth provided a presentation regarding the proposed amendment to the Regional Official Plan. A copy of the presentation is appended to the original minutes. He explained that the recommendation will remove the urban designation from his family's land which will diminish the property value and future development potential of the land.

ii) Douglas Stewart appeared before Council regarding the proposed amendment to the Regional Official Plan on behalf of the IBI Group and in support of the amendment to the Regional Official Plan. He encouraged Council to support the amendment to rationalize the boundaries with the Township of Wilmot's Official Plan.

T. Galloway brought forward item 5 from the Planning and Works Summary

In response to a question from Council, Michelle Sergi, Director, Community Planning, explained that the recommendation balances the amount of land designated in each category and that a change to a single part of the recommendation is not possible without affecting the entire recommendation.

Moved by T. Galloway

Seconded by L. Armstrong

5. That the Regional Municipality of Waterloo approve the following with respect to the proposed amendment to the Regional Official Plan:

a) Adopt the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to Report PDL-CPL-18-27, dated May 29, 2018 to:

i. Revise Map 7 (The Countryside) to define the boundaries of the Countryside Line applicable to the Baden and New Hamburg Township Urban Areas;

ii. Revise Map 7 (The Countryside) to redesignate the lands being rationalized from the Baden and New Hamburg Township Urban Areas as 'Prime Agricultural Area'; and

iii. Revise Map 3c (Township of Wilmot – Township Urban Areas) to define the boundaries of the Baden and New Hamburg Township Urban Areas.

b) Direct Regional staff to prepare the implementing by-law for the proposed amendment to the Regional Official Plan as set out in Attachment 'B' to Report PDL-CPL-18-27, dated March 29, 2018 for consideration by Regional Council.

Carried

b) Stage 2 ION

i) Lee Ann Mitchell appeared before Council with respect to the proposed ION Stage 2. A copy of her written remarks is appended to the original minutes. She expressed her concerns with the proposed LRT stop at King Street and Eagle Street noting that the area is already congested. She encouraged the Region to adopt a route that moves the stop away from the area.

ii) Terry Mycyk appeared before Council with respect to the proposed ION Stage 2. He supported some of the aspects of the latest proposal including the reduction in the number of affected properties and the improvement in travel time. He expressed his concerns with the LRT going down King Street East in Kitchener and with the stop at King Street and Eagle Street.

iii) Carl Keller cancelled his delegation.

iv) Gord Nicholls appeared before Council to provide a presentation with respect to the proposed ION Stage 2. A copy of the presentation is appended to the original minutes. He provided an overview of a citizens' proposal to route the ION away from Shantz Hill and the intersection of King Street and Eagle Street and recommended it be scored against the Region's proposal.

Minutes of Previous Meetings

S. Shantz requested that page 15 of the Planning and Works minutes of May 29, 2018 be amended to include that staff will be bringing back a report with respect to Kiwanis Transit.

Moved by J. Nowak

Seconded by S. Shantz

That the following Minutes be approved, as amended:

a) Closed Council – May 9, 2018

b) Council – May 9, 2018

c) Closed Committee – May 29, 2018

d) Planning and Works Public Input – May 29, 2018

e) Planning and Works Committee –May 29, 2018

f) Administration and Finance Committee –May 29, 2018

g) Community Services Committee – May 29, 2018

Carried

S. Shantz stated that Woolwich Township Council has met with Kiwanis Transit staff and that Kiwanis Transit will be covering the operating cost of the pilot for three months, with the Township covering advertising and signage costs. She noted that the Township is working with GRT staff on the logistics for transfers.

Communications

a) Council Information Package – Friday, June 1, 2018 was received for information.

Moved by S. Foxton

Seconded by K. Kiefer

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

Carried

Finance Reports

a) **COR-TRY-18-52,** T2018-160 Roundabout Construction RR17 (Ament Line) at RR10 (Herrgott Road), Township of Wellesley

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for T2018-160 Roundabout Construction RR17 (Ament Line) at RR10 (Herrgott Road), Township of Wellesley in the amount of $1,711,833.25 plus all applicable taxes as set out in report COR-TRY-18-52 dated June 6, 2018; and

That the Regional Municipality of Waterloo amend the budget for Project #07446 Reg. Rd. 17 (Ament Line) at Reg. Rd. 10 (Herrgott Road) by adding $555,700 to be funded from tax supported debentures with a term not to exceed 10 years.

Carried

b) **COR-TRY-18-53,** T2018-140 University Avenue Reconstruction and Widening, Erb Street to Westmount Road, Waterloo

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-140 University Avenue Reconstruction and Widening, Erb Street to Westmount Road, Waterloo in the amount of $2,927,000.00 plus all applicable taxes as set out in report COR-TRY-18-53 dated June 6, 2018; and

That the Regional Municipality of Waterloo approve an increase in project cost of $294,600.00 gross and $0 net to facilitate work undertaken on behalf of the City of Waterloo; and

That the Regional Municipality of Waterloo amend the budget for Project #07259 University Avenue from Keats Way to Erb Street by adding $167,700 to be funded from the Roads Regional Development Charges Reserve Fund.

Carried

c) **COR-TRY-18-54,** T2018-157 2018 Rural Resurfacing Nafziger Road from Berlett's Road to Erb's Road, Township of Wilmot

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-157 2018 Rural Resurfacing Nafziger Road from Berlett's Road to Erb's Road, Township of Wilmot in the amount of $2,328,072.65 plus all applicable taxes as set out in report COR-TRY-18-54 dated June 6, 2018.

Carried

d) **COR-TRY-18-55,** T2018-107 Miscellaneous Roadworks

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2018-107 Miscellaneous Roadworks in the amount of $1,870,000.00 plus all applicable taxes as set out in report COR-TRY-18-55 dated June 6, 2018; and

That the Regional Municipality of Waterloo amend the budget for Project #05174 Various Spot Resurfacing by adding $163,600 to be funded from the Roads Rehabilitation Reserve; and

That the Regional Municipality of Waterloo amend the budget for Project #05178 Culvert Replacements in Advance of Roadwork by adding $112,100 to be funded from the Roads Rehabilitation Reserve; and

That the Regional Municipality of Waterloo amend the budget for Project #05528 Retaining Wall Repairs by adding $103,000 to be funded from the Roads Rehabilitation Reserve.

Carried

e) **COR-TRY-18-56,** T2018-101 SCADA System Upgrades Ayr Wastewater Treatment Plant

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of Bestco Construction (2005) Ltd. for T2018-101 SCADA System Upgrades Ayr Wastewater Treatment Plant in the amount of $ 1,944,967.40 plus all applicable taxes as set out in the report COR-TRY-18-56 dated June 6, 2018.

Carried

f) **COR-TRY-18-57,** T2018-169 Paramedic Services Headquarters - 1001 Erbs Road, Township of Wilmot

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of Magil Construction Ontario Inc. for T2018-169 Paramedic Services Headquarters - 1001 Erbs Road, Township of Wilmot in the amount of $18,178,000.00 plus all applicable taxes as set out in report COR-TRY-18-57 dated June 6, 2018.

Carried

g) **COR-TRY-18-58,** T2018-152 Waterloo Regional Police North Division Asphalt & Parking Deck Membrane Replacement

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the tender of SST Group Ltd. for T2018-152 Waterloo Regional Police North Division Asphalt & Parking Deck Membrane

Replacement at an adjusted amount of $706,305.00 plus all applicable taxes as set out in report COR-TRY-18-58 dated June 6, 2018.

Carried

h) **COR-TRY-18-59,** P2018-03 Decision Support Software

Moved by L. Armstrong

Seconded by H. Jowett

That the Regional Municipality of Waterloo accept the proposal of PowerPlan Canada ULC for P2018-03 Decision Support Software in the amount of $185,000.00 plus all applicable taxes as set out in report COR-TRY-18-59 dated June 6, 2018.

Carried

i) **COR-TRY-18-60,** Regional Debenture Issue Dated June 11, 2018

Craig Dyer, Commissioner, Corporate Services/ Chief Financial Officer noted that the table on the first page of the report incorrectly notes the City of Kitchener as a participant and it should read City of Waterloo.

The report was received for information.

Committee Reports

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Tom Galloway, Chair of the Committee. Item 5 of the summary was considered under delegations.

Moved by T. Galloway

Seconded by K. Kiefer

That the Summary of Recommendations of the Planning and Works Committee, dated May 29, 2018, Items 1 to 4, 6 to 15, and 2 reports from closed session, Items 16 and 17, be adopted as follows:

1. That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 1 Adam Street in the City of Kitchener, as described in Report PDL-ECD-18-04/COR-TRY-18-51, dated May 29, 2018:

   a) Approve a joint Tax Increment Grant with the Regional amount not to exceed $3,182,877 net of any other future brownfield assistance, to be financed from

the incremental tax revenue for the property following remediation, phased redevelopment and reassessment;

b) Provide the Tax Increment Grant subject to the phased redevelopment of the property; and

c) Authorize the Region's Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements with the registered owner of 1 Adam Street and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors

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