



Fischer-Hallman Road Improvements City of Kitchener

Information Package

What: Reconstruction and Widening of Fischer-Hallman Road to four (4) lanes

Where: From Bleams Road to Plains Road

Why: To Repair Pavement, Provide Additional Traffic Capacity and Provide Enhancements for Cyclists and Pedestrians

When: Construction in 2019 and 2020

Who: Region of Waterloo Project Manager
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We Want Your Input!

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

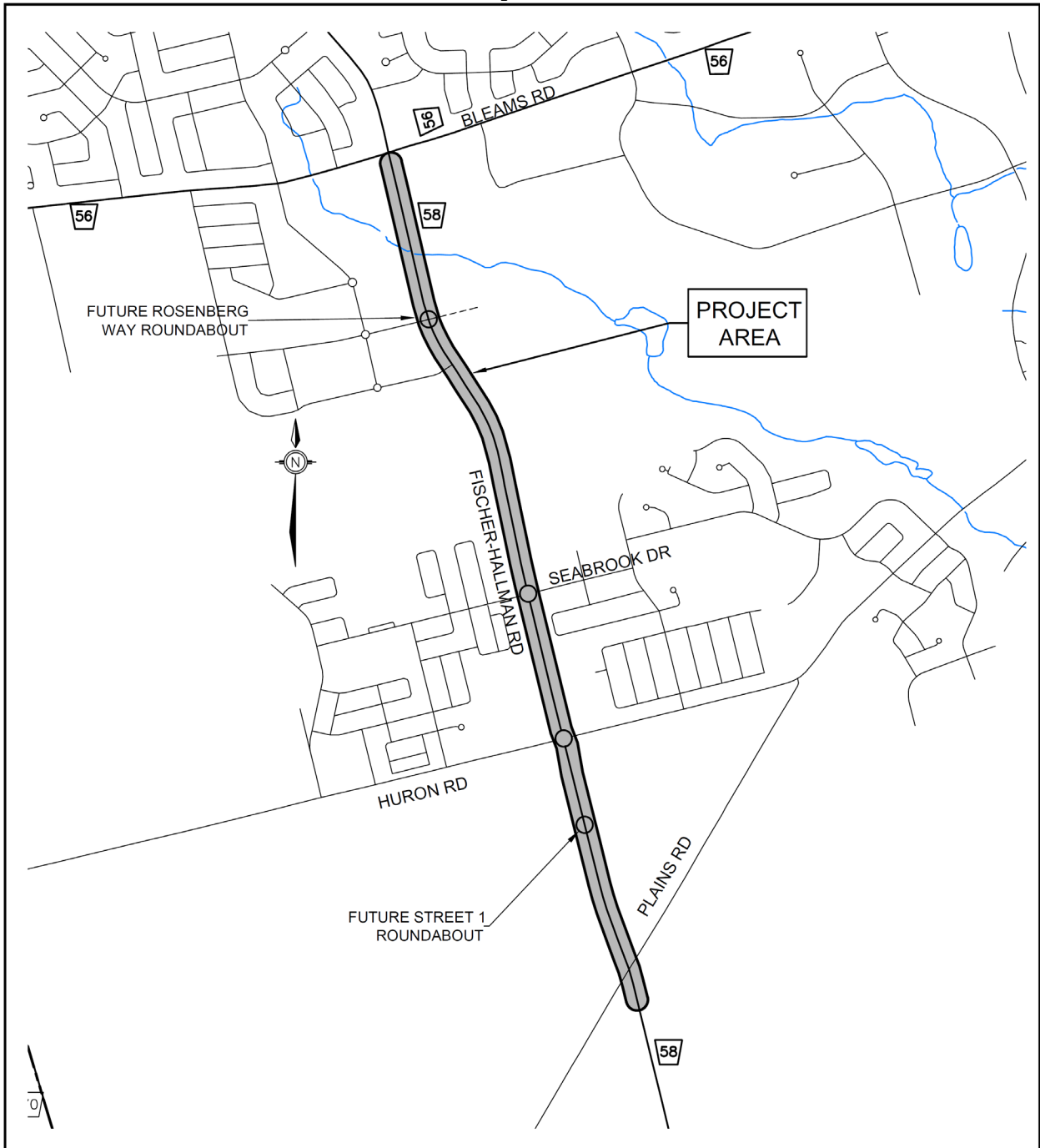
Public Consultation Centre No. 1

Wednesday, June 17th, 2015 from 4:30 p.m. to 7:30 p.m.

Kitchener Portuguese Club Inc.,

1548 Fischer-Hallman Road, Kitchener, ON

Key Plan



Region of Waterloo

FISCHER HALLMAN ROAD
(REGIONAL ROAD 58)
BLEAMS ROAD TO PLAINS ROAD
CITY OF KITCHENER

1. Why is the Region of Waterloo considering this project?

The Region of Waterloo is currently undertaking a planning study to consider proposed improvements to Fischer-Hallman Road from Bleams Road to Plains Road. Please refer to the Key Plan on the backside of the cover page of this Information Package for a drawing of the study area.

These proposed improvements are intended to address future transportation and servicing needs along the Fischer-Hallman Road corridor, including enhanced facilities for pedestrians and cyclists.

Fischer-Hallman Road runs through the middle of the Rosenberg Secondary Planning Area. The Rosenberg Secondary Plan, adopted by Kitchener Council in August 2011, designates lands in Southwest Kitchener for a variety of uses and establishes a high level vision for the Fischer-Hallman Road corridor. Development lands adjacent to Fischer-Hallman Road south of Bleams Road have been planned to achieve high residential and employment densities. As part of the Rosenberg Secondary Plan, the City of Kitchener has prepared a set of urban design guidelines for the mixed-use corridor planned along Fischer-Hallman Road between Bleams Road and south of Huron Road including recommendations that emphasize the importance of designing for pedestrians, cyclists and transit users.

The 2010 Regional Transportation Master Plan identifies the need to widen Fischer-Hallman Road from Bleams Road to Plains Road in the 5-10 year time horizon. Also, Fischer-Hallman Road from Bleams Road to Plains Road is designated as a “controlled access” road that is constructed with raised centre medians to restrict access to right-in right-out movements only, other than at intersections with a roundabout or traffic control signals.

The Region’s Active Transportation Master Plan identifies this section of Fischer-Hallman Road as a candidate for a multi-use trail or another form of pedestrian and cycling facility segregated from traffic on each side of Fischer-Hallman Road.

2. Who is directing this project?

This Project is being directed by a Project Team consisting of Region of Waterloo staff, City of Kitchener staff, Region of Waterloo Councillor Tom Galloway and City of Kitchener Councillor Kelly Galloway-Sealock. The Region has retained the consulting engineering firm Associated Engineering to assist with the planning, design and contract administration of this project.

3. How is this project being planned?

Under Ontario's Environmental Assessment Act, routine infrastructure projects are planned in accordance with the Municipal Class Environmental Assessment (Class EA) process. Please refer to **Appendix "A"** for more information about the Class EA process.

The widening of Fischer-Hallman Road from Bleams Road to Plains Road is being undertaken as a Schedule "C" Class EA Study.

The Regional Transportation Master Plan has fulfilled Phase 1 and Phase 2 of this Class EA Study and has identified road widening as the preferred overall solution for Fischer-Hallman Road from Bleams Road to Plains Road.

The Project Team is now completing Phase 3 and Phase 4 of this Class EA Schedule "C" Study by considering specific design alternatives for the widening of Fischer-Hallman Road from Bleams Road to Plains Road.

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

The public is invited to this Public Consultation Centre (PCC) to:

- Review the design alternatives that have been developed by the Project Team for Fischer-Hallman Road from Bleams Road to Plains Road;
- Learn how these design alternatives are being evaluated by the Project Team;
- Review the preferred design alternative identified by the Project Team;
- Review the other improvements planned for Fischer-Hallman Road;
- Ask questions of staff from the Region of Waterloo and City of Kitchener; and
- Provide comments and input regarding the improvements being considered.

Please refer to Section 31 of this Information Package for details on how to obtain additional information about the Regional Master Plans, design guidelines and about this project including electronic versions of the display boards at this PCC.

We ask that you complete the **Comment Sheet** attached to the back of this Information Package and put it in the box at the PCC, or send it to the address indicated on the Comment Sheet. Your comments will be considered along with other information received over the course of the project to assist the Region of Waterloo in completing the planning and design for this project.

5. What improvements are being considered?

As part of the planning process, the Project Team analyzed the future traffic operations on Fischer-Hallman Road based on 2031 forecasted traffic volumes to confirm the transportation needs for this corridor. Based on this analysis, other technical studies and investigations completed, as well as the objectives of the Regional Official Plan, Regional Transportation Master Plan, Regional Transportation Context Sensitive Corridor Design Guidelines, the Region's Active Transportation Master Plan, the City of Kitchener's Rosenberg Secondary Plan and the City of Kitchener's Trails Master Plan, the Project Team has identified a number of design alternatives incorporating the following elements for improvements to Fischer-Hallman Road from Bleams Road to Plains Road:

- Reconstruction and widening of Fischer-Hallman Road to provide two (2) through lanes in each direction from Bleams Road to Plains Road with raised centre median to control access to adjacent properties and curb & gutter on each side of the road;
- Construction of either a roundabout or a signalized intersection at the planned intersection of Fischer-Hallman Road and Rosenberg Way and at the planned intersection of Fischer-Hallman Road and Street 1;
- Construction of enhanced pedestrian and cycling facilities that may include multi-use trails, cycle tracks and/or sidewalks;
- Construction of two pedestrian crossings for connectivity to existing and proposed City of Kitchener trails on the east and west sides of Fischer-Hallman Road;
- Construction of new storm sewers, sanitary sewers and watermains beneath Fischer-Hallman Road;
- Installation of new streetlights; and,
- Planting new trees and landscaping.

For comparison purposes, a "Do-Nothing" alternative is also being considered.

6. Why does Fischer-Hallman Road need to be widened?

The Regional Transportation Master Plan evaluated alternative transportation solutions to address long-term traffic needs in the region to the year 2031 and recommended that Fischer-Hallman Road be widened to four lanes by the year 2021. Additionally, the updated traffic analysis completed in support of this Class EA Study confirmed the need to widen Fischer-Hallman Road from two (2) to four (4) lanes based on projected 2031 traffic volumes.

Recent (2013) and projected 2031 traffic volumes on Fischer-Hallman Road from Bleams Road to Plains Road are summarized below as follows:

Road Section	2013 AADT	Projected 2031 AADT
Bleams Road to Seabrook Drive	13,500	29,000
Seabrook Drive to Huron Road	11,500	20,000
Huron Road to Plains Road	10,000	17,500

7. What design alternatives are being considered for this project?

Based on the relevant technical studies, policies and planning guidelines, the Project Team has developed the following four (4) design alternatives:

Design Alternative No. 1	Do Nothing (Baseline “alternative” for comparison) (Retain Existing Roadway Configuration.)
Design Alternative No. 2	Reconstruct Road as 4-Lane Urban Roadway with a Raised Centre Median and Construct a 4.0 metre wide Multi-Use Trail on each side of the Road
Design Alternative No. 3	Reconstruct Road as 4-Lane Urban Roadway with a Raised Centre Median, and Construct a 1.8 metre wide One-Way On-Road Cycle Track and a 2.1 metre wide Concrete Sidewalk on each side of the Road
Design Alternative No. 4	Reconstruct Road as a 4-Lane Urban Roadway with a Raised Centre Median, and Construct a 2.0 metre wide One-Way Off-Road Cycle Track and a 2.1 metre wide Concrete Sidewalk on each side of the road

Please refer to **Appendix “B”** for a drawing of all four (4) design alternatives.

The Project Team is also considering the following additional elements that would be undertaken as part of Design Alternatives 2, 3 and 4.

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|-----------------------------------|---|
| Transit Service | <ul style="list-style-type: none"> Upgrade and construct new Grand River Transit bus stops. |
| Future Rosenberg Way Intersection | <ul style="list-style-type: none"> Construct a new roundabout at the intersection of Fischer-Hallman Road and future Rosenberg Way. Please refer to Section 10 of this Information Package for further details. |

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| Future Street 1 Intersection | <ul style="list-style-type: none">• Construct a new roundabout at the intersection of Fischer-Hallman Road and future Street 1. Please refer to Section 10 of this Information Package for further details. |
| Storm Drainage | <ul style="list-style-type: none">• Convert the roadway drainage system from roadside ditches to storm sewers. |
| Municipal Services & Utilities | <ul style="list-style-type: none">• Expand existing sanitary services to support adjacent future development lands. Please refer to Section 20 of this Information Package for details. |
| Other | <ul style="list-style-type: none">• Provide new boulevard landscaping, new streetlighting and pedestrian crossings through the raised centre median. |

8.

8. How are the design alternatives being evaluated?

In accordance with the requirements of the Municipal Class EA for Schedule “C” projects, the Project Team developed a set of criteria for evaluating the design alternatives according to their impacts (positive or negative) on the Natural, Social/Cultural, Transportation and Technical Environments, as well as capital costs. For each of these categories, the Project Team established specific criteria for evaluation. The Project Team has preliminarily evaluated the design alternatives using the above criteria, and will incorporate input from the public and technical agencies into the evaluation process. For each design alternative, these criteria are scored using a rating of “Aligns”, “Partially Aligns” or “Does Not Align”. Please refer to **Appendix “C”** for a summary of the Project Team’s evaluation of the design alternatives.

9. Which design alternative is preferred by the project team?

Based on an initial evaluation of the design alternatives and subject to public comment, the Project Team prefers Design Alternative No. 2 (Reconstruct the road as a 4-lane urban roadway with raised centre median and construct a 4.0 metre wide multi-use trail on each side of the road). The Project Team assessed that Design Alternative No. 2 best addresses the future transportation needs for all modes of travel along the Fischer-Hallman Road corridor and fully aligns with the Region’s Active Transportation Master Plan. Additionally, Design Alternative No. 2 is supported by the Region’s Active Transportation Advisory Committee. Design Alternative No. 2 also best aligns with the City of Kitchener’s Rosenberg Secondary Plan, the City of Kitchener’s Trails Master Plan and has environmental impacts that can be mitigated during detailed design and construction.

10. Why are roundabouts preferred at the intersections of Fischer-Hallman Road and future Rosenberg Way and at Fischer-Hallman Road and future Street 1?

Rosenberg Way is a proposed future road, intersecting with Fischer-Hallman Road approximately 500 metres south Bleams Road. This new local road is intended to service proposed residential and commercial developments in the area both east and west of Fischer-Hallman Road.

Street 1 is a proposed future road, intersecting with Fischer-Hallman Road approximately 300 metres south of Huron Road. This new road is intended to service a proposed residential and commercial development area east of Fischer-Hallman Road and act as a primary access to the proposed City of Kitchener multi-sports complex on the west side of the road.

To assess whether traffic control signals or a roundabout is preferred at an intersection, an “Intersection Control Study” is typically completed. An Intersection Control Study compares these two intersection options using the following factors:

- Delays to vehicles;
- Safety for motorists, transit, pedestrians and cyclists;
- Expected collision rates and collision severity;
- Initial construction costs;
- Operational costs (e.g. electricity);
- Long-term maintenance, rehabilitation and reconstruction costs; and
- Collision costs over a 20-year period.

As part of this planning study, an Intersection Control Study was completed for these two intersections using forecasted 2031 traffic volumes to identify the preferred traffic control measures for these intersections.

Based on the recommendations of the Intersection Control Study for each intersection, a roundabout is preferred over traffic control signals at the future intersection of Rosenberg Way and Fischer-Hallman Road and at the future intersection of Street 1 and Fischer-Hallman Road.

11. How do the improvements being considered relate to the objectives of the Regional Official Plan, Regional Transportation Master Plan, the Active Transportation Master Plan, and the Regional Transportation Context-Sensitive Corridor Design Guidelines?

The Project Team is planning the road improvements within the project limits to address infrastructure needs on this roadway corridor consistent with Regional Bylaws, policies, plans and practices. The Regional Official Plan gives the direction to balance new and retrofitted roads for all modes of transportation including walking, cycling, automobiles and transit. This project supports the Regional Transportation Master Plan goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development. This project considers measures to improve transportation operations, and to enhance pedestrian and cycling facilities via new multi-use trails and enhanced boulevard landscaping to improve the pedestrian and cycling environment. Improving the pedestrian and cycling environment is a key objective of the Regional Transportation Master Plan and the Region's Active Transportation Master Plan. In addition, Regional Council also approved the Regional Transportation Context Sensitive Corridor Design Guidelines in 2010 that supports the integration of active and sustainable transportation on all Regional Roads.

12. How will the proposed improvements enhance the pedestrian and cyclist environments for this project?

Currently, there are no active transportation facilities along this section of the Fischer-Hallman Road project corridor. As part of planned construction in 2016 to widen Fischer-Hallman Road from Ottawa Street to Rockwood Road, the existing on-road cycling lanes and concrete sidewalk will be replaced with 3.0 metre wide boulevard multi-use trails constructed on each side of the road.

Under the Project Team's Preferred Design Alternative No. 2, multi-use trails would be constructed on each side of Fischer-Hallman Road from Bleams Road to Plains Road. These multi-use trails would provide connectivity to existing and proposed multi-use trails in the area and access to existing and future planned transit stops along Fischer-Hallman Road.

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

Under the Project Team's Preferred Design Alternative No. 2, the City of Kitchener will assume responsibility for clearing snow from the multi-use trails. Under Design Alternative No. 3 and No. 4, the City of Kitchener would be responsible for snow clearing of all concrete sidewalks and the Off-Road One-Way Cycle Track. The responsibility for clearing snow from the On-Road One-Way Cycle Track would be the Region's.

14. Will the posted speed limit be changed?

Following construction, the Region will reduce the current 80 km/h posted speed limit to 60 km/h on Fischer-Hallman Road between Bleams Road and Plains Road.

15. How will trees, driveways, boulevards and private lawns be affected?

Driveways - Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Trees - It is expected that approximately 84 existing larger trees will have to be removed during construction to accommodate the potential improvements. It is the Region's practice to plant two replacement trees for each tree removed as a result of any road projects. The Project Team proposes replacing any removed trees with large diameter replacement salt tolerant trees (i.e. 75 mm to 80 mm calliper). In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including additional salt-tolerant native species trees and/or shrubs, will be included as part of the project where feasible.

Boulevards and Lawns - Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and seed or sod.

16. Is any private property required for this project?

The intent of the design process is to minimize the need to acquire property. The Region's Official Plan identifies Fischer-Hallman Road from Bleams Road to Plains Road as a 36.576 metre wide right-of-way. The existing right-of-way is only 30.48 metres in some sections. In order to widen Fischer-Hallman Road from Bleams Road to Plains Road, to construct the pedestrian and cycling facilities and to construct the roundabout at Fischer-Hallman Road and future Rosenberg Way and at Fischer-Hallman Road and future Street 1, the Region will need to acquire a number of parcels and strips of property from several abutting property owners.

Please refer to **Appendix “D”** for a list of these potentially impacted property locations and the tentatively estimated area of property required. The locations where the Region will need to acquire property are shown on the display boards at this PCC.

It is noted that the Region’s Contractor will also need to temporarily enter onto private property in order to undertake construction activities. Additionally, temporary construction easements may be required at some locations to detour traffic around the construction zone.

As the project proceeds, the Region’s Real Estate staff will contact affected property owners to discuss the necessary property acquisitions. It is the Region’s standard practice to negotiate agreements of purchase and sale with the affected property owner, 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 may acquire the needed lands through Expropriation. For further information, please see the Property Process Information Sheet and Expropriation Information Sheet in **Appendix “E”**.

17. Are noise barriers being considered for this project?

Determination of the need for noise control measures in connection with the widening of a Regional roadway is assessed in accordance with Part ‘B’ of the Region’s Implementation Guideline for Noise Policies. Under this Guideline, existing and projected average noise levels for the “outdoor living area” of abutting properties are calculated in accordance with Ministry of Environment procedures. The “outdoor living area” typically refers to the patio or deck space that exists behind the residence.

In the event that non-barrier alternatives are not sufficient, construction of a noise barrier will be recommended for consideration by residents, Area Municipal Council and Regional Council in the following situations:

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

Additionally, it is noted that noise control measures are implemented only when the back yard directly abuts the roadway corridor or is in the direct line of sound transmission from the roadway corridor. Accordingly, rear-lotted or side-lotted properties may be considered for noise control measures such as noise barriers or berms, if so warranted by noise levels. Front-lotted properties are not considered for noise control measures because the outdoor living area is shielded from the road by the residence and because openings in the noise barrier or berm required for driveways negates the noise mitigating abilities of the noise barriers or berms.

The Region’s consultant for the Class EA Study retained the specialist firm Novus to complete a noise study in accordance with Ministry of Environment requirements. This noise study took into account the existing and proposed features along Fischer-Hallman Road. The results of the noise study for all rear-lotted and side-lotted properties within the Study Area are summarized as follows:

Address	Description	2015 Current Average Daytime Noise Levels (dBA)	2031 Projected Average Daytime Noise Levels (dBA)	Difference (Values over 60 dBA)
1375 Bleams Road	Side-Lotted	48.6	52.0	-
167 Sophia Crescent	Rear-Lotted (Includes 21 Adjacent Properties)	53.7	56.1	-
1384 Huron Road	Side-Lotted	39.6	42.0	-
1970 Fischer-Hallman Road	Side-Lotted – Driveway from Plains Road	48.7	51.2	-
380 Plains Road	Side-Lotted	51.9	54.3	-

Based on the results of the Noise Study as summarized above, no noise mitigation is warranted for any of the rear-lotted or side-lotted properties.

18. Will any heritage resources be impacted by this project?

Heritage resources, including buildings, can be designated or listed under the Ontario Heritage Act. Please refer to **Appendix “F”** for definitions of the various heritage classifications under the Ontario Heritage Act.

The Project Team has retained a consultant to undertake a Cultural Heritage Assessment to identify and determine the cultural heritage value or interest of all potential Built Heritage and/or Cultural Heritage Landscapes within the project area.

One (1) cultural heritage resource was identified within and/or immediately adjacent to the Fischer-Hallman Road study area. The stone house at 1940 Fischer-Hallman Road known as the “Becker Estate” has been identified by the City of Kitchener to be protected under the Ontario Heritage Act. Construction of the planned Fischer-Hallman Road improvements is not anticipated to adversely impact this house.

The Regional Heritage Planning Advisory Committee and the City of Kitchener Heritage Committee have been circulated detailed project information and will be providing heritage related comments as the project moves through the public consultation and design stages.

19. How is the natural environment being considered?

The Region has retained the specialist firm Natural Resource Solutions Inc. to complete an Environmental Impact Study (EIS) which has been scoped based on input from the Grand River Conservation Authority and the Ministry of Natural Resources and Forestry (MNRF). Completion of the EIS involves documenting all natural habitats, individual trees, and wildlife in the study area which may be impacted by the road widening. Work to date has identified the potential for Species at Risk to inhabit areas in close proximity to Fischer-Hallman Road within the Study Area. The Project Team is working closely with the MNRF to ensure potential impacts to Species-at-Risk are adequately mitigated and/or addressed in accordance with the Endangered Species Act. Measures which are being considered include wildlife exclusion fencing, a wildlife eco-passage under the road, and habitat enhancements.

20. Will there be any new underground municipal services installed?

In order to provide sanitary sewer services to adjacent development lands south of Bleams Road and north of Williamsburg Cemetery, a new sanitary sewer is required from approximately the future proposed Rosenberg Way roundabout northerly to Bleams Road in order to service the lands north of Bleams Road and south of Rockwood Road. A new storm sewer would be constructed in conjunction with the urbanization of Fischer-Hallman Road to convey storm water collected from Fischer-Hallman Road and a portion of Bleams Road. Additionally, the Region is planning to construct a new trunk watermain that will include a section of watermain under Fischer-Hallman Road from approximately the Hydro One crossing at Fischer-Hallman Road to Street 1 approximately 300 metres south of Huron Road.

21. How do the Strasburg Creek Drainage Improvements impact this project?

The City of Kitchener recently completed an Addendum to their Strasburg Creek Flood Control Class Environmental Assessment that now recommends the construction of a new larger culvert to convey stormwater under Fischer-Hallman Road. Additionally, the Addendum recommends providing a new level crossing for pedestrians over Fischer-Hallman Road to connect the future City of Kitchener trail on each side of Fischer-Hallman Road.

22. When will construction occur?

Construction of the Fischer-Hallman Road improvements is currently scheduled to be undertaken in 2019 and 2020 in the Region's approved 2015 Transportation Capital Program. However, the road widening may be phased to coincide with servicing needs of the adjacent land developments. Final surface course asphalt and landscaping work will be scheduled for 2020 or 2021.

Should development of certain adjacent lands occur in advance of the above-noted timeline, the Region or City of Kitchener may elect to install underground services (water, sanitary sewers, storm sewers and/or the Strasburg Creek culvert) earlier than the currently anticipated 2019/20 timeframe.

The timing of this project is subject to receipt of all technical and financial approvals, acquisition of required property and final approval of Regional Council.

23. How will access to properties be maintained during construction? Will there be detours?

General

Traffic will generally be maintained in both directions during construction. It will be necessary to employ full road closures to through traffic for certain periods to allow for construction of the roundabouts, sanitary sewer and the Strasburg Creek box culvert. In such instances, the duration of full closures will be kept to a minimum and detours will be provided and appropriate signage posted. Local and emergency services traffic will be maintained at all times during construction.

While detailed construction staging plans are still under development, it is anticipated that construction will be completed in stages over the course of two (2) or more years. A detailed construction staging plan will be developed during the detailed design stage of this project and area property owners will be provided with details of the construction timing, staging and traffic management plans well in advance of construction.

Residential and Commercial Driveway Access

Access to residential / commercial driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily block access to and from driveways and side streets for short-term periods when completing certain construction operations. Where a disruption to a driveway is expected, the Contractor will be required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption.

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists to a property, the Contractor will endeavour to complete the work across the driveway in two phases where feasible in order to maintain access.

The Project Team encourages all businesses to contact the Region should they wish to discuss any access needs specific to their business.

During construction, property and business owners are encouraged to contact the Region's on-site supervisor with any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be made.

As is customary with Regional Roads under construction, motorists will be advised of the construction timing and traffic restrictions through advance signage and the Region's web site.

Additionally, signage will be provided to direct patrons of businesses along Fischer-Hallman Road.

24. How will garbage/recyclables be collected during construction?

For residential properties on Fischer-Hallman Road, garbage, green bins, yard waste and blue boxes will continue to be picked up curbside as usual. When work is occurring in front of your property and waste collection vehicles do not have access to your driveway on garbage collection day, the Contractor will deliver your garbage and recyclables to an adjacent side street for collection and return the empty containers afterwards. We will ask that all residents mark their containers with their address for easy identification.

For properties with private garbage collection, driveway access will be maintained during each phase of construction to provide access for private garbage collection.

25. What are the expected working hours during construction?

In general, construction working hours are from 7:00 a.m. to 7:00 p.m. Monday through Friday, although the Contractor may also work on Saturdays from time to time. There may also be occasions where the Contractor is required to complete a critical work item outside of these normal working hours. Work outside normal working hours must be approved by the Region and the City of Kitchener.

26. What is the estimated cost of this project? How will it be funded?

Roadworks (including roundabouts, cycle tracks and sidewalks and/or multi-use trails), new Strasburg Creek box culverts under Fischer-Hallman Road will be funded by the Region of Waterloo from the Roads Development Charges Fund in the estimated total amount of approximately \$17,095,000.

The Region trunk watermain will be funded by the Region from the Water Development Charges Fund in the estimated total amount of \$2,750,000.

The sanitary sewer from Rosenberg Way to Bleams Road and east approximately 100 metres on Bleams Road will be funded by developers under separate agreements.

27. What are the next steps for this project?

Prior to selecting a Recommended Design Alternative for Regional Council's approval, the Project Team is asking for the public's input on the proposed improvements. The Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. The Project Team will use the comments obtained from the public during this Public Consultation Centre to select the Preferred Design Alternative in conjunction with other technical data.

28. When will a final decision be made for this project?

The Project Team will review the public comments received from the Public Consultation Centre and use them as input for identifying a Recommended Design Concept for the Fischer-Hallman Road Improvements project. It is planned to present the Recommended Design Concept to Region of Waterloo Planning and Works Committee and Council in the Fall 2015 for approval. In advance of this meeting, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at the Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

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

Adjacent property owners and members of the public registering at the PCC will receive all forthcoming public correspondence, and will be notified of any future meetings.

30. How can I provide my comments?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments using the attached comment sheet to the Project Team member listed below, no later than June 29, 2015.

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

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

All of the Display Boards from this Public Consultation Centre and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website to view project specific documents, drawings or Regional Master Plans and design guidelines at the web links below:

Project Information Documents and Drawings:	http://www.regionofwaterloo.ca/en/gettingAround/resources/ATMPFebruary2014forweb.pdf
Region's Transportation Master Plan:	http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_Summary-FIN.pdf
Region's Active Transportation Master Plan:	http://www.regionofwaterloo.ca/en/gettingAround/resources/ATMPFebruary2014forweb.pdf
Region's Corridor Design Guidelines:	http://www.regionofwaterloo.ca/en/doingBusiness/resources/2013_Context_Sensitive_Regional_Transportation_Corridor_Design_Guidelines_reduced_file_sz.pdf

Appendix “A”

Class EA Process

Municipal Class Environmental Assessment

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 Environmental Assessment (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	Description
Schedule “A”	Routine projects that are considered straight-forward and minimally impactful, such as maintenance, operations and emergency activities. Such projects are designated as “pre-approved” under the Class EA and may proceed directly to implementation.
Schedule “A+”	Routine projects that are considered straight-forward with minor or short-term impacts. Such projects are designated as “pre-approved” under the Class EA and may proceed directly to implementation; however, the proponent is required to advise area residents and stakeholders of the pending commencement of the project.
Schedule “B”	Projects with the potential for some adverse environmental effects.

	Such projects must undergo a program of public, stakeholder and agency consultation and a detailed Project File documenting the planning process must be placed on the public record. Subsequently, the project is considered to be “approved” under the Class EA.
Schedule “C”	Larger and more complex projects with the potential for significant environmental effects. Such projects must undergo a program of public, stakeholder and agency consultation, including 3 points of formal public contact. A detailed Environmental Study Report (ESR) must be completed and placed on the public record. Subsequently, the project is considered to be “approved” under the Class EA.

The Class EA process includes four (4) key phases:

Phase 1	Identify the problem, deficiency or opportunity, and develop a clear statement of the issues that are to be addressed.
Phase 2	Identify the reasonable alternative solutions that could be implemented to address the issues. Establish the preferred solution based on an assessment of the environmental impact, including consideration of stakeholder input.
Phase 3	Identify alternative methods of implementing the preferred solution. Establish the preferred method based on an assessment of the environmental impact, including consideration of stakeholder input.
Phase 4	Compile all relevant study information, including study rationale, environmental considerations, consultation process and recommendations into a clear and easily understood report entitled an "Environmental Study Report" (ESR), and make the document available for review by interested or affected parties.

Public Involvement

Members of the public that have a stake in the project are encouraged to provide comment throughout the Class EA process.

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.

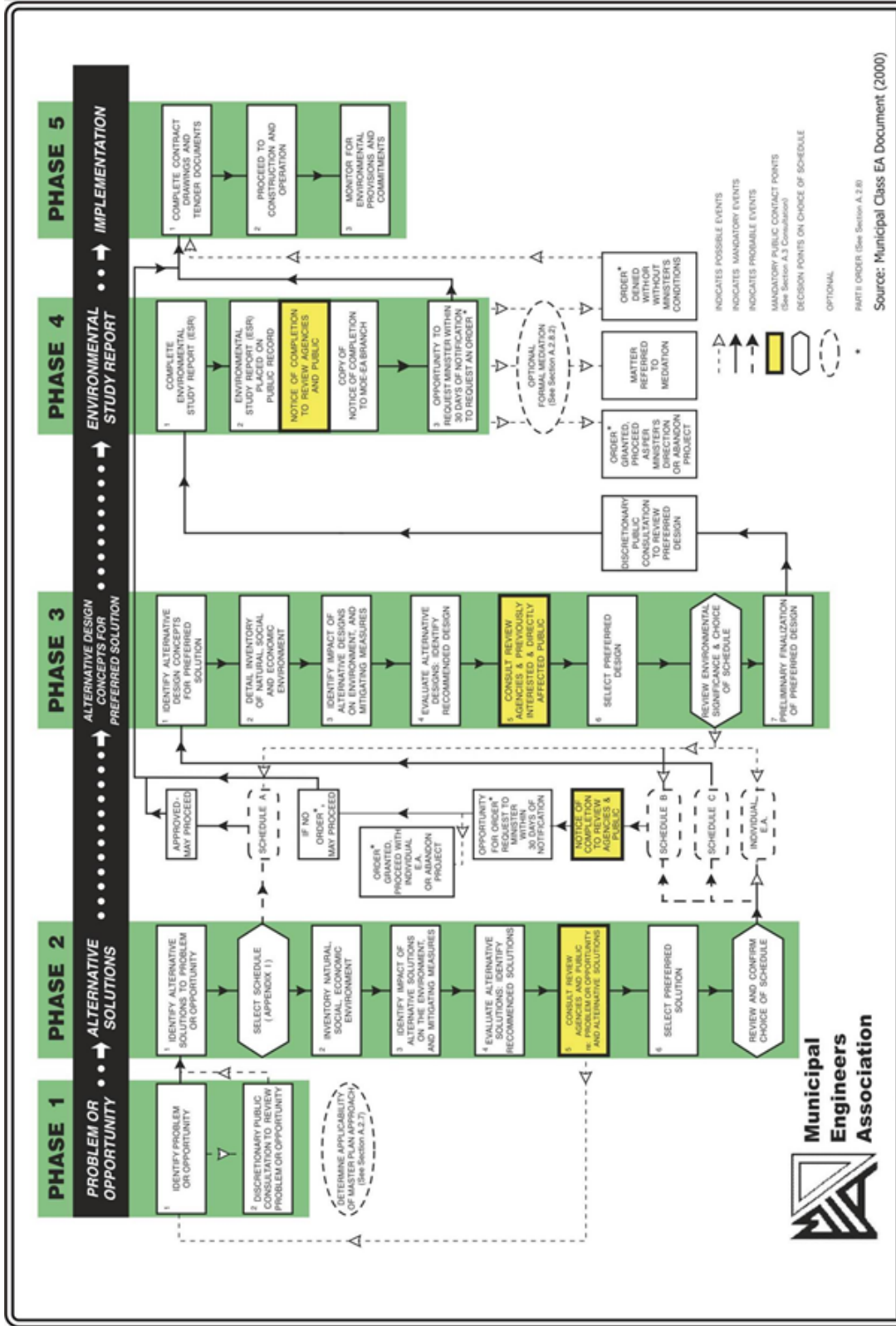
All stakeholders are urged to try to resolve issues since it is preferable for them to be resolved by the municipality in which a project is located, rather than at the provincial level.

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

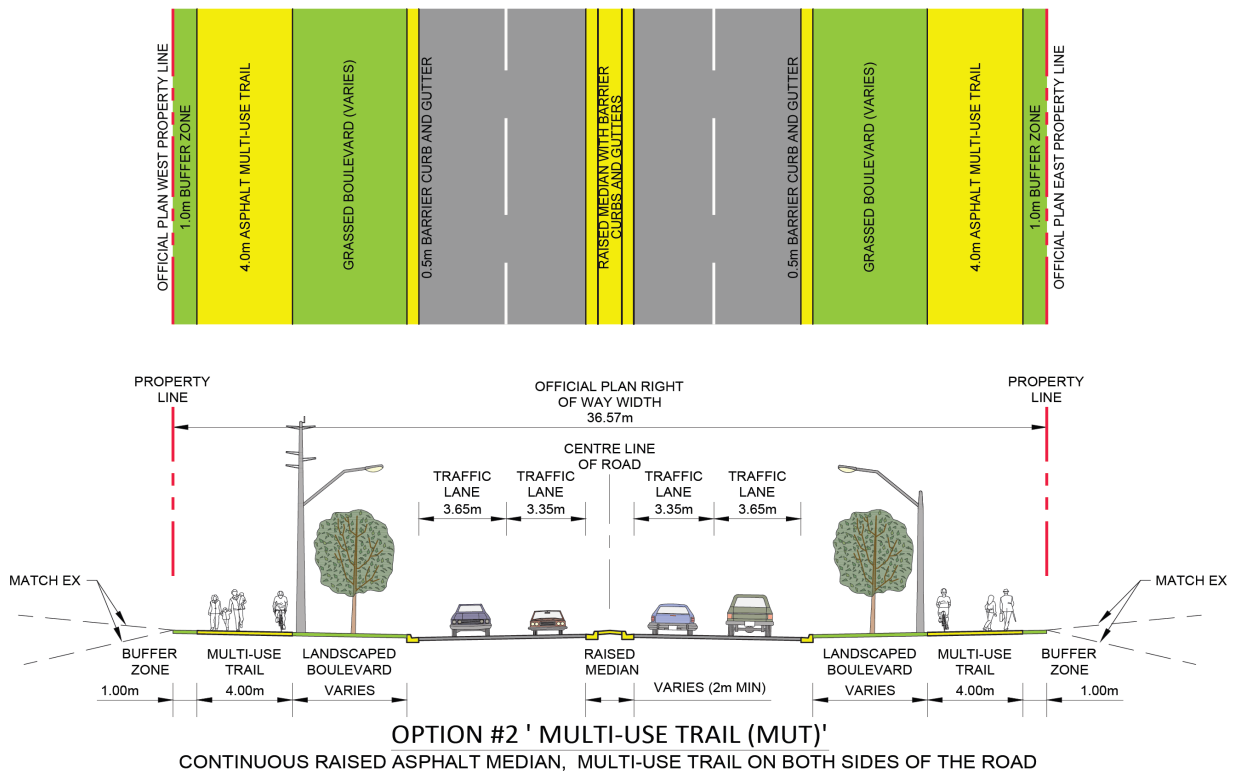
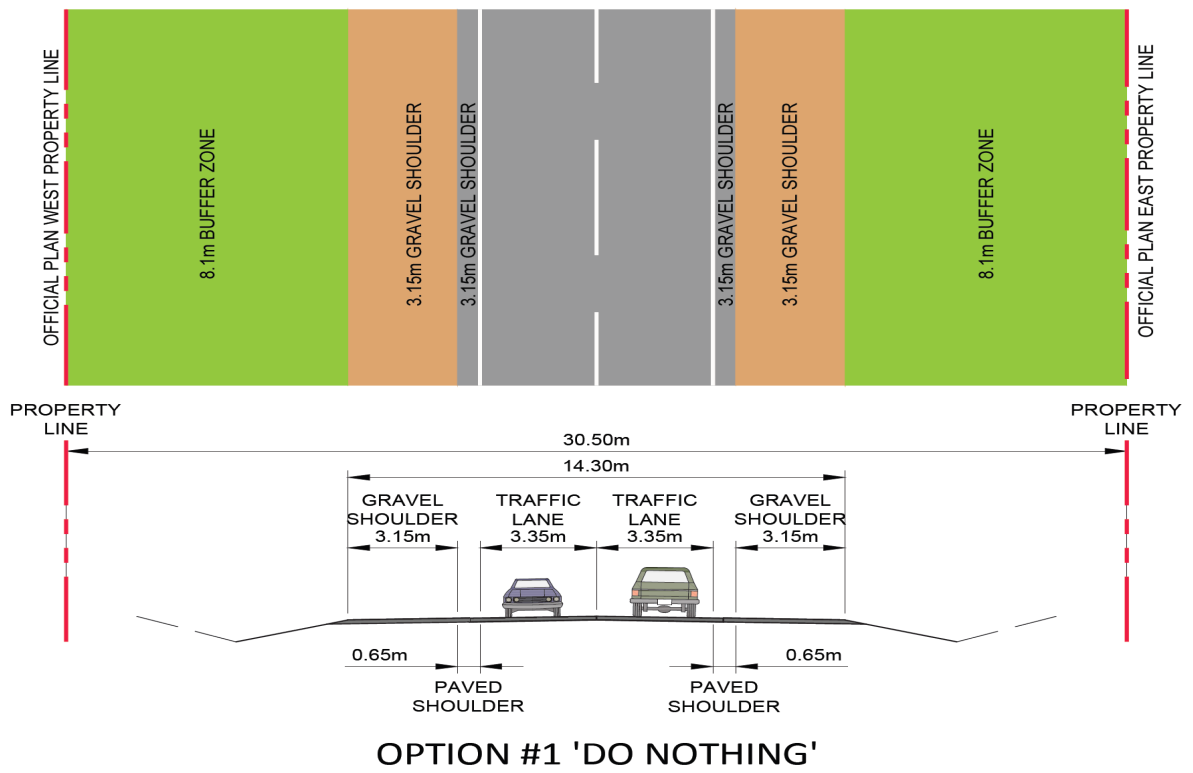
The request must address the following with respect to the identified concerns:

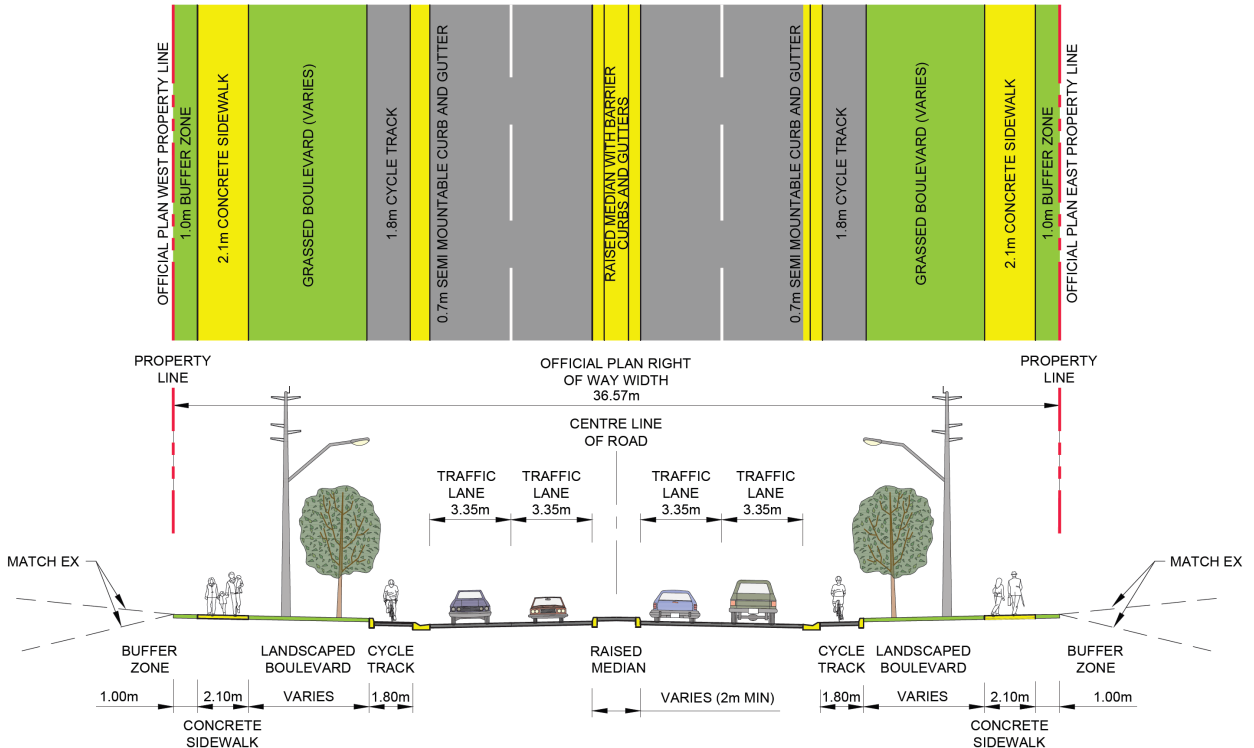
- Environmental Impacts and specific concerns;
- Adequacy of the planning and public consultation process;
- Involvement of the person in the planning process; and
- Details of discussions held between the person and the proponent.



Appendix "B"

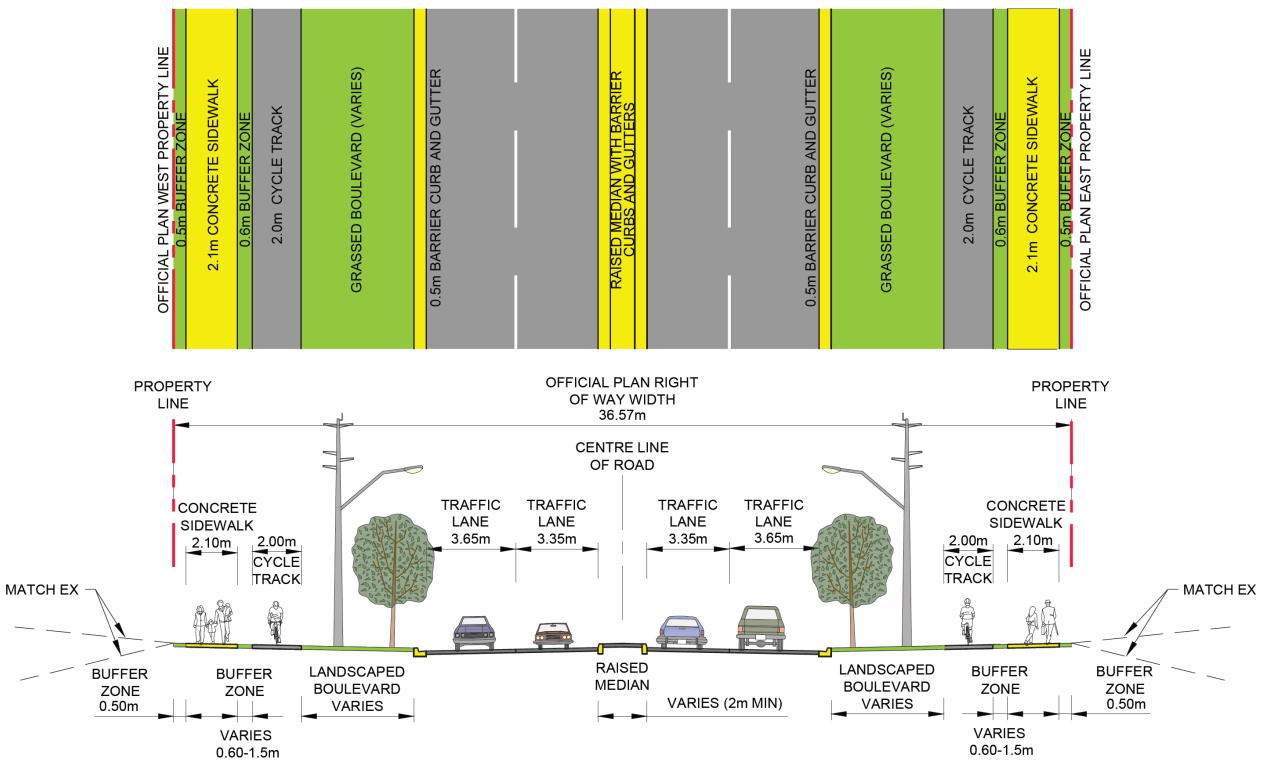
Drawing of Design Alternative 1 – "Do Nothing"





OPTION #3 'ONE-WAY ON-ROAD CYCLE TRACK'

CONTINUOUS RAISED ASPHALT MEDIAN, SEGREGATED CYCLE LANES ON BOTH SIDES OF THE ROAD



OPTION #4 'ONE-WAY OFF-ROAD CYCLE TRACK'

CONTINUOUS RAISED ASPHALT MEDIAN, SEGREGATED CYCLE PATHS ON BOTH SIDES OF THE ROAD

Appendix "C"

Evaluation Table of Design Alternatives

Evaluation Criteria		Cross Section Alternatives					
		Fischer Hallman Road					
No.	Factor	Indicator	Points Allocated	Option #1 Do Nothing	Option #2: 4 lanes Multi-Use Trail (MUT)	Option #3: 4 lanes Cycle Track 'On-Road' One-Way	Option #4: 4-lanes Cycle Track 'Off-Road' One-Way
				Description	Description	Description	Description
				Score	Score	Score	Score
1.0 Natural Environment							
		Total Impact/Benefit Points Allocated	25	15	15	15	15
2.0 Social/Cultural Environment							
		Total Impact/Benefit Points Allocated	25	20	15	15	15
3.0 Transportation							
		Total Impact/Benefit Points Allocated	25	0	25	17.5	22.5
4.0 Technical							
		Total Impact/Benefit Points Allocated	25	15	22.5	15	15
Evaluation Score (excluding cost factor)				50	78	63	68
5.0 Adjustment for Capital Cost							
5.1	Cost	Estimated capital cost (\$)		\$4.32M	\$10.83M	\$11.04M	\$11.07M
Capital Cost				\$4.32	\$10.83	\$11.04	\$11.07
Average Capital Cost (\$9.31M) * See Note							
Factor (Average Cost divided by Alternative Cost)				** See Note	1.00	0.86	0.84
				50 x 1.0 =	78 x 0.86 =	63 x 0.84 =	68 x 0.84 =
Final Cost Factored Score				50	67	53	57
(Adjusted by Factor) - Evaluation Score x Factor							

Note: * Average Capital Cost includes the cost of 'Do Nothing' - \$9.31M
 ** 'Do Nothing' Cost Factor is always 1.0 as a baseline. Alternative costs are adjusted against 'Do Nothing'

Evaluation Criteria		Cross Section Alternatives Fischer Hallman Road					
No.	Factor	Indicator	Points Allocated	Option #1 Do Nothing	Option #2: 4 lanes Multi-Use Trail (MUT)	Option #3: 4 lanes Cycle Track 'On-Road' One-Way	Option #4: 4 lanes Cycle Track 'Off-Road' One-Way
				Description	Description	Description	Description
				Score	Score	Score	Score
1.0 Natural Environment							
1.1	Wetland Communities	Encroachment on ESPAs/ANSIS, buffer areas or Core Environmental Features	5	●	●	●	●
1.2	Vegetation communities (including SAR)	Impact on vegetation communities (number, area, type, quality, composition, relative extent, and potential for mortality, stress, composition change)	5	●	●	●	●
1.3	Wildlife habitat (Terrestrial and Aquatic) including SAR	Impact on interior habitat (area, fragmentation); Effects on wildlife movement corridors or corridors between critical habitat features (e.g. number of crossings); Animal-vehicle conflicts	5	○	●	●	●
1.4	Air Quality	Impact to Air Quality	5	○	●	●	●
1.5	Watercourses	Impact on existing watercourses and surface runoff; requirement for in-water work	5	●	●	●	●
Total Impact/Benefit Points Allocated				15	15	15	15
2.0 Social/Cultural Environment							
2.1	Property Requirements	Impact on individual properties influence on defining proposed community areas	5	●	●	●	●
2.2	Resident and Business Access	Impact to ingress/egress of, traffic; entrances (temporary/permanent)	5	○	●	●	●
2.3	Noise	Impact to sound quality levels over pre-existing conditions	5	●	●	●	●
2.4	Built Heritage/Cultural Landscape	Number/type/significance of direct/indirect impacts to built cultural heritage landscapes	5	●	●	●	●
2.5	Archaeological Heritage	Number/type/significance of direct/indirect impacts to registered archaeological sites	5	●	●	●	●
Total Impact/Benefit Points Allocated				20	15	15	15

Evaluation Criteria		Cross Section Alternatives Fischer Hallman Road					
No.	Factor	Indicator	Points Allocated	Option #1 Do Nothing	Option #2: 4 lanes Multi-Use Trail (MUT)	Option #3: 4 lanes Cycle Track 'On-Road' One-Way	Option #4: 4-lanes Cycle Track 'Off-Road' One-Way
		Description	Score	Description	Score	Description	Score
3.0 Transportation							
3.1	Traffic/Transit Operations	Capacity, LOS, Intersection controls; Transit Operations	5	Does not address Capacity needs; does not address transit needs; traffic may overflow into adjacent side streets	Widening addresses capacity and improves intersection LOS; reduction in delays to transit operations	Widening addresses capacity and improves intersection LOS; Transit must pull partially off-road and stop on un-even surface	Widening addresses capacity and improves intersection LOS; reduction in delays to transit operations
3.2	Emergency Services	Ambulatory, fire and law enforcement response	5	No improvements to response times	Widening significantly improves response times from 'Do Nothing'	Widening significantly improves response times from 'Do Nothing'	Widening significantly improves response times from 'Do Nothing'
3.3	Transportation Policy and Planning Initiatives	Master Plans, Official Plans and Studies, Long Term Corridor and Community Planning, Active Transportation and Trail Connectivity	5	Does not align with Region's Active Transportation Master Plan/Walk Cycle	Align with Region's Trans. Master Plan (5-10-yr) ROP, ATMP, Kitchener Trails Masterplan, Rosenberg Secondary Plan and plans to construct MUT on Fischer Hallman north of Bleams	Aligns with Region's Transportation Master Plan (5-10-yr) ROP, and ATMP; does not meet City's masterplan; Trail connectivity with cycle track and sidewalk challenging	Improvements align with Region's Transportation Master Plan (5-10-yr) ROP and ATMP; Compatible with Rosenberg Secondary Plan; Provides modified trail connectivity
3.4	Cycling/Pedestrian Operations	User Interaction and Preferences; Opportunity to provide user choice	5	Limited transportation modes; Does not offer user 'choice'	Offers user 'choice'; Provides greatest flexibility in user interaction (on-road/off-road cycling and walking modes) as well as multi-directional flexibility with trail width (4m)	Offers user 'choice'; Limited to distinct facilities and direction of travel	Offers user 'choice'; Limited to distinct facilities and direction of travel
3.5	Study Purpose/Objective	Problem Statement of Project; Resolve Identified Needs	5	Study Objective not achieved	Addresses Problem Statement and related needs and objectives	Addresses Problem Statement and related needs and objectives	Addresses Problem Statement and related needs and objectives
		Total Impact/Benefit Points Allocated	25	0	25	17.5	22.5
4.0 Technical							
4.1	Roadway/Corridor Design Parameters	Inability to apply Current TAC, RMOW Corridor Design Guidelines, City of Kitchener/Rosenberg Design Guidelines, DGSSMS etc.	5	Existing conditions - No opportunity to improve geometrics/sight lines/lane widths/surface & boulevard treatments	Addresses Region/City planning needs regarding wider boulevards (snow storage, larger canopy trees); access control/traffic calming	Partially addresses corridor requirements; wider boulevards not considered as open space MUT (City)	Partially addresses corridor requirements; reduced available boulevard
4.2	Design Complexity & Constructability	Complexity contributing to overall capital cost, Construction implications	5	No design impact	Low design complexity; uniform trail width; standard road widening and associated surface treatments	Moderate complexity with on/off road connections at intersections; additional surface treatment elements introduced (curbs)	Moderate complexity with material and surface treatments
4.3	Operations & Maintenance	Cost of Operations and overall long term maintenance requirements	5	Existing maintenance costs remain although subsequent rehabilitation costs associated with deterioration	Standard operating and maintenance requirements	Moderate operational and maintenance costs of off-road cycle track and buffered sidewalk independently	Moderate operational and maintenance costs of off-road cycle track and buffered sidewalk independently
4.4	Municipal Services and Utilities (Existing and Proposed)	Impact to Services and Utilities in context of proposed alternative	5	No impact to existing services and utilities	Some flexibility with service and utility conflicts (4.0m trail width)	Some flexibility with service and utility conflicts (2.1m sidewalk width)	Some flexibility with utility conflicts within the ROW (overall wider footprint in boulevard)
4.5	Boulevard Area for Snow Storage and Trees	Inability to provide desired width for snow storage and/or tree canopies	5	Does not address space for trees and has good snow storage	Provides desired boulevard width for trees and snow storage	Provides desired boulevard width for trees and snow storage	Provides satisfactory boulevard width for trees and snow storage
		Total Impact/Benefit Points Allocated	25	15	22.5	15	15

Appendix “D”

**Potentially Impacted Permanent Road Widening Property Acquisitions and
Temporary Grading Property Requirements**

Address / Owner / Location	Estimated Area of Permanent Property Required (m²)	Estimated Area of Temporary Property Required (m²)
380 - 388 Bleams Road	475.4	-
1198 Fischer-Hallman Road	1,066.3	-
1255 Fischer-Hallman Road	11,079.5	6,842.7
1295 Fischer-Hallman Road	1,161.2	3,331.8
1314 Fischer-Hallman Road	557.5	-
1340 Fischer-Hallman Road	6,950.4	-
1548 Fischer-Hallman Road	836.4	-
1672 – 1680 Fischer-Hallman Road	144.4	-
1940 Fischer-Hallman Road	7,884.1	-
1970 Fischer-Hallman Road	287.8	-
945 Huron Road	373.9	-
1384 Huron Road	510.6	-
1440 – 1664 Huron Road	6,149.6	-
Activa Property north of 1548 Fischer-Hallman Road	163.8	-
Northeast Corner Property at Intersection of Seabrook Drive and Fischer-Hallman Road	459.0	-
Northwest Corner Property at Intersection of Huron Road and Fischer-Hallman Road	1,298.1	-
2427101 Ontario Limited (Southeast Corner Property at Intersection of Seabrook Drive and Fischer-Hallman Road)	85.3	-
W.R.D.S.B. (South of 1440 – 1664 Fischer-Hallman Road)	2,517.6	-

NOTES

1. Permanent easements may be required from certain properties for specific utilities apparatus (e.g. guy cables).
2. Temporary construction easements may be required at some locations to detour traffic around the construction zone.
3. The Region’s Contractor will also need to temporarily enter onto private property in order to undertake construction activities.
4. 10,000 m² equals 1 ha (hectare) 1 ha equals approximately 2.47 acres.

Appendix “E”

Property Acquisition Process Information Sheet

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

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

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

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.



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

Expropriation Information Sheet

What is Expropriation?

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

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

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

transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.

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

- Regional Council considers a request to begin an application under the *Expropriations Act* to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a “Notice of Application for Approval to Expropriate” to affected property owners that the process has started to seek approval to expropriate the land.
- As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is “fair, sound and reasonably necessary in the achievement of the objectives” of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is not determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to \$200.00 as compensation for the property owner’s costs in participating in this Hearing, regardless of the outcome of the Hearing.
- If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.
- If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.
- If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.

- Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the *Expropriations Act* for calculation of the compensation.
- In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.
- Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the *Expropriations Act*, the compensation and/or costs matter may be referred to a provincially-appointed Board of Negotiation in an effort to reach a mediated settlement and/or an appeal may be made to the Ontario Municipal Board (OMB) for a decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OMB making a decision.

Appendix “F”

Ontario Heritage Act – Cultural Heritage Definitions

Designated Properties – Protected from demolition and other adverse impacts

A designation confers a legal status on a property by a specific municipal by-law under the Ontario Heritage Act. Designation may fall under one of two categories under the Ontario Heritage Act: Part IV (individual designation) or Part V (district designation). Designation is an Area Municipal responsibility. The Area Municipal Council has the legal authority to refuse an application that will adversely affect the property's heritage attributes.

Municipally Registered/Listed Properties – Interim protection from demolition

The municipal register is the official list or record of cultural heritage properties that have been identified as being important to the community. The register includes all properties in the municipality that are designated under Part IV (individual designation) and Part V (district designation) of the Ontario Heritage Act. In addition, the municipal register may include properties of cultural heritage value or interest that have not been designated under the Ontario Heritage Act. This is commonly known as “listing.” The Area Municipal Council must be given at least 60 days notice of intention to demolish or remove a building or structure on the property. This allows time for the municipality to decide whether to begin the designation process to give long term protection to the property.

Pre -1900 Residential Properties – For information

Residential structures in the project area that were built prior to 1900 have been identified. These identified historic structures have no formal heritage protection. However, historic buildings that have maintained their heritage value could be candidates for further heritage protection. Property data is taken from the Municipal Property Assessment Corporation (MPAC). The date that is assigned to a property represents the oldest structure on the lot.

Scenic Roads – Identified as possessing cultural value and require additional design consideration

Certain transportation corridors are characterized by natural, cultural heritage and recreational features that contribute to their scenic value or special character. Area municipalities are responsible for the designation of those municipal roads that possess scenic or cultural value. Likewise, the Region has identified sections of Regional road corridors that are considered scenic. The Special Character Streets and Scenic Roads Resource Document is a supplement to the Implementation Guidelines for Regional Transportation Corridor Design. It identifies and provides recommendations for the treatment of Scenic Roads and Special Character Streets that are part of the Regional road system within the Region of Waterloo. These recommendations should be considered before undertaking any work on a road that has been identified as possessing scenic value.

Comment Sheet

Regional Municipality of Waterloo Fischer-Hallman Road Improvements Public Consultation Centre # 1

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 June 29, 2015 to:

Mr. Delton Zehr, C.E.T., C.R.S.
Project Manager, Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Tel: (519) 575-4757 x 3637
Fax: (519) 575-4430
Email: dzehr@regionofwaterloo.ca

Mr. Peter Lejcar, P.Eng.
Associated Engineering Ltd.
Suite 301, 508 Riverbend Drive
Kitchener, ON N2K 3S2
Tel. (226) 214-3187 x 5307
Fax. (226) 214-3188
Email: lejcarp@ae.ca

Comments regarding this project can be provided on the backside of this Comment Sheet:

Name: _____

Address: _____

Postal Code: _____

Phone: () --

Email: _____

Collection Notice

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

Comments: _____
