



Region of Waterloo

Information Package

**Maple Grove Road Improvements
Hespeler Road to Vondrau Drive
City of Cambridge**

Public Consultation Centre No. 1

Dates: Monday, July 27, 2020 – Monday, August 17, 2020

Online Review and Comment Period (www.engagewr.ca)

What: The Region of Waterloo is undertaking a Municipal Class Environmental Assessment (EA) of Maple Grove Road to determine improvements to the corridor.

Where: Maple Grove Road from Hespeler Road to Vondrau Drive in the City of Cambridge.

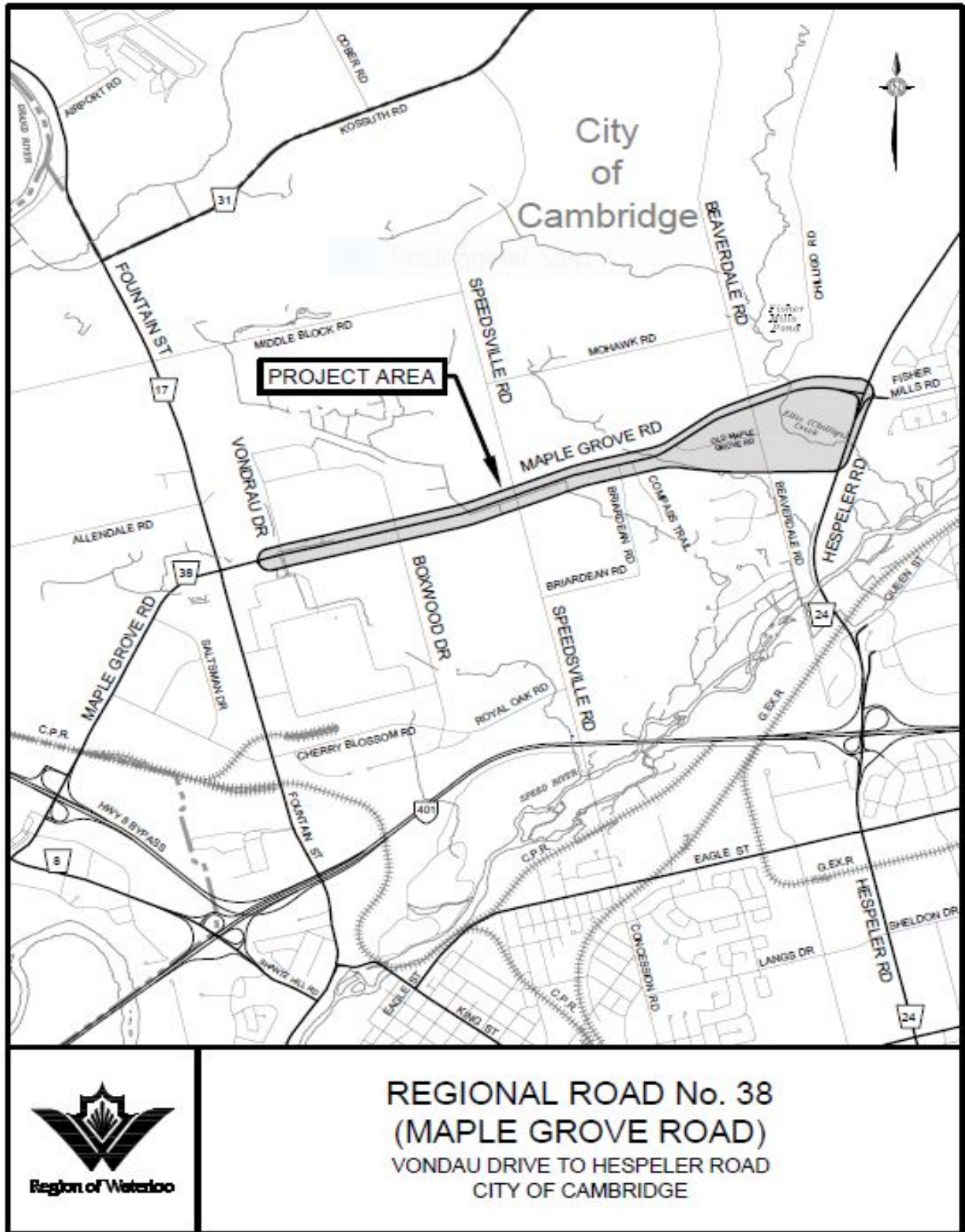
Why: To provide road improvements for traffic growth and transportation system improvements for pedestrians, cyclists and transit along the corridor.

When: 2022 - 2027 Construction
(2020 Region Transportation Capital Program)

Who: Region of Waterloo Project Manager
Justin Armstrong, P.Eng.
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There is a comment sheet at the back of this package. Please fill it out and share your comments with us.

Key Plan



1. Why is the Region considering this project?

With ongoing development and community growth in the area, the traffic demands on Maple Grove Road are increasing and there is a growing demand for active transportation and transit facilities in the section between Hespeler Road and Vondrau Drive. The 2018 Transportation Master Plan (“Moving Forward”) identifies the need to widen this section of Maple Grove Road to provide adequate capacity for forecasted traffic volumes along this corridor.

The 2018 Transportation Master Plan also recommends consideration of a new bypass route to ease some of the congestion at the current intersection of Maple Grove Road at Hespeler Road.

Currently, there are no pedestrian and cycling facilities along Maple Grove Road within the study limits. The existing roadway asphalt on Maple Grove Road from Hespeler Road to Vondrau Drive is in fair to poor condition and in need of rehabilitation or replacement.

Grand River Transit (GRT) routes and stops planned for the future will also be considered in this study.

2. Who is directing the project?

The planning and design for this project is being directed by staff from the Region of Waterloo and the City of Cambridge including Region of Waterloo Councillor Karl Kiefer and City of Cambridge Councillor Donna Reid. The consulting engineering firm IBI Group Professional Services (Canada) Inc. has been retained by the Region of Waterloo to assist the Region in leading this Class EA Study and to provide planning and preliminary design services during this phase of this project.

3. How is this project being planned?

This project is being planned in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) process. The Municipal Class EA process is a planning and decision making process approved under the Environmental Assessment Act of Ontario used by municipalities to plan and implement public infrastructure projects in order that potential environmental, transportation, social/economic and cost impacts are considered before a project is approved. Consultation with the public, stakeholders, and federal and provincial agencies is required during the Class EA Study and development of planning and design alternatives and their potential impacts.

This Class EA Study is being completed as a Schedule ‘C’ Class EA project which applies to larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and includes multiple opportunities for public input.

This project is currently in Phase 2 of the Class EA process and this initial Public Consultation Centre is being held for members of the public to become aware of the project and to provide input into the project for further development of alternatives.

Please refer to **Appendix A** for more information about the Class Environmental Assessment process.

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

This Public Consultation Centre is a forum to have interested groups and individuals learn about and provide input on:

- a) The needs and opportunities for improvements on Maple Grove Road;
- b) The project environment (natural, social, cultural/heritage, and economic);
- c) The potential solutions for improvements that have been considered by the Project Team to date;
- d) How the design alternatives for improvements will be developed and evaluated and how a preferred design alternative will be identified; and
- e) Future public input opportunities planned.

Region and project consultant staff are available before, during, and after the Public Consultation Centre Review and Comment period to answer any questions you may have.

5. Didn't the Region already complete a Class Environmental Assessment for Maple Grove Road?

Yes, a larger Class EA study was completed in 2004 which included the Maple Grove Road corridor between King Street in Kitchener and Hespeler Road in Cambridge. Recommended improvements from the 2004 Class EA study were implemented from King Street to Fountain Street between 2006 and 2014. Prior to planned construction between Fountain Street and Hespeler Road, the Region released new Context Sensitive Design Guidelines, an Active Transportation Master Plan and a Transportation Master Plan Update, all with an emphasis on providing different and improved alternatives to meet active transportation and transit needs. The Maple Grove intersection improvements at Fountain Street have since been considered as part of a separate study and a proposed roundabout has been approved by Regional Council at that location. The remaining section of Maple Grove Road between Vondrau Drive and Hespeler Road is now the subject of a separate Class EA that will consider the new guidelines and master plans in determining a recommended design solution.

6. Are active transportation upgrades or road widening being considered?

Yes, both active transportation upgrades and road widening are being considered in accordance with current Regional master plans and guidelines.

The 2018 Regional Transportation Master Plan Update has identified the need to widen Maple Grove Road to four lanes and add active transportation improvements for pedestrians, cyclists, and transit between Hespeler Road and Vondrau Drive.

Widening is required to address current and future congestion concerns on Maple Grove Road, taking proposed development in the area into account. A list of current and projected traffic volumes on Maple Grove Road is included in **Appendix B**.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional roads. The CDG identifies design parameters for necessary features within the road allowance such as vehicle lanes, cycling facilities, sidewalks, and boulevards. In accordance with the CDG, Maple Grove Road is identified as a “Community Connector”. Designing Maple Grove Road to support active transportation modes, including walking and cycling, is a fundamental character of this road classification. Please see the **Figure 1** below showing existing and planned active transportation facilities.

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

The Regional Transportation Master Plan and Corridor Design Guidelines support complete and continuous active transportation facilities on this section of Maple Grove Road for the full length of this project. Boulevard multi-use trails or sidewalks and separated cycling facilities on both sides of the road would satisfy that requirement.

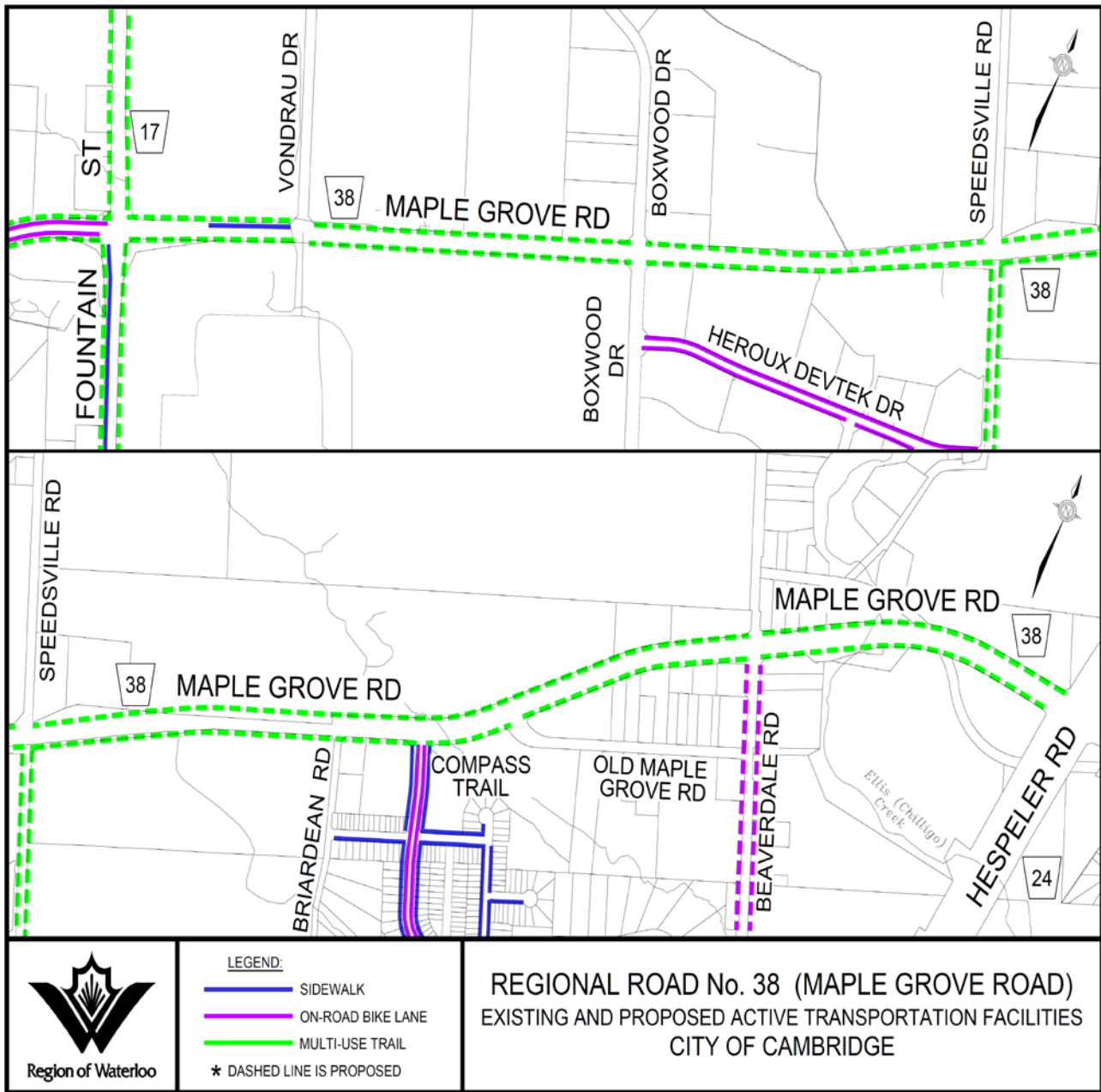


Figure 1 – Existing and Planned Active Transportation Facilities

7. What potential solutions have been considered so far, and which of these solutions will be further considered and developed into alternative design options moving forward?

The solutions for improvements considered by the Project Team so far are described in the list below. The Project Team has screened and evaluated each of these potential solutions and has made recommendations as described below. For a broader description of the potential solutions and the associated preliminary evaluation of each, please refer to **Appendix C**.

In reviewing the potential solutions, the Project Team considered the widening of Maple Grove Road to manage future traffic growth and forecasted intersection operational deficiencies, as well as adding active transportation facilities as the Region's primary objectives for the corridor.

- 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 beyond typical restoration measures. In this case, the “Do Nothing” solution would involve reconstructing Maple Grove Road in its current two-lane rural cross-section with shoulders and roadside ditches. This solution was screened out because it does not satisfy the Region's primary objectives for the corridor.

Recommendation: Do not carry forward

- 2) Traffic Operations Improvements** – Opportunities may exist along the Maple Grove Road corridor to improve the existing traffic signal timings to optimize the amount of traffic capacity that the existing road can safely handle. This solution was screened out as a stand-alone measure because it does not satisfy the Region's primary objectives for the corridor.

Recommendation: Do not carry forward as an exclusive option

- 3) Access Management** – As the Maple Grove Road corridor develops, some additional traffic congestion and safety operations difficulties may arise due to vehicles attempting to enter and exit adjacent side-streets and properties with full access. Consideration will be given to consolidating or restricting accesses, raised centre medians, and centre left turn lanes. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.

Recommendation: Carry forward in conjunction with other solutions

- 4) Intersection Improvements** – The addition of auxiliary lanes to accommodate identified problem turning movements at intersections would reduce the delay times for traffic to move through the intersection and thus improve the flow along the Maple Grove Road corridor. Consideration will also be given to the need for additional traffic signals and/or centre left turn lanes at intersection with local streets. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.

Recommendation: Carry forward in conjunction with other solutions

- 5) Roundabouts** – The Region uses a standard ‘screening tool’ for determining where roundabouts will be considered. Generally, roundabouts offer a potential alternative to expanding signalized intersections and can be more effective in moving traffic and

reducing delays than signals in some cases. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.

Recommendation: Carry forward in conjunction with other solutions

- 6) **Widening Maple Grove Road** – Widening Maple Grove Road from two to four lanes from Hespeler Road to Vondrau Drive is considered a necessary component of the overall solution for this corridor.

Recommendation: Carry forward

- 7) **Active Transportation Facilities** – Providing facilities for cyclists and pedestrians on Maple Grove Road from Hespeler Road to Vondrau Drive is considered a necessary component of the overall solution for this corridor.

Recommendation: Carry forward

- 8) **Transit Service** – Improvements to the level of service provided by GRT within the corridor would potentially decrease vehicle traffic on Maple Grove Road. New facilities will need to address proposed route changes and to service GRT customers will be necessary as part of this project. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.

Recommendation: Carry forward in conjunction with other solutions

- 9) **Upgrade Other Routes** – Improvements to other nearby routes may re-direct some traffic away from Maple Grove Road. These improvements will continue to be addressed through the Region's Transportation Master Plan and Transportation Capital Program. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.

Recommendation: Carry forward in conjunction with other solutions

- 10) **Build Alternative Routes** – The Regional Transportation Master Plan considers the possible need for new routes within the Regional transportation network as well as possible improvements to existing roads. New routes may increase or decrease future traffic within the existing Maple Grove Road corridor. The need for alternative routes will continue to be addressed through the Region's Transportation Master Plan and Transportation Capital Program but is considered beyond the scope of this Class EA study.

Recommendation: Do not carry forward as part of this study

As the Class EA study moves forward, the alternative solutions selected for further consideration will be used to determine alternative design options for the corridor. The design options will be evaluated by the Project Team and presented at a future Public Consultation Centre along with a Preferred Design Solution for review and comment.

8. How and when will the Project Team develop design alternatives?

Based on the recommended set of solutions summarized above, the Project Team will develop a set of design alternatives that include widening of Maple Grove Road from two lanes to four with the addition of active transportation facilities in conjunction with signalized intersection improvements and/or roundabouts, transit service improvements, access management and traffic operations improvements. The Project Team will develop and evaluate these design alternatives over the course of the Spring and Summer of 2020 based, in part, on feedback received at this first Public Consultation Centre. The design alternatives including a preferred design alternative will be presented at a second Public Consultation Centre, currently scheduled for Fall 2020.

9. How will the Project Team evaluate design alternatives to establish a preferred design alternative?

Once the design alternatives are established by the Project Team they will be assessed against a set of evaluation criteria to determine which design alternative best addresses the problems along Maple Grove Road and the surrounding transportation network. The evaluation criteria will include the following:

Evaluation Criteria for Maple Grove Road Class Environmental Assessment Study	
Study Element	Criteria
1. Traffic Capacity, Operations & Safety	
Existing Traffic	How does the alternative serve the current volume of vehicular, pedestrian, transit and cycling traffic?
Forecasted Traffic / Transportation Network	Does the alternative accommodate the forecasted traffic to exiting and future planned developments and properties? Will the alternative address the transportation network needs and be compatible with other Transportation Plans?
Safety	Does the alternative address identified traffic safety issues along the corridor or at specific locations?
Access Management	What effect will the alternative have on traffic access to properties fronting on Maple Grove Road?
Transit Use	How does the alternative serve the expected transit needs?
Cycling Needs	How does the alternative serve the expected cycling traffic needs?
Pedestrian Needs	How does the alternative service the expected pedestrian traffic needs?

2. Natural Environment	
Acquatic Habitat, Fisheries and Surface Water	How does the alternative affect Middle Creek/Hunsperger Drain, East Creek and Ellis Creek?
Terrestrial Habitat / Vegetation	How would the alternative affect existing vegetation, i.e., trees, plants and woodlots?
Floodplain	What effect would the alternative have on the Middle Creek/Hunsperger Drain, Ellis Creek and East Creek floodplains?
Wetlands	What impacts does the alternative have on any evaluated wetlands within the project area?
Wildlife	What are the effects of the alternative on species-at-risk/endangered species within the project area?
Property Contamination	Are there any known or potentially contaminated sites that require investigation and how would they affect the alternative?
3. Social Environment	
Heritage and Archaeological Impacts	What impacts does the alternative have on the following: Built Heritage Resources and Features, Cultural Heritage Landscapes and Archaeological impacts?
Cultural & Recreational	Are there any cultural or recreational institutions within the project area that would be affected by this alternative?
Business Impacts	How would the alternative affect existing businesses and how will businesses be affected during construction?
Construction Impacts	Is it constructible? How long will construction last?
Streetscaping	Can the alternative incorporate streetscaping features to maintain and enhance the character of the community?
Private Property Impacts	How does the alternative impact the residential and commercial properties along the corridor? How much property will be required, if any, for the alternative?
Air Quality & Noise	What effect does the alternative have on air quality and noise levels within the project area?

4. Costs	
Utility Relocations / Conflicts	What would be the extent of impacts on existing utilities that must be relocated and/or protected to construct the alternative?
Initial Capital Cost	What is the initial capital cost of the alternative?
Life-Cycle	What is the total life-cycle cost of the alternative including the cost for construction, utility relocations, property acquisitions as well as ongoing operation and maintenance costs?

10. Where will roundabouts be considered on this project?

The implementation of roundabouts will generally be considered at intersections with existing traffic control signals that require additional through lanes or turn lanes to improve capacity. Roundabouts will also be considered at intersections where the projected traffic volumes would warrant new traffic control signals. Based on a preliminary screening, it is currently anticipated that the following intersections on Maple Grove Road will be considered for a potential roundabout:

- **Hespeler Road**
- **Beaverdale Road**
- **Speedsville Road**
- **Boxwood Drive**
- **Vondrau Drive**

Further analysis will be completed by the Project Team at the above locations to determine whether signalized intersection improvements or a roundabout are recommended as part of the overall preferred design alternative to be presented at a second Public Consultation Centre (currently scheduled for Fall 2020).

11. What will happen at the intersections where roundabouts aren't being considered?

Based on a preliminary screening by the Project Team, roundabouts will not be considered at the following Maple Grove Road intersections:

- **Old Maple Grove Road** - The Project Team is considering the need to restrict all left turn movements to and from Old Maple Grove Road by extending the raised median on Maple Grove Road across the intersection. This would reduce the operation of Old Maple Grove Road to right-in and right-out only. Alternatively, the Project Team is also considering the option to close off access to Maple Grove Road by constructing a cul-de-sac if supported by the City of Cambridge. A cul-de-sac would provide traffic calming on this primarily residential roadway that is often used as a bypass from and to Beaverdale Road from Maple Grove Road.

- **Compass Trail** - The intersection of Compass Trail currently operates as a full-movement access. However, the Project Team is considering the need to restrict left-turn in and/or left-turn out movements, but allow right-in and right-out movements.
- **Briardeen Drive** - As a condition of the Hunt Club Subdivision Agreement, the developer is required to close Briardeen Road at Maple Grove Road including reinstatement of the roadside ditch along Maple Grove Road. The developer will construct a cul-de-sac or hammerhead turnaround. It is expected that this closure will be completed in the near future.

Further analysis will be completed by the Project Team at the above locations to evaluate alternatives and determine which improvements will be recommended as part of the overall preferred design alternative to be presented at a second Public Consultation Centre (currently scheduled for Fall 2020).

12. Will there be any special considerations at the intersection of Maple Grove Road and Hespeler Road?

Yes, based on preliminary studies, a long-term solution to address traffic growth at the Maple Grove Road and Hespeler Road intersection may be required, beyond traditional intersection improvements or roundabout implementation. The Project Team will conduct further analysis on the future performance of intersection improvements and a roundabout at this location, but will also consider other long-term improvements including the following:

- **Single Point Grade Separation** – this alternative would include the construction of a new single point grade separation with traffic control signals on each side of Hespeler Road at Maple Grove Road and Fisher-Mills Road. Please see **Figure 2A and 2B** below for sample single point interchanges.



Figure 2A – Single Point Grade Separation

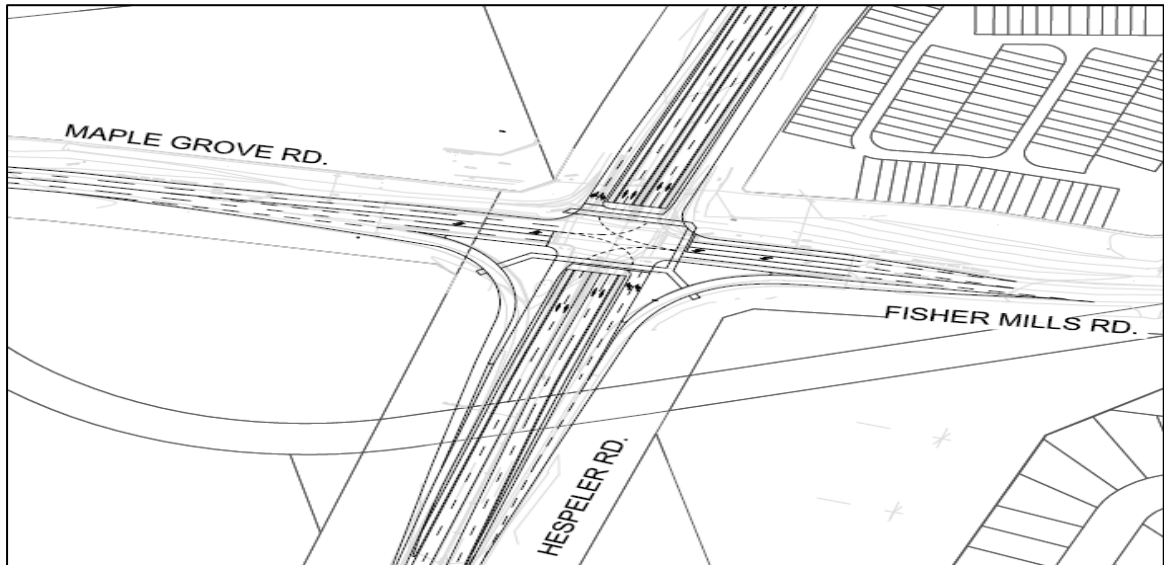


Figure 2B – Drawing of Single Point Interchange

- **Construct a Roundabout with a “Fly-Over”** – this alternative would include the phased and ultimate construction of a roundabout at with a fly-over to carry traffic from northbound Hespeler Road to westbound Maple Grove Road. Please see the **Figure 3A and 3B** below showing a roundabout with flyover.



Figure 3A – Picture Concept of a Roundabout with Fly-Over Grade Separation

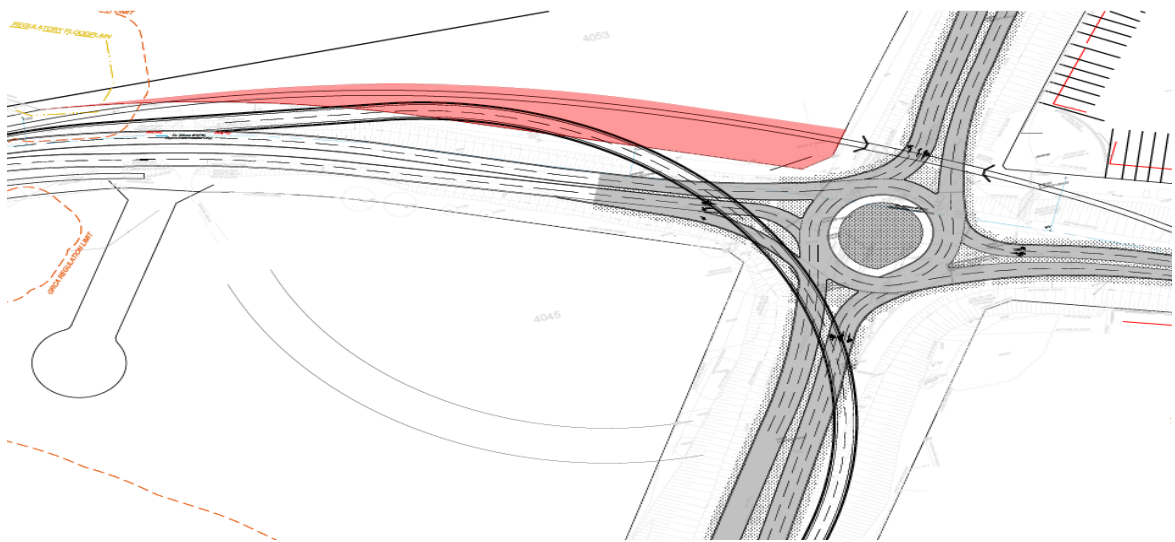


Figure 3B – Drawing of a Roundabout with Fly-Over Grade Separation

- **Construct a “bow-tie” or “dog-bone” Roundabout Grade Separation above Hespeler Road** – this alternative would include a grade separation at Hespeler Road and Maple Grove Road that would allow for future capacity expansion of Hespeler Road to travel below or above Maple Grove Road utilizing a double, joined roundabout design (sometimes referred to as a “bow-tie” or “dog-bone” design) to provide full movements access between Hespeler Road and Maple Grove Road. Please see **the Figure 4A and 4B** below of a bow-tie interchanges.



Figure 4A – Aerial Photograph of Bow-Tie Grade Separation Above 4-Lane Road



Figure 4B – Aerial Photograph of Bow-Tie Grade Separation Below 4-Lane Road

- **Other Alternatives** – the Project Team may also consider other alternatives for this intersection based on further analysis.

Further analysis will be completed by the Project Team at intersection of Maple Grove Road and Hespeler Road to evaluate alternatives and determine which improvements will be recommended as part of the overall preferred design alternative to be presented at a second Public Consultation Centre (currently scheduled for Fall 2020).

13. Will a bypass road still be considered linking Maple Grove Road to Hespeler Road?

No, the Project Team has conducted a preliminary analysis on this potential solution and it has been screened out from further consideration.

The Region's Transportation Master Plan identified a bypass road as a potential solution to direct traffic heading to and from Highway 401 away from the intersection of Hespeler Road and Maple Grove Road. This potential solution was screened out because it requires the acquisition of a significant amount of land and the costs would be substantially higher than other potential solutions that would address the primary objectives of this study.

14. When will the approved roundabout at Fountain Street and Maple Grove Road be constructed?

A 3-lane roundabout was approved by Region Council in 2010 and all land acquisitions required have been completed. The tentative construction year is 2022 subject to relocation of overhead power lines and resolving underground servicing (water, sanitary, storm) needs for future development in the area to be incorporated with the roundabout construction.

15. Will the posted speed limit or parking restrictions be changed when Maple Grove Road is reconstructed?

Within the study limits, Maple Grove Road is currently posted at 70 km/h for most of the corridor length; however, a short section of Maple Grove Road between Boxwood Drive to Beavertdale Road was recently posted at 60 km/h to facilitate a new pedestrian crossing at Compass Trail. In order to provide pedestrian crossing locations and permit appropriate crossing warning systems to be implemented, all pedestrian crossing locations must have a posted speed limit of 60 km/h or less. Considering the recorded average daily speed is 71 km/h or less and implementation of mid-block pedestrian crossing locations require a posted speed limit of 60 km/h or less, the Project Team is considering a recommendation to lower the posted speed limit to 60 km/h for the entire corridor.

16. What Grand River Transit improvements are being considered?

Once the Project Team has identified a preferred design alternative, Grand River Transit will be consulted to obtain feedback for the locations of new bus stops, pedestrian crossing locations related to bus stops and any shelter requirements. This information will be presented at the second Public Consultation Centre (currently scheduled for Fall 2020).

17. Has the Project Team identified alternatives for active transportation facilities?

The Project Team has identified several preliminary design alternatives that include a boulevard multi-use trail on each side of the road or a concrete sidewalk and an off-road separated cycling facility. These design alternatives and potentially others will be reviewed by the Project Team and recommended active transportation facilities will be included in the preferred design alternative to be presented at the second Public Consultation Centre (currently scheduled for Fall 2020).

18. How has the natural environment been considered for this project?

As part of the environmental inventory for the project, a natural Environment Impact Study (EIS) has been completed. Included within the EIS are: amphibian and reptile road mortality surveys, turtle surveys, amphibian call surveys, vegetation community surveys and boundary delineation, and a bat habitat assessment. The review includes areas identified by the Grand River Conservation Authority and includes existing features such as Ellis Creek, Middle Creek/Hunsperger Drain, East Creek and Provincially Significant Wetlands within or adjacent to Maple Grove Road. Additional field assessment will be completed in Spring 2020 as part of preparing the Environmental Study Report. A summary of key findings will be provided at the second Public Consultation (currently scheduled for Fall 2020).

A tree assessment was completed in 2019 to inventory the various trees within the Study Area. The trees were assessed for overall health and significance in order to develop mitigation and protection plans for any trees to be retained, which will be included in the final Environmental

Study Report. Where trees may be impacted or removed, a compensation strategy will be developed as part of the tree management and landscaping design.

19. How has the cultural/heritage/archaeological environment been considered for this project?

A Cultural Heritage Resource Assessment was completed in 2019. A review of available cultural heritage resource inventories revealed that although there are properties of heritage significance in the area no heritage properties or features are immediately adjacent to the area of potential roadway expansion. No additional resources were identified through field review.

In addition, a Stage 1 Archaeological Assessment (Background Research and Property Inspection) was completed in January 2019. The Stage 1 background research indicated that there is some potential for archaeological artifacts in areas previously undisturbed by past corridor expansion. The study will recommend additional Stage 2 field investigation (test pitting and pedestrian survey) in specific areas of the corridor.

20. Has noise mitigation been considered for this project?

A noise study will be undertaken in 2020 in accordance with Part 'B' of the Region's Noise Policy for Maple Grove Road from Hespeler Road to Vondrau Drive assuming a 4-lane road using the 2036 and 2041 forecasted traffic volumes. The noise study will be summarized at PCC No. 2 (currently scheduled for Fall 2020).

21. Is any property required for the road improvements?

One of the goals of the planning and design process is to minimize the impact on adjacent properties and the need to acquire private property. An initial review of the existing road allowance indicates that along the Maple Grove Road corridor most of the road right-of-way is adequate for the required improvements. However, there are locations at intersections where and if an expanded traffic control signalized intersection or a roundabout may be recommended that additional parcels of property would be required. Also, there are a small number of properties east and west of the intersection of Speedsville Road and Maple Grove Road where parcels of property will be required. These property addresses include 1130 Maple Grove Road, 1510 Maple Grove Road, 800 Briardeen Road and Lower Part Lot # 11 on the north side of Maple Grove Road. The property list will be updated at the second Public Consultation Centre when the Project Team will present the preferred design alternatives and intersection controls.

22. Who will be responsible for the winter maintenance of new multi-use trails, sidewalks and/or separated cycling facilities?

Maintenance of new active transportation facilities along regional roads with back-lotted properties is the responsibility of the lower tier municipality (City of Cambridge for this project).

23. What is the estimated cost of this project?

The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations, replacements, utility relocations, and property acquisitions. Funding in the amount of approximately \$58 Million for the improvements on Maple Grove Road is included in the Region's 2020 Transportation Capital Program. Funding includes approximately \$1.0 Million for active transportation facilities, i.e., multi-use trails.

24. What is the project schedule and what are the next steps for improvements on Maple Grove Road?

The Project Team will review the public comments received from the Public Consultation Centre and use them to assist the Project Team in developing design alternatives and establishing a preferred design alternative. The alternatives considered and the preferred design alternative will be presented at the second Public Consultation Centre which is tentatively scheduled for Fall 2020. After the second Public Consultation Centre, the Project Team will review the public comments and identify a Recommended Design Alternative to be brought forward for design approval.

Pending design approval by Regional Council, detailed design, property acquisitions and utility relocations will commence, followed by construction which will be completed in stages. Construction is tentatively scheduled to be completed in 2022 for the Maple Grove Road and Hespeler Road intersection improvements or roundabout, with construction along the rest of the corridor from 2024 to 2027. Intersection works at Maple Grove Road and Hespeler Road are planned for an earlier start date as it is anticipated that property acquisition will not be required to proceed with construction at this location.

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

Property owners and tenants abutting the project site and members of the public requesting further information through the Region's project website (www.regionofwaterloo.ca), or registering at this Public Consultation Centre will receive all upcoming public correspondence, and will be notified of all future meetings. Alternatively, you may register on the Region's engage site to receive an email that new information has been posted at www.engagewr.ca.

26. 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 mail, fax, or email comments to the Project Team members listed below. Alternatively, you may provide your comments on the Region's Engage site at www.engagewr.ca.

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

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Telephone: (519) 585-2255 ext. 63220
Fax: (519) 585-2269
Email: john.bayley@ibigroup.com

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

All of the PCC display materials and other relative project information, notifications of upcoming meetings, and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at www.regionofwaterloo.ca or the Engage Waterloo Region site at www.engagewr.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 of Ontario”. The term “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 practical alternatives;
- Assessment of the environmental impacts associated with each alternative;
- Systematic evaluation of alternatives; and,
- Clear documentation.

Municipal Class Environmental Assessment

The Municipal Class Environmental Assessment (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 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 Environmental Assessment and require a minimum of three (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 Environmental Assessment process. For Schedule “C” projects there are a

minimum of three (3) opportunities for contact. These opportunities typically include two Public Consultation Centres and the Notice of Completion which includes a mandatory 30-day public review period to review the project documentation.

Class Environmental Assessment 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 Environment by order to require a proponent to comply with Part II of the Environmental Assessment Act before proceeding with a proposed undertaking which has been subject to Class Environmental Assessment requirements. This is called a “Part II Order”. The Minister will make on 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 Environmental Assessment 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 Environment
135 St. Clair Avenue West
12th Floor
Toronto, Ontario M4V 1P5

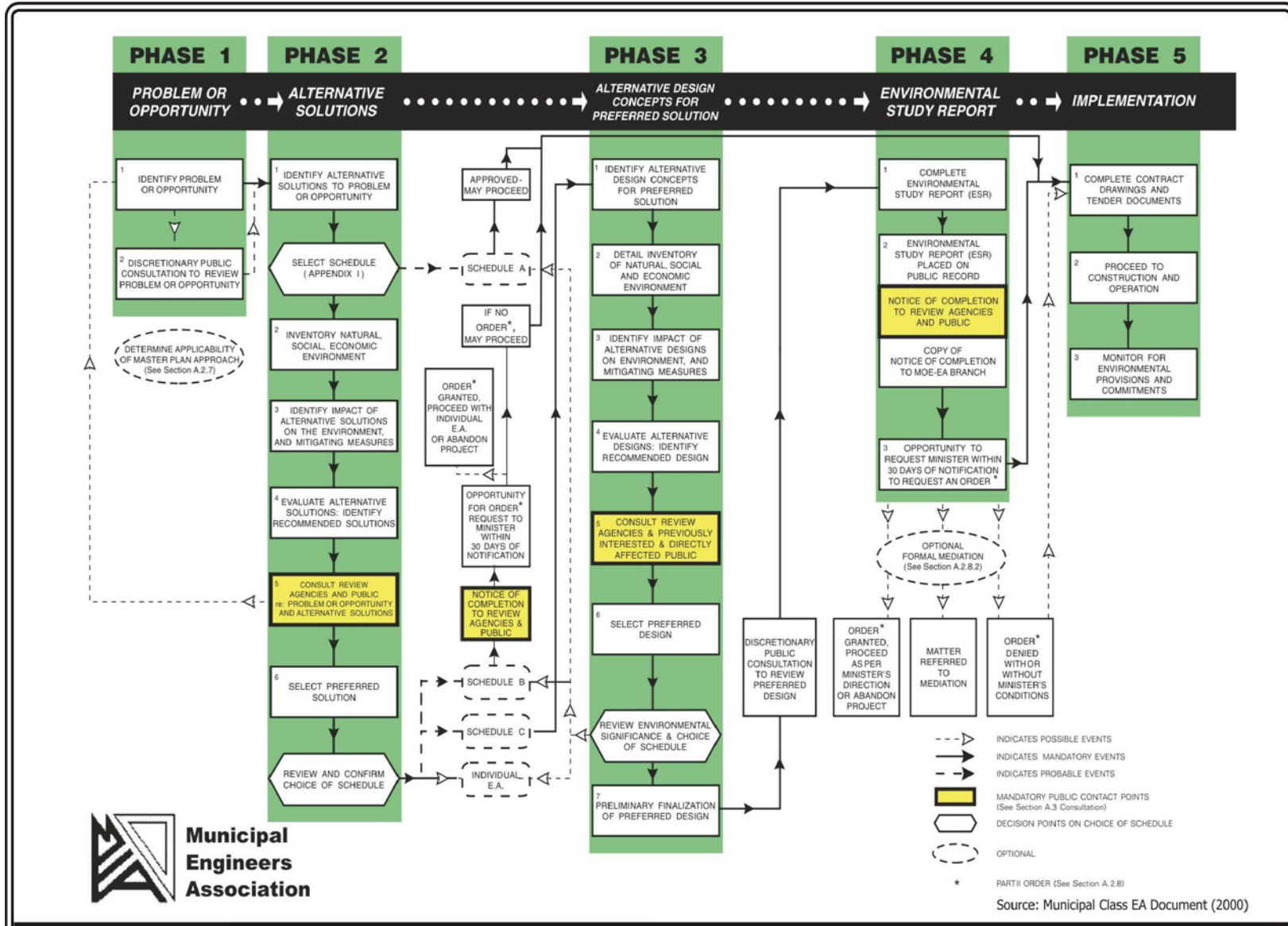
The request must address the following with respect to the identified concerns:

- 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.

A process diagram depicting the Class Environmental Assessment process is included on the following page along with an indication of where we area with the current study process.

Appendix A

Municipal Engineers Association Class Environmental Assessment Flow Chart



Appendix B – Current and Forecasted Traffic Volumes on Maple Grove Road

Road Section	Current (2018) AADT	Forecasted (2036) AADT	Forecasted (2041) AADT	% Trucks	Average Speed (km/h)
Hespeler Road to Beaverdale Road	19,700	25,220	28,090	4.0	62
Beaverdale Road to Old Maple Grove Road	18,740	24,710	27,710	5.0	67
Old Maple Grove Road to Compass Trail	20,030	26,430	29,980	4.0	60
Compass Trail to Briardeen Drive	19,800	26,380	29,930	5.0	71
Briardeen Drive to Speedsville Road	18,850	26,640	30,190	5.0	71
Speedsville Road to Boxwood Drive	18,650	30,490	34,200	5.0	71
Boxwood Drive to Vondrau Drive	18,180	32,530	36,250	4.0	64
Vondrau Drive to Fountain Street	19,950	32,530	36,250	7.0	53

Appendix C - Summary of the Alternative Solutions for the Maple Grove Road Corridor

Planning Alternatives	Description	Preliminary Evaluation	Preliminary Recommendation
Do Nothing	This solution identifies what would happen if no action is taken to address current deficiencies within the corridor, in both the short and long terms. This assessment provides a baseline to which other project alternatives may be measured.	The Transportation Study completed as part of this project found that there are existing capacity deficiencies on Maple Grove Road that the “Do Nothing” solution will not remedy.	Do not carry forward
Traffic Operation Improvements	Opportunities may exist along the Maple Grove Road corridor to improve existing traffic signal timings or to add additional signal systems, to optimize the amount of traffic capacity that the existing road can handle and to improve safety at various intersections.	The Transportation Study found that traffic signal operational improvements still result in a poor Level of Service (i.e. delays) on Maple Grove Road.	Do not carry forward as an exclusive option.
Access Management	Some of the existing traffic and safety operational issues, within the Maple Grove Road corridor, could be attributed to vehicle operating speeds and attempting to make turns at intersections during the peak traffic periods. Consideration may be given to consolidating or restricting accesses, raised centre medians, and centre left-turn lanes.	Closing, restructuring or combining accesses will not solve the capacity issues on Maple Grove Road as a standalone solution. However, access management may be considered in conjunction with the final recommended concept to enhance the operations and capacity of Maple Grove Road.	Carry forward in conjunction with other recommended alternatives.
Roundabouts	Roundabouts are characterized by their lack of traffic signals and a circulating roadway providing	This alternative will be analyzed in further detail as the introduction of a series of	Carry forward in conjunction with

Planning Alternatives	Description	Preliminary Evaluation	Preliminary Recommendation
	for continual traffic flow through the intersection. Roundabouts generally provide more traffic capacity than standard signalized intersections due to their ability to reduce delays.	roundabouts may reduce the extent of widening, address or reduce traffic delays and improve safety at intersections. All existing major intersections on Maple Grove Road will be analyzed for the suitability of roundabouts and in comparison to Intersection Improvements.	widening alternative solution
Intersection Improvements	The addition of auxiliary lanes (through and turn lanes) to accommodate increased storage capacity and turning movements at intersections may reduce traffic delay times through the various intersections and improve the flow along Maple Grove Road. Consideration will be given to new designated left turn and right turn lanes at existing intersections, both on Maple Grove Road and the cross streets.	The addition of turning lanes at intersections will not fully solve the capacity and operational deficiencies on Maple Grove Road. However, these improvements may be considered in conjunction with the final recommended concept to enhance the operations and capacity of Maple Grove Road and in comparison to roundabouts.	Carry forward in conjunction with other recommended alternatives
Widening Maple Grove Road	Widening Maple Grove Road will improve corridor capacity and address existing and future congestion issues. Past studies including the 2004 Class EA and the Regional Transportation Master Plan recommend widening to four lanes.	The widening of Maple Grove Road will be undertaken in conjunction with other improvements, such as intersection improvements and/or roundabouts.	Carry Forward
Active Transportation Facilities	Providing facilities for cyclists and pedestrians on Maple Grove Road from Hespeler Road to Vondrau Drive is considered a necessary component of the overall solution for this corridor. Off-road alternatives will be considered due to the heavy truck volumes.	Active Transportation Facilities will be undertaken in conjunction with other improvements, such as, Widening Maple Grove Road, intersection improvements and/or roundabouts.	Carry Forward

Planning Alternatives	Description	Preliminary Evaluation	Preliminary Recommendation
Transit Service	This alternative would improve the level of transit service that may be provided within the corridor, in order to potentially reduce vehicle traffic on Maple Grove Road.	The Regional Transportation Master Plan anticipates increased transit use in the Region and across the City of Cambridge with the ongoing residential development and community growth. Transit service is a necessary integral part of the Maple Grove Road Improvements in conjunction with road widening.	Carry forward in conjunction with other recommended alternatives
Upgrade Other Routes	By improving other existing road corridors that perform similar functions as Maple Grove Road, and by providing alternative connections to other arterial roads, (e.g., Hespeler Road north of Maple Grove Road to Kossuth Road), traffic could potentially be diverted away from Maple Grove Road.	The traffic study for this project includes consideration of the Region and City transportation master plans for upgrading other routes in the area. This alternative in itself will not address the capacity issues experienced on Maple Grove Road. However, planned upgrades to other roads will have to be undertaken regardless of the alternative chosen for Maple Grove Road.	Carry forward in conjunction with other recommended alternatives
Build Alternative Routes	The Regional Transportation Master Plans considers the possible need for new routes within the Regional Transportation Network as well as possible improvements to existing roads. New routes and improved roadway may increase or decrease future traffic within the existing Maple Grove Road Corridor. In some cases that may include the diversion of traffic away from the existing Maple Grove Road Corridor and Hespeler intersection.	A preliminary study was undertaken by the Region in relation to possible future expansion of the Waterloo Regional airport lands to the north. The study was investigative in nature only and has no official status. There are no other know planned alternative routes in this area of the Cambridge during the study horizon to 2041.	Do not carry forward

Comment Sheet
Regional Municipality of Waterloo
Maple Grove Road Improvements, Hespeler Road to Vondrau Drive
Public Consultation Centre No. 1 – Date to be determined

Please complete and place your comments in the comments box at the registration table so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by Wednesday, May 20th, 2020 to:

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Comments regarding this project:

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Address : _____

Postal Code : _____

Phone : _____

Email : _____

Collection Notice:

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

