Region of Waterloo

WELCOME TO

Public Consultation Centre #1
Schedule 'C' Class Environmental Assessment for Fischer-Hallman Road / Bearinger Road (Regional Road 58) Improvements Columbia Street W. To Westmount Road N. City of Waterloo

You are invited to our First Public Consultation Centre to provide your input into the planning of the Fischer-Hallman Road/Bearinger Road Improvements

Date: Tuesday, May 7, 2019

Time: 5:00 PM to 8:00 PM

Location: Waterloo Public Library - John M. Harper Branch, Community Room 500 Fischer-Hallman Road

Waterloo, Ontario

WHY IS THE REGION CONSIDERING THIS PROJECT?

- The 2018 Regional Transportation Master Plan Update has identified this section of Fischer-Hallman Road/Bearinger Road for widening from 2 to 4 lanes to provide road improvements for traffic growth and active transportation improvements for pedestrians, cyclists, and transit along the corridor.

WHO IS DIRECTING THIS PROJECT?

- The planning and design for this project is being directed by staff from the Region of Waterloo and City of Waterloo, along with Region of Waterloo (Waterloo) Councillor Jim Erb and City of Waterloo (Ward 2) Councillor Royce Bodaly. Staff from the Grand River Conservation Authority (GRCA), as well as the University of Waterloo (UW) are also included on the Project Team. The consulting engineering firm WalterFedy has been retained by the Region of Waterloo to provide planning and preliminary design services during the study phase of this project, as well as detailed design, contract administration, and inspection services through the construction phase.

WHAT IS THE PURPOSE OF THIS PUBLIC CONSULTATION CENTRE?

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

  a) The needs and opportunities for improvements on Fischer-Hallman/Bearinger Road;
  b) The project environment (natural, social, cultural/heritage, and economic);
  c) The alternative solutions for improvements being considered by the Project Team;
  d) How the alternative solutions for improvements will be evaluated and how a preferred alternative will be identified; and
  e) Future public input opportunities planned.

WALTERFEDY

Region of Waterloo

FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

WHAT ALTERNATIVES ARE BEING CONSIDERED FOR THIS PROJECT?

The alternative solutions for improvements currently being considered by the Project Team are listed below :

1) **Do Nothing** - this alternative would include reconstructing the road in its current 2-lane configuration:

   - Fischer-Hallman Road from Columbia Street West to Laurelwood Drive
     - Semi-Urban (sidewalk and curb and gutter on the west side)
   - Bearinger Road from Laurelwood Drive to Westmount Road North
     - Rural (ditch drainage)

2) **Widen the Road to 4-lanes and Add Separated Cycle Tracks and Sidewalk** - this alternative would widen this section of Fischer-Hallman/Bearinger Road to 4-lanes (undivided) and add the following facilities:

   - Curb and gutter and a storm drainage system;
   - Additional street lighting;
   - 1.7 metre wide on-road, separated cycle tracks along both sides; and
   - 1.8 metre wide pedestrian sidewalks along both sides.

3) **Widen the Road to 4-lanes and Add Multi-Use Trail and Sidewalk** - this alternative would widen this section of Fischer-Hallman/Bearinger Road to 4-lanes (undivided) and add the following facilities:

   - Curb and gutter and a storm drainage system;
   - Additional street lighting;
   - 3.0 - 4.0 metre wide multi-use trail along one side; and
   - 1.8 metre wide pedestrian sidewalk along one side.

WHAT ALTERNATIVES ARE BEING CONSIDERED FOR THIS PROJECT?

4) **Widen the Road to 4-lanes and Add Median, Separated Cycle Tracks, and Sidewalk** - this alternative would widen this section of Fischer-Hallman/Bearinger Road to 4-lanes (divided) and add the following facilities:

- Curb and gutter and a storm drainage system;
- Additional street lighting;
- 5.0 metre wide median;
- 1.7 metre wide on-road, separated cycle tracks along both sides; and
- 1.8 metre wide pedestrian sidewalks along both sides.

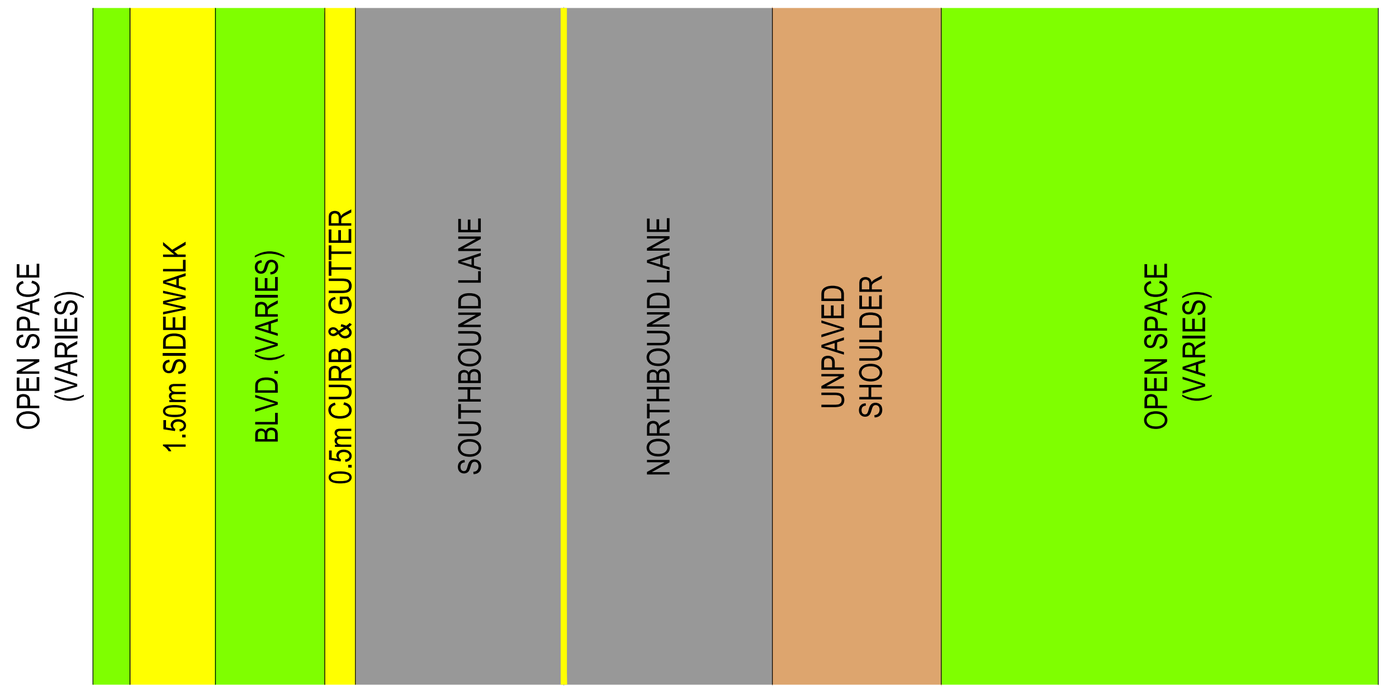
5) **Widen the Road to 4-lanes and Add Median, Multi-Use Trail, and Sidewalk-** this alternative would widen this section of Fischer-Hallman/Bearinger Road to 4-lanes (divided) and add the following facilities:

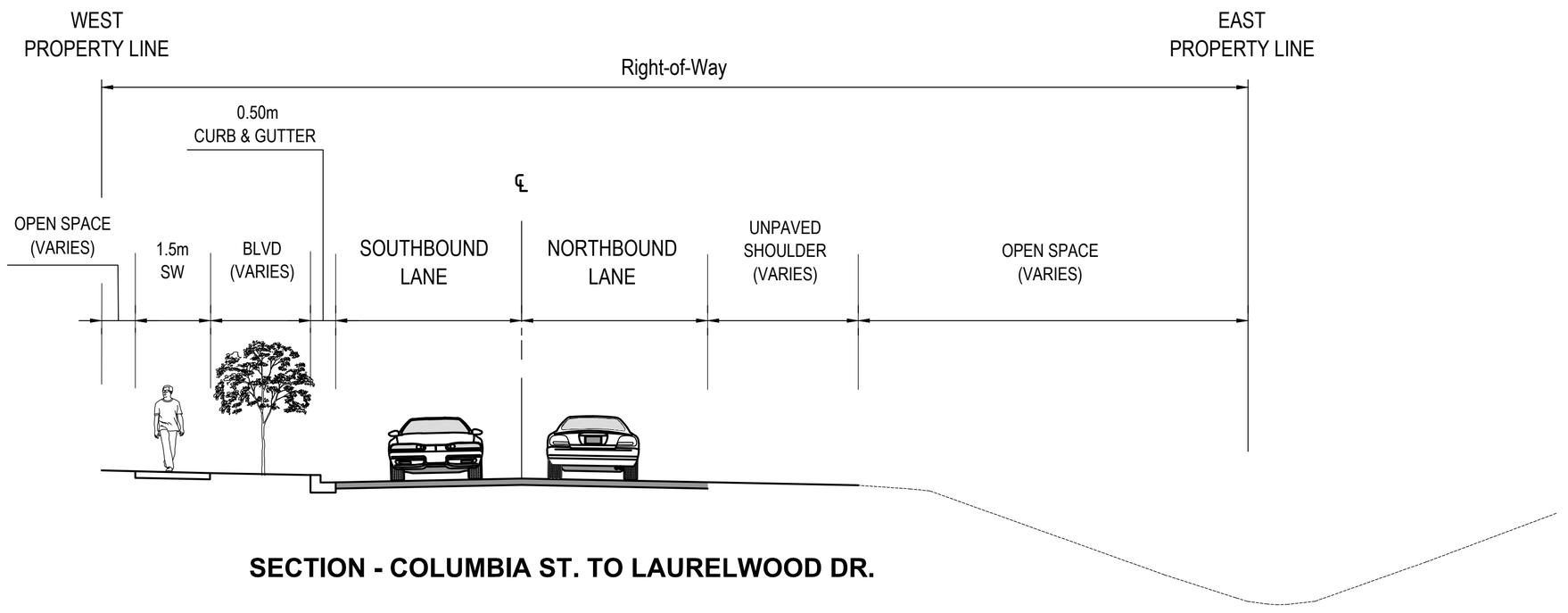
- Curb and gutter and a storm drainage system;
- Additional street lighting;
- 5.0 metre wide median;
- 3.0 - 4.0 metre wide multi-use trail along one side; and
- 1.8 metre wide pedestrian sidewalk along one side.

Widening this section of Fischer-Hallman/Bearinger Road to 4-lanes is common to all alternatives but the Do Nothing alternative.

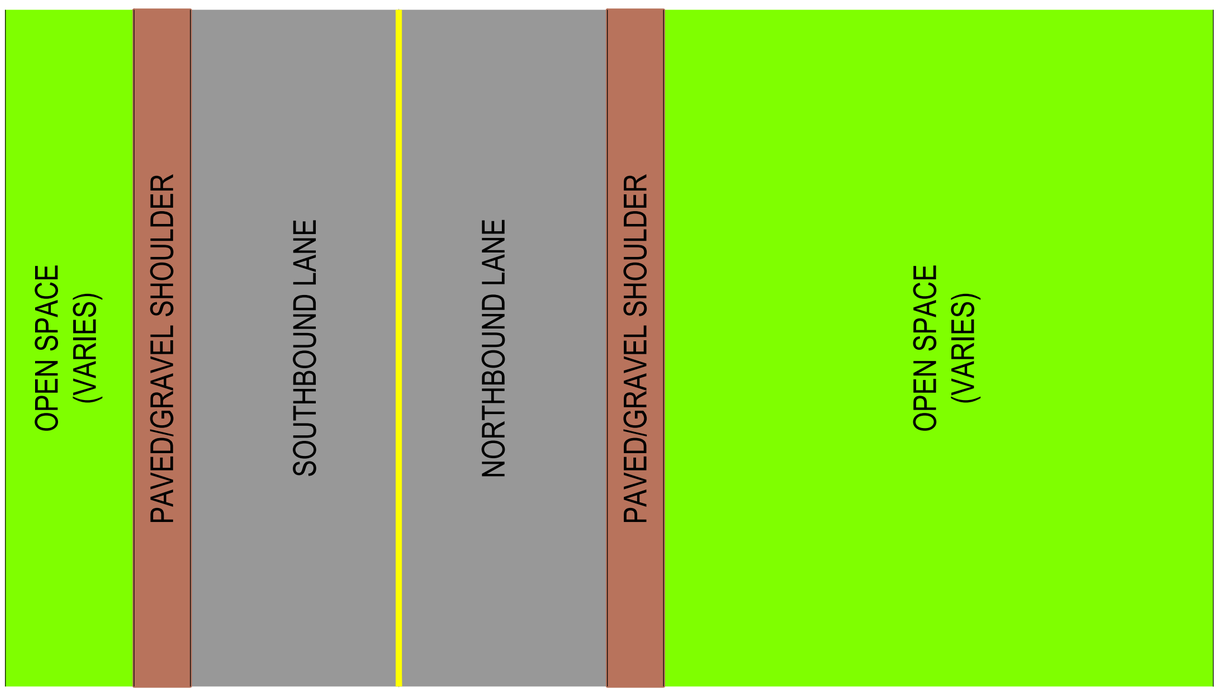
FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)
DESIGN ALTERNATIVE #1 - DO NOTHING





SECTION - COLUMBIA ST. TO LAURELWOOD DR.



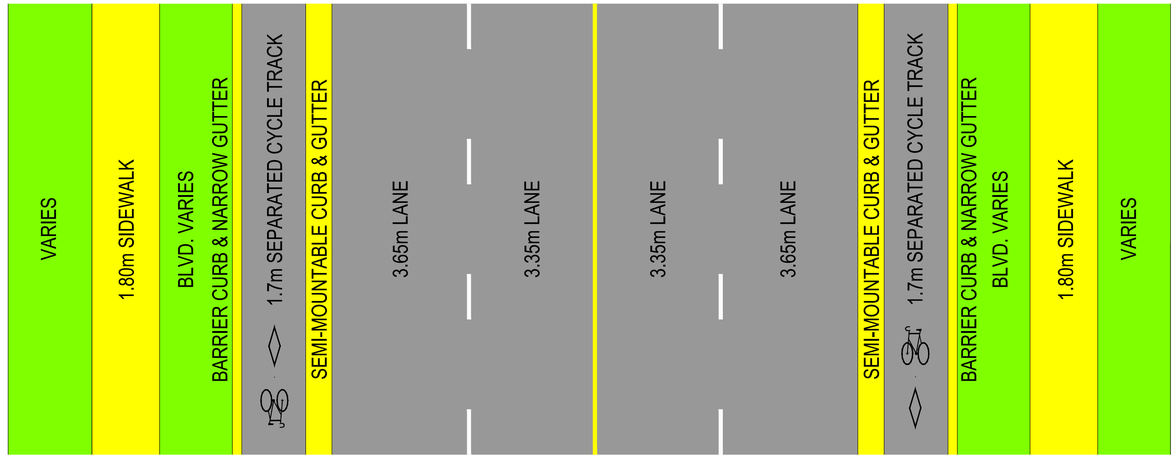
SECTION - LAURELWOOD DR. TO WESTMOUNT RD.

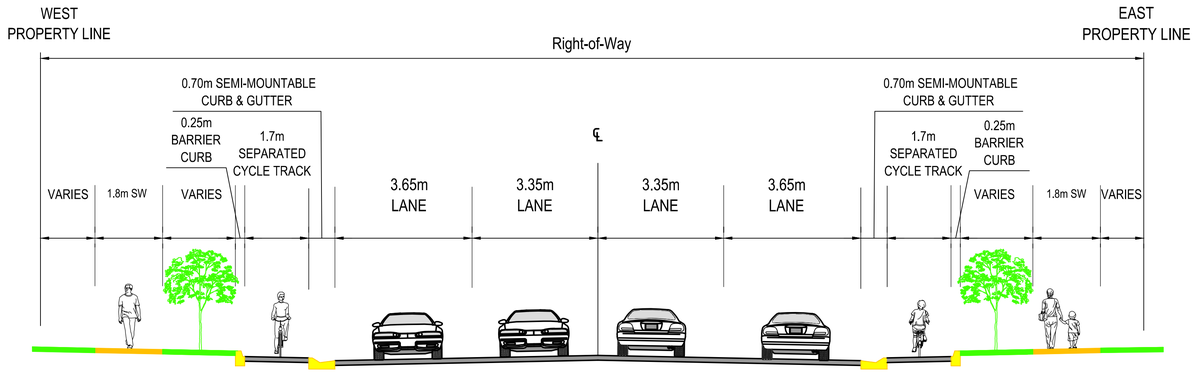
Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)

DESIGN ALTERNATIVE #2 - WIDEN THE ROAD TO 4-LANES AND ADD SEPARATED CYCLE TRACK AND SIDEWALK

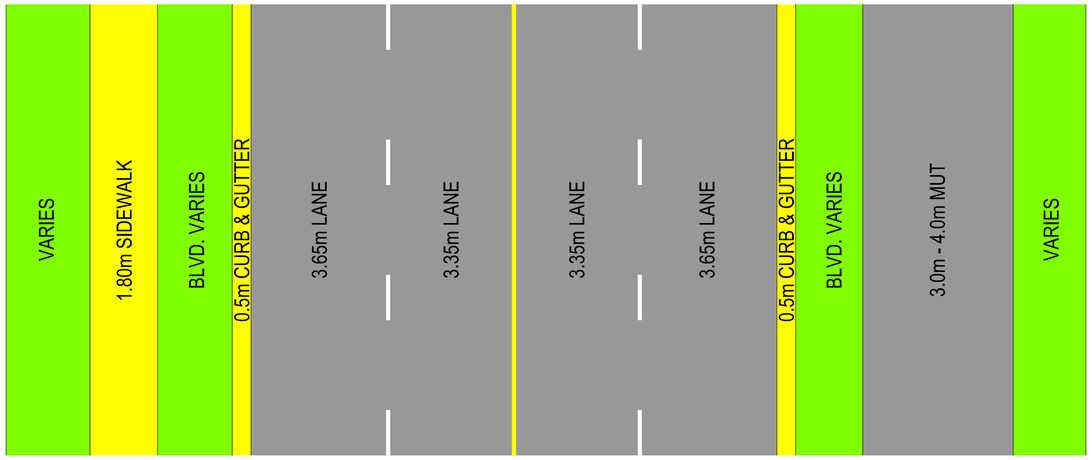


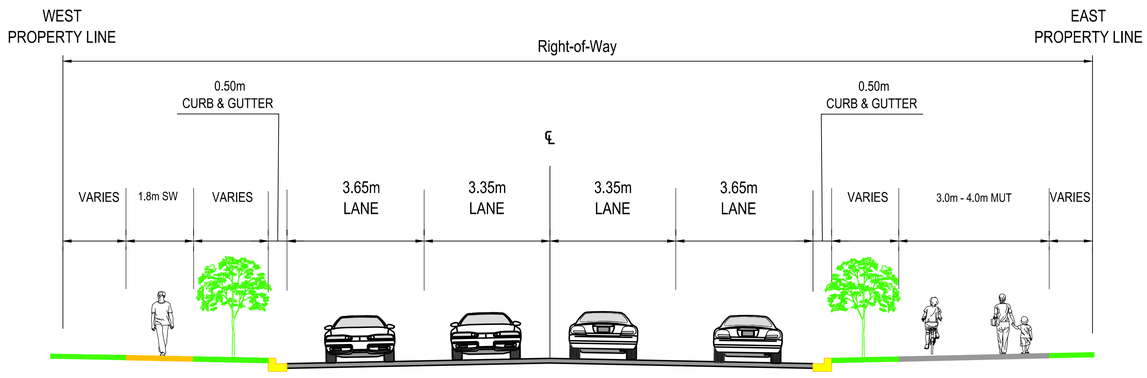


Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)
DESIGN ALTERNATIVE #3 - WIDEN THE ROAD TO 4-LANES AND ADD MULTI-USE TRAIL (MUT) AND SIDEWALK



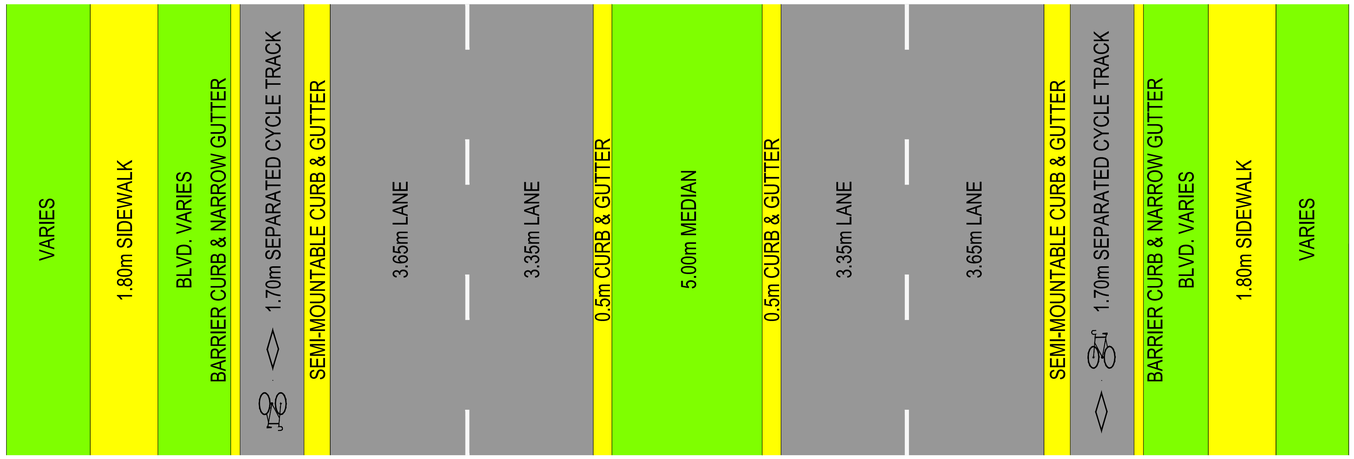


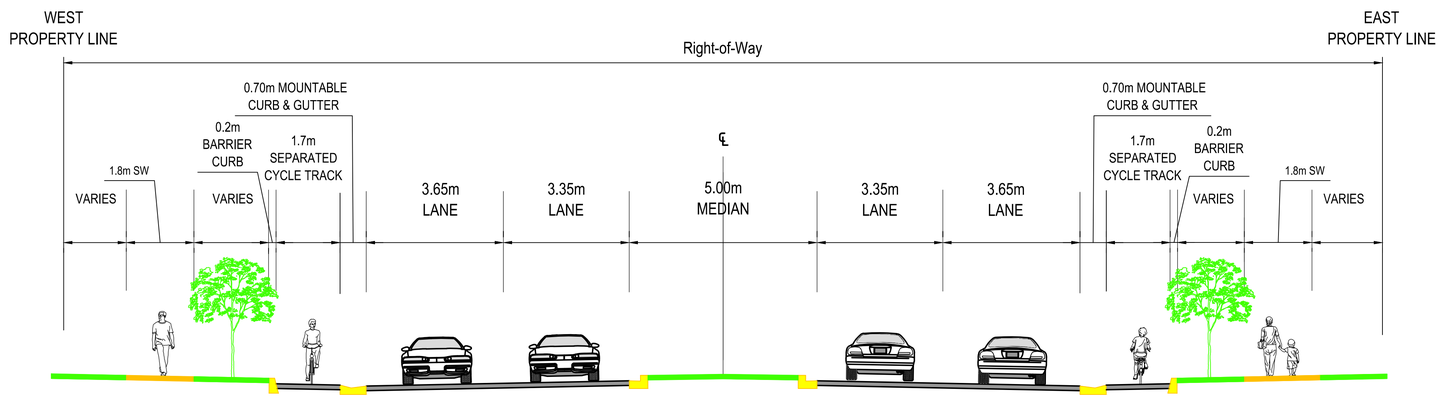
Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)

DESIGN ALTERNATIVE #4 - WIDEN THE ROAD TO 4-LANES AND ADD MEDIAN, SEPARATED CYCLE TRACK AND SIDEWALK



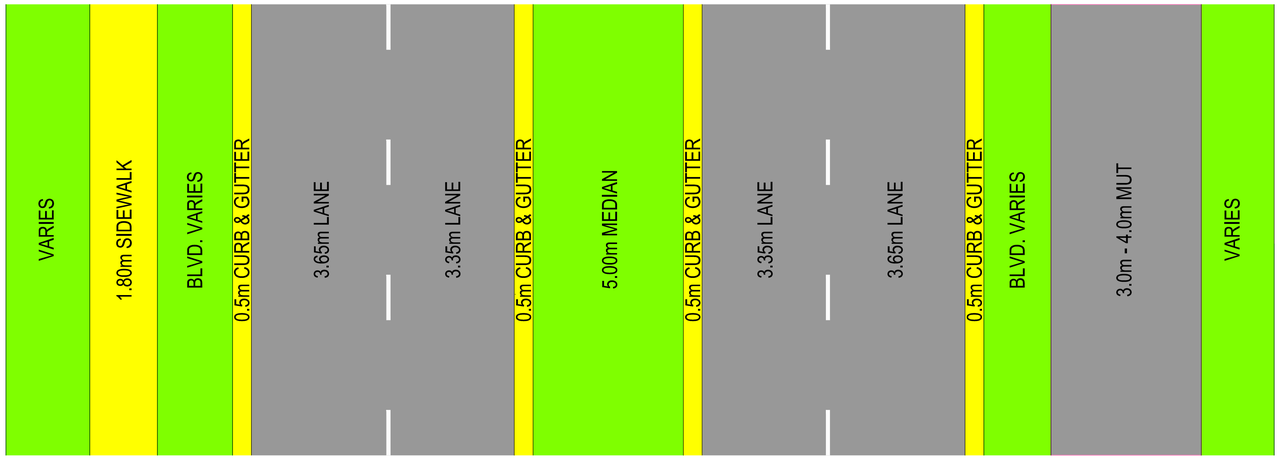


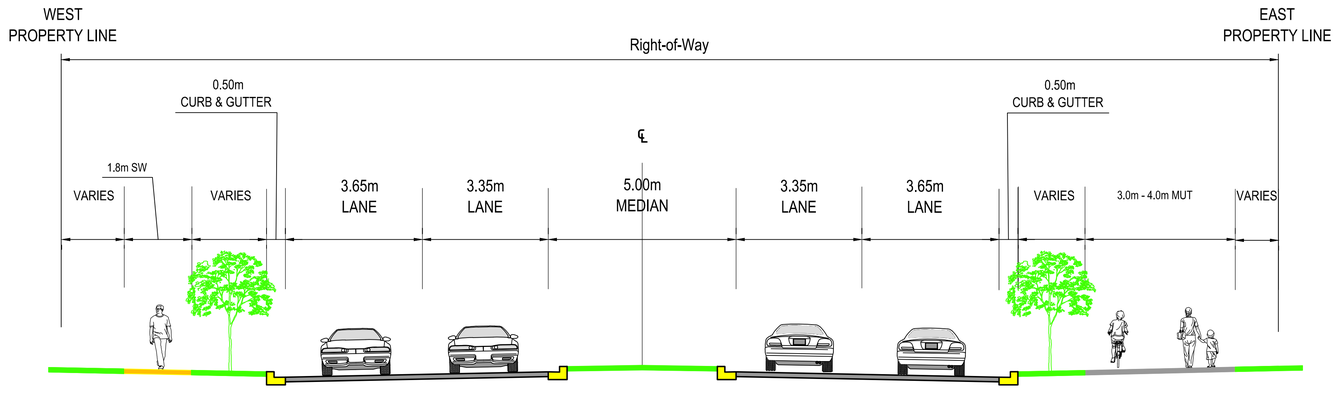
Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)

DESIGN ALTERNATIVE #5 - WIDEN THE ROAD TO 4-LANES AND ADD MEDIAN, MULTI-USE TRAIL (MUT) AND SIDEWALK





Region of Waterloo

PROJECT LIMITS - REGIONAL ROAD No.58 (FISCHER-HALLMAN ROAD/BEARINGER ROAD), COLUMBIA STREET W. TO WESTMOUNT ROAD N.

SCALE 1:2000

Region of Waterloo

WALTERFEDY

ARE ACTIVE TRANSPORTATION UPGRADES OR ROAD WIDENING BEING CONSIDERED?

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

The adjacent sections of Fischer-Hallman Road to the south and Westmount Road to the north have sidewalks and on-road bike lanes, with a multi-use trail on the east side of Westmount Road to the south and on the south side of Bearinger Road to the east.

The 2018 Regional Transportation Master Plan Update has identified the need to widen Fischer-Hallman/Bearinger Road to 4-lanes and add active transportation improvements for pedestrians, cyclists, and transit between Columbia Street West and Westmount Road North.

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, Fischer-Hallman/Bearinger Road is identified as a “Neighbourhood Connector - Avenue”. Designing Fischer-Hallman/Bearinger Road to support active transportation modes, including walking and cycling, is a fundamental character of this road classification.

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 all support complete and continuous active transportation facilities on this section of Fischer-Hallman/Bearinger Road for the full length of this project. Boulevard multi-use trails or sidewalks and cycle tracks on both sides of the road would satisfy that requirement.

HOW IS THE NATURAL ENVIRONMENT BEING CONSIDERED?

As part of the environmental inventory for the project, a Natural Environment Impact Study (EIS) has been initiated including a records review documenting the natural features within the study area. Field inventories were undertaken and will be included in the EIS to include results from: road mortality surveys, turtle nesting surveys, amphibian calling surveys, vegetation community surveys/delineation, general wildlife habitat characterization, and a tree inventory. The EIS is expected to be completed in Fall 2019 and, once complete, will be available on the Region's website.

The main natural heritage feature identified in the study area is the Laurel Creek Conservation Area, which is regulated by the Grand River Conservation Authority (GRCA) under Ontario Regulation 150/06. This area is designated as a Core Environmental Feature by the Region of Waterloo and contains the Sunfish Lake-Laurel Creek Provincially Significant Wetland Complex (PSW), as well as Laurel Creek.

Laurel Creek flows from the reservoir in a southerly direction and crosses under Bearinger Road via a structure just east of the study limits. Laurel Creek supports a warm water fish community. No direct impacts are anticipated to Laurel Creek from this project.

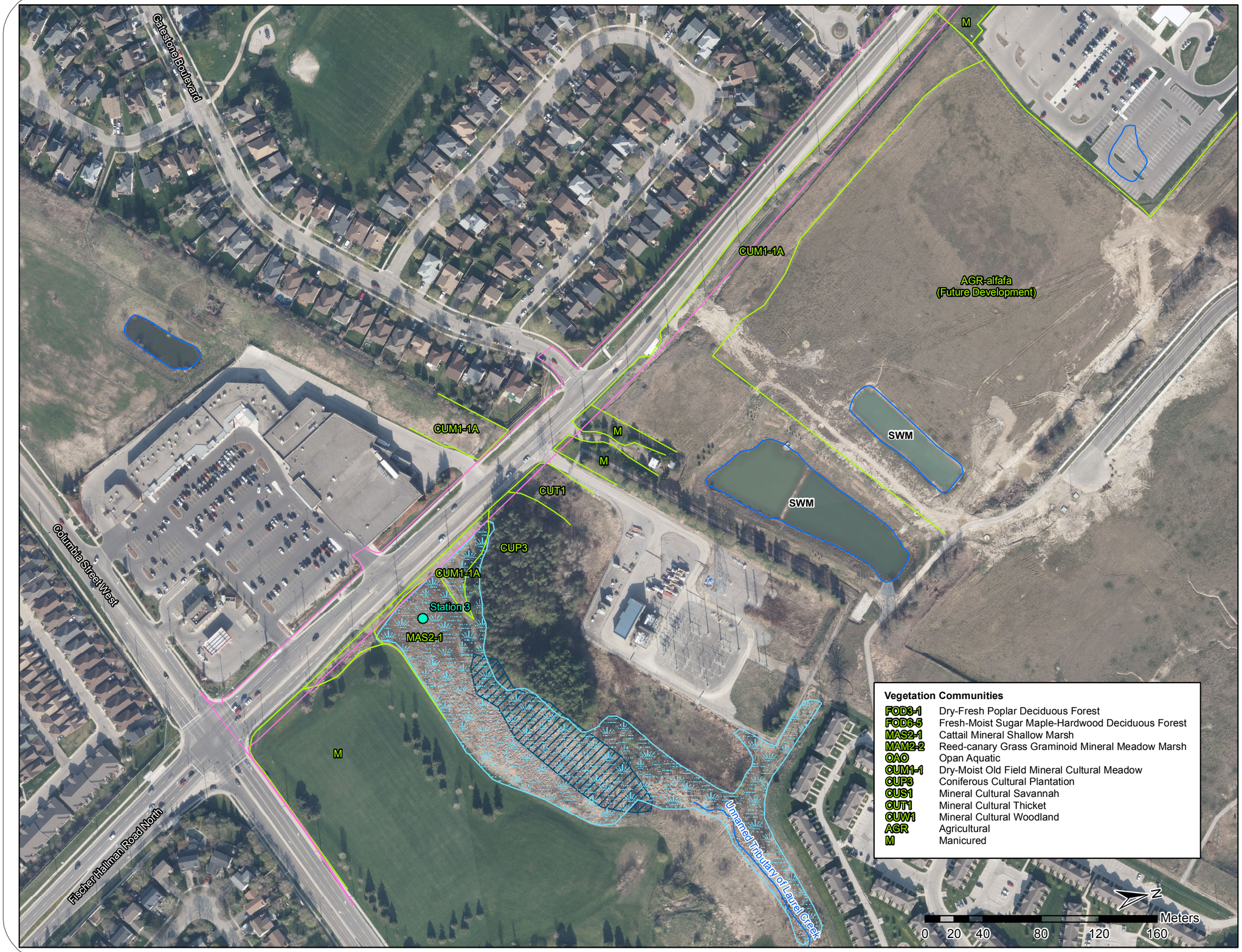
The study area includes an unevaluated wetland near the origin of a tributary of Laurel Creek located just north of Columbia Street. There are no Areas of Natural and Scientific Interest (ANSI) or known wildlife movement corridors within the study area. Existing agricultural lands are present on the south side of Bearinger Road, across from the Conservation Area.

HOW IS THE NATURAL ENVIRONMENT BEING CONSIDERED?

Field studies determined that a small pond located near Westmount Road and Bearinger Road (in Laurel Creek Conservation Area) supports candidate significant wildlife habitat for amphibians and turtles. Species at Risk are known to exist within the general area and habitat screening and targeted surveys are being conducted for Species at Risk. To date, no concentrated areas of wildlife movement across the road corridor have been identified; however some turtle mortalities have been documented, and as such wildlife mitigation measures will be considered for future road design mitigation recommendations.

A tree inventory has been completed within the study area. The trees were assessed for overall health and significance and will be included in tree protection plans. Where trees may be impacted or removed, a compensation strategy will be developed as part of the tree management and landscaping design.

Information gathered through background review and field investigations, combined with technical input from reviewing agencies, will be used to inform the evaluation of alternatives from a natural environment perspective, as well as determining mitigation strategies to avoid or minimize impacts to natural heritage.



Vegetation Communities

FOD3-1	Dry-Fresh Poplar Deciduous Forest
FOD6-5	Fresh-Moist Sugar Maple-Hardwood Deciduous Forest
MAS2-1	Cattail Mineral Shallow Marsh
MAM2-2	Reed-canary Grass Graminoid Mineral Meadow Marsh
OAO	Opan Aquatic
CUM1-1	Dry-Moist Old Field Mineral Cultural Meadow
CUP3	Coniferous Cultural Plantation
CUS1	Mineral Cultural Savannah
CUT1	Mineral Cultural Thicket
CUW1	Mineral Cultural Woodland
AGR	Agricultural
M	Manicured

LEGEND

- Option 5 Impact Footprint
- Amphibian Monitoring Station
- Direct Fish Habitat
- ELC Communities Boundary
- Ephemeral Drainage Feature
- Significant Wildlife Habitat
- Turtle Nesting Area
- SWM — Stormwater Management Pond
- Regulatory Floodplain (GRCA)
- Wetland (GRCA)
- Provincially Significant Wetland (LIO)
- 30m Wetland Buffer
- Unevaluated Wetland (LIO)
- Watercourse (GRCA)
- Waterbody (GRCA)

Amphibian Monitoring (LGL 2018)
Station 1 (4 species: SPPE, AMTO, GRTF, GRFR)
Station 2 (no frogs)
Station 3 (no frogs)

SPPE - Spring Peeper (L3)
AMTO - American Toad (L1)
GRTF - Grey Treefrog (L3)
GRFR - Green Frog (L1)

Watercourse Thermal Regime (LIO Aquatic Resource Area data)
Laurel Creek - warm water

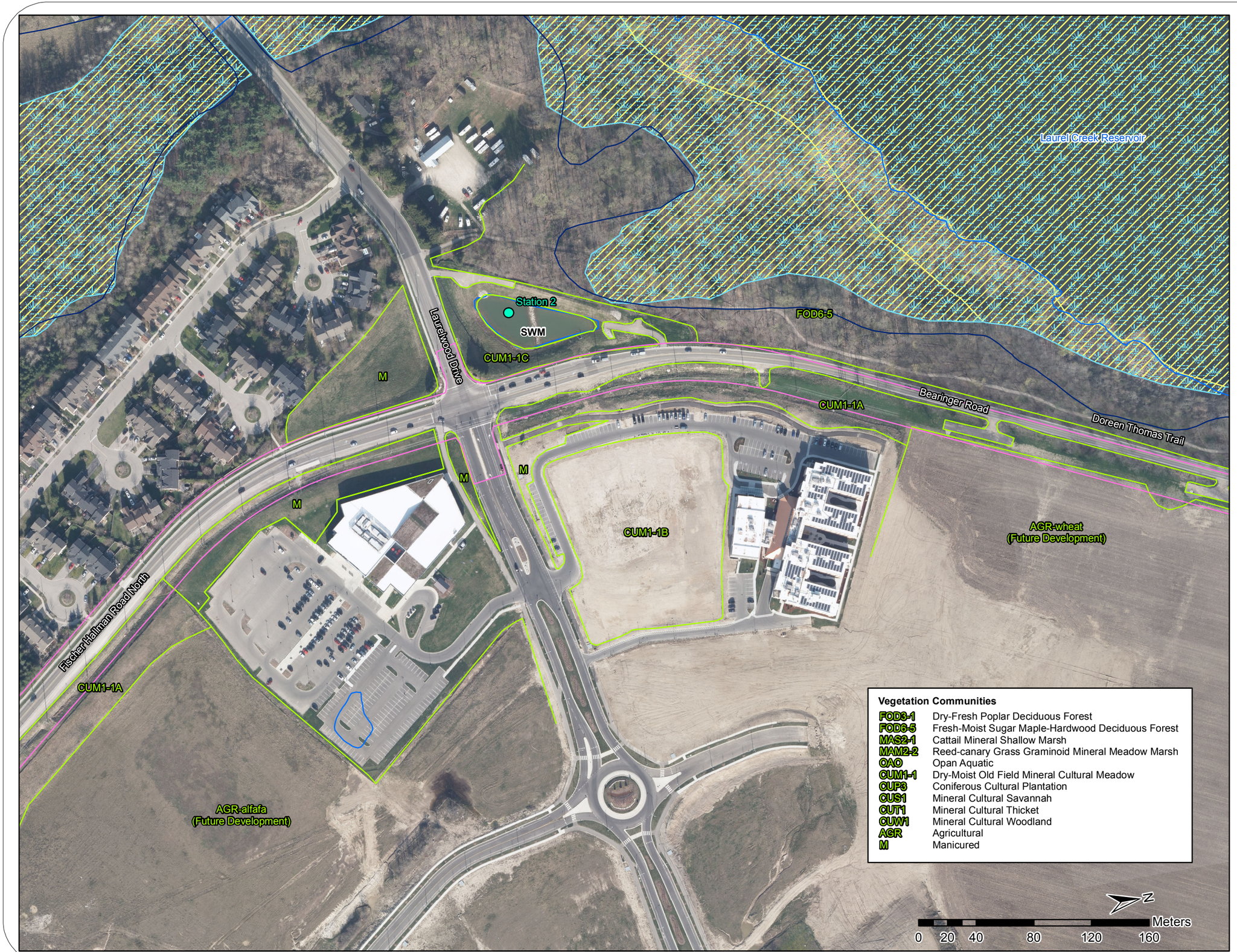
Data Sources:
LGL field investigations, 2018.
Contains Information made available under Grand River Conservation Authority's Open Data Licence v2.0.
Contains information licensed under the Open Government Licence – Ontario.

Fischer Hallman/ Bearinger Road Widening

Environmental Constraints

LGL LIMITED
environmental research associates

Project	TA8735-00	**Figure**	4a
Date	February, 2019	**Prepared By:**	KC
Scale	1:2,500	**Verified By:**	EEB



LEGEND

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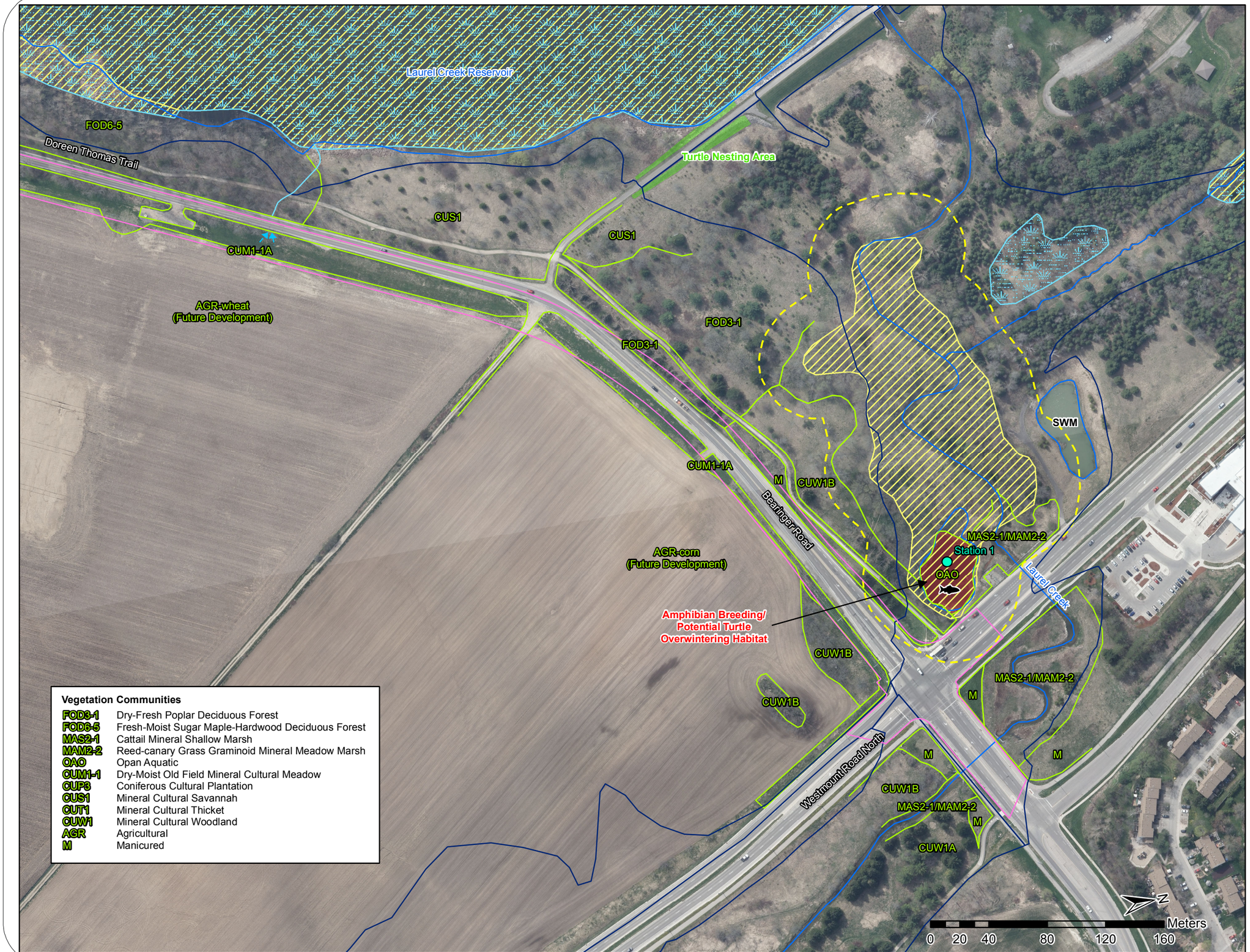
Fischer Hallman/ Bearinger Road Widening

Environmental Constraints

LGL LIMITED
environmental research associates

Project	TA8735-00	**Figure**	4b
Date	February, 2019	**Prepared By:**	KC
Scale	1:2,500	**Verified By:**	EEB



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AGR	Agricultural
M	Manicured

LEGEND

- Option 5 Impact Footprint
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Fischer Hallman/ Bearinger Road Widening

Environmental Constraints

LGL LIMITED
environmental research associates

Project	TA8735-00	**Figure**	4c
Date	February, 2019	**Prepared By:**	KC
Scale	1:2,500	**Verified By:**	EEB

HOW IS THE CULTURAL/HERITAGE/ARCHAEOLOGICAL ENVIRONMENT BEING CONSIDERED?

A Cultural Heritage Resource Assessment was completed in July 2017. A review of available cultural heritage resource inventories revealed that there are no listed or designated cultural heritage resources within or adjacent to the study area. No additional resources were identified through field review. There are no impacts to any cultural heritage resources anticipated as a result of the proposed undertaking. Should the study area change, additional work may be required to confirm potential impacts to cultural heritage resources.

A Stage 1 Archaeological Assessment was also completed in July 2017. The background study determined that twelve (12) previously registered archaeological sites are located within one kilometre of the study area. The property inspection determined that parts of the Study Area exhibit archaeological potential and, if proposed to be impacted, will require Stage 2 Archaeological Assessment by test pit or pedestrian survey, prior to any proposed construction. The remainder of the study area does not retain archaeological potential based on prior assessment, having been subjected to deep soil disturbance events, or being within low and wet conditions.

Once a Preferred Alternative has been selected, impacts and mitigation measures for cultural heritage resources will be confirmed.

ARE NOISE BARRIERS BEING CONSIDERED FOR THIS PROJECT?

The Region has a Noise Policy that is used to determine when noise barriers such as noise walls or berms would be recommended as part of an upcoming project. Part B of the Region's Noise Policy applies when a road widening is being considered. For this project, Part B of the Region's Noise Policy would apply if Fischer-Hallman/Bearinger Road is widened from two lanes to four lanes.

A noise study has been completed following Part B of the Region's Noise Policy for Fischer-Hallman/Bearinger Road within the project limits assuming a 4-lane road with forecasted traffic volumes in 2031. Based on the noise study results, noise barriers are not recommended along Fischer-Hallman/Bearinger Road from Columbia Street West to Westmount Road North as part of this project.

Part C of the Region's Noise Policy could be applied because noise barriers are not recommended under Part B of the Noise Policy. Under Part C, a noise barrier may be considered under certain circumstances if property owners are willing to share in the cost of a noise barrier.

Refer to excerpts of the Region's Noise Policy contained in Appendix B of the information package.

IS ANY PRIVATE PROPERTY REQUIRED FOR THIS PROJECT?

One of the goals of the planning and design process for this project is to minimize the impact on adjacent properties and the need to acquire private property. An initial review of the existing road allowance indicates that along the road corridor the width of the road right-of-way is sufficient for all options being considered: this includes along the Laurel Creek Conservation Area (GRCA). The Region may need to obtain temporary access at some locations along the right-of-way limit for construction grading activities. Identification of property needs will be completed during the evaluation of alternatives as the study proceeds and will be confirmed during detailed design, following completion of the study.

In areas where property or temporary access is required, the property owner will be contacted directly by the Region of Waterloo legal services staff. Compensation would be provided at fair market rates based on recent similar area sales. Please refer to Appendix C for further information on the property acquisition process.

WHAT IS THE ESTIMATED COST OF THIS PROJECT?

The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations and property acquisitions. Funding of $9.315 million for improvements on Fischer-Hallman/Bearinger Road is included in the Region's 2019 10-Year Transportation Capital Program.

HOW WILL I RECEIVE FURTHER NOTIFICATION REGARDING THIS PROJECT?

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

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 email your comments to the Project Team member listed below, no later than Tuesday, May 21, 2019.

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

Justin Armstrong, P. Eng.

Senior Project Manager
Region of Waterloo

150 Frederick Street, 6th Floor

Kitchener, ON N2G 4J3

Telephone: 519-575-4757 Ext. 3164

Fax: 519-575-4430

Email: JuArmstrong@regionofwaterloo.ca

Dave Weiler, P.Eng.

Senior Project Manager - Municipal
WalterFedy

675 Queen Street South, Suite 111

Kitchener, ON N2M 1A1

Telephone: 519-576-2150 Ext. 242

Email: dweiler@walterfedy.com

WALTERFEDY

Region of Waterloo

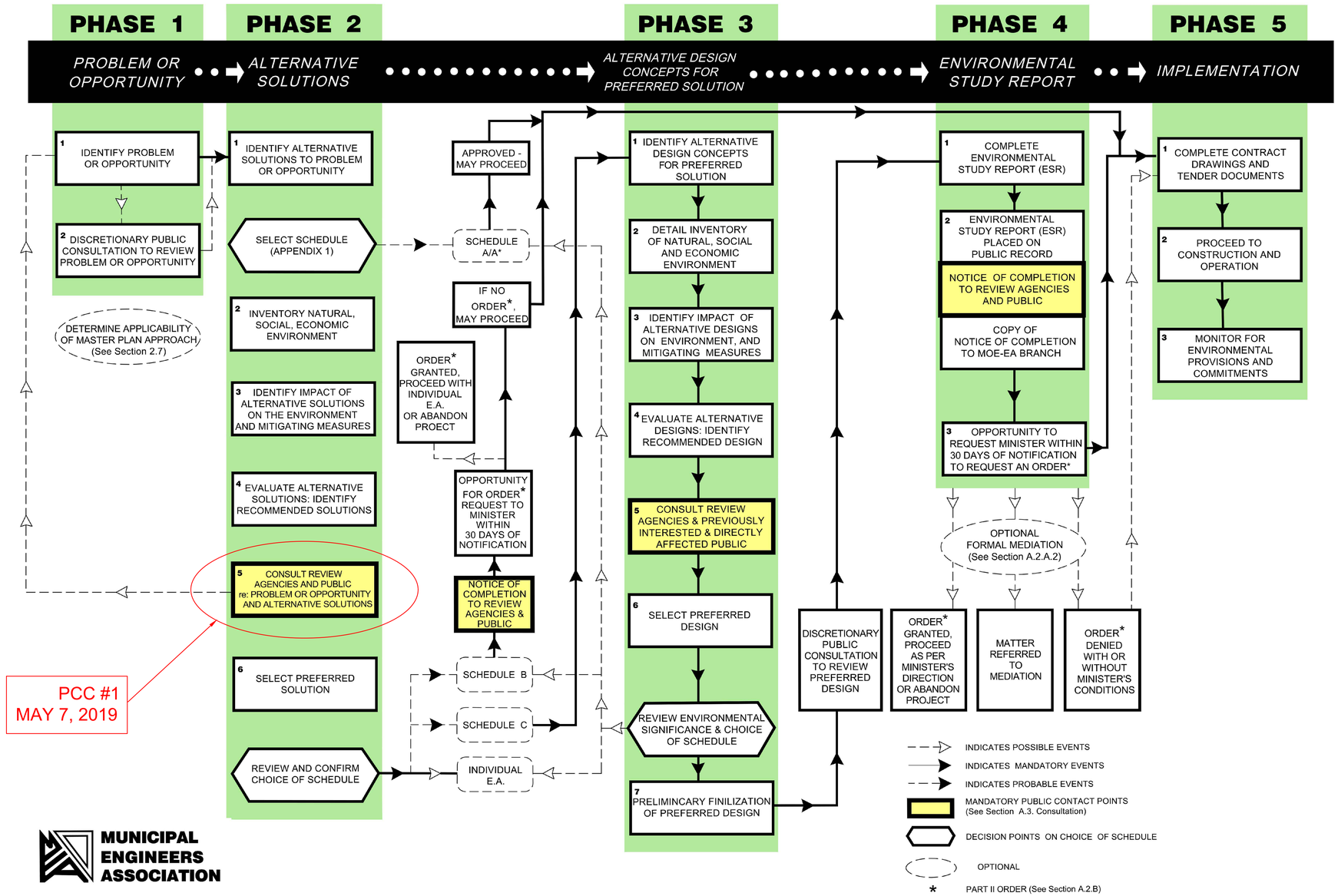
FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

NEXT STEPS

- Project Team review of potential impacts for each design alternative on various Evaluation Criteria (Natural Environment, Socio-Cultural Environment, Transportation, and Cost).
- Hold a second public consultation centre (PCC #2) to review the Project Team Preferred Design Alternative. Currently planned for Fall 2019.
- Collect public and agency comments received before, during, and after PCC #2 for Project Team review.
- Submit the Project Team recommended design alternative to Regional Council that best meets overall project needs. Currently planned for Winter 2019.
- Pending Regional Council approval for the Class EA Study, the Environmental Study Report (ESR) will be filed on the public record for a period of thirty (30) days.
- After Ministry of the Environment, Conservation and Parks (MECP) approval, detailed design (2020) and construction (2021) will follow based on Regional Council approval in the Transportation Capital Program (TCP). Dates provided are based on the 2019 TCP and may be subject to change.

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

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



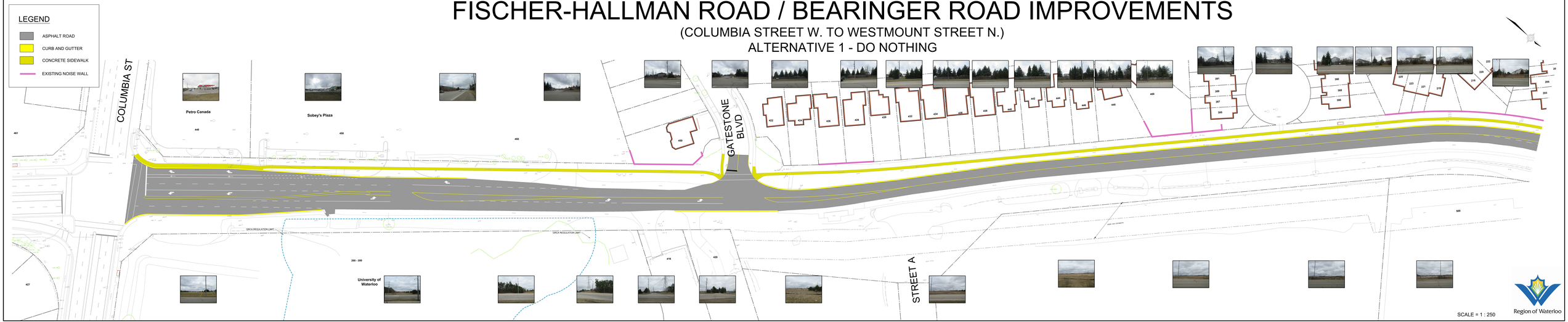
PCC #1
MAY 7, 2019

MUNICIPAL ENGINEERS ASSOCIATION

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT STREET N.)

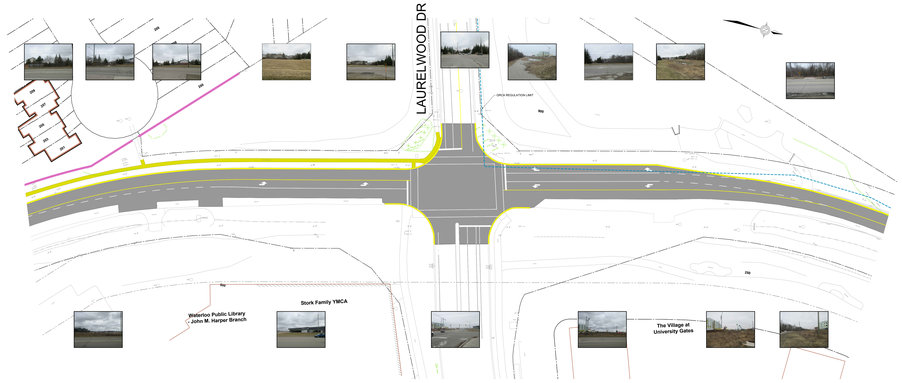
ALTERNATIVE 1 - DO NOTHING

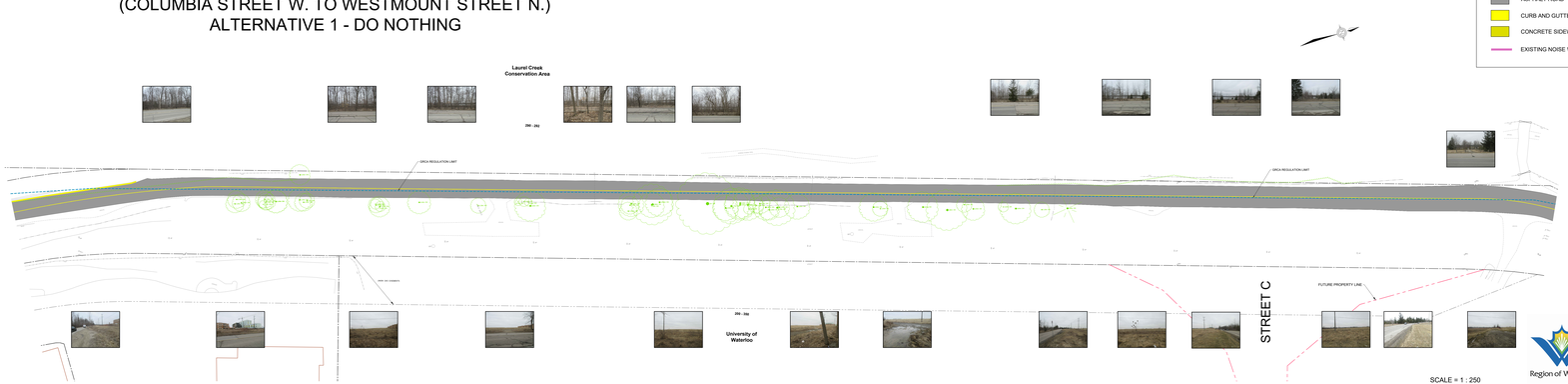


FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT STREET N.)

ALTERNATIVE 1 - DO NOTHING





LEGEND

- ASPHALT ROAD
- CURB AND GUTTER
- CONCRETE SIDEWALK
- EXISTING NOISE WALL

SCALE = 1 : 250

Region of Waterloo

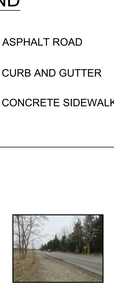
FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT STREET N.)

ALTERNATIVE 1 - DO NOTHING

LEGEND

- ASPHALT ROAD
- CURB AND GUTTER
- CONCRETE SIDEWALK



SCALE = 1 : 250

Region of Waterloo