



Region of Waterloo

Bridgeport Road/Caroline Street, ERB Street And Albert Street Reconstruction

City Of Waterloo

What: Reconstruction of Bridgeport Road/Caroline Street, Erb Street, and Albert Street

Where: Bridgeport Road & Caroline Street from Erb Street to King Street

Erb Street from Caroline Street to King Street

Albert Street from Bridgeport Road to Erb Street

Why: To replace pavement and improve active transportation facilities within the project limits

When: Construction in 2018

Who: Mr. Jim Ellerman, A.Sc.T.
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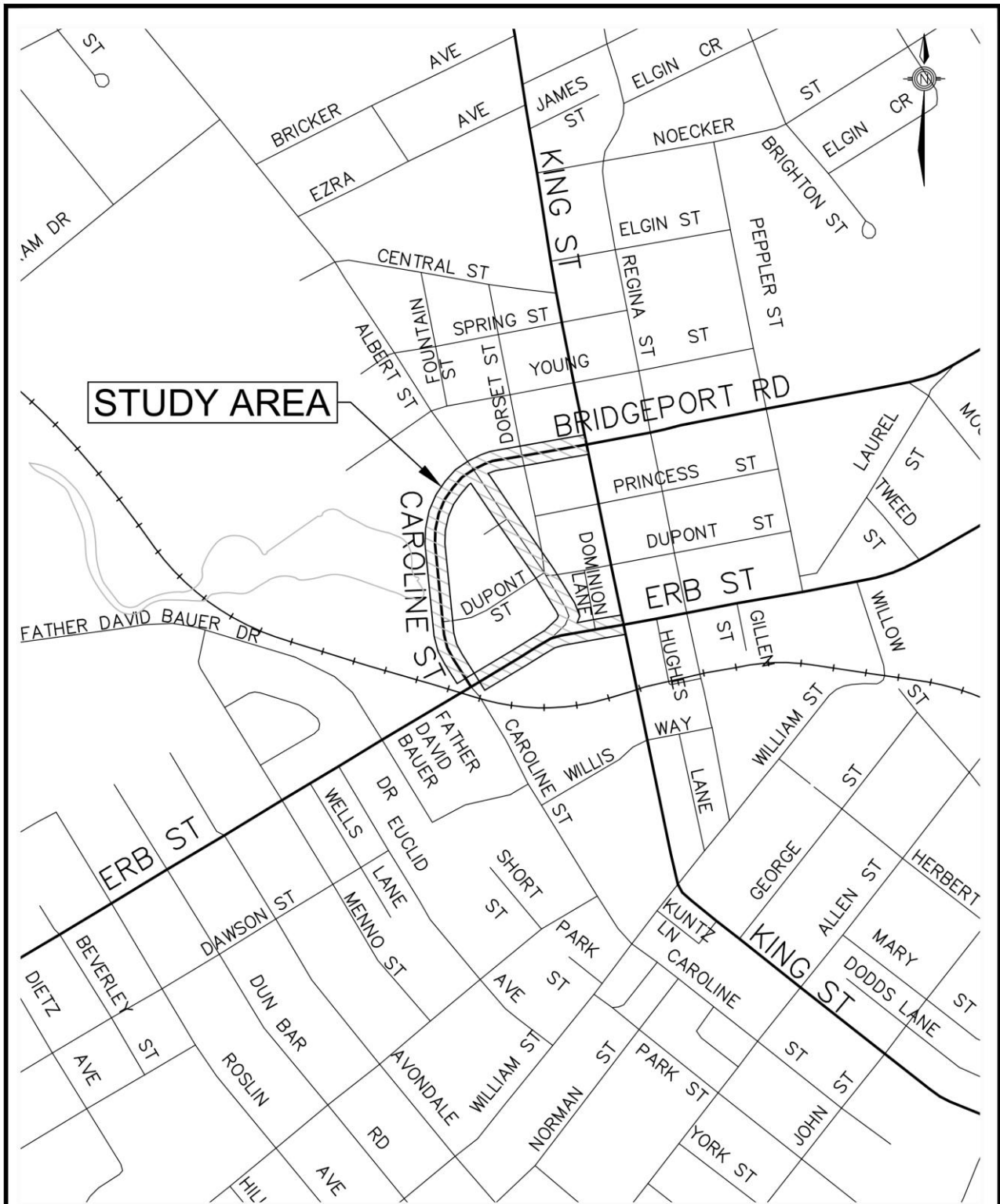
We Want Your Input!

There's A Comment Sheet At The Back of This Package. Please Fill It Out And Share Your Comments With Us.

Public Consultation Centre #1

Wednesday, January 27th, 2016, 5:00p.m. to 8:00 p.m.

The Canadian Clay and Glass Museum, 25 Caroline Street North, Waterloo



Region of Waterloo

**BRIDGEPORT ROAD,
CAROLINE STREET,
ERB STREET, AND
ALBERT STREET**

WALTERFEDY

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scale: N.T.S. drawn by: SVK

1. Why is the Region doing this project?

The Region of Waterloo is considering improvements to Bridgeport Road from King Street to Albert Street, Caroline Street from Albert Street to Erb Street and Erb Street from Caroline Street to King Street. In conjunction with this project, the City of Waterloo is considering improvements to Albert Street from Bridgeport Road to Erb Street. Please refer to the Key Plan on the backside of the cover page of this Information Package for a drawing of the study area. Within the study area, Erb Street, Bridgeport Road and Caroline Street are arterial roadways under the jurisdiction of the Region of Waterloo. Albert Street is a local roadway under the jurisdiction of the City of Waterloo. The water main and sanitary sewers beneath these sections of roadway are owned and operated by the City of Waterloo.

This project has been initiated to:

- a) Address the deteriorated pavement condition of these sections of roadways;
- b) Replace the aging sanitary sewer and watermain on Erb Street and on Albert Street;
- c) Consider enhanced facilities for pedestrians and cyclists within the study area; and
- d) Consider opportunities for improvements to existing intersection configurations

The sections of roadways within the study area are located within the Urban Core Area of the City of Waterloo and need to support future development intensification through prioritizing walking, cycling and public transit while accommodating significant peak hour traffic volumes.

2. Who is directing this project?

The planning for this project is being directed by a Project Team consisting of staff from the Regional Municipality of Waterloo and the City of Waterloo and City of Waterloo Councillor Melissa Durrell. The Region has retained the local consulting engineering firm WalterFedy to assist with the planning, design and contract administration 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 is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts and mitigating measures are identified before a project is approved. The Class EA process requires consultation with the public and involved stakeholders throughout the planning of the project. This project is being planned as a Schedule 'B' project under the Class EA process. For more information about the Class EA process, please refer to Appendix 'A'.

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

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

- review the improvements being considered for this project;
- ask questions of staff from the Region of Waterloo and the City of Waterloo; and;
- provide comments and input regarding the planning and design of the improvements being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. All comments received will be considered along with other information received over the course of the project to assist the Project Team in completing the planning and design for this project.

5. What improvements are being considered?

Based on a review of technical studies completed for this project, relevant Regional policies, master plans and design guidelines, and input received from the Region's Active Transportation Advisory Committee and the City of Waterloo's Advisory Committee on Active Transportation, the Project Team has developed a Preferred Design Concept for the proposed improvements consisting of:

Street Name	Preferred Design Concept
<p>Bridgeport Road/ Caroline Street</p>	<ul style="list-style-type: none"> a) Complete replacement of the pavement structure including new concrete curb and gutter; b) Replacement of the storm sewers; c) Replacement of the City's watermain and sanitary sewer from King Street to 100 metres west of Albert Street; d) Construction of a 4.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road from King Street to Dorset Street; e) Construction of a 3.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road/Caroline Street from Dorset Street to Erb Street; f) Replacement of the existing 1.50 metre wide sidewalk on the south side of Bridgeport Road from King Street to Albert Street with 2.0 metre wide sidewalk; g) Construction of new 2.50 metre wide sidewalk on the south side of Caroline Street from Albert Street to Dupont Street; h) Replacement of the existing 1.50 metre wide sidewalk on the south/east side of Caroline Street from Dupont Street to Erb Street with 2.0 metre wide sidewalk; i) Removal of the existing westbound curb lane on the north side of Bridgeport Road/Caroline Street from King Street to Erb Street to accommodate the proposed boulevard multi-use trail; j) Construction of a new designated westbound right-turn lane on Bridgeport Road at Albert Street; and k) Enhanced boulevard landscaping where space permits.
<p>Erb Street</p>	<ul style="list-style-type: none"> a) Complete replacement of the pavement structure including new concrete curb and gutter; b) Replacement of the storm sewers; c) Replacement of the City's watermain and sanitary sewer on Erb Street from King Street to Caroline Street;

	<ul style="list-style-type: none"> d) Replacement of the existing 1.50 metre wide sidewalk on the north side of Erb Street from 90 metres east of Caroline Street to 30 metres west of King Street with a 2.50 metre wide sidewalk; e) Replacement of the existing 2.0 metre wide sidewalk on the south side of Erb Street from Caroline Street to 100 metres west of King Street with a 2.50 metre wide sidewalk; and f) Removal of the existing designated left-turn lanes on Erb Street at Albert Street.
Albert Street	<ul style="list-style-type: none"> a) Complete replacement of the pavement structure including new concrete curbs; b) Replacement of the City’s watermain, sanitary sewer and storm sewer; c) Conversion of the existing westerly curb lane on Albert Street from Erb Street to Bridgeport Road/Caroline Street from a through lane to an on-road parallel parking lane; d) Construction of a northbound on-road cycling lane on the east side of Albert Street from Erb Street to Bridgeport Road/Caroline Street; e) Replacement of the existing 2.0 metre wide sidewalk on the west side of Albert Street from Erb Street to Bridgeport Road/Caroline Street with a 1.50 metre wide sidewalk, to accommodate the proposed on-road cycling lane; f) Replacement of the existing 1.50-2.50 metre wide sidewalk on the east side of Albert Street from Erb Street to Bridgeport Road/Caroline Street with a 2.0 metre wide sidewalk; g) Removal of the existing channelized islands at the intersection of Bridgeport Road/Caroline Street and Albert Street.

Please refer to Appendix ‘B’ for a drawing of the Project Team’s Preferred Design Concept for the proposed improvements.

6. How do the improvements being considered relate to the objectives of the Regional Transportation Master Plan, the Regional Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?

The Region of Waterloo's Transportation Master Plan (RTMP), updated in 2010, is a high-level strategic plan that assesses existing and future travel patterns for the Regional transportation system. The goals of the plan are to optimize the transportation system, promote transportation choice, foster a strong economy and support sustainable development. Bridgeport Road/Caroline Street and Erb Street provide important transportation links within the City of Waterloo, bringing travelers to and from Uptown Waterloo as well as east-west across the City. The RTMP recommends that, within the project area, priority be given to walking, cycling, and public transit rather than driving alone, and aims to improve the cycling and pedestrian networks in the project area.

The Regional Active Transportation Master Plan (ATMP) identifies Bridgeport Road and Caroline Street as on-road cycling routes with sidewalks on both sides of the roadway. Through consultation with the City of Waterloo's Advisory Committee on Active Transportation and the Region's Active Transportation Advisory Committee, the installation of a boulevard multi-use trail is being proposed along the north side of Bridgeport Road/ Caroline Street in lieu of on-road cycling lanes in order to allow two-way movement of cyclists along this stretch of roadway. Since Bridgeport Road and Caroline Street are one-way streets within the project area, the Project Team believes that a boulevard multi-use trail providing two-way movement for cyclists is preferred over on-road or segregated cycling lanes, which would provide only one direction of travel. Additionally, the proposed boulevard trail on the north side of Bridgeport Road/Caroline Street would connect to the existing Iron Horse Trail at the intersection of Erb Street and Caroline Street.

The ATMP also recommends a two-way cycle track on Erb Street within the project limits. Due to the extremely close proximity of the buildings on Erb Street, there is no room to accommodate cycling facilities within the roadway corridor in the project area without removal of an existing travel lane. A separate, broader study to consider implementation of a two-way cycle track on Erb Street from Caroline Street to Margaret Avenue will be completed by the Region of Waterloo in the future. This study will consider removal of a travel lane on Erb Street to accommodate an on-road two-way cycle track. Until this study is completed, the transportation implications of removing a travel lane on Erb Street are unknown. Accordingly, the Project Team's Preferred Design Concept does not include any

designated cycling facilities on Erb Street within the project area. However, should the Region's separate study ultimately recommend a two-way cycle track be implemented on Erb Street from Caroline Street to Margaret Avenue, the two-way cycle track on Erb Street from King Street to Caroline Street could, under the Project Team's Preferred Design Concept, be implemented through means of revised roadway line markings and signage without the need for additional construction.

The ATMP also recommends sidewalks on each side of Bridgeport Road/Caroline Street and Erb Street. Sidewalks currently exist on the each side of Bridgeport Road/Caroline Street from King Street to Erb Street, with the exception of a missing section on the south side of the road from Albert Street to Dupont Street. Sidewalks currently exist on both sides of Erb Street from King Street to Caroline Street.

The existing sidewalk on the north side of Bridgeport Road/Caroline Street from King Street to Erb Street will be replaced by a boulevard multi-use trail under the Project Team's Preferred Design Concept. The Project Team's Preferred Design Concept includes construction of a new 2.50 metre wide sidewalk on the south side of Bridgeport Road/Caroline Street from Albert Street to Dupont Street in order to provide a continuous section of sidewalk on the south side of the road. Additionally, the Preferred Design Concept also includes replacement of the existing sidewalks on all sections of these roadways with wider sidewalks where feasible.

The City of Waterloo's Transportation Master Plan identifies Albert Street as a recommended signed cycling route. The Project Team's Preferred Design Concept includes a northbound on-road cycling lane on the east side of Albert Street.

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 road allowances such as vehicular lanes, cycling lanes, sidewalks and boulevards. According to the CDG, Bridgeport Road/Caroline Street and Erb Street are all classified as Neighbourhood Connectors – Main Streets within the project limits. As a fundamental part of this classification, these streets should be designed to support and prioritize public transit and active transportation modes, including walking and cycling.

7. Why is Albert Street reduced from Two (2) to One (1) travel lane?

The Project Team has reviewed traffic demand forecasts for Albert Street between Bridgeport Road and Erb Street and found that one travel lane is adequate to accommodate long-term forecast traffic volumes. By eliminating one travel lane, additional space is available for both the on-road parallel parking lane and the on-road cycling lane proposed under the Project Team's Preferred Design Concept.

8. Why is Bridgeport Road/ Caroline Street reduced from Three (3) Lanes to Two (2) Lanes from King Street to Erb Street?

There is insufficient space to maintain three (3) travel lanes for vehicles and include a designated cycling facility on Bridgeport Road from King Street to Albert Street without the removal of one through lane of traffic. The Project Team has confirmed that two through lanes on Bridgeport Road/Caroline Street from King Street to Erb Street, combined with a new designated right-turn lane on Bridgeport Road at Albert Street, is adequate to accommodate long-term forecast traffic volumes without undue delay or congestion.

9. Have additional pedestrian crossings on Erb Street or Caroline Street been considered?

The Region of Waterloo uses a warrant process that considers the installation of a pedestrian crossing signal where the number of pedestrians crossing exceeds 260 pedestrians per day. Pedestrian counts completed on Erb Street at Albert Street and on Caroline Street at Dupont Street within the past five (5) years did not meet the Region's warrant for a pedestrian signal crossing.

The Region is currently conducting updated pedestrian crossing counts to determine whether the warrant is met based on the latest pedestrian crossing movements. The Region will continue to monitor the pedestrian crossing numbers in these areas, and a pedestrian crossing signal could be installed in the future if crossing demand meets the Region's warrant and if approved by Regional Council.

10. Who will be responsible for winter maintenance of the new sidewalk and multi-use trail?

The new boulevard multi-use trail on the north side of Bridgeport Road/Caroline Street from King Street to Erb Street and the new sidewalk on the south side of Caroline Street from Albert Street to Dupont Street will be cleared by the City of Waterloo. Snow clearing responsibilities in all areas of existing sidewalk will

remain unchanged. Existing sidewalks not cleared by the City will continue to be cleared by property owners.

11. Will the posted speed be changed?

No change to the existing 50 km/hr posted speed limit is proposed.

12. How will existing trees, driveways, retaining walls and lawns be affected?

Most driveways and grassed areas will have to be disturbed to some degree beyond the property line to accommodate sidewalk replacement and/or water/sanitary service replacements to property line. All driveways or grassed areas that are disturbed during construction will be repaired to equal or better condition. Grassed areas will be repaired with topsoil and sod. Driveways will be reinstated with the same material (i.e. asphalt or concrete) as exists today. The anticipated grading limits at each private property are shown on the plan view drawings at this evening's Consultation Centre.

There is minimal impact anticipated to trees along the project. The existing trees along Albert Street are located behind the existing sidewalk, beyond the limits of the proposed construction.

Some shrubs may require removal where new sidewalk is being proposed along Caroline Street, but no trees are expected to be impacted by the proposed design concept.

New boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Any new landscaping typically occurs in a separately tendered landscaping contract in the year following construction.

13. Is any private property required for this project?

The improvements being considered for this project will not require the acquisition of any property.

14. 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 "C" for definitions of the various heritage classifications under the Ontario Heritage Act.

Portions of the proposed works occur within the City of Waterloo's MacGregor-Albert Neighbourhood Heritage Conservation District. There are a number of properties either abutting the roadway within the project area or located in close proximity to the project area that are designated under the Ontario Heritage Act, in addition to a number of non-designated properties with cultural heritage value or interest.

Designated properties include: 2-4 King St. N., 3 King St. S, 4-6 King St. S., 14 Erb St. W., 57 Erb St. W., 12 Dupont St. W., 40 Albert St, 47 Albert St., 49 Albert St., 50 Albert St., 54 Albert St., 55 Albert St., 57 Albert St., 58 Albert St., 65 Albert St., 66 Albert St., 71 Albert St., 16 Bridgeport Rd., 19 Bridgeport Rd., and 22 Bridgeport Rd.

Non-Designated properties include: 2 King St. S., 1 King St. N., 10 King St. N., and 77 King St. N.

Construction of the proposed improvements to Erb Street, Bridgeport Road/Caroline Street and Albert Street will be confined to the existing rights-of-way and is not expected to adversely impact any heritage properties.

Region and City heritage staff will be consulted as the project proceeds.

15. When will construction occur? Will there be detours?

Construction is tentatively scheduled to commence in 2018. The Region's Transportation Capital Program is reviewed annually and the timing of the project may change depending on various factors. The timing of this project will also be coordinated with construction of the King Street Streetscape Improvement Project and the construction for ION Transit at the intersection of Caroline Street and Erb Street.

It is anticipated that through traffic will be maintained on Bridgeport Road/Caroline Street during construction with lane restrictions in effect. It will be necessary to fully close Erb Street from King Street to Caroline Street to through traffic in order to complete the construction. Through traffic and transit service will be detoured via Caroline Street and Allen Street. Local and emergency traffic will be maintained during construction on Erb Street. It is anticipated that one through lane of traffic will be maintained on Albert Street at most times during construction.

Pedestrian access will be maintained along each street during construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The City of Waterloo Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions during the construction period. Grand River Transit (Route 5) and ION service will be maintained during construction through the intersection of Caroline Street and Erb Street.

As is customary during Regional Road reconstruction projects, motorists will be advised of the construction timing and traffic restrictions through advance signage and through information on the Region's web site.

16. How will access to properties be maintained during construction?

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 for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

During the closure of Erb Street, access to the parking lot for the Waterloo Town Centre on Erb Street will be closed. Access to the parking lot will be available via Caroline Street.

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

Property and business owners are asked to contact the site supervisor if they have 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.

17. Will there be water service shutdowns during construction?

In order to make connections to the existing system, temporary water service interruptions will be required as part of this work. Water service interruptions will likely be less than ½ a day in duration and will likely occur between 9:00 am and 2:30 pm Monday to Friday unless other arrangements have been made.

"Notices of Water Service Interruption" will be delivered to your front door a minimum of 48 hours before any required water service shutdown.

18. Can my existing water service be upgraded?

Replacement of the existing distribution watermain on each of these roadway sections will be completed as part of this project and water service connections will be completed up to the property line with this work. Alternatively, should a property owner wish to increase the size of the water service within the road allowance up to their property line beyond its existing size to achieve increased flow, they may choose at their own cost to have this work included during this project, subject to a mutual agreement between the City of Waterloo and the property owner. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future.

If you do wish to discuss an increase in the size of your water service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

19. Can my existing sanitary service be up-graded?

Replacement of the existing sanitary sewer on each of these roadway sections will be completed as part of this project and sanitary service connections up to the property line will be completed with this work. Alternatively, should a property owner wish to increase the size of the sanitary service within the road allowance up to their property line beyond its current size to achieve increased flow, they may choose at their own cost to have this work included during this project, subject to a mutual agreement between the City of Waterloo and the property owner. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future.

If you wish to discuss an increase in the size of your sanitary service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the sanitary service on their private property (i.e. between the property line and their building) as part

of this construction. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

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

The Region of Waterloo is funding the roadworks portion of this project for the improvements to Bridgeport Road/Caroline Street and Erb Street. The City of Waterloo is funding the replacement of sanitary sewers and watermain on Bridgeport Road/Caroline Street and Erb Street and the Albert Street road improvements. The preliminary estimated cost for both the Region and City combined is \$3.9 million. The Region's estimated share of the project cost is \$2.9 million and the City's estimated share of the project costs is \$1.0 million.

21. What are the next steps?

Prior to finalizing a recommended concept for the improvements, the Project Team is asking for the public's input on the improvements being considered. This 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 refine and finalize a recommended concept in conjunction with other technical data.

22. When will a final decision be made?

The Project Team will review the public comments received from this evening's Public Consultation Centre and use them as input for confirming the Final Recommended Design Concept for this project. It is anticipated that this Final Recommended Design Concept will be presented to Regional Planning and Works Committee and Council in 2016 for ultimate project approval. In advance of these meetings, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval. The project would then proceed to detailed design for construction in 2018.

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

Adjacent property owners and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of any future meetings. Alternatively, all correspondence and related

information regarding this project will be posted on the Region's website.

24. 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 by appointment at the Region of Waterloo municipal office at 150 Frederick Street, Kitchener. 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/FutureConstructionProjects.asp
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

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

Mr. Jim Ellerman, A.Sc.T.
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 Email: mchristensen@walterfedy.com

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.

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 “B” 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.

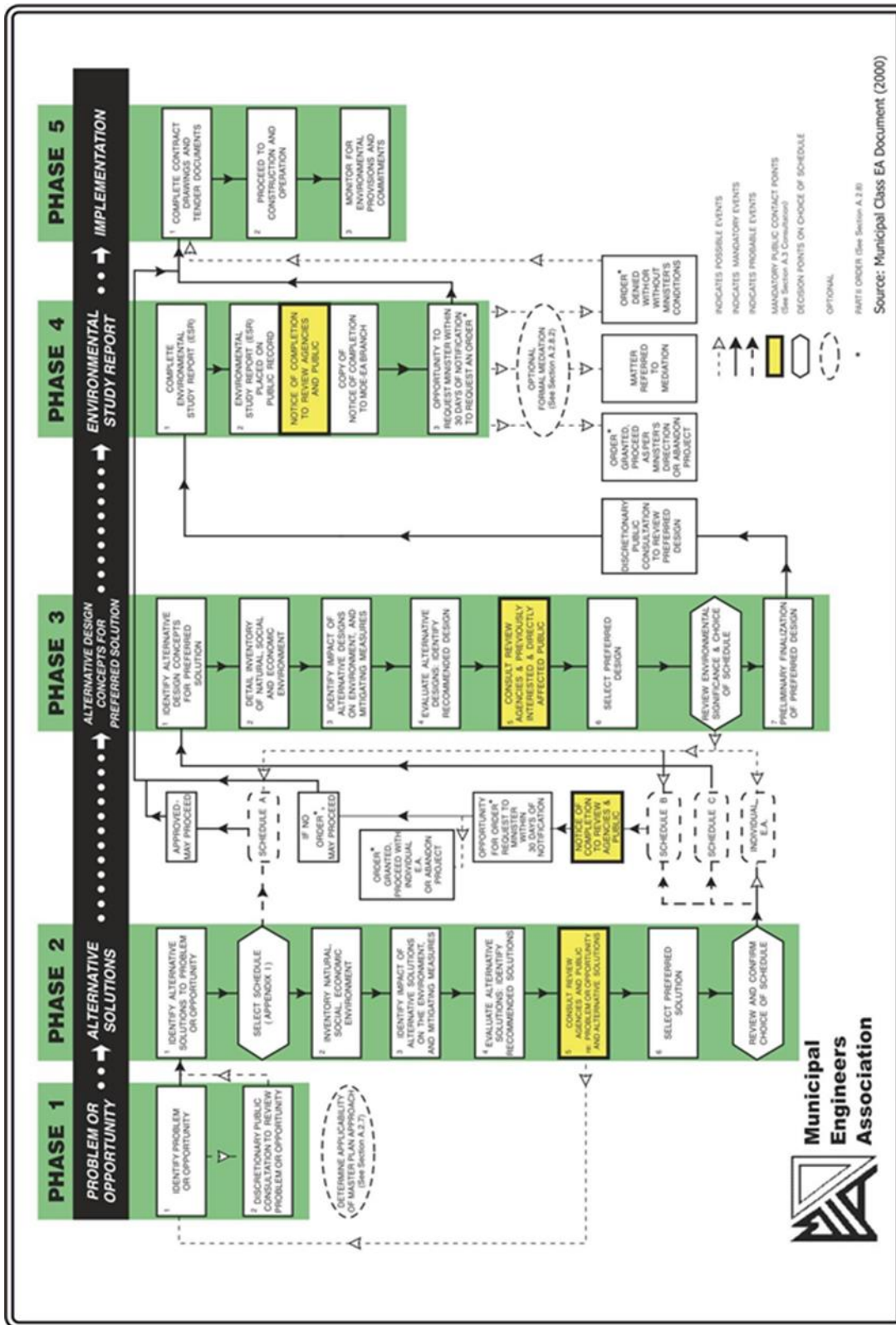
All stakeholders are urged to try to resolve issues since it is preferable for them to be resolved by the municipality in which a project is located, rather than at the provincial level.

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

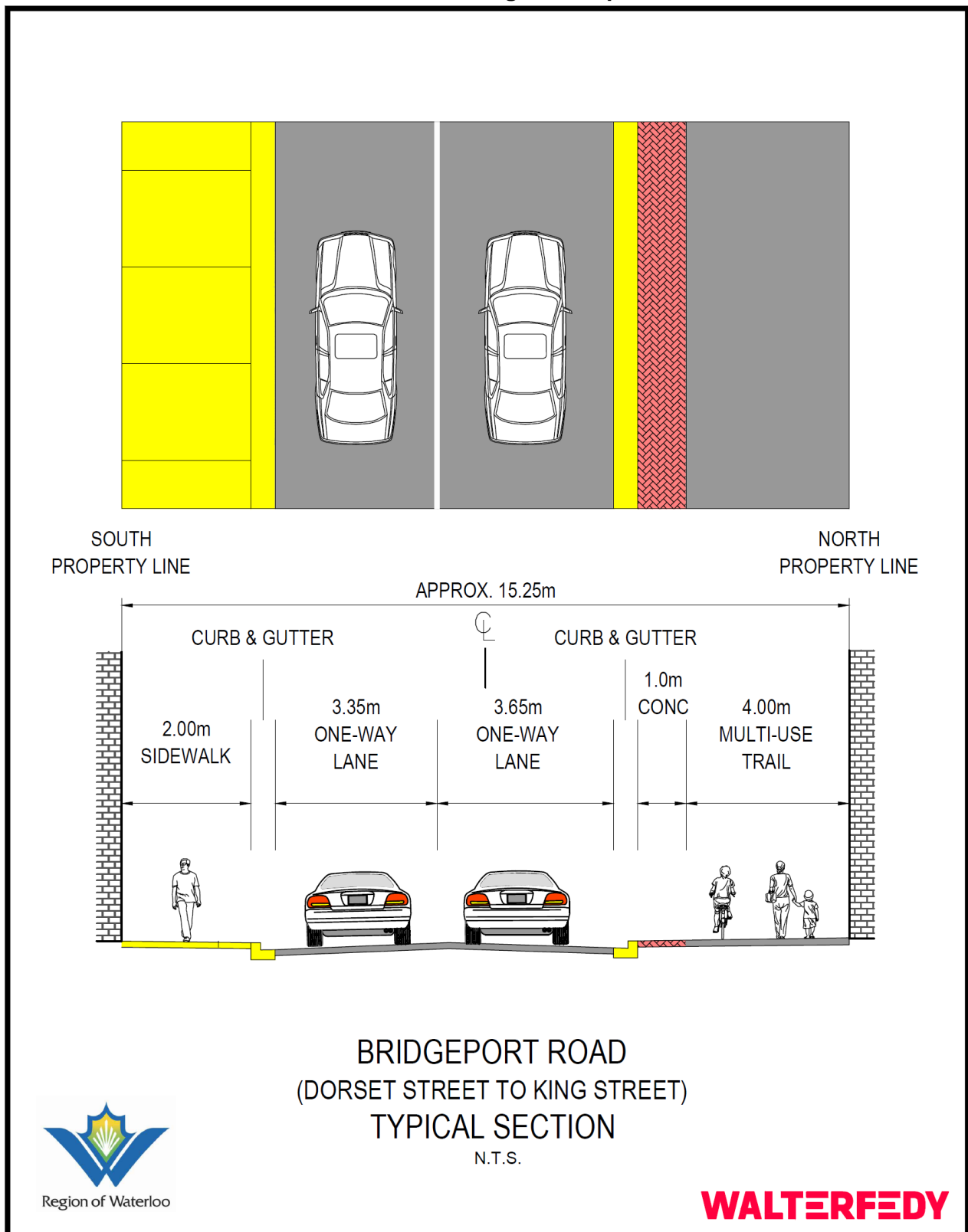
Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON M4V 1P5

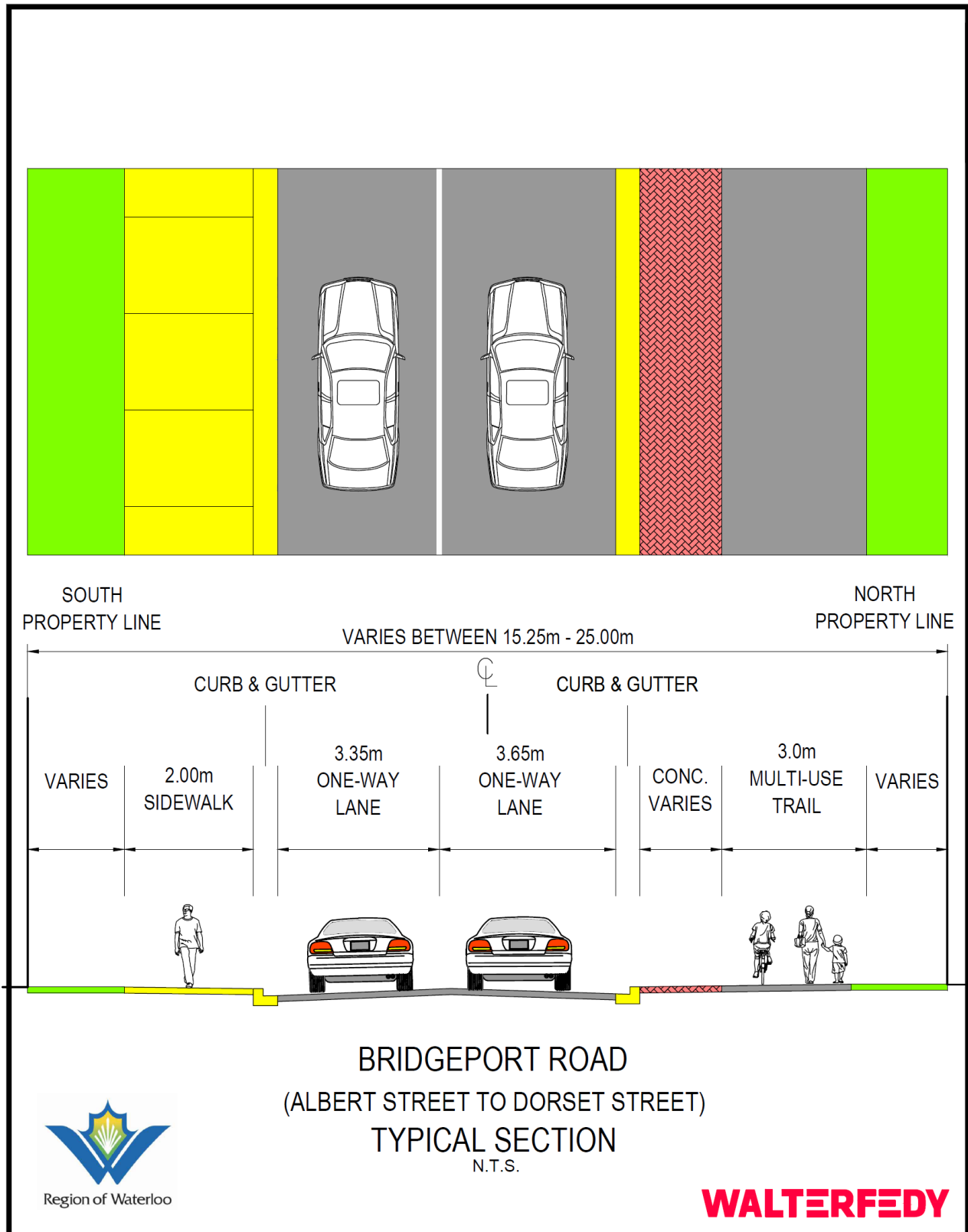
The request must address the following with respect to the identified concerns:

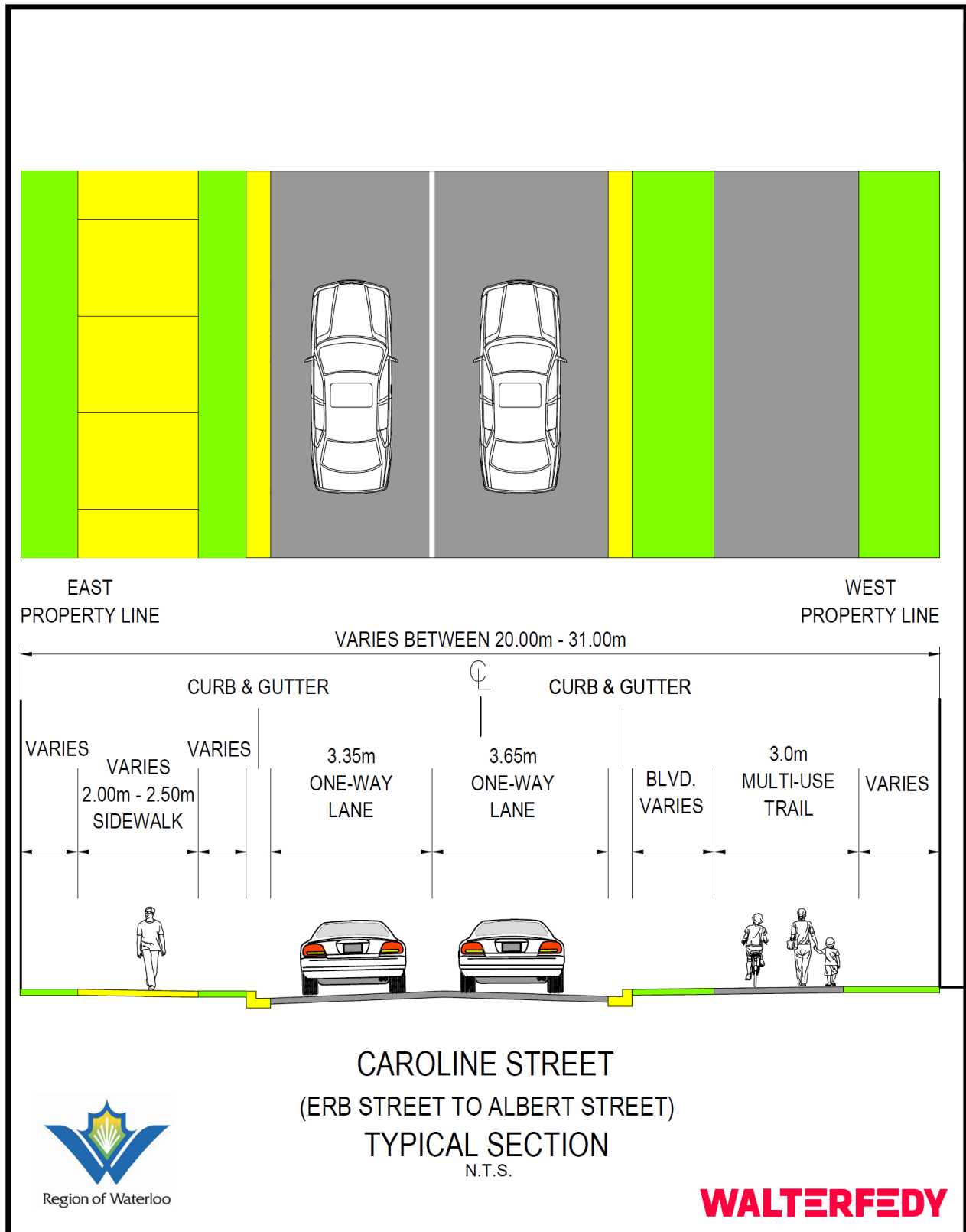
- Environmental Impacts and specific concerns;
- Adequacy of the planning and public consultation process;
- Involvement of the person in the planning process; and
- Details of discussions held between the person and the proponent.

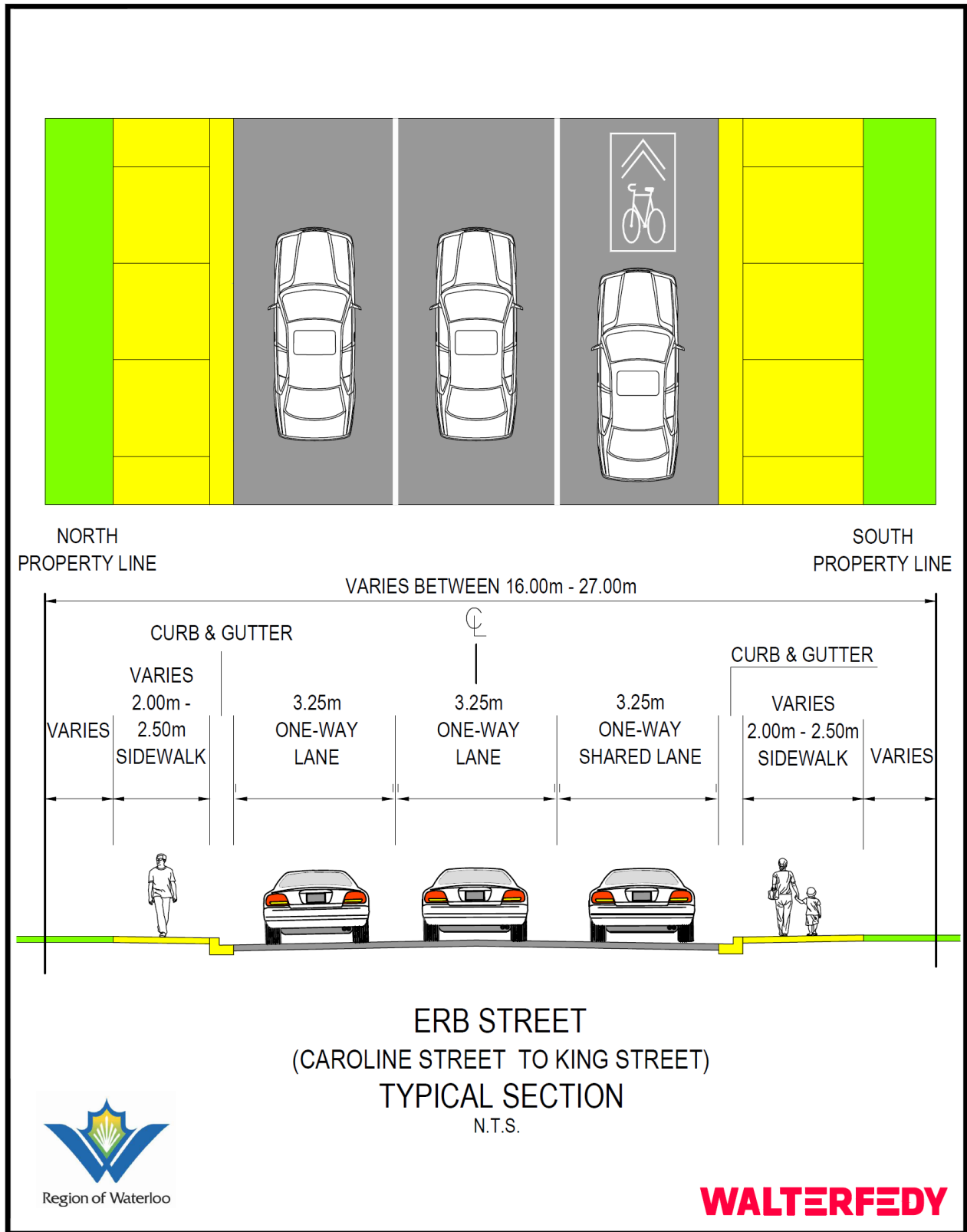


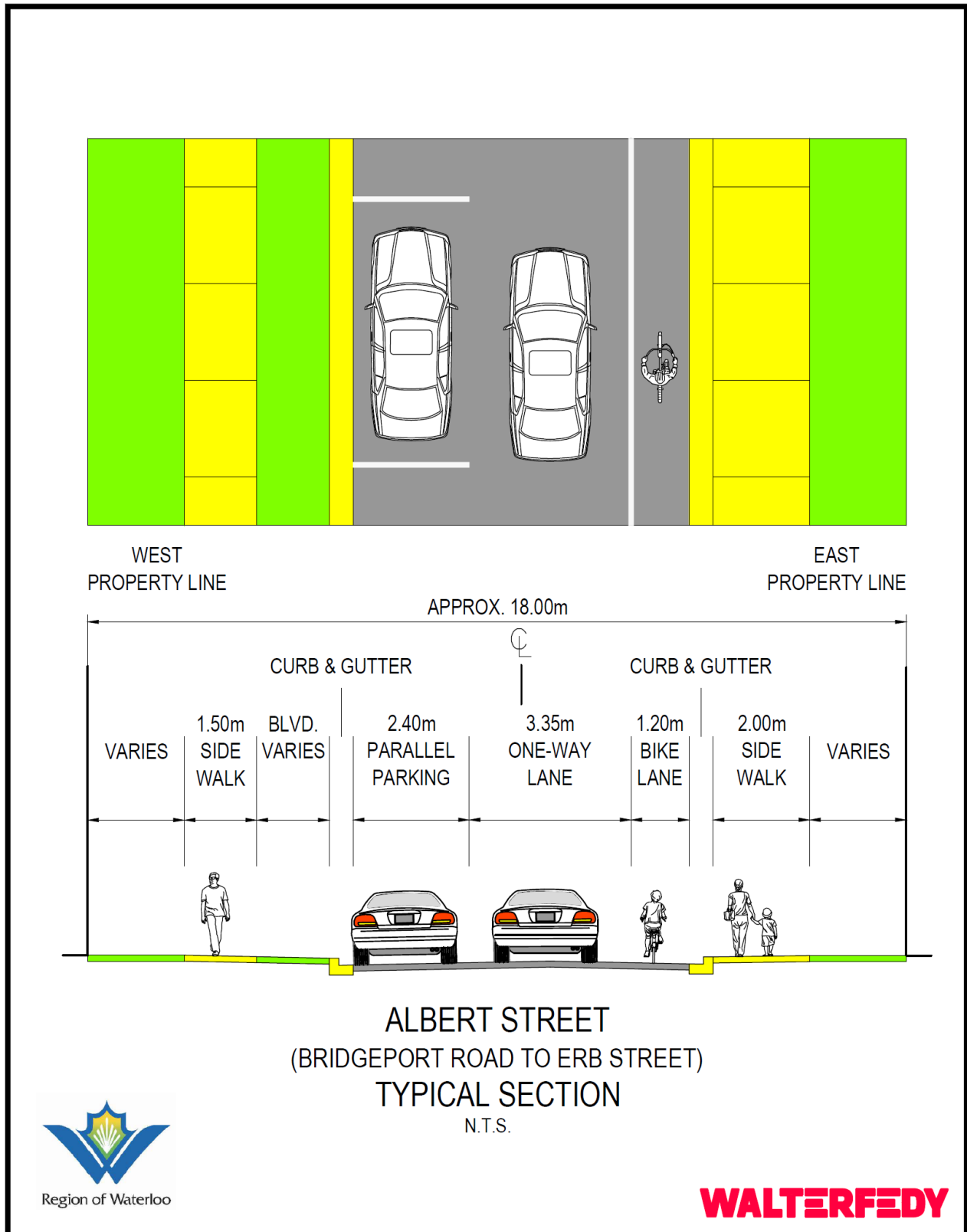
Appendix "B"
Preferred Design Concept

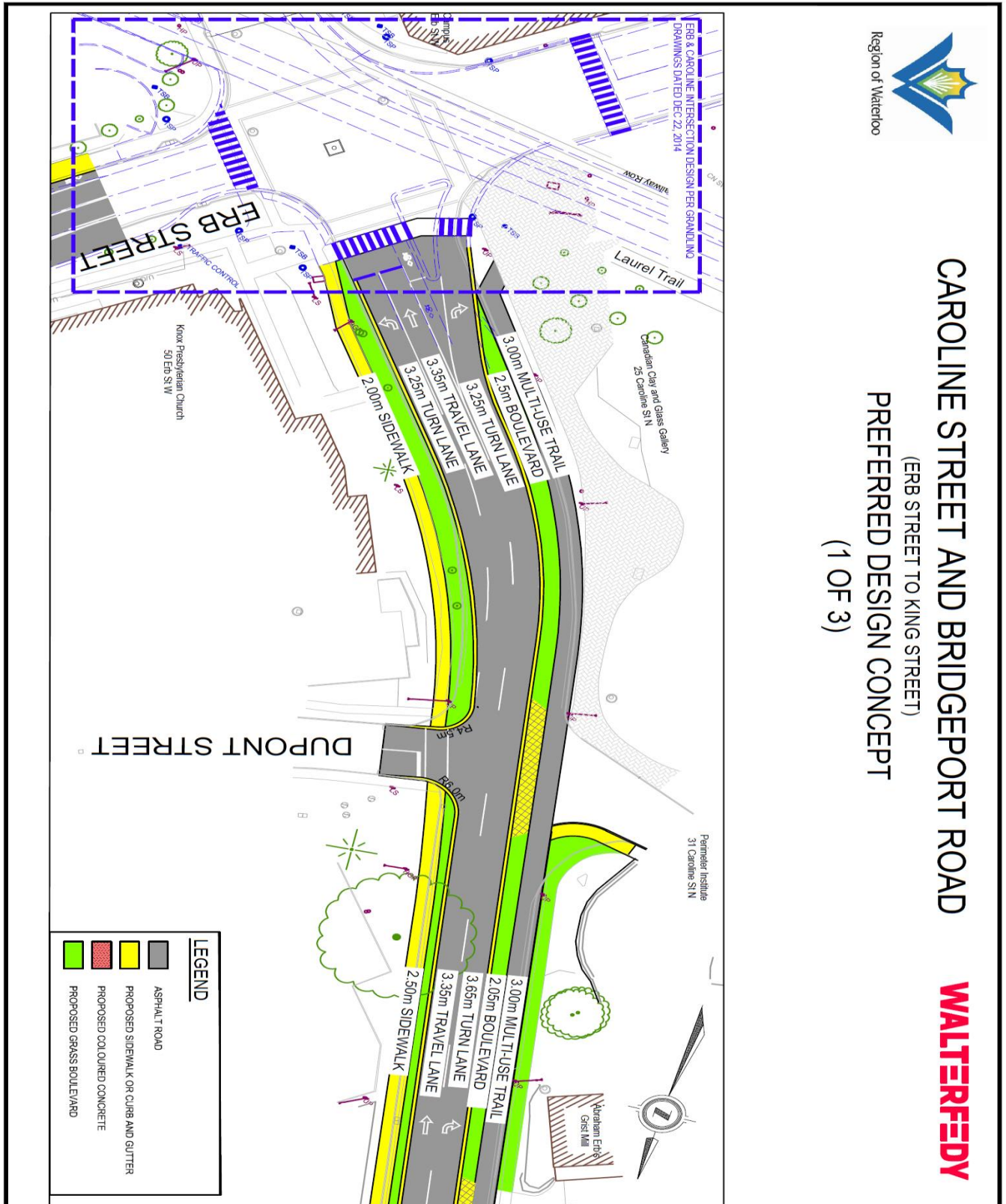












CAROLINE STREET AND BRIDGEPORT ROAD
(ERB STREET TO KING STREET)

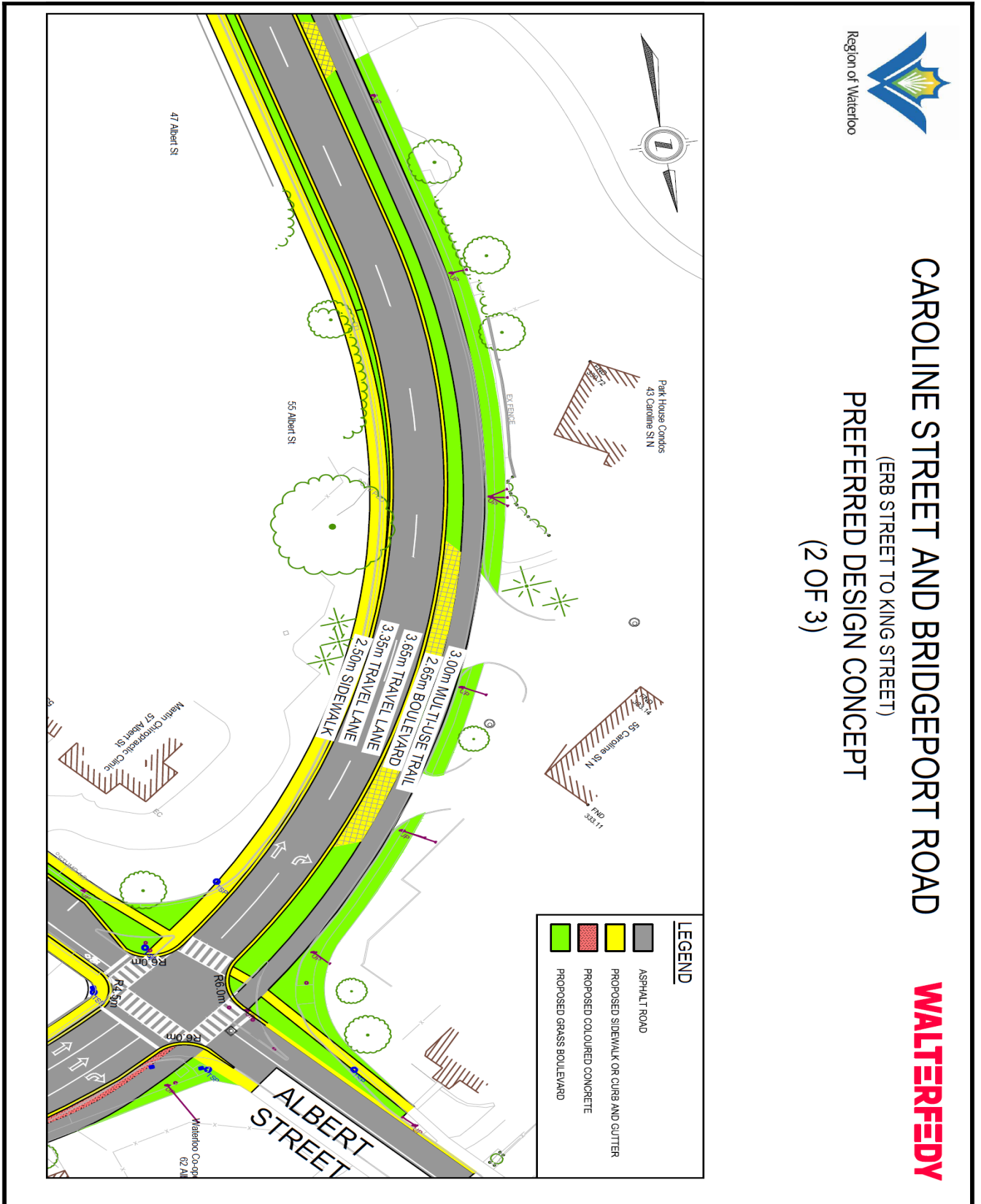
PREFERRED DESIGN CONCEPT

(1 OF 3)



SEE PLAN 2 OF 3

SEE PLAN 1 OF 3



CAROLINE STREET AND BRIDGEPORT ROAD
(ERB STREET TO KING STREET)

PREFERRED DESIGN CONCEPT
(2 OF 3)



SEE PLAN 3 OF 3

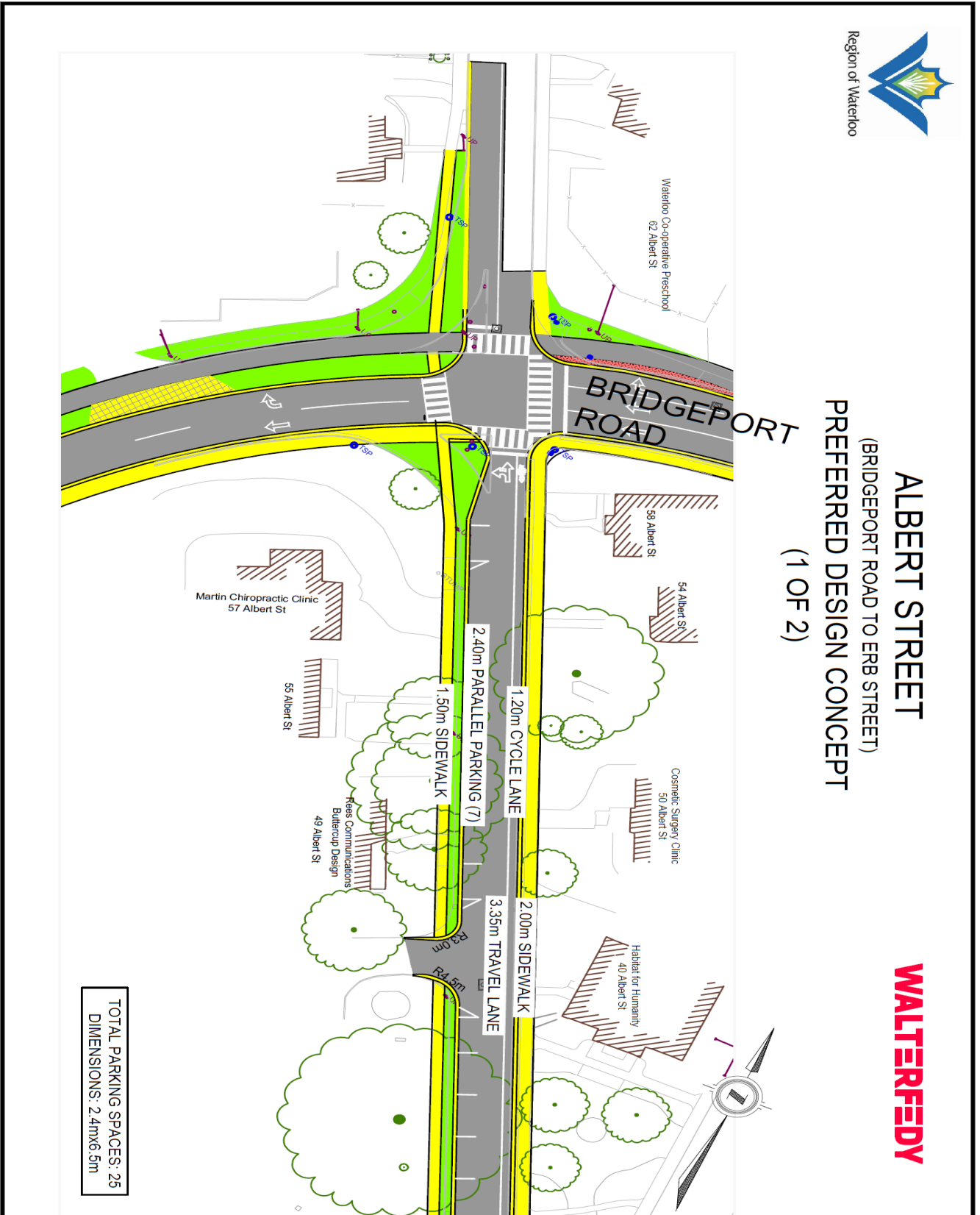


ALBERT STREET

(BRIDGEPORT ROAD TO ERB STREET)

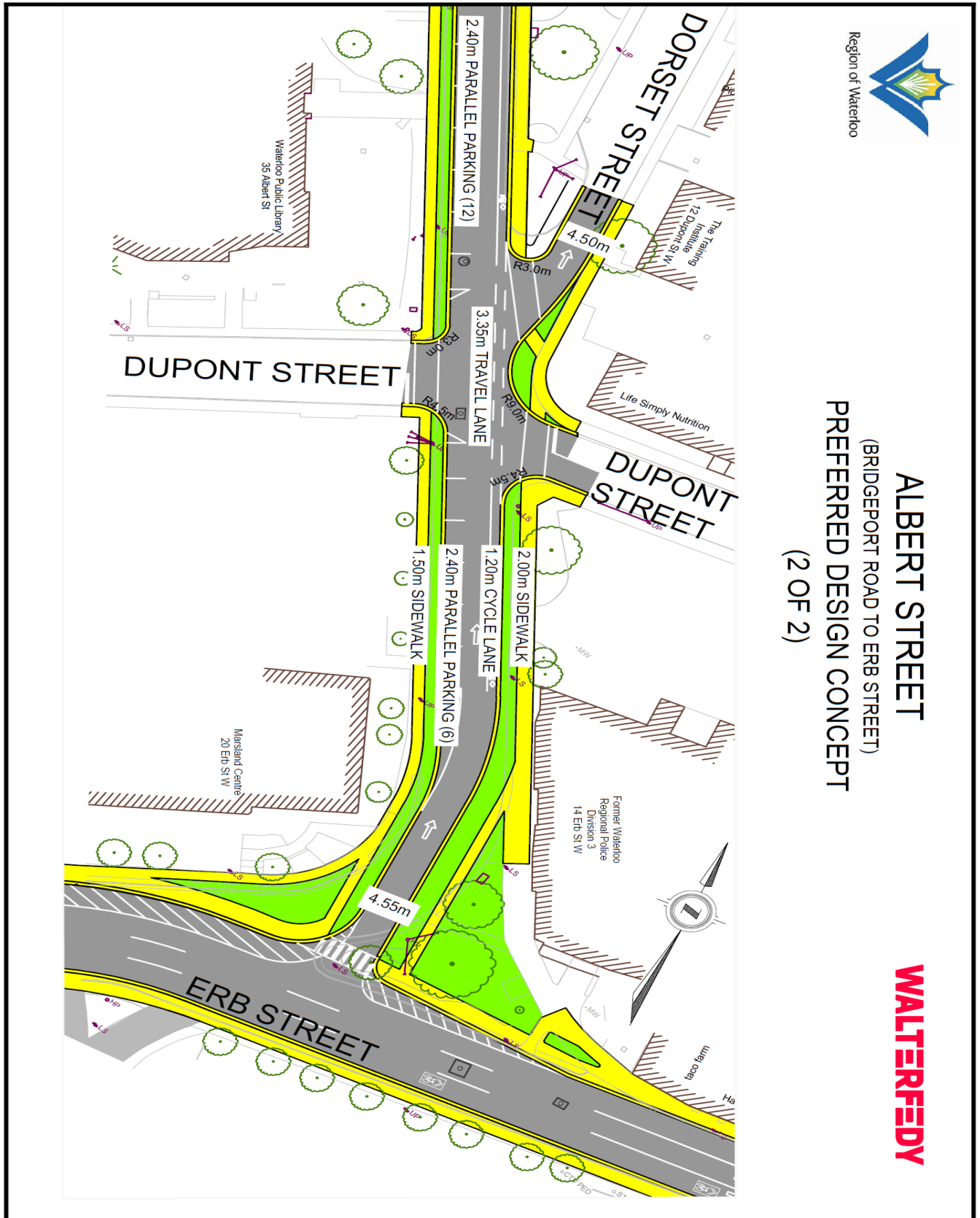
PREFERRED DESIGN CONCEPT

(1 OF 2)



SEE PLAN 2 OF 2

SEE PLAN 1 OF 2



ALBERT STREET
(BRIDGEPORT ROAD TO ERB STREET)
PREFERRED DESIGN CONCEPT
(2 OF 2)



Appendix “C”

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

Bridgeport Road, Caroline Street, Erb Street, and Albert Street Improvements

City of Waterloo

Public Consultation Centre

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 **Wednesday, February 17, 2016** to:

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Are you interested in upgrading your water service as part of this project?

YES

NO

Are you interested in upgrading your sanitary service as part of this project?

YES

NO

Comments or concerns regarding this project:
