



o N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4430
www.regionofwaterloo.ca

Refer To:

Delton Zehr, (519) 575-4757 x 3637

File No:

7122.E

Date:

February 8th, 2016

**PROPERTY OWNERS AND/OR OCCUPANTS, AGENCIES AND THOSE WHO ATTENDED
THE JUNE 17TH, 2015 PUBLIC CONSULTATION CENTRE**

Dear Sir/Madam:

**Re: Fischer-Hallman Road Improvements Class Environmental Assessment Study
Bleams Road to Plains Road
City of Kitchener**

This notice is to advise all property owners, agencies and those who attended the June 17th, 2015 Public Consultant Centre that a staff report will be tabled at the February 23rd, 2016 Regional Planning and Works Committee recommending that Committee approve the Recommended Design Alternative and authorize staff to file the 'Notice of Completion' for this Class EA Study.

The Region of Waterloo is currently undertaking a Class Environmental Assessment Study to develop and evaluate design alternatives for improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener. A Public Consultation Centre was held on Wednesday, June 17th, 2015 at the Kitchener Portuguese Club Inc., at which time four (4) design alternatives were presented. Members of the public were requested to provide their comments with respect to the improvements under consideration. A summary of the public comments from the June 17th, 2015 Public Consultation Centre and the Project Team's response to these comments is attached to this letter.

Following a review of all of the public comments received and upon consideration of other relevant criteria, the Project Team has confirmed Design Alternative No. 2 as the Recommended Design Alternative. A drawing of Design Alternative No. 2 is attached to this letter.

Design Alternative No. 2 includes primarily the following improvements:

- Reconstruct and widen Fischer-Hallman Road to provide two (2) through lanes of traffic in each direction from Bleams Road to Plains Road with a raised centre median and curb and gutter on each side of Fischer-Hallman Road;
- Construct a 4.0 metre wide boulevard multi-use trail on each side of Fischer-Hallman Road from Bleams Road to Plains Road;
- Construct a roundabout at the planned intersection of Fischer-Hallman Road and proposed Rosenberg Way with two (2) lanes of traffic on Fischer-Hallman Road in each

direction and one (1) lane of traffic on Rosenberg Way in each direction designed to accommodate future right-turn bypass lanes for southbound, eastbound and westbound traffic and widening of Rosenberg Way to two (2) through lanes of traffic if warranted in the future;

- Construct a new roundabout at the planned intersection of Fischer-Hallman Road and proposed Street 1 with two (2) lanes of through traffic on Fischer-Hallman Road in each direction and one (1) lane of through traffic on Street 1 in each direction designed to accommodate future widening of Street 1 to two (2) through lanes if warranted in the future;
- Provide Level 2 Pedestrian Crossovers including signs and pavement markings at each leg of the proposed roundabouts at planned Fischer-Hallman Road and Rosenberg Way and Fischer-Hallman Road and planned Street 1;
- Construct two (2) pedestrian/trail crossings of Fischer-Hallman Road located approximately 280 metres south of Bleams Road and approximately 550 metres north of Seabrook Drive to be marked in accordance with the new Ontario Traffic Manual guidelines for connectivity to City of Kitchener trails as warrants are met and design the centre medians to accommodate pedestrian and cyclist crossings;
- Construct new storm sewers, sanitary sewers and watermain beneath Fischer-Hallman Road to facilitate the road widening and servicing of adjacent development lands;
- Construct an “eco-passage” approximately 600 metres north of Seabrook Drive in the vicinity of the overhead Hydro One power lines to facilitate wildlife passage under Fischer-Hallman Road;
- Reduce the posted speed limit from 80 km/h to 60 km/h upon completion of each stage of construction on Fischer-Hallman Road from Bleams Road to Plains Road;
- Construct new Grand River Transit bus stop pads and landings, and a new on-street transit facility behind the curb and gutter on the west side of Fischer-Hallman Road between Huron Road and planned Street 1 designed to accommodate future IXpress transit service;
- Install new streetlights on each side of Fischer-Hallman Road; and,
- Plant new boulevard and centre median trees and landscaping where appropriate and feasible.

A staff report will be tabled at the February 23rd, 2016 Regional Planning and Works Committee recommending that Committee approve the Recommended Design Alternative and authorize staff to file the ‘Notice of Completion’ for this Class EA Study. Construction is tentatively scheduled to commence in 2020.

Interested members of the public may attend this meeting of Regional Planning and Works Committee on Tuesday, February 23rd, 2016 at approximately 9:00 a.m. in the Council Chamber, 2nd Floor, Regional Administration Building, 150 Frederick Street, Kitchener. The staff report will be available for public review on the Region of Waterloo's web site www.region.waterloo.on.ca after 4:30 p.m. on Friday, February 19th, 2016. The time of the Planning & Works Committee meeting may change so if you plan to attend please contact Council and Administrative Services at 519-575-4420 on February 19th to confirm the meeting time.

Should you wish to appear as a delegation at this meeting to voice an opinion on this project please contact Regional Council and Administrative Services at (519) 575-4420 or email to RegionalClerk@regionofwaterloo.ca by Noon on the Thursday before the date of the Committee meeting.

Yours truly,



Delton Zehr, C.E.T.
Project Manager, Transportation Capital Projects

DZ/JM

Cc. Dave Weiler, Region of Waterloo

Attachments: Summary of Public Comments from June 17th, 2015 PCC
Project Team Response to Comments
Drawing of Project Team's Recommended Design Alternative

Summary of Public Comments from June 17th, 2015 Public Consultation Centre

Comments
<p>I am concerned with what happened when you dump the traffic @ Plains Road. Where does it 60 afterwards? What happened to the link with 401 that was proposed many years ago? What about the tie in with Camron?</p>
<p>More sidewalks</p>
<p>I'd like to comment on the pending Fischer-Hallman road improvements in south west Kitchener. My opinion is that design alternative #2 would be the best option for this area. It's unfortunate, however, that construction is so far out. Thanks.</p>
<p>Will my residential driveway off Fischer-Hallman Road in the northeast corner of Fischer-Hallman Road and Plains Road remain open after construction?</p>
<p>Our driveway is approximately 700 m from Plains Road. There is a concern about the speed limit changed from proposed 60 km/h to 80 km/h just before the driveway. It is already difficult to turn out of the driveway and if the speed limit changes it will make it difficult to anticipate a safe turn.</p>
<p>We have downloaded the information package and boards for PCC#1.</p> <p>Unfortunately, we can not make it to the meeting tonight to speak with you directly to voice our concern. We are significantly concerned that the 'Preliminary Preferred Design Alternative' does not identify any access to our clients lands at 1314 Fischer-Hallman Road (or provide any indication of an access). As you are aware, there is an active zone change application on the lands and access to the site is fundamental for development of the lands. Access to the lands can not be taken away from the lands through this Class EA process.</p>
<p>Further to our attendance at the Public Consultation Centre held on June 17, 2015 regarding the above noted matter, please accept this letter noting our objection on behalf of 2224270 Ontario Inc. (c/o Lexington Park Real Estate Capital Inc.) to the proposed access restrictions that are imposed on the lands at 1250 Fischer-Hallman Road by the future Bleams Road and Fischer-Hallman Road roundabout construction.</p> <p>This letter is meant to draw attention to some specific items that we feel need to be taken into account as the consideration of this roundabout continues to move forward. In this regard, we specifically note the following:</p>

Upon review of the attached plan (see Appendix 'A') it appears the access to Bleams Road will be limited to right in / right out movements only due to the median extension proposed as part of the roundabout construction. We believe and request that this access should be full movement.

Similarly we would request a full movement access onto Fischer-Hallman Road. Based on the attached roundabout design it appears that the median on Fischer-Hallman would extend the full length of our property, and would therefore limit the access. As such, we would request that the Region shorten the length of the south median on Fischer-Hallman Road allowing full access to our property at that location and the east median on Bleams Road allowing full access as well.

For the reasons listed above, our client objects to the proposed design of the centre median on Fischer-Hallman Road south and Bleams Road east and would like to see our input taken into consideration.

If you have any questions or require further information, please do not hesitate to contact the undersigned.

Our clients objective is to ensure that all developments contemplated by the Rosenberg Secondary Plan is accounted for in identifying improvements that should be considered and planned for as part of the Fischer Hallman Road Class EA. We ask that the Fischer Hallman Study take the approved Rosenberg Secondary Plan into account in finalizing road and intersection improvements and in this regard, please consider the TIS prepared by Paradigm as the most current information.

I thank you in advance for your consideration. Mr. Mallett and I will call you to follow-up.

I am writing on behalf of our clients with lands located within the Rosenberg Community. Our client's lands are identified on the attached plan.

Our clients retained Paradigm Transportation Solutions Limited to prepare a Traffic Impact Study (TIS) for all lands located north of the Williamsburg Cemetery and within the Rosenberg Community. The TIS is dated November 2014 and is attached for your reference.

Paradigm have followed-up with Regional staff to understand the traffic assumptions associated with the Fischer Hallman Road Study. Based on this follow up, Paradigm advise that the Fischer Hallman Road study relies upon the Poulos and Chung Report prepared as input to the City of Kitchener's Southwest Urban Area Study process. A copy of the Poulos and Chung Report is attached for your easy reference.

Paradigm have followed-up with Regional staff to understand the traffic assumptions associated with the Fischer Hallman Road Study. Based on this follow up, Paradigm advise that the Fischer Hallman Road study relies upon the Poulos and Chung Report prepared as input to the City of Kitchener's Southwest Urban Area Study process. A copy of the Poulos and Chung Report is attached for your easy reference.

As you may or may not be aware, the Poulos and Chung Report is premised upon a land use option (Land Use Option 6) which does not represent the approved land use schedule of the Rosenberg Secondary Plan (Map 22e). Land Use Option 6 represents a lower density land use option compared to the approved land use plan and in this regard, I have attached a plan which illustrates both Land Use Option 6 (assumed) and Map 22e of the Rosenberg Secondary Plan (approved). The Traffic Impact Study (TIS) prepared by Paradigm is based on the approved land use schedule of the Rosenberg Secondary Plan.

Paradigm have confirmed there are significant differences between the trip generation associated with their analysis and the Poulos and Chung Report. A summary memo from Paradigm is attached. Part of the difference may be explained by the land use plan assumed by the Poulos and Chung Report.

Project Team Responses to the Comments from the June 17, 2015 Public Consultation Centre

Thirty-seven (37) members of the public formally signed in at the Public Consultation Centre and three (3) comments sheets, two (2) emails and one (1) letter were received from the Public Consultation Centre. The main comments received at the Public Consultation Centre and the Project Team's responses to these comments are summarized as follows:

Comment No. 1 – Support for the Project Team's Preferred Design Alternative and Pedestrian Facilities

Summary of Comments

One (1) comment expressed support for the Project Team's Preferred Design Alternative No. 2.

One (1) comment simply saying, "more sidewalks".

Project Team Response

Following the Public Consultation Centre, the Project Team confirmed Design Alternative No. 2 as the Project Team's Recommended Design Alternative for this project.

The Project Team also recommends that a painted centreline stripe, as well as appropriate symbols and signage, be provided on the boulevard multi-use trails to delineate cyclist and pedestrian traffic.

Comment No. 2 – Comments Regarding Access to Adjacent Properties

Summary of Comments

Two (2) comments received indicated concern about whether their existing property access/entrance will remain open.

One (1) comment expressed concern that the proposed roundabout at the intersection of Fischer-Hallman Road and Bleams Road does not provide a full movement access to the development property located on the south-east corner of Fischer-Hallman Road and Bleams Road and indicated that a full movement access is required for the development.

Project Team Response

The Project Team's response to each of these issues is summarized below:

1. The Project Team notes that all existing entrances or driveways will remain open and will be reconstructed within the Fischer-Hallman Road right-of-way to Regional standards as part of the road widening construction. The Region will coordinate the construction of any revisions to accesses approved under the Site Plan Application process for developing lands in accordance with the approved site plan;
2. The Project Team notes that the roundabout at the intersection of Fischer-Hallman Road and Bleams Road was approved for construction under a separate Class Environmental Assessment Study completed in December 2012. It is further noted that Fischer-Hallman Road is designated as a "Controlled Access Prohibited" road under Region By-law 58-87. A raised centre median facilitates access control to adjacent properties. Raised centre medians are also consistent design features for roadways which are roundabout corridors. However, the Project Team notes that approval of access to any adjacent development site is considered by the Region's Planning Department under the site plan control application process and ultimately approved by Regional Council and, as such, is independent of this Class Environmental Assessment Study. The Recommended Design Alternative does not preclude the implementation of full movement accesses if approved in the future.

Comment No. 3 – Comments Regarding Traffic and Speeds South and Outside of the Study Limits

Summary of Comments

One (1) comment submitted expressed concern that the proposed reduction speed from 80 km/h to 60 km/h on Fischer-Hallman Road from Bleams Road to Plains Road would make it more difficult for the property owner to make a safe turn onto Fischer-Hallman Road from approximately 700 metres south of Plains Road.

One (1) comment questioned (i) what will happen with the traffic volume south of Plains Road, (ii) where does the 60 km/h go afterwards, and (iii) what happened to the link to the 401 and what about tying in with Cameron.

Project Team Response

The Project Team's response to each of these issues is summarized below:

1. It is anticipated that Fischer-Hallman Road will operate at a lower travel speed following construction as there will be roundabouts at five (5) intersections on Fischer-Hallman Road within the study limits. In accordance with Region practice and policy, the Project Team believes that Fischer-Hallman Road from Bleams Road to Plains Road should be designed and posted for a speed limit of 60 km/h. The Project Team believes that a reduction in posted speed limit from 80 km/h to 60 km/h on Fischer-Hallman Road from Bleams Road to Plains Road would not likely have any impact on existing vehicular speeds 700 metres south of Plains Road.
2. The 2010 Region Transportation Master Plan (RTMP) identified the need for an improved connection to Highway 401 in the long-term and suggested a future study be undertaken to determine the most appropriate connection, including an option to extend Fischer-Hallman Road to the Highway 401 interchange with Cedar Creek Road (Regional Road No. 97). To date, Regional staff has not yet commenced a study to determine potential Highway 401 connections. Regional staff will be updating the Regional Transportation Master Plan in 2016 and 2017 which will include a recent potential expansion of the urban area in southwest Kitchener as identified through the settlement of the Regional Official Plan in June 2015. It is expected that this RTMP update will provide the need, justification and timeframe for an improved connection to Highway 401.

Comment No. 4 – Comment Regarding Projected Traffic Volumes in Transportation Study

Summary of Comments

One (1) comment submitted suggests the projected traffic generation from future adjacent developments to identify capacity improvements is underestimated.

Project Team Response

The 2010 Regional Transportation Master Plan (RTMP) identified the need to widen Fischer-Hallman Road from Bleams Road to Plains Road from two (2) to four (4) lanes. The Transportation Report prepared in support of this Class Environmental Assessment (Class EA) Study confirms the needs identified in the RTMP recommending the widening of Fischer-Hallman Road from Bleams Road to Plains Road from two (2) to four (4) lanes. The Transportation Report reviewed a number of transportation studies completed in the study area including the Transportation Study for the Rosenberg Secondary Plan Study (approved in 2013), Transportation Assessment for the Southwest Kitchener Urban Area Study (approved in 2011),

Transportation Report for the Mattamy Homes Subdivision (2011), Traffic Impact Study for the Becker Estates Development (2007) and a Traffic Impact Study for the Williamsburg South and South Estates Developments adjacent to Bleams Road (2012). The forecasted traffic volumes used to prepare the Transportation Report for this Class EA Study were based on the available traffic counts, and planned road and transit projects in the Region of Waterloo and the City of Kitchener.

RECOMMENDED DESIGN ALTERNATIVE
DESIGN ALTERNATIVE #2 ' MULTI-USE TRAIL (MUT)'
 CONTINUOUS RAISED CENTRE MEDIAN, MULTI-USE TRAIL ON BOTH SIDES OF THE ROAD

