



Report: TES-DCS-16-05

Region of Waterloo

Transportation and Environmental Services

Design and Construction

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: February 23, 2016 **File Code:** 07122

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

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for proposed improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener:

- a) Approve the Recommended Design Alternative for Fischer-Hallman Road as outlined in Report TES-DCS-16-05;
- b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on the public record for a period of 30 days; and,
- c) Upon completion of construction, that The Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended to:
 - a) Remove from Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 375m south of Bleams Road (Regional Road 56);
 - b) Remove from Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 375m south of Bleams Road (Regional Road 56) to 500m north of New Dundee Road (Regional Road 12);

- c) Add to Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Huron Road;
 - d) Add to Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Huron Road to 500m north of New Dundee Road (Regional Road 12);
 - e) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Huron Road, Through/Left and Through/right;
 - f) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Huron Road, Through/Left and Through/right;
 - g) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Seabrook Drive, Through/Left and Through/right;
 - h) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Seabrook Drive, Through/Left and Through/right;
 - i) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Rosenberg Way, Through/Left and Through/right;
 - j) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Rosenberg Way, Through/Left and Through/right;
and,
- d) Upon completion of development and construction of the roundabout at Fischer-Hallman Road (Regional Road 58) and Street 1 (as known today), that The Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended to:
- a) Remove from Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Huron Road;
 - b) Remove from Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Huron Road to 500m north of New Dundee Road (Regional Road 12);
 - c) Add to Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Street 1 (as known today);
 - d) Add to Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Street 1 (as known today) to 500m north of New Dundee Road (Regional Road 12);

- e) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Street 1 (as known today), Through/Left and Through/right; and,
- f) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Street 1 (as known today), Through/Left and Through/right.

Summary:

The Region of Waterloo is currently undertaking a Class Environmental Assessment (Class EA) Study to consider improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener. Please refer to Appendix "A" for a Key Plan of the Study Area.

This Class EA Study is being directed by a "Project Team" consisting of staff from the Region of Waterloo, the City of Kitchener, the Region's engineering consultant Associated Engineering, Regional Councillor Tom Galloway and City of Kitchener Councillor Kelly Galloway-Sealock.

A Public Consultation Centre was held on June 17, 2015 to receive public input. Comments received at the Public Consultation Centre are included in Appendix "F" of this report and the Project Team's response to the comments received is included in Appendix "G" of this report. Based on a review of the technical information gathered for this project as well as a review of all public and agency comments received, the Project Team, which includes City of Kitchener staff and Councillor Galloway-Sealock, is now recommending that Regional Council approve the following improvements for Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener:

- 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.

The Recommended Design Alternative provides the required capacity for long-term traffic needs on this section of Fischer-Hallman Road, facilitates access control, improves traffic operations and pedestrian crossings, provides active transportation facilities as recommended in the Region’s Active Transportation Master Plan, improves the streetscape for all users, and has the lowest cost of the design alternatives considered (excluding the “do nothing” alternative).

A Class EA Study that was previously completed by the Region in 2012 for the widening of Fischer-Hallman Road from Ottawa Street to Bleams Road recommended construction of a roundabout at the intersection of Fischer-Hallman Road and Bleams Road. The detailed design and construction of this roundabout will be completed in conjunction with the design and construction of Fischer-Hallman Road from Bleams Road to Plains Road.

Staff is now also recommending that Regional Council direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of

advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on public record for a period of thirty (30) days.

The estimated cost for design and construction of the improvements to Fischer-Hallman Road from Bleams Road to Plains Road is \$22,605,000, all to be funded from the Development Charges Reserve Fund. Construction is currently scheduled to commence in 2020 and is to be completed in stages over a number of years as development proceeds and traffic volumes increase.

Letters advising of the recommendations contained in this Report TES-DCS-16-05 were mailed to all agencies and those who attended the June 17, 2015 Public Consultation Centre, and mailed to all owners/residents abutting the Fischer-Hallman Road project limits during the week of February 8th, 2016.

Report:

1.0 Background

The Region of Waterloo is currently undertaking a Class Environmental Assessment (Class EA) Study to consider improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener. Please refer to Appendix "A" for a Key Plan of the Study Area. This Class EA Study has been initiated by the Region to address several needs on Fischer-Hallman Road. The Region's 2010 Transportation Master Plan (TMP) identified the need to widen Fischer-Hallman Road from Bleams Road to Plains Road within the five (5) to ten (10) year timeframe in order to provide adequate capacity for forecasted traffic volumes along this section of Fischer-Hallman Road. The existing roadway asphalt on Fischer-Hallman Road from Bleams Road to Plains Road is in fair to poor condition and in need of rehabilitation or replacement. Fischer-Hallman Road from Bleams Road to Plains Road is currently constructed as a rural road with gravel shoulders and roadside ditches. The posted speed limit on Fischer-Hallman Road is currently 60 km/h from Bleams Road to approximately 300 metres southerly and 80 km/h from approximately 300 metres south of Bleams Road to New Dundee Road. The planning of these roadway improvements is being undertaken in accordance with the Region's Transportation Master Plan, the Region's Active Transportation Master Plan, the Regional Context Sensitive Transportation Corridor Design Guidelines, the City of Kitchener Rosenberg Secondary Plan, the City of Kitchener Trails Master Plan and other relevant Regional and City of Kitchener policies and guidelines.

The Community Master Plan and the Rosenberg Secondary Plan was a two-year process that resulted in City, Regional and OMB approval of land use policies which are intended to guide the planned function of this high density mixed use corridor in order to achieve the Regional objective of 25% modal split for transit ridership for this area.

This Class EA Study is being directed by a “Project Team” consisting of staff from the Region of Waterloo, the City of Kitchener, the Region’s engineering consultant Associated Engineering, Regional Councillor Tom Galloway and City of Kitchener Councillor Kelly Galloway-Sealock.

2.0 Corridor Features

Fischer-Hallman Road from Bleams Road to Plains Road generally has an existing 30.48 metre wide right-of-way. The Region’s Official Plan identifies this section of Fischer-Hallman Road as being designated for a right-of-way of 36.576 metres.

Within the Study Area, Fischer-Hallman Road and Bleams Road are under the jurisdiction of the Region of Waterloo. Existing local intersecting streets under the jurisdiction of the City of Kitchener include Seabrook Drive, Sienna Drive, Huron Road and Plains Road. Planned local intersecting streets that will ultimately be under the jurisdiction of the City of Kitchener include Rosenberg Way, Street Two and Street 1. (Please refer to Appendix “A” for a Key Plan showing the location of Rosenberg Way and Street 1.)

The City of Kitchener’s Rosenberg Secondary Plan identifies Fischer-Hallman Road as a “spine” for incorporating medium to high density mixed used (residential/ intensive commercial non-residential) developments on both sides of Fischer-Hallman Road planned to achieve density targets of 74 persons/job/hectare to support the 25% modal transit usage. The vision of the Rosenberg Community is intended to promote active transportation (walking, cycling and transit use). Some of the significant developments planned for properties abutting this section of Fischer-Hallman in future years include Mattamy Homes (residential), Schlegel Developments (commercial and residential) and Activa Developments (high density residential/commercial mixed use). Please refer to Appendix “B” for a map identifying adjacent land developments. The Williamsburg Cemetery also abuts Fischer-Hallman Road approximately 300 metres north of Seabrook Drive.

Fischer-Hallman Road from Bleams Road to Plains Road is currently designated as a “Controlled Access - Prohibited” roadway in the Region’s Controlled Access By-law No. 58-87 which prohibits access unless an amendment to this By-law is granted by Regional Council. The Rosenberg Secondary Plan identifies the potential need for new left-turn accesses from Fischer-Hallman Road to adjacent developments on each side of Fischer-Hallman Road located approximately mid-way between Bleams Road and planned Rosenberg Way.

Existing utilities along Fischer-Hallman Road within the study limits include a Regional 450mm diameter watermain, overhead power lines, a Hydro One line crossing Fischer-Hallman Road and a 300mm diameter high pressure gasmain. All of the design alternatives include additional municipal utilities (watermains, storm sewers and sanitary

sewers).

Currently, there are no active transportation facilities along this section of Fischer-Hallman Road. As part of planned construction in 2016 to widen Fischer-Hallman Road from Ottawa Street to Rockwood Road, 3.0 metre boulevard multi-use trails on each side of Fischer-Hallman Road will be constructed. The City of Kitchener Trails Master Plan identifies two (2) trail crossings of Fischer-Hallman Road located between Bleams Road and Seabrook Drive. All of the design alternatives, except the “do nothing” alternative provide active transportation facilities.

The existing stone house at 1940 Fischer-Hallman Road, located on the east side of Fischer-Hallman Road approximately 260 metres north of Plains Road, known as the “Becker Estate” has been identified by the City of Kitchener as a cultural heritage resource to be registered under the Heritage Act of Ontario through the development approval process for the Becker Estates development. The existing right-of-way of Fischer-Hallman Road narrows at this stone house location to approximately 25.0 metres. City of Kitchener heritage planning staff and the Region’s Heritage consultant for this project have indicated that the travelled portion of Fischer-Hallman Road should not be located any closer to this house than it currently is located. For this reason, all of the design alternatives maintain the existing separation between the travelled roadway and the house.

The City of Kitchener has completed a Class EA Study for the construction of new twin box culverts under Fischer-Hallman Road at Strasburg Creek. Construction of these new twin box culverts is currently being planned for construction in two (2) phases. The first phase of construction is planned in 2016 to allow development of lands on the west side of Fischer-Hallman Road to commence. Construction of this culvert in 2016 is subject to the Region acquiring property on the west side of Fischer-Hallman Road, utility relocations, technical approvals and completion of a Stage 2 Archaeological Study. The second phase of construction or extension of the new twin culverts will be completed in conjunction with the road widening.

The Region retained a specialist firm to complete an Environmental Impact Study based on parameters set by the Grand River Conservation Authority and Ministry of Natural Resources of Ontario to document all natural habitats, trees and wildlife in the area that may be impacted by the widening of Fischer-Hallman Road. This work has identified the potential for Species-at-Risk, such as the Jefferson Salamander and the Blanding’s Turtle, to inhabit areas in close proximity to Fischer-Hallman Road. Compensatory mitigation will be required in accordance with the Endangered Species Act and may include, but not be limited to, wildlife exclusion fencing, a wildlife eco-passage under the road and habitat enhancements. For this reason, all of the design alternatives (except the “do nothing” alternative) include an eco-passage beneath Fischer-Hallman Road located approximately 600 metres north of Seabrook Drive.

A short section of noise berm and landscaping currently exist on the east side of Fischer-Hallman Road between Seabrook Drive and Huron Road. This noise berm was constructed by the adjacent developer as a requirement of planning approval in order to mitigate traffic noise from Fischer-Hallman Road. No new noise berms or walls are proposed for any of the design alternatives considered based on the findings of a noise study completed as part of this Class EA Study. Developers of adjacent properties along Fischer-Hallman Road are required to design passive noise mitigation measures that do not include noise walls.

A Class EA Study that was previously completed by the Region in 2012 for the widening of Fischer-Hallman Road from Ottawa Street to Bleams Road recommended construction of a roundabout at the intersection of Fischer-Hallman Road and Bleams Road. The detailed design and construction of this roundabout will be completed in conjunction with the design and construction of the Fischer-Hallman Road improvements from Bleams Road to Plains Road recommended in this report.

3.0 Transportation Study

A detailed Transportation Study has been completed as part of this Class EA Study. The purpose of the Transportation Study was to examine existing traffic operations within the study area, forecast future traffic volumes to the year 2031 and identify and evaluate alternative transportation solutions for accommodating forecasted traffic volumes and improving traffic operations. Current and forecasted traffic volumes for this section of Fischer-Hallman Road are summarized as follows:

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

The Transportation Study provided the following recommendations to improve roadway capacity and traffic operations on Fischer-Hallman Road within the Study Area:

- Provide two (2) through lanes in each direction on Fischer-Hallman Road from Bleams Road to Plains Road in accordance with the Regional Transportation Master Plan;
- Provide continuous raised centre medians for access control;
- Provide a roundabout at the planned intersection of Fischer-Hallman Road and the proposed Rosenberg Way. Rosenberg Way is planned to service proposed residential and commercial developments in the area both east and west of Fischer-Hallman Road. Please refer to Appendix "A" for a Key Plan showing the

- approximate location of this roundabout;
- Provide a roundabout at the planned intersection of Fischer-Hallman Road and Street 1. Street 1 is intended to service proposed residential and commercial development on the east side of Fischer-Hallman Road and to provide primary access to the proposed City of Kitchener multi-sports complex on the west side of Fischer-Hallman Road. Additionally, a roundabout at Street '1' will facilitate turnaround movements for Grand River Transit as the planned routes also require buses to turn around at Street 1. Please refer to Appendix "A" for a Key Plan showing the approximate location of this roundabout; and,
- Provide pedestrian and cycling facilities to encourage a range of transportation modes; and,
- Provide 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.

Region practice requires that an Intersection Control Study be completed for all existing intersections that require improvements (such as the addition of a left-turn lane) or have warrants for traffic control signals and for all new intersections. The Intersection Control Study is completed based on projected traffic volumes, existing collision data and utilizing criteria for calculating the true cost including construction, property and societal (expected injury collision and/or fatalities) costs. The Region's Roundabout Coordination Committee reviews all Intersection Control Studies and provides comments for revisions or support for the study recommendation. Where property cost or environmental impacts are acceptable, roundabouts are often preferred over traffic control signals. Some of the safety aspects that result in fewer severe injury collisions at roundabouts over traffic control signals include: motorists must slow down or stop approaching the roundabout; pedestrians first cross a short width of one-way traffic, then wait on the pedestrian friendly splitter to cross a second short width of one-way traffic; motorists are more often watching for traffic conflicts and/or pedestrians without having their attention distracted by traffic control signals; and where roundabout corridors exist they result in lower overall operating speeds between roundabouts. Use of traffic control signals often results in motorists travelling at higher than posted rates of speed (60 km/h to 80km/h plus) between signalized intersections, higher rates of injury collisions or fatalities due to higher motorist speeds and motorists running red lights, and significantly wider pedestrian crossing widths with pedestrians having to worry about motorists coming from multiple directions. Additionally, preference for a roundabout is given in sections of road where a proposed roundabout will integrate into a "roundabout corridor".

The proposed ultimate roundabout configuration at the intersection of Fischer-Hallman Road and planned Rosenberg Way includes right-turn bypass lanes in the south, east

and west directions. The roundabout will be designed to accommodate the future construction of these right-turn bypass lanes if warranted. The initial construction will not include these right-turn bypass lanes. To avoid future throwaway costs, property acquisition and utility relocations will be undertaken to accommodate the ultimate long-term roundabout configuration. The splitter islands on Rosenberg Way will be designed and constructed to readily permit widening of Rosenberg Way from one (1) to two (2) lanes at the roundabout if traffic volumes warrant in the future. Please refer to Appendix “C” for a drawing of the proposed roundabout at Fischer-Hallman Road and Rosenberg Way.

The proposed roundabout at the intersection of Fischer-Hallman Road and planned Street 1 does not require any bypass lanes. The curbs on Street 1 will be designed and constructed to readily permit widening of Street 1 from one (1) to two (2) lanes at the roundabout if traffic volumes warrant in the future. Please refer to Appendix “D” for a drawing of the proposed roundabout at Fischer-Hallman Road and Street 1.

Through the detailed design and construction of the Fischer-Hallman Road improvements from Bleams Road to Plains Road, the existing roundabouts at the intersection of Fischer-Hallman Road and Huron Road and Fischer-Hallman Road and Seabrook Drive will be modified to meet current design standards, which will encourage reduced vehicular speeds through these roundabouts. Additionally, the roundabout at Fischer-Hallman Road and Huron Road will be modified to accommodate a future widening of Huron Road from two (2) to four (4) lanes west of Fischer-Hallman Road.

Regional Council recently approved the implementation of new Level 2 Pedestrian Crossovers to be implemented at all existing and new roundabouts. The new Ontario Regulation 402/15 requires that motorists stop for pedestrians. The new Level 2 Pedestrian Crossover includes the installation of new roadside signs and pavement markings with the option of overhead signs and rectangular amber flashing beacons.

4.0 Design Alternatives

Based on all identified needs and objectives for Fischer-Hallman Road, including the recommendations in the Transportation Study, the Region’s Transportation Master Plan, the Region’s Active Transportation Master Plan, the Region’s Context Sensitive Corridor Design Guidelines for a Neighbourhood Connector – Avenue, the City of Kitchener’s Rosenberg Secondary Plan and the City of Kitchener’s Trails Master Plan, the Project Team developed a series of preliminary design alternatives for improvements to Fischer-Hallman Road. Please refer to Appendix “E” for drawings of all Design Alternatives developed by the Project Team in advance of the Public Consultation Centre. These four (4) Design Alternatives presented at the Public Consultation Centre are described as follows:

Design Alternative 1 - “Do Nothing” Reconstruct the road in its current configuration.

Design Alternative 2 - Reconstruct road as 4-Lane urban roadway with a raised centre median and construct a 4.0 metre wide multi-use trail on each side of the road

Design Alternative 3 - Reconstruct road as 4-Lane urban roadway with a raised centre median, and construct a 1.8 metre wide one-way on-road cycle track and a 2.1 metre wide concrete sidewalk on each side of the road

Design Alternative 4 - Reconstruct road as 4-Lane urban roadway with raised centre median, and construct a 2.0 metre wide one-way off-road cycle track and a 2.1 metre wide concrete sidewalk one each side of the road

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

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| Transit Service | <ul style="list-style-type: none"> • Upgrade and construct new Grand River Transit bus stops 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 service. |
| Reduce Posted Speed | <ul style="list-style-type: none"> • Amend the Traffic and Parking Bylaw 06-072 to reduce the posted speed limit on Fischer-Hallman Road from approximately 300 metres south of Bleams Road to Plains Road from 80 km/h to 60/h after completing each stage of construction. |
| Future Rosenberg Way | <ul style="list-style-type: none"> • Construct a new roundabout at the planned intersection of Fischer-Hallman Road and Rosenberg Way with new Level 2 Pedestrian Crossover roadside signs and pavement markings. |
| Future Street 1 | <ul style="list-style-type: none"> • Construct a new roundabout at the planned intersection of Fischer-Hallman Road and Street 1 with new Level 2 Pedestrian Crossover roadside signs and pavement markings. |
| Municipal Services | <ul style="list-style-type: none"> • Expand existing watermain and sanitary services to support adjacent future development lands and construct new storm sewers for Fischer-Hallman Road storm water drainage. |

- Other
- Provide new boulevard and centre median landscaping and streetscaping consistent with the City of Kitchener Rosenberg Secondary Plan design guidelines as space allows and in accordance with Region policy and practice;
 - Provide new streetlighting on both sides of Fischer-Hallman Road;
 - Provide two (2) new pedestrian/trail crossings and modify the centre median to accommodate pedestrian and cycling crossings, located approximately 280 m south of Bleams Road and 550 metres north of Seabrook Drive, and when the Ontario Traffic Manual warrants are met the recently Regional Council approved Level 2 Pedestrian Crossover signs and pavement markings that require motorists to stop would be implemented;
 - Provide an “eco-passage” to facilitate wildlife crossings of Fischer-Hallman Road located approximately 600 metres north of Seabrook Drive; and,
 - Maintain the existing separation between the travelled roadway and the heritage property at 1940 Fischer-Hallman Road (“Becker Estate”).

City staff will be consulted during detailed design stage of this project, i.e., integrating streetscaping and landscaping features.

5.0 Public & Stakeholder Consultation

A Public Consultation Centre was held at the Kitchener Portuguese Club Inc., 1548 Fischer-Hallman Road in the City of Kitchener on Wednesday, June 17, 2015 from 4:30 p.m. to 7:30 p.m. Plans showing the Project Team’s design alternatives were on display with Project Team representatives present to answer questions and to receive feedback from members of the public. Approximately fifty (50) members of the public attended the Public Consultation Centre with thirty-seven (37) members of the public that formally signed in. Three (3) comment sheets, two (2) emails, (1) voicemail and one (1) letter were received. Please refer to Appendix “G” for a summary of the written comments received.

Prior to the Public Consultation Centre, the design alternatives were evaluated by the Project Team according to the following criteria:

Natural Environment:	How does the alternative affect wetland communities, vegetation, wildlife, species-at-risk, air quality and watercourses?
Social/Cultural Environment:	How does the alternative affect the residential and commercial properties, ingress/egress of traffic and entrances, sound levels, built cultural heritage landscapes and archaeology?
Transportation:	How does the alternative serve the projected vehicular, transit, pedestrian and cycling traffic in terms of corridor capacity, level of service, emergency service response, transportation policy and planning initiatives and address the study objectives?
Technical:	How do the design alternatives compare with respect to construction complexity, operations and maintenance activities and cost, accommodation of utilities, and space for tree planting and snow storage?
Capital Cost	How do the design alternatives compare with respect to capital cost?

Based on this preliminary evaluation of the design alternatives using the above noted criteria, Design Alternative No. 2 was presented by the Project Team as being preferred by the Project Team at this Public Consultation Centre, in part because Design Alternative No. 2 provided the following advantages:

- Design Alternative No. 2 aligns with the Region's Active Transportation Master Plan, the City of Kitchener's Rosenberg Secondary Plan and the City of Kitchener's Trails Master Plan;
- Construction of raised centre medians are consistent with the Region's Context Sensitive Corridor Design Guidelines for a Neighbourhood Connector – Avenue, the City of Kitchener's Rosenberg Secondary Master Plan and use on roundabout corridors. The raised centre medians provide adequate width for pedestrian crossing locations, median landscaping, turn lanes or full movement access to adjacent development lands (through removal of a portion of the raised median) if approved by Regional Council as part of a development application; and,
- Construction of 4.0 metre wide boulevard multi-use trails on each side of Fischer-Hallman Road are consistent with the Region's Context Sensitive Corridor Design Guidelines for a Neighbourhood Connector – Avenue, the City of Kitchener's Rosenberg Secondary Master Plan, and provides enhanced facilities for cyclists as well as pedestrians with full connectivity to existing and planned City of Kitchener trails located both east and west of Fischer-Hallman Road. Additionally, construction of boulevard multi-use trails will provide continuity with

the approved boulevard multi-use trails to be constructed in 2016 on Fischer-Hallman Road from Ottawa Street to Bleams Road. The Region's Active Transportation Master Plan also recommends construction of boulevard multi-use trails on each side of Bleams Road from Trussler Road to Homer Watson Boulevard.

The Project Team received primarily positive comments from the public at the Public Consultation Centre regarding the proposed improvements.

Comments received from the June 17, 2015 Public Consultation Centre are included in Appendix "F". The Project Team's response to these comments is included in Appendix "G".

City of Kitchener staff expressed desire for considering two (2) new potential accesses from Fischer-Hallman to adjacent development lands. These new accesses would be located midway between Bleams Road and Rosenberg Way (one access to lands from the east side of Fischer-Hallman Road and one access to the lands on the west side of Fischer-Hallman Road). Each access would allow for 'left-in' turn movements but would preclude 'left-out' movements. Region staff will work with City of Kitchener staff during the detailed design stage to determine suitable access locations and configurations. New accesses would remain subject to the approval of Regional Council. City staff also indicated a desire for new pedestrian crossing signals located on the north side of Rosenberg Way. As noted in Section 3.0 of this Report, new Level 2 Pedestrian Crossovers will be implemented at all roundabouts on this project in accordance with Regional policies and practices.

The Region also consulted with various government agencies and stakeholders including the Ontario Ministry of Natural Resources and Forestry, the Ontario Ministry of Tourism, Culture and Sport, the Grand River Conservation Authority, the Region's Active Transportation Advisory Committee and City of Kitchener heritage planning staff. The Ministry of Natural Resources and Forestry commented that the proposed widening of Fischer-Hallman Road from Bleams Road to Plains Road is deemed a "destruction of habitat" under the Endangered Species Act and will, at a minimum, require that a new 'eco-passage' be constructed under Fischer-Hallman Road as part of the project. Grand River Conservation Authority staff commented that storm water collected from Fischer-Hallman Road will require treatment prior to discharge to improve the quality of the stormwater. Heritage planning staff at the City of Kitchener commented that the stone house and cultural heritage landscape features at 1940 Fischer-Hallman Road are currently listed on the City's Municipal Heritage Register and are to be designated under the Ontario Heritage Act. As a result, the travelled portion of Fischer-Hallman Road should not be located any closer to the heritage house than it is currently located. The Region's Active Transportation Advisory Committee indicated support for Design Alternative No. 2 which includes boulevard multi-use trails on each side of Fischer-

Hallman Road.

In acknowledging the cultural heritage significance of 1940 Fischer-Hallman Road, the detailed design phase shall ensure that preventative measures are outlined to mitigate potential construction impacts on the heritage house. Such measures shall include conducting a pre-post condition survey with regular inspections; and identifying, implementing and monitoring mitigation measures to reduce the impacts of construction related to vibrations.

6.0 Recommended Design Alternative for Fischer-Hallman Road from Bleams Road to Plains Road

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team, which includes City of Kitchener staff and Councillor Galloway-Sealock, is now recommending that Regional Council approve the following improvements (generally presented as Design Alternative No. 2) for Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener:

- 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.

Please refer to Appendix “E” for a drawing of the Project Team’s Recommended Design Alternative for Fischer-Hallman Road. Implementation of the Project Team’s proposed improvements will require that small parcels of property be obtained from approximately eighteen (18) property owners abutting Fischer-Hallman Road.

City of Kitchener planning staff have requested to participate in the detailed design phase and will be consulted to finalize details related to final median width, landscaping design, streetscaping design and pedestrian level lighting.

Staff is now also recommending that Regional Council direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on public record for a period of thirty (30) days.

7.0 Benefits of the Recommended Design Alternative

The Project Team believes that the Recommended Design Alternative provides the following benefits:

- Widening Fischer-Hallman Road to provide two (2) through lanes of traffic in each direction and construction of new roundabouts on Fischer-Hallman Road at the planned Rosenberg Way and the planned Street 1 will provide the required capacity for the long-term traffic needs on this section of Fischer-Hallman Road;
- Construction of a raised centre median facilitates access control to adjacent properties and improves traffic operations on Fischer-Hallman Road while also providing the opportunity for improved pedestrian crossings of Fischer-Hallman Road. The raised centre medians can accommodate landscaping and are wide enough to allow for turn lanes or a full movements access (through removal of a portion of the raised centre median) if approved by Regional Council. Access to abutting properties from both directions on Fischer-Hallman Road is achievable via u-turns at the new roundabouts at Bleams Road, planned Rosenberg Way and planned Street 1, and at the existing roundabouts at Seabrook Drive and Huron Road;
- Construction of a 4.0 metre wide boulevard multi-use trail on each side of Fischer-Hallman Road from Bleams Road to Plains Road will improve facilities for cyclists, pedestrians and other users, improve connectivity with City of Kitchener trails and fully aligns with the Region's Active Transportation Master Plan, the City of Kitchener Rosenberg Secondary Plan and the City of Kitchener Trails Master Plan;
- Enhanced boulevard landscaping will result in a more aesthetically pleasing roadway corridor and improve the streetscape for users of the multi-use trails; and,
- The Recommended Design Alternative has the lowest capital cost of the design alternatives considered (excluding the "Do Nothing" option).

8.0 Project Cost

The total estimated cost associated for the proposed Fischer-Hallman Road improvements including engineering, construction, utility relocations, property acquisition and other project costs is \$ 22,605,000.

9.0 Project Timing

Construction of the Fischer-Hallman Road improvements is currently scheduled to commence in 2020. Construction of the road improvements will be phased over a number of years to coincide with servicing needs as development along Fischer-Hallman Road proceeds.

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

10.0 Traffic Management During Construction

The construction of Fischer-Hallman Road from Bleams Road to Plains Road is planned to be completed by generally maintaining one (1) through lane of traffic in each direction plus left-turn lanes at intersections where feasible. Traffic may be reduced to one (1) lane for short periods requiring flagging operations to maintain two-way traffic.

Construction of the roundabouts will require that Fischer-Hallman Road be fully closed to traffic for up to three (3) weeks to permit final paving operations to be completed.

Construction of the proposed sanitary sewer under a portion of Fischer-Hallman Road and the Strasburg Creek twin box culverts may require that Fischer-Hallman Road be fully closed to traffic for approximately ten (10) to twelve (12) weeks.

11. Next Steps

Subject to Regional Council approval of the Recommended Design Alternative, a Notice of Completion will be filed for this project by means of mail-outs and advertised notices; and the Environmental Study Report, which will include all relevant documentation regarding the planning and decision-making process, will be placed on the public record for a minimum mandatory period of thirty (30) days. During this thirty (30) day filing period, any party may object to the Recommended Design Alternative by requesting the Ministry of Environment grant a Part "II" Order requesting that the project subject to a full environmental assessment. A request for a full environmental assessment must be made in writing to the Minister of Environment with a copy to the Region's Commissioner of Transportation and Environmental Services. When the thirty (30) day public filing has expired and if no requests for a full environmental assessment are received by the Minister within that thirty (30) days, the Recommended Design Alternative will be considered approved for implementation.

Subject to Regional Council approval of the Recommended Design Alternative, this Class EA Study will be completed and filed in March 2016 with detailed design commencing in April 2016.

Letters advising of the recommendations contained in this Report TES-DCS-16-05 were mailed during the week of February 8th, 2016 to all agencies, owners/residents abutting the Fischer-Hallman Road project limits and those who attended the June 17, 2015 Public Consultation Centre.

Corporate Strategic Plan:

The project is in harmony with the Region's 2015 - 2018 Corporate Strategic Plan in that implementation of the Fischer-Hallman Road Improvements aligns with Focus Area 2.3 to build infrastructure for, and increase participation in, active forms of transportation (cycling and walking), and Focus Area 2.4 to optimize road capacity to safely manage traffic and congestion.

Financial Implications:

The Region's approved 2016 Ten Year Transportation Capital Program includes \$22,665,000 in Project 07122 Fischer-Hallman Road from Plains Road to Bleams Road (100% Development Charges Reserve Fund) for design and construction of the improvements to Fischer-Hallman Road from Bleams Road to Plains Road including property acquisitions, utilities, road construction, storm sewer, twin box culverts and engineering all to be funded from the Development Charges Reserve Fund. The City of Kitchener will be responsible for the costs of new distribution watermain, the new sanitary sewer and any requested landscape features beyond that provided by the Region's Policy for landscaping. City of Kitchener staff confirmed that the City will take responsibility for maintenance and replacement of the boulevard multi-use trails.

Other Department Consultations/Concurrence:

The Council and Administrative Services Division of the Planning, Development and Legislative Services Department will be required to prepare the amending By-law to reduce the existing posted speed limit from 80 km/h to 60 km/h from approximately 300 metres south of Bleams Road to Plains Road upon completion of the stages of construction.

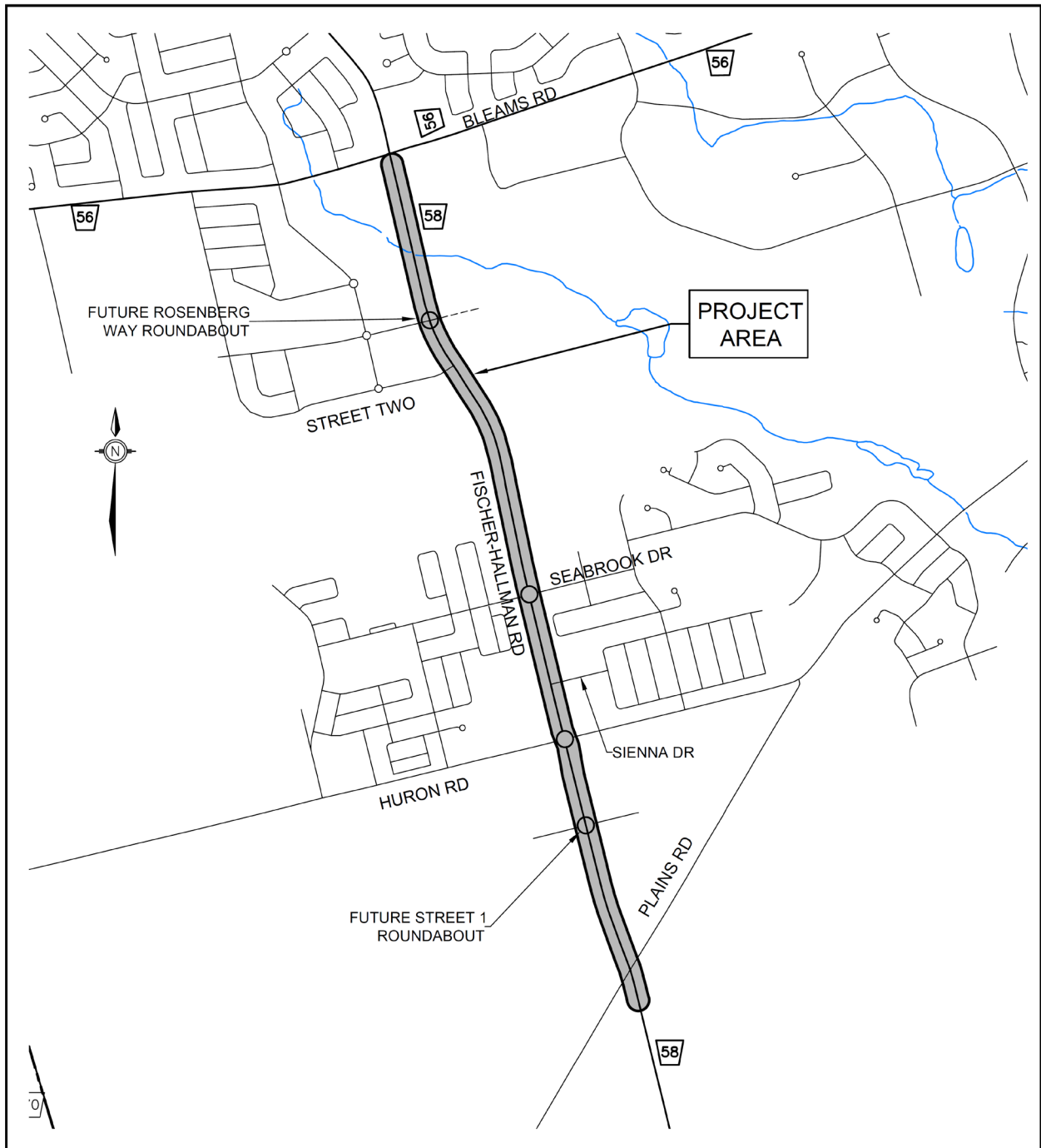
Attachments

- Appendix “A”** Key Plan
- Appendix “B”** Drawing of Adjacent Development Properties
- Appendix “C”** Interim and Ultimate Roundabout at the Planned Intersection of Fischer-Hallman Road and Rosenberg Way
- Appendix “D”** Interim and Ultimate Roundabout at the Planned Intersection of Fischer-Hallman Road and Street 1
- Appendix “E”** Drawings of Design Alternatives
- Appendix “F”** Written Comments Received from June 17, 2015 Public Consultation Centre
- Appendix “G”** Project Team Response to Comments Received from the June 17, 2015 Public Consultation Centre

Prepared By: **Delton Zehr**, Project Manager

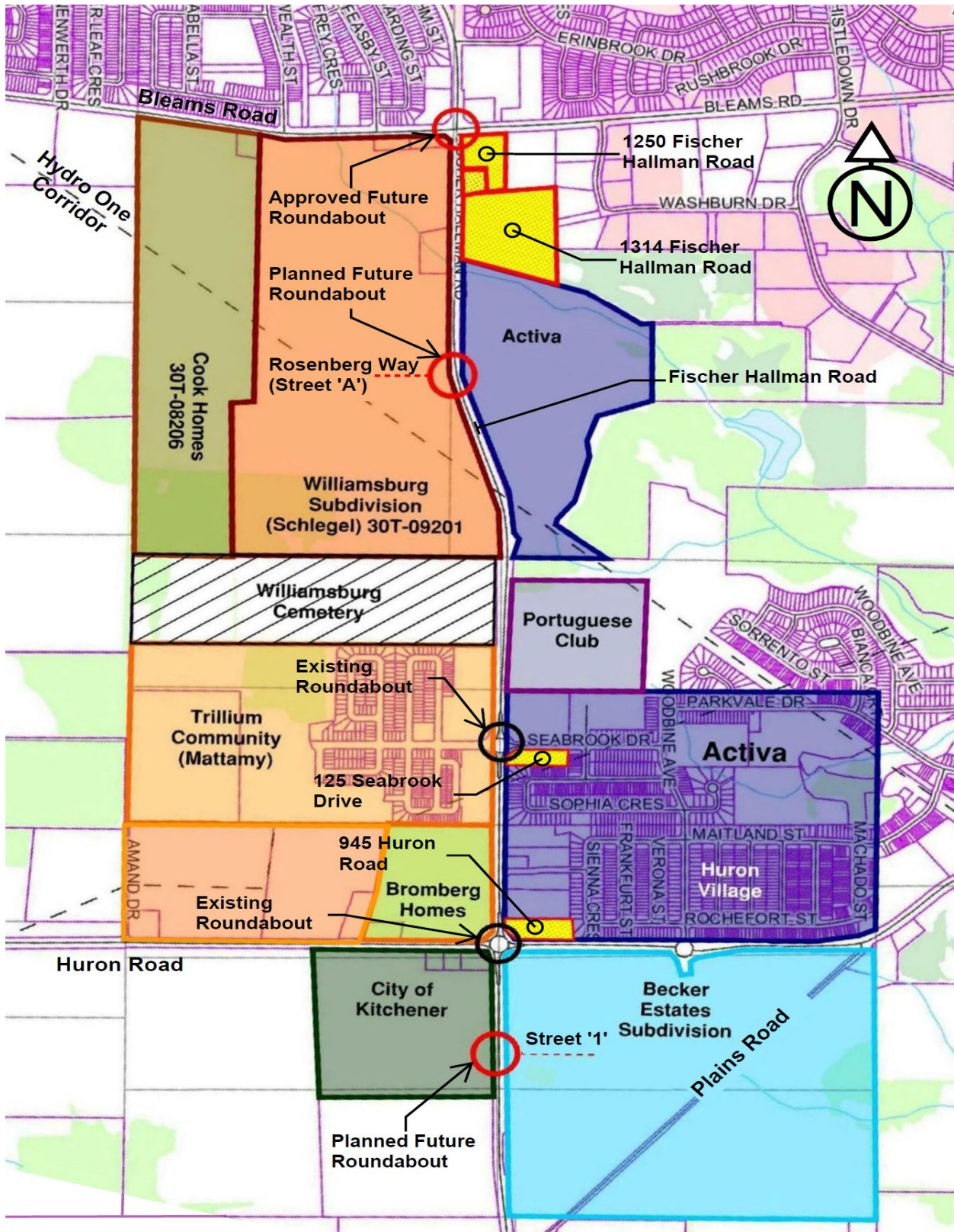
Approved By: **Thomas Schmidt**, Commissioner Transportation and Environmental Services

APPENDIX "A" – Key Plan



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

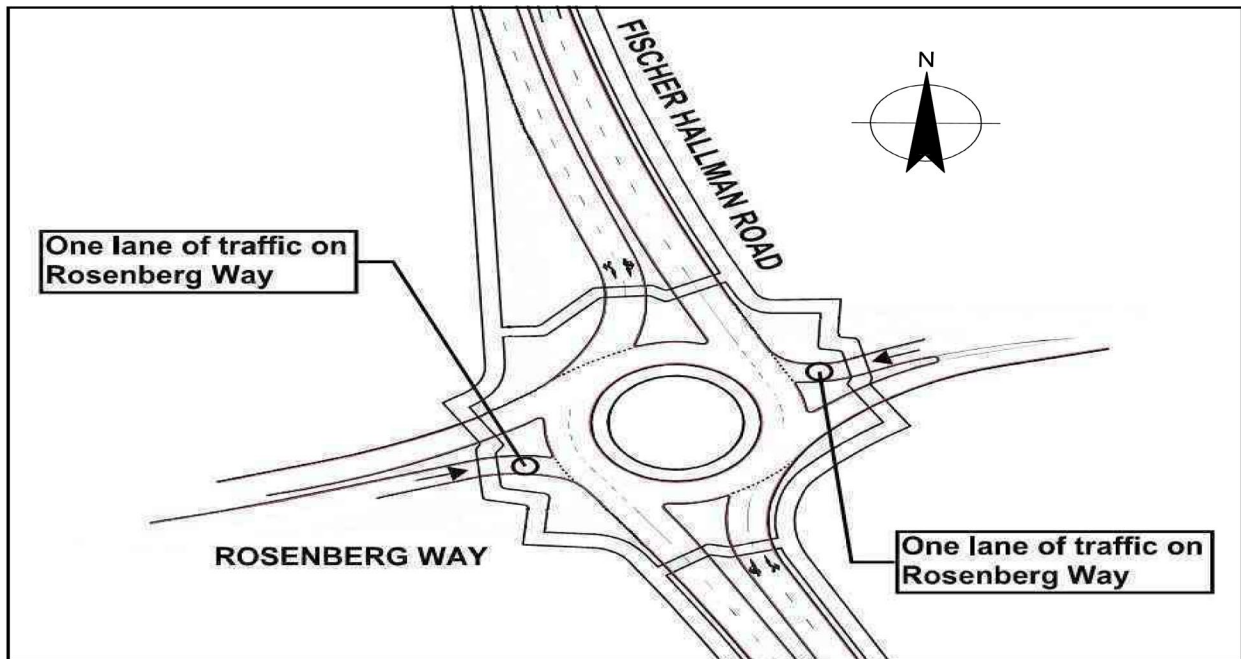
APPENDIX "B" Drawing Identifying Adjacent Development Properties



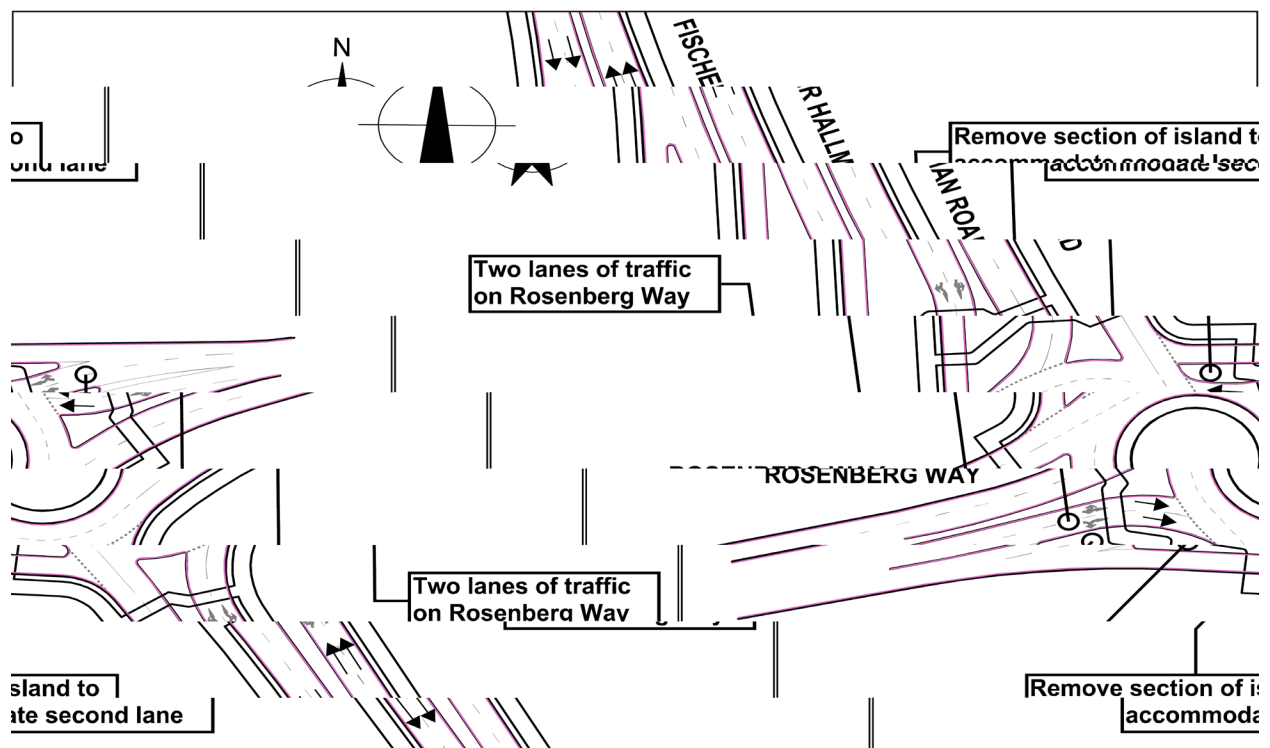
APPENDIX "C"

Drawings of the Initial and Ultimate Roundabout Configuration for the Intersection of Fischer-Hallman Road and Planned Rosenberg Way

Initial Roundabout (Fischer-Hallman Road at Rosenberg Way)

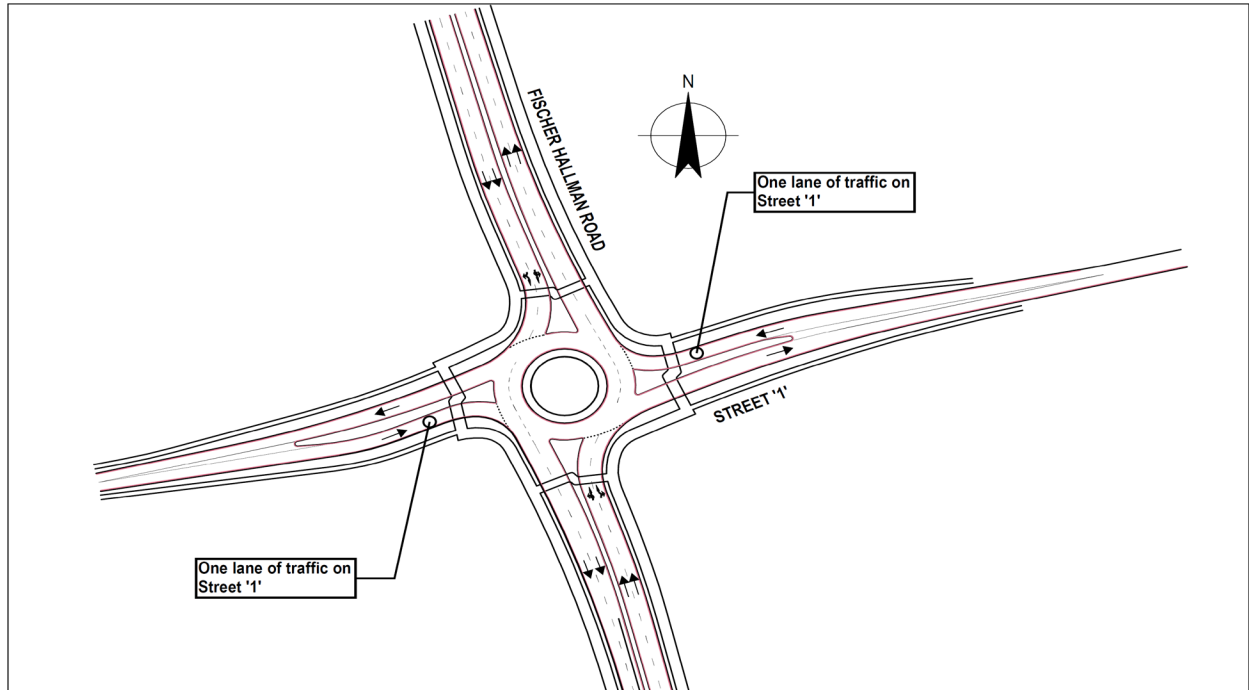


Ultimate Roundabout (Fischer-Hallman Road at Planned Rosenberg Way)

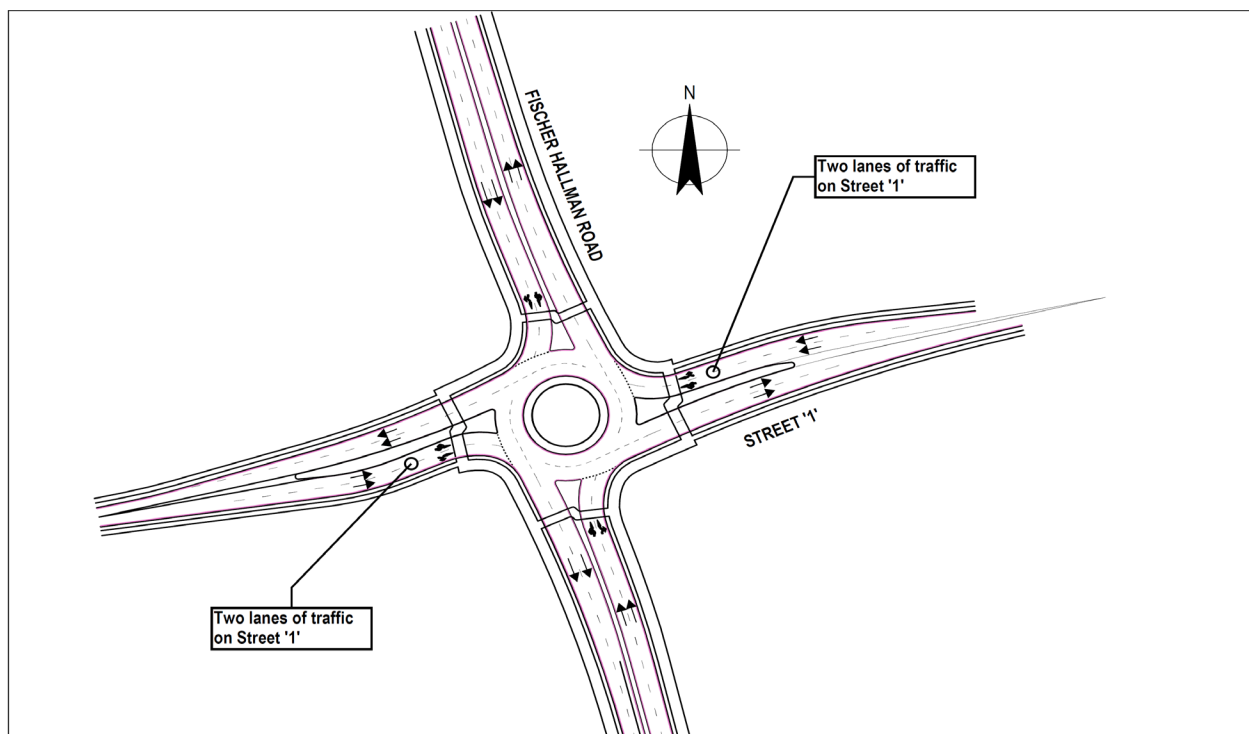


APPENDIX "D"
Drawings of the Initial and Ultimate Roundabout Configurations for the
Intersection of Fischer-Hallman Road and Planned Street 1

Initial Roundabout (Fischer-Hallman Road at Street 1)

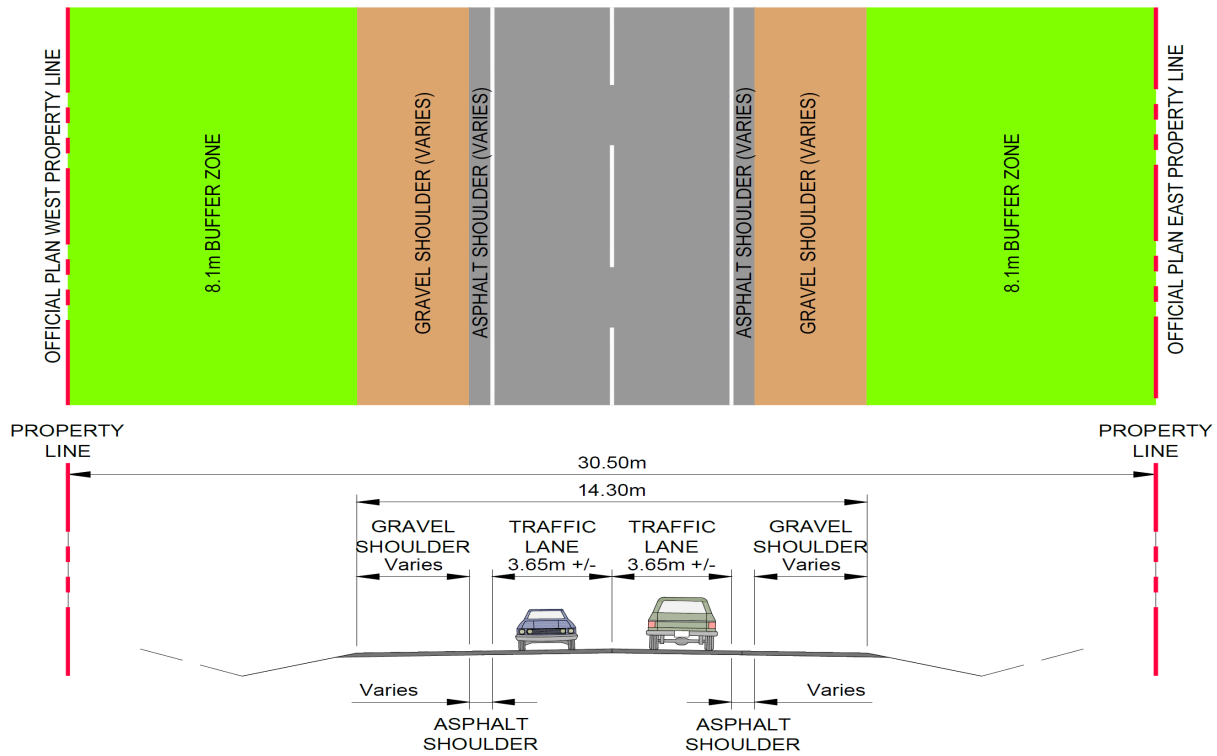


Ultimate Roundabout (Fischer-Hallman Road at Street 1)



APPENDIX "E" - Drawings of Design Alternatives

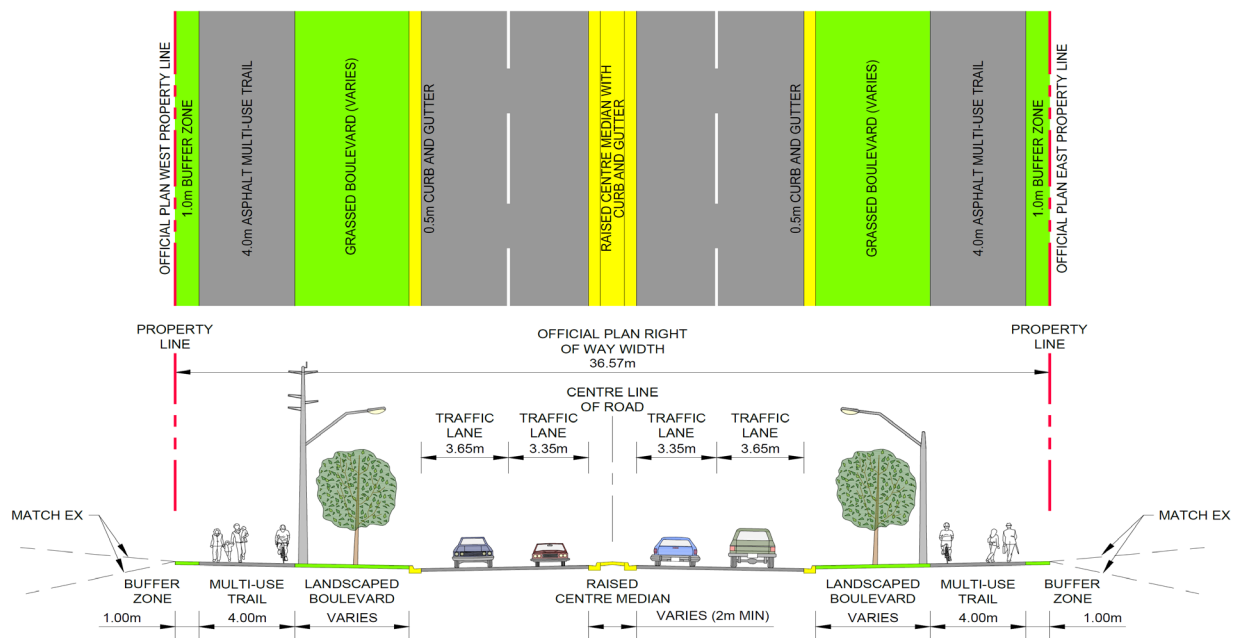
DESIGN ALTERNATIVE #1 'DO NOTHING'



RECOMMENDED DESIGN ALTERNATIVE

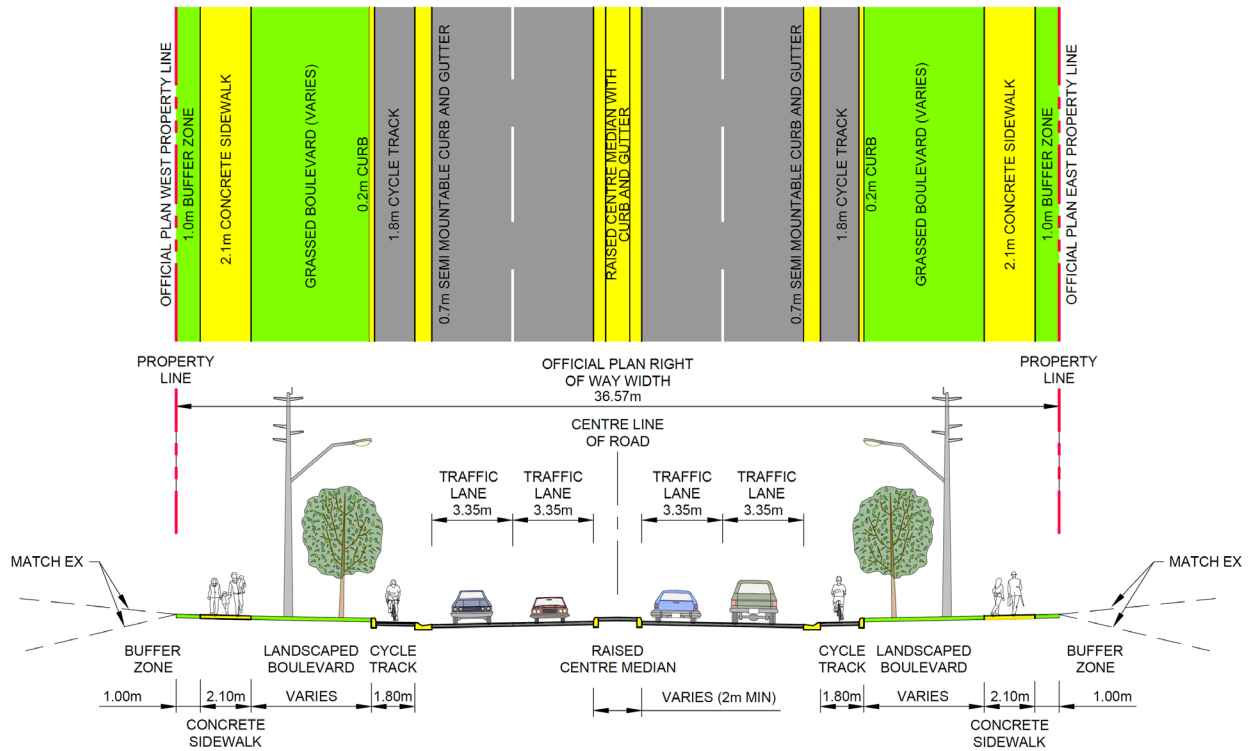
DESIGN ALTERNATIVE #2 'MULTI-USE TRAIL (MUT)'

CONTINUOUS RAISED CENTRE MEDIAN, MULTI-USE TRAIL ON BOTH SIDES OF THE ROAD



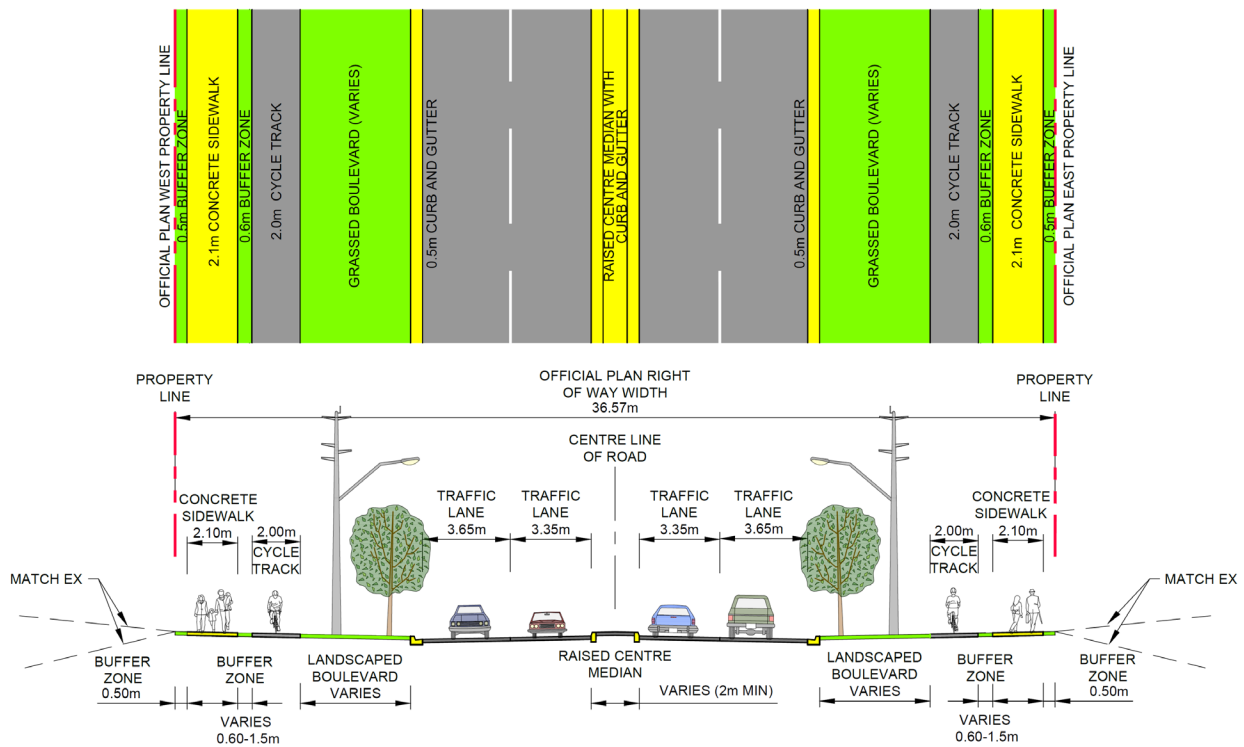
DESIGN ALTERNATIVE #3 'ONE-WAY ON-ROAD CYCLE TRACK'

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



DESIGN ALTERNATIVE #4 'ONE-WAY OFF-ROAD CYCLE TRACK'

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



APPENDIX "F"**Written Comments from the June 17, 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 client's 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>

Comments

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.

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.

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

Comments

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.

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.

APPENDIX “G”
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.

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 (TMP) 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 TMP 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 (TMP) 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 TMP 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.