

REGIONAL MUNICIPALITY OF WATERLOO

**Fountain Street Improvements
Cherry Blossom Road to Fairway Road / Kossuth Road
City of Cambridge**

INFORMATION PACKAGE

**Public Consultation Centre
Tuesday, October 7, 2014
4:00 P.M. to 8:00 P.M.**

at

**Region of Waterloo Operations Centre (Classroom)
100 Maple Grove Road
Cambridge, Ontario**



Region of Waterloo

There is a Comment Sheet at the back of this package. If you wish, please fill it out and deposit it in the designated box provided at this Public Consultation Centre. All names, addresses and comments will be included in material made available to the general public.

1. Why is the Region of Waterloo Undertaking This Project?

The Region of Waterloo is currently undertaking a planning study to consider proposed improvements to Fountain Street from Cherry Blossom Road to Kossuth Road / Fairway Road. Please refer to the Key Plan in **Figure 1** for a drawing of the study area.

These proposed improvements are intended to address future transportation and servicing needs along the Fountain Street corridor, including enhanced facilities for pedestrians and cyclists.

Fountain Street provides an important transportation link between the City of Cambridge, the City of Kitchener and the Township of Woolwich. It provides access to the Region of Waterloo International Airport, numerous businesses, public institutions, residential properties and commercial properties. In the future it will be one of the main transportation corridors servicing the future development area known as the “East Side Lands”. The East Side Lands are located in the Fountain Street area and approximately 300 net hectares is designated in the Regional Official Plan for employment uses. Please refer to the Key Plan in **Figure 1** for a drawing showing the East Side Lands.

The main components of the proposed improvements and the rationale for each component are summarized as follows:

	Component	Rationale
1	Consider widening Fountain Street from two lanes to four lanes, between Maple Grove Road and Kossuth Road / Fairway Road, and construct either a signalized intersection or roundabout at the intersection of Fountain Street and Middle Block Road.	The 2011 Regional Transportation Master Plan (RTMP) identifies the need to widen Fountain Street from Maple Grove Road and Kossuth Road / Fairway Road in the 5-10 year time horizon.
2	Rehabilitate the existing pavement on Fountain Street from Cherry Blossom Road to Maple Grove Road.	The existing asphalt is approaching the end of its service life. The asphalt surface is scheduled for rehabilitation in 2018 in the Region’s Transportation Capital Program (TCP).
3	Construct a modern roundabout at the intersection of Fountain Street and Maple Grove Road.	Subsequent to previous traffic studies and public consultation, construction of a roundabout at this intersection was approved by Regional Council in 2010.

4	Construct either new cycling lanes and sidewalks; or a new multi-use trail along Fountain Street, from Cherry Blossom Road to Kossuth Road / Fairway Road.	The Region’s draft Active Transportation Master Plan (ATMP) identifies this section of Fountain Street as a candidate for a multi-use trail.
5	Construct new sanitary sewers and water mains beneath Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road.	A Master Environmental Servicing Plan (MESP), carried out by the Region and City of Cambridge (completed and approved in 2014), identifies the need for new water and sanitary services along Fountain Street to support planned development of the East Side Lands (ESL).

Please refer to the Key Plan in **Figure 1** for a drawing of the study area and various components of the improvements being considered.

2. Who is Directing the Planning of the Improvements?

This Project is being directed by a Project Team consisting of Region of Waterloo staff, City of Cambridge staff, Region of Waterloo Councillor Jane Brewer and City of Cambridge Councillor Donna Reid. The Region has retained the consulting engineering firm Associated Engineering (AE) to assist with the planning, design and contract administration of this project.

3. How is this Project Being Planned?

Under Ontario’s Environmental Assessment Act, routine infrastructure projects are planned in accordance with the Municipal Class Environmental Assessment (Class EA) Process. Projects are planned in accordance with a “category” or “schedule” depending on the complexity and potential severity of the environmental impacts associated with the project, ranging from Schedule “A” projects (minimal environmental impacts) to Schedule “C” projects (potential for more significant environmental impacts). Please Refer to **Appendix “A”** for more information about the Class EA process, including descriptions of the Schedule classifications and a description of the four key Phases of the Class EA process.

The widening of Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road is being undertaken as a Schedule “C” project.

In conjunction with widening of Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road, the Project Team is also considering the opportunity to incorporate other works that have been planned for this area. These include the following:

- Construction of either a signalized intersection or a roundabout at the intersection of Fountain Street and Middle Block Road;
- Construction of new sanitary sewers and water mains beneath Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road;
- Construction of a roundabout at the intersection of Fountain Street and Maple Grove Road (as previously approved by Regional Council in 2010); and
- Rehabilitation of the existing pavement on Fountain Street from Cherry Blossom Road to Maple Grove Road, including either new cycling lanes and sidewalks; or a new multi-use trail.

The 2011 Regional Transportation Master Plan has fulfilled Phase 1 and Phase 2 of the Class EA process and has identified road widening as the preferred overall solution for Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road.

The Project Team is now completing Phase 3 and Phase 4 of the Municipal Class EA Schedule “C” process by considering specific design alternatives for the widening of Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road. The Project Team is seeking public input on the design alternatives being considered.

The Project Team also welcomes any comments from the public regarding the other components of this project.

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

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

- Review the design alternatives that have been developed by the Project Team for Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road;
- Learn how these design alternatives are being evaluated by the Project Team;
- Review the preferred design alternative identified by the Project Team;
- Review the other improvements planned for Fountain Street;

- Ask questions of staff from the Region of Waterloo and City of Cambridge; and
- Provide comments and input regarding the improvements being considered.

Please note that additional information about this project, including electronic versions of the display boards at this Public Consultation Centre, are available on-line at:

www.regionofwaterloo.ca/en/gettingAround/FutureConstructionProjects.asp

We ask that you complete the **Comment Sheet** attached to the back of this Information Package and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. Your comments will be considered along with other information received over the course of the project to assist the Region of Waterloo in completing the planning and design for this project.

5. **What Design Alternatives are Being Considered by the Project Team for Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road?**

This section of Fountain Street currently includes:

- Two (2) lanes of through traffic;
- Rural cross section with paved and gravel shoulders;
- No designated cycling or pedestrian facilities;
- A signalized intersection at Allendale Road;
- A two-way stop-sign controlled intersection at Middle Block Road;
- A one-way stop-sign controlled intersection at Banat Road; and
- Storm drainage via grassed ditches

In order to address the projected travel demands on this section of Fountain Street, the Project Team has developed the following design alternatives:

Alternative 1 **Do Nothing (Baseline “alternative” for comparison)**
(Retain Existing Roadway Configuration.)

Alternative 2 **Reconstruct Road as 4-Lane Urban Roadway
with central median (raised or flush) and
Construct On-Road Cycling Lanes & Sidewalks
on each side of the road**

**Alternative 3 Reconstruct Road as 4-Lane Urban Roadway
with central median (raised or flush) and
Construct an Off-Road Multi-Use Trail
on each side of the road**

Please refer to **Figure 2** for a drawing showing Design Alternative 2 and Design Alternative 3.

The Project Team is also considering the following additional elements that would be undertaken as part of both Alternative 2 or Alternative 3:

Please refer to Figure 2 for a drawing showing Design Alternative 2 and Design Alternative 3.

- | | |
|--------------------------------|--|
| Transit Service | ▪ Upgrade Grand River Transit bus stops. |
| Middle Block Road Intersection | ▪ Construct either a new modern roundabout or a new signalized intersection at Fountain Street and Middle Block Road. Please refer to Section 8 for further details. |
| Banat Road Intersection | ▪ Reconfigure intersection geometry as required to accommodate expansion of Fountain Street to 4 lanes.
▪ Retain 1-way stop-controlled operation. |
| Allendale Road Intersection | ▪ Either retain the existing signalized intersection at Fountain Street and Allendale Road (reconfigured to accommodate expansion of Fountain Street to 4 lanes) or construct a new modern roundabout at the intersection of Fountain Street and Allendale Road. |
| Storm Drainage | ▪ Convert drainage system from roadside ditches to storm sewers. |
| Municipal Services & Utilities | ▪ Expand existing water and sanitary services. Please refer to Section 15 for details. |
| Other | ▪ Landscaping |

6. How Are the Design Alternatives (for Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road) Being Evaluated?

In accordance with the requirements of the Municipal Class EA for Schedule “C” projects, the Project Team developed a set of criteria for evaluating the design

alternatives according to their impacts (positive or negative) on the Natural, Social, Cultural and Technical / Transportation environments, as well as construction costs. For each of these categories, the Project Team established specific criteria for evaluation as follows:

EVALUATION CRITERIA		DESCRIPTION
1.0 Natural Environment		
1.1	Wetlands, Vegetation and Wildlife	How does the design alternative impact the natural features of the corridor and surrounding area?
1.2	Storm Water Quality/Quantity	How does the design alternative impact the quality and quantity of storm water flow?
2.0 Social / Cultural Environment		
2.1	Property Impacts	Does the design alternative require property acquisition?
2.2	Resident and Business Access	How does the design alternative impact access to residents and businesses?
2.3	Noise	How does the design alternative impact noise levels at residential outdoor living areas?
2.4	Known Archaeological / Built Heritage / Cultural Landscapes	Does the design alternative directly or indirectly impact known sites?
3.0 Transportation / Technical		
3.1	Traffic Operations	How does the design alternative improve traffic operations?
3.2	Active Transportation (Pedestrian / Cyclist / Transit)	How does the design alternative serve active transportation modes of travel (walking, cycling)?
3.3	Transit Services	How does the design alternative serve transit system users?
3.4	Operations / Maintenance	Can the design alternative be maintained by the Region and City of Cambridge in an efficient and cost-effective manner?
3.5	Future Infrastructure	Does the design alternative facilitate (or not impede) implementation of planned future infrastructure works (e.g. sanitary trunks)?
4.0 Financial		
4.1	Capital (Construction) Cost	What is the estimated total cost of the design alternative (\$)?

The Project Team has preliminarily evaluated the design alternatives using the above criteria, and will incorporate input from the public and technical agencies into the evaluation process. For each design alternative, these criteria are scored using a scale of “least desirable” to “most desirable”. Please refer to **Appendix “B”** for a summary of the Project Team’s evaluation.

7. Which Design Alternative (for Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road) is Preferred by the Project Team?

Based on an evaluation of the alternatives, the Project Team prefers Design Alternative 3 (Reconstruct road as 4-lane urban roadway with median (raised or flush) and construct an off-road multi-use trail on each side of the road). Please refer to **Figure 2** for a drawing showing Design Alternative 3.

Based on the Project Team’s evaluation, the above design alternative adequately addresses the future transportation needs for all modes of travel along the Fountain Street corridor and has acceptable environmental impacts that can be mitigated in the detailed engineering design and during construction.

8. What is the Project Team’s Preferred Configuration for the Intersection of Fountain Street and Middle Block Road?

As part of this planning study, an Intersection Control Study (ICS) was completed for this intersection using forecast 2031 traffic volumes.

An Intersection Control Study (ICS) compares the advantages and disadvantages of a roundabout versus the conventional intersection improvement alternative. A key component of the ICS assessment is to determine the total Life Cycle Cost (LCC) of each alternative. The Life Cycle Cost includes all costs associated with the roundabout over a 20-year period including estimates of the capital and maintenance costs as well as an estimate of the injury-collision costs.

The Intersection Control Study for the intersection of Fountain Street and Middle Block Road concluded that either traffic control signals or a 3-lane roundabout would be required at this location to accommodate future traffic volumes.

Please refer to **Figure 3** for a drawing showing the signalized intersection and roundabout options at Fountain Street and Middle Block Road.

The Project Team considered the operation of these two intersection options, including the following factors:

- Delays to vehicles;
- Safety for motorists, transit, pedestrians and cyclists; and
- Expected collision rates and collision severity.

Additionally, the Project Team considered the costs of these two intersection options, including the following:

- Initial construction costs;
- Operational costs (e.g. electricity);
- Long-term maintenance, rehabilitation and reconstruction costs; and
- Collision costs

Based on an assessment of the above-noted intersection operations and costs over a 20-year period, a roundabout was deemed to be preferred over traffic control signals. The roundabout would be initially configured as a 2-lane roundabout, but constructed so as to facilitate expansion to 3 lanes in the future.

Please refer to **Figure 3** for a drawing showing the proposed roundabout at Fountain Street and Middle Block Road.

9. What is the Project Team’s Preferred Configuration for the Intersection of Fountain Street and Allendale Road?

The existing intersection of Fountain Street and Allendale Road operates as a signalized intersection. The intersection geometry is configured to accommodate an expansion of Fountain Street to 4 lanes. Additionally, the intersection provides dedicated left-turn lanes in both the northbound and southbound directions.

The Project Team considered implementation of a modern roundabout to replace the existing signalized intersection.

A “roundabout screening” was undertaken to determine the potential merit of converting the existing signalized intersection to a roundabout. The key results of the roundabout screening were as follows:

- Conversion to a roundabout would be significantly more costly than retention of the existing signalized intersection since the existing signalized intersection is essentially ready to be incorporated into the proposed 4-lane configuration for Fountain Street, whereas conversion to a roundabout would require complete reconstruction of the intersection;
- Conversion of a roundabout would require acquisition of additional land in the vicinity of the intersection; and
- The existing signalized intersection currently operates well, with minimal queueing and delays, and will continue to operate well with traffic signals under the projected 2031 traffic volumes.

Based on the above roundabout screening, the Project Team assessed that the preferred approach would be to retain the existing signalized intersection of Fountain Street and Allendale Road.

Please refer to **Figure 4** for a drawing showing the Fountain Street / Allendale Road intersection, including minor proposed improvements to accommodate widening of Fountain Street to four lanes.

10. What Will Be the Configuration of the Intersection of Fountain Street and the Planned Captain Call Court?

Captain Call Court is a proposed new road, intersecting with Fountain Street approximately mid way between Maple Grove Road and Allendale Road. This short road is intended to service a proposed development area west of Fountain Street.

The “T” intersection of Captain Call Court and Fountain Street is tentatively planned to support right-in, right-out and left-in movements. This intersection will not be signalized. A more detailed assessment of this tentatively planned configuration will be required, pending the results of further traffic demand and intersection capacity studies.

11. What Improvements are Being Considered by the Project Team on Fountain Street from Cherry Blossom Road to Maple Grove Road?

This section of Fountain Street currently includes:

- Four (4) lanes of through traffic;

- Urban cross section with curb-and-gutter;
- No specific designated cycling or pedestrian facilities, except for a 575 metre long section of sidewalk on the west side of Fountain Street between Maple Grove Road and Toyota Gate #1;
- Signalized intersections at Toyota Gate #1 and Gate #2; and
- Storm drainage via catchbasins and storm sewers.

OPTIONS FOR ACTIVE TRANSPORTATION FACILITIES

While the Region's draft Active Transportation Master Plan (ATMP) identifies this section of Fountain Street as a candidate for a multi-use trail, the Project Team recognized that the active transportation (pedestrian, cycling) facilities should be selected with a view to maintaining consistency between the active transportation facilities being planned for the section of Fountain Street north and south of Maple Grove Road. Accordingly, the Project Team considered the following two options for active transportation facilities:

- Option 1:
- Construct an on-road cycling lane on each side of the road; and
 - Construct a sidewalk on each side of the road.

- Option 2:
- Construct an off-road multi-use trail on each side of the road.

PREFERRED ACTIVE TRANSPORTATION FACILITIES

The Project Team observed that while either option was technically feasible, construction of on-road cycling lanes (Option 1, above) would require a wider overall pavement width to accommodate vehicles and cyclists. Accordingly, this would require removal and replacement of the existing curb-and-gutter as well as adjustment to catchbasins. This work would require lane closures and traffic restrictions during construction beyond that normally required for a routine resurfacing. Construction of off-road multi-use trails (Option 2, above) would minimize the need for lane closures and traffic restrictions during construction, and is less costly to construct than on-road cycling lanes and sidewalks.

Accordingly, the Project Team identified construction of off-road multi-use trails (Option 2) as the preferred option for active transportation facilities. Please refer to **Figure 5** for a drawing showing the Project Team's preferred roadway configuration for active transportation facilities.

OTHER PROPOSED WORKS

In addition to asphalt resurfacing and construction of new pedestrian and cycling facilities, the proposed improvements on Fountain Street between Maple Grove Road and Cherry Blossom Road also include:

- Construction of a new northbound left-turn lane at Toyota Gate #1 to prevent queueing of traffic in the northbound through lanes (refer to **Figure 6**);
- Minor storm sewer repairs where warranted; and
- Improvements to existing Grand River Transit Bus Stops.

12. What Improvements are Being Planned by the Project Team for the Intersection of Fountain Street and Maple Grove Road?

In 2010, Regional Council approved construction of a 3-lane roundabout at the intersection of Fountain Street and Maple Grove Road. Please refer to Figure 7 for a drawing showing the proposed roundabout. A copy of Report E-10-055 recommending construction of the roundabout is available at:

www.regionofwaterloo.ca/en/regionalGovernment/resources/PC2010-0518.pdf
(pages 65 through 77)

The traffic study completed as part of this planning study has confirmed that a 3-lane roundabout is required to accommodate projected 2031 traffic volumes. Initially, the roundabout would be configured as a 2-lane roundabout; however, it will be designed and constructed so as to facilitate conversion to a 3-lane roundabout, when required in the future, while minimizing the requirement for lane closures and traffic restrictions required during construction to complete this conversion.

13. How will the Proposed Improvements Enhance the Pedestrian and Cyclist Environment for this Project?

Currently, active transportation facilities along the Fountain Street project corridor are minimal. North of Maple Grove Road, paved shoulders serve as a cycling facility (but are not a designated cycling facility) and no pedestrian facilities currently exist. South of Maple Grove Road, a short section of narrow sidewalk exists along the west side of Fountain Street between Maple Grove Road and Toyota Gate #1, but there are no existing cycling facilities.

Under the Project Team's preferred design alternative, multi-use trails would be constructed on each side of Fountain Street from Cherry Blossom Road to Kossuth Road / Fairway Road. These multi-use trails would provide a link to existing and proposed cycling and pedestrian facilities in the area and would provide pedestrian access to existing and future planned transit stops along Fountain Street.

Please refer to Figure 8 for a plan of existing and proposed pedestrian and cycling facilities in the area.

14. Does the Project Team Propose any Changes to the Existing CPR Railway Crossing of Fountain Street Just North of Cherry Blossom Road?

No changes are proposed for the Canadian Pacific Railway level crossing at Fountain Street just north of Cherry Blossom Road as part of this project. It is anticipated that the railway signal gantries and safety barriers will need to be moved back somewhat to accommodate addition of the multi-use trail.

15. How do the Improvements being Considered Relate to the East Side Lands? What Improvements are Being Planned by the Project Team for Water and Sanitary Services? Can I arrange for a New or Upgraded Connection to the New Services?

In 2014, a Master Environmental Servicing Plan (MESP) for the East Side Lands was approved by both Region Council and City of Cambridge Council. The MESP focusses on approximately 300 hectares of developable land identified as the "Stage 1 Lands". These lands are designated in the Regional Official Plan for employment uses. The East Side Lands boundaries are generally defined by Middle Block Road and Kossuth Road to the north, the Grand River to the west, Speedsville Road and Fountain Street to the east, and Highway #8 to the south. Please refer to **Figure 1** for a map showing the East Side Lands. The MESP identifies the need for new services (sewer, water, transportation, utilities) to support future development. The proposed widening of Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road supports projected traffic volumes and provides servicing and utility needs for the future development of the East Side Lands.

The MESP identifies the need for a 450 mm diameter Regional transmission watermain on Fountain Street from Maple Grove Road to Fairway Road / Kossuth Road and a 300 mm diameter City of Cambridge service watermain on Fountain Street from Maple Grove Road to Middle Block Road (or possibly to Kossuth Road / Fairway Road). Additionally, the MESP identifies extension of the City of Cambridge sanitary sewer on Fountain Street from Maple Grove Road to Kossuth Road /

Fairway Road. Please refer to **Figure 9** for a summary of the existing and proposed water and sanitary sewer services along Fountain Street.

For more information regarding the MESP, please visit the Region's project website at:

www.regionofwaterloo.ca/en/aboutTheEnvironment/eastsidearea.asp

Reconstruction of Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road may present opportunities for property owners to upgrade existing water and/or sanitary service connections, or to add new water and/or sanitary service connections.

If property owners wish to add a new water or sanitary service, or replace their water service or sanitary sewer drain **within the public roadway right-of-way from the street to the property line** with a larger service they are encouraged to coordinate with the Region and/or City of Cambridge to have this work included in this project. Undertaking these improvements in conjunction with the proposed road construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the City of Cambridge and the property owner, existing services may be upgraded from the mains under the road to the property line **at the property owner's expense**.

Additionally, property owners may wish to consider replacing existing services or adding a new service **on private property between the property line and their building** at the same time as this construction. If property owners wish to pursue this additional work, please indicate so on the Comment Sheet and staff will contact you later to discuss how you can make arrangements to have this work completed. The **property owner will be responsible for all the costs** to replace services on private property.

16. How Do the Improvements Being Considered Relate to the Objectives of the Regional Transportation Master Plan, Cycling Master Plan, Active Transportation Master Plan, and the Regional Transportation Context-Sensitive Corridor Design Guidelines?

The Project Team is planning road improvements within the project limits to address infrastructure needs on this roadway corridor consistent with Regional Bylaws, policies, plans and practices. The Regional Official Plan gives the direction to balance new and retrofitted roads for all modes of transportation including walking,

cycling, automobiles and transit. This project supports the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development. This project includes measures to improve transportation operations, and to enhance pedestrian and cycling facilities via new multi-use trails and enhanced boulevard landscaping to improve the walking environment. Improving the walking environment is a key objective of the RTMP. In addition, Regional Council also approved the Regional Transportation Context Sensitive Corridor Design Guidelines in 2010 that supports the integration of active and sustainable transportation on all Regional Roads.

17. Who will be Responsible for Winter Maintenance of the New Sidewalks and/or Multi-Use Trails?

Currently, the City of Cambridge Community Services Department clears snow from the existing short section of sidewalk on Fountain Street between Maple Grove Road and Toyota Gate #1.

The City of Cambridge will clear snow from all new sidewalks or multi-use trails constructed along Fountain Street as part of this project.

18. What Landscaping Features are Proposed?

Under the cost-sharing arrangement between the Region and the Area Municipalities, the Region is generally responsible for basic landscaping and streetscaping elements such as boulevard treatments (e.g. coloured impressed concrete) and “street trees” (where feasible). The Area Municipality is generally responsible for the cost of additional landscaping and streetscaping features such as benches, planter boxes, decorative street lighting and similar features.

For this Fountain Street project, the landscaping will generally consist of low-maintenance trees and shrubs planted in the boulevard between the roadway and the multi-use trails or sidewalks. These trees and shrubs will enhance the buffer from vehicular traffic. In the future, as the area is developed, additional landscaping and streetscaping elements may be considered.

19. Does the Region of Waterloo need to Acquire Private Property for this Project?

The intent of the design process is to minimize the need to acquire property; however, in order to widen Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road and to construct the roundabout at Fountain Street and Middle Block Road, the Region will need to acquire some narrow strips of property from several abutting property owners.

Additionally, the Region will need to acquire more significant property parcels at Middle Block Road and Maple Grove Road in order to accommodate construction of the proposed roundabouts.

Please refer to **Appendix “C”** for a list of these potentially impacted property locations and the tentatively estimated area of property required. A more detailed map showing the locations where the Region will need to acquire property is provided in the **Display Boards** at this PCC.

Additionally, it is noted that the Region may also need to acquire temporary easements in order to facilitate construction activities. The Region also notes that permanent easements may be required from certain properties for specific utilities apparatus (e.g. guy cables).

As the project proceeds, the Region’s Real Estate staff will contact affected property owners to discuss the necessary property acquisitions. It is the Region’s standard practice to negotiate agreements of purchase and sale with the affected property owner, based on an independent appraisal of the land’s fair market value. If agreements cannot be reached in time to meet the project schedule, the Region may acquire the needed lands through Expropriation. For further information, please see the Property Process Information Sheet in **Appendix “D”**.

The proposed improvements will be refined by the Project Team to minimize property impacts through the design process. Preliminary potential property impacts are shown on the plans on display at this Public Consultation Centre.

20. Does the Region of Waterloo need to Acquire Any Other Property for this Project?

The property at 4000 Fountain Street (situated at the south-east corner of the intersection of Fountain Street and Middle Block Road) is owned by the Province of Ontario and administered through Infrastructure Ontario. Please refer to the **Display Boards** at this PCC for a map showing this property. The Region will need to acquire approximately 3,500 square metres (approximately 0.85 acres) from this

property to accommodate the proposed widening of Fountain Street and construction of the proposed roundabout at Fountain Street and Middle Block Road. The ministry of Economic Development, Employment and Infrastructure (MEDEI) will be required to dispose of land and undertake any other associated realty activity.

In accordance with Ontario Legislation, Infrastructure Ontario is required to conduct a Public Works Class Environmental Assessment (PW Class EA) as a condition of approval prior to sale of lands owned by the Province of Ontario. Please refer to the Display Boards set up at this Public Consultation Centre for more information concerning the PW Class EA process.

21. Are any Heritage Resources Impacted by the Improvements?

Heritage resources, including buildings, can be designated or listed under the Ontario Heritage Act. Please refer to **Appendix “E”** for definitions of the various heritage classifications under the Ontario Heritage Act.

The Project Team has retained a consultant to undertake a Cultural Heritage Assessment to identify and determine the cultural heritage value or interest of all potential Built Heritage and/or Cultural Heritage Resources and/or Cultural Heritage Landscapes within the project area.

A total of seven potential Cultural Heritage Resources were identified within and/or adjacent to the Fountain Street study area. Of the seven identified potential Cultural Heritage Resources, five are farmsteads, one is a residence, and one is a railscape.

Please refer to **Figure 10** for a drawing showing the potential Cultural Heritage Resources identified within and/or adjacent to the Fountain Street study area.

Construction of the planned Fountain Street improvements is not anticipated to adversely impact any of the seven identified potential Cultural Heritage Resources.

The Regional Heritage Planning Advisory Committee and the City of Cambridge Heritage Committee have been circulated detailed project information and will be providing heritage related comments as the project moves through the public consultation and design stages.

22. Will the Improvements Increase Traffic Noise?

Determination of the need for noise control measures in connection with the widening of a Regional roadway is assessed in accordance with Part ‘B’ of the Region’s Implementation Guideline for Noise Policies. Under this Guideline, existing and projected average noise levels for the “outdoor living area” (OLA) of abutting

properties are calculated in accordance with Ministry of Environment procedures. The “outdoor living area” typically refers to the patio or deck space that exists behind the residence.

In accordance with the Region’s Guideline, a noise barrier will be considered by residents, Area Municipal Council and Regional Council in the following situations:

- Where the projected noise level exceeds 65 decibels (dBA); or
- Where the projected noise level exceeds 60 dBA and the difference between the existing and projected noise levels is 5 dBA or more.

Additionally, it is noted that noise control measures are implemented only when the back yard directly abuts the roadway corridor or is in the direct line of sound transmission from the roadway corridor. Accordingly, rear-lotted or side-lotted properties may be considered for noise control measures such as noise barriers or berms, if so warranted by noise levels. Front-lotted properties are not considered for noise control measures because the outdoor living area is shielded from the road by the residence and because openings in the noise barrier or berm required for driveways negates the noise mitigating abilities of the noise barriers or berms. For this Fountain Street project, only three properties are either rear-lotted or side-lotted (2150 Fountain Street, 14 Banat Road, 4220 Fountain Street).

The consultant retained the specialist firm Novus to complete a noise study in accordance with Ministry of Environment requirements. This noise study took into account the existing and proposed features along Fountain Street. The result of the noise study for all rear-lotted and side-lotted properties is summarized as follows:

Address	Description	2014 Current Average Daytime Noise Levels (dBA)	2031 Projected Average Daytime Noise Levels (dBA)	Difference	Conclusion
4220 Fountain Street	Front-lotted to Fountain Street. Side-lotted to Middle Block Road.	51.7	58.8	7.1	Noise mitigation not warranted, since noise levels are below the 60 dBA threshold.
14 Banat Road	Front-lotted to Banat Road. Side-lotted to Fountain Street.	53.2	55.2	2.0	Noise mitigation not warranted, since noise levels are below the 60 dBA threshold.

<p>2150 Fountain Street</p>	<p>Front-lotted to Fountain Street. Side-lotted to Maple Grove Road.</p>	<p>66.4</p>	<p>67.9</p>	<p>1.5</p>	<p>Noise mitigation may be considered.</p>
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As noted in the above table, noise mitigation may be considered at one property (2150 Fountain Street). This property front-lots to Fountain Street and side-lots to Maple Grove Road.

The Project Team has assessed that noise levels can be most effectively mitigated by 5 dBA or more at the above-noted property through construction of a concrete noise wall approximately 75 metres in length, situated on Region property along the north boundary of the Maple Grove Road right-of-way on the west side of Fountain Street. The estimated cost of this noise wall would be approximately \$75,000.

The Project Team is aware that the subject property may potentially be redeveloped as a commercial property in the future. If this occurs, a noise wall would not be required. Based on this information, the Project Team recommends that the need for a noise wall at 2150 Fountain Street be reviewed in 2018 prior to construction of the Fountain Street improvements.

23. How Will Trees, Driveways, Trees, Boulevards and Private Lawns be Affected?

Driveways - Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Trees - It is expected that approximately 40 to 50 existing larger trees will have to be removed during construction to accommodate the potential improvements. It is the Region’s practice to plant two replacement trees for each tree removed as a result of any road projects. The Project Team proposes replacing any removed trees with large diameter replacement salt tolerant trees (i.e. 75 mm to 80 mm calliper).

In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including additional salt-tolerant trees, will be included as part of the project where feasible.

The Project Team has retained a tree expert (arborist) to assess the existing condition of the various trees and other vegetation within the road corridor. The arborist’s work includes the development of any required tree preservation or

protection strategies. The Project Team will consider these strategies where feasible, as part of the design and construction of this project.

Please note that new landscaping is typically installed as part of a separately tendered follow-up landscaping contract in the year following the road construction.

Boulevards and Lawns - Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and seed or sod.

Further information will be provided prior to construction identifying any impacts to private property and/or existing vegetation.

24. When Will Construction Occur?

Construction of the Fountain Street improvements is currently scheduled to be undertaken in 2018 and 2019 in the Region's approved 2014 Transportation Capital Program. Final surface course asphalt and landscaping work will be scheduled for 2019 or 2020.

Please note that should development of certain East Side Lands properties be anticipated in advance of the above-noted timeline, the Region or City of Cambridge may elect to install certain underground services (water, sanitary) earlier than the currently anticipated 2018 starting time.

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.

25. How Will Traffic and Access to Properties be Accommodated During Construction? Will there be Detours?

General

Traffic will generally be maintained in both directions during construction. Periodic lane restrictions may be in place to allow for certain construction activities. At certain critical times, it will be necessary to employ full road closures to through traffic to allow for completion of key project components, especially the roundabouts. In such instances, the duration of full closures will be kept to a minimum and detours

will be provided and appropriate signage posted. Local traffic will be maintained at all times during construction.

While detailed construction staging plans are still under development, it is anticipated that construction will be completed in stages. A detailed construction staging plan will be developed during the detailed design stage of this project and

area property owners will be provided with details of the construction timing, staging and traffic management plans well in advance of construction.

Emergency Services

The City of Cambridge Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions during the construction period. Grand River Transit service will be maintained during construction through the implementation of temporary bus stop locations as required. Emergency access will be maintained at all times during construction.

Pedestrian and Cyclist Access

During construction, the Region will endeavour to maintain a temporary bi-directional mixed-use pedestrian/cyclist facility on one side of Fountain Street; however, it is noted that it may be necessary to temporarily restrict pedestrian and cyclist traffic for short durations during construction.

Residential and Commercial Driveway Access

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 and side streets for short-term periods when completing certain construction operations. Where a disruption to a driveway is expected, the Contractor will be required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption.

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

The Project Team has initiated communications with specific businesses in order to better understand their unique needs and to plan construction accordingly. The Project Team encourages all businesses to contact the Region should they wish to discuss any access needs specific to their business.

During construction, property and business owners are encouraged to contact the Region's on-site supervisor with 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.

As is customary with Regional Roads under construction, motorists will be advised of the construction timing and traffic restrictions through advance signage and the Region's web site.

Additionally, signage will be provided to direct patrons of businesses along Fountain Street.

26. How will Garbage / Recyclables be Collected During Construction?

For residential properties on Fountain Street, garbage, green bins, yard waste and blue boxes will continue to be picked up curbside as usual. When work is occurring in front of your property and waste collection vehicles do not have access to your driveway on garbage collection day, the Contractor will deliver your garbage and recyclables to an adjacent side street for collection and return the empty containers afterwards. We will ask that all residents mark their containers with their address for easy identification.

For properties with private garbage collection, driveway access will be maintained during each phase of construction to provide access for private garbage collection.

27. What about Dust During Construction?

The Region of Waterloo will monitor the amount of dust generated by construction activities on an ongoing basis. When necessary, the Region will ensure that the Contractor uses proper dust suppression measures (i.e., the application of water and/or calcium chloride) in accordance with the Region's standard practice.

28. What are the Expected Working Hours During Construction?

In general, construction working hours are from 7:00 a.m. to 7:00 p.m. Monday through Friday, although the Contractor may also work on Saturdays from time to time. There may also be occasions where the Contractor is required to complete a critical work item outside of these normal working hours. Work outside normal working hours must be approved by the Region and the City of Cambridge.

29. Will the Posted Speed Limit Be Changed?

Following construction, the Region will retain the current 70 km/h posted speed limit on Fountain Street between Cherry Blossom Road and Maple Grove Road, as well as the current 70 km/h posted speed limit on Fountain Street between Maple Grove Road and Fairway Road / Kossuth Road.

30. What is the Estimated Cost of this Project and How will it be Funded?

Roadworks (including roundabouts cycling lanes and sidewalks and/or multi-use trails) and construction of the new transmission water main will be funded by the Region of Waterloo in the estimated total amount of approximately \$20,500,000.

The distribution water main and sanitary sewer extension from Maple Grove Road to Middle Block Road will be funded by the City of Cambridge at an estimated total cost of approximately \$3,500,000.

31. What are the Next Steps for this Project?

Prior to selecting a Recommended Design Alternative for Regional Council's approval, the Project Team is asking for the public's input on the proposed improvements. 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 the proposed Design Alternative in conjunction with other technical data.

32. When Will a Decision be Made for this Project?

The Project Team will review the public comments received from the Public Consultation Centre and use them as input for identifying a Recommended Design Concept for the Fountain Street Improvements project. It is planned to present the Recommended Design Concept to Region of Waterloo Planning and Works Committee and Council in Winter 2015 for approval. In advance of this meeting, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at the Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

33. How Will I Receive Further Notification Regarding This Project?

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

34. 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 at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at:

www.regionofwaterloo.ca/en/gettingAround/FutureConstructionProjects.asp

35. How Can I Provide My Comments?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments using the attached comment sheet to the Project Team member listed below, no later than October 22, 2014.

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

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Email: lindnerd@ae.ca

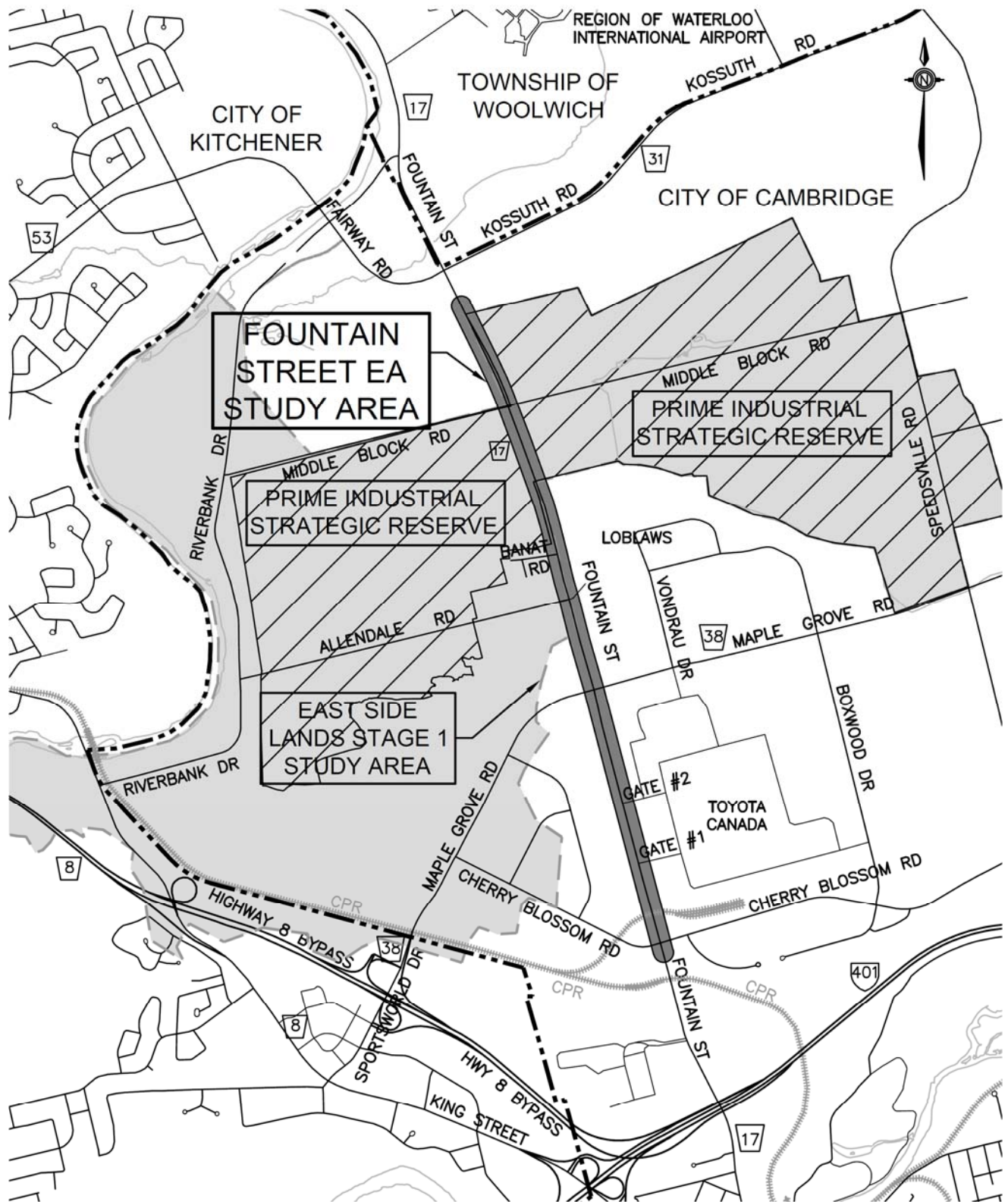


Figure 1 Key Plan Showing Fountain Street and East Side Lands, Including Existing and Proposed Water and Sanitary Services

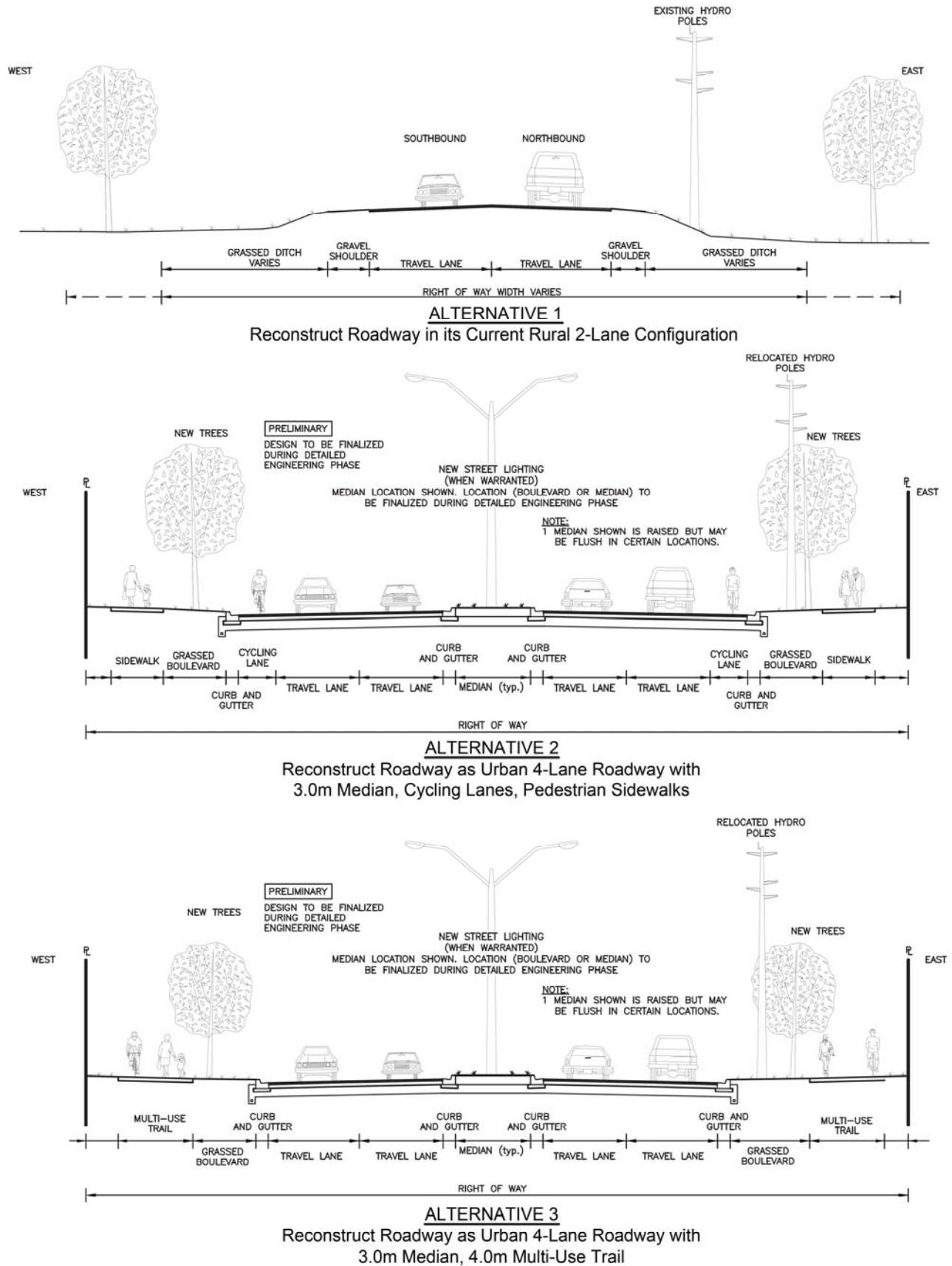


Figure 2 Design Alternatives: Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road

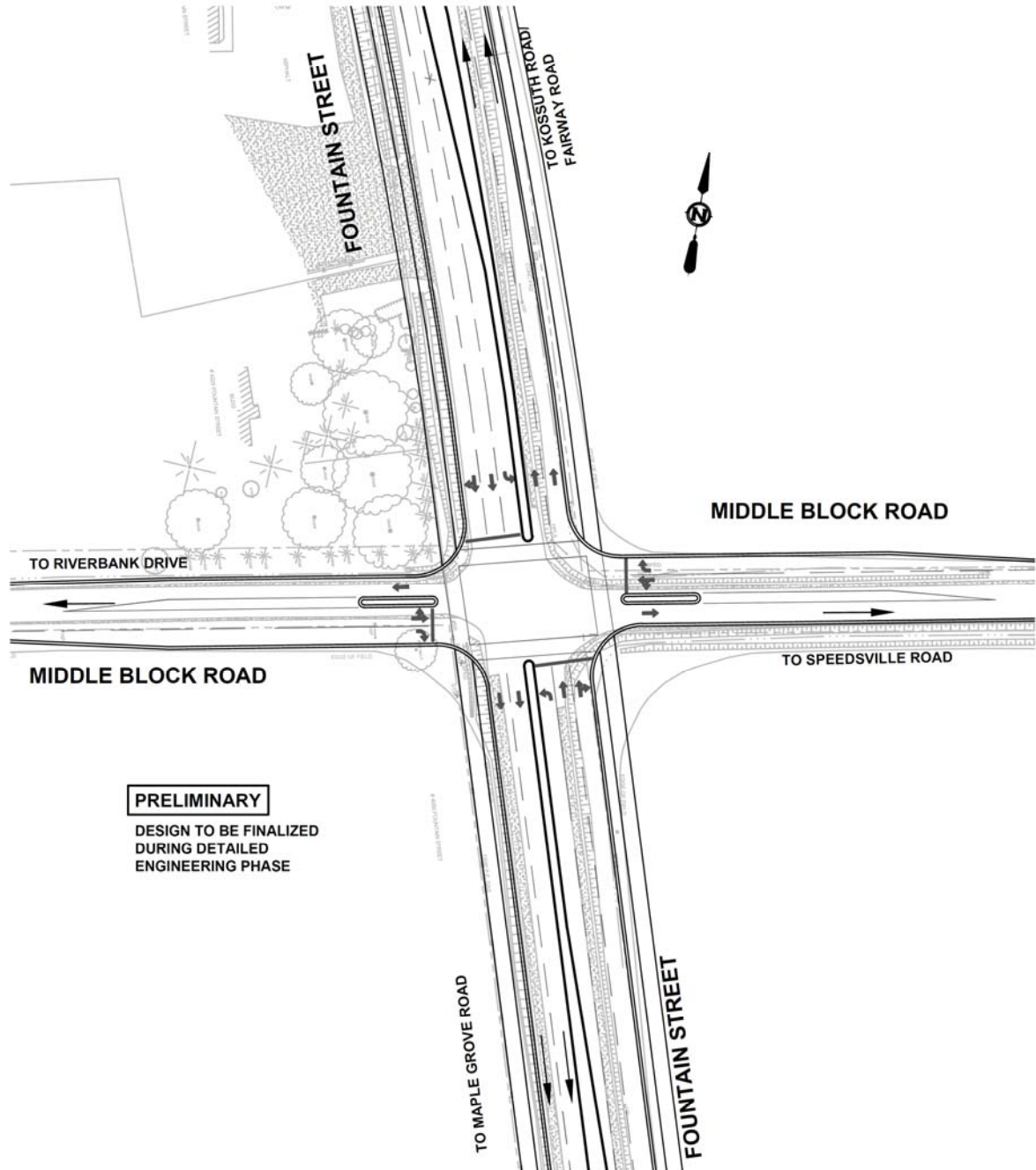


Figure 3A Signalized Intersection Option at Fountain Street and Middle Block Road

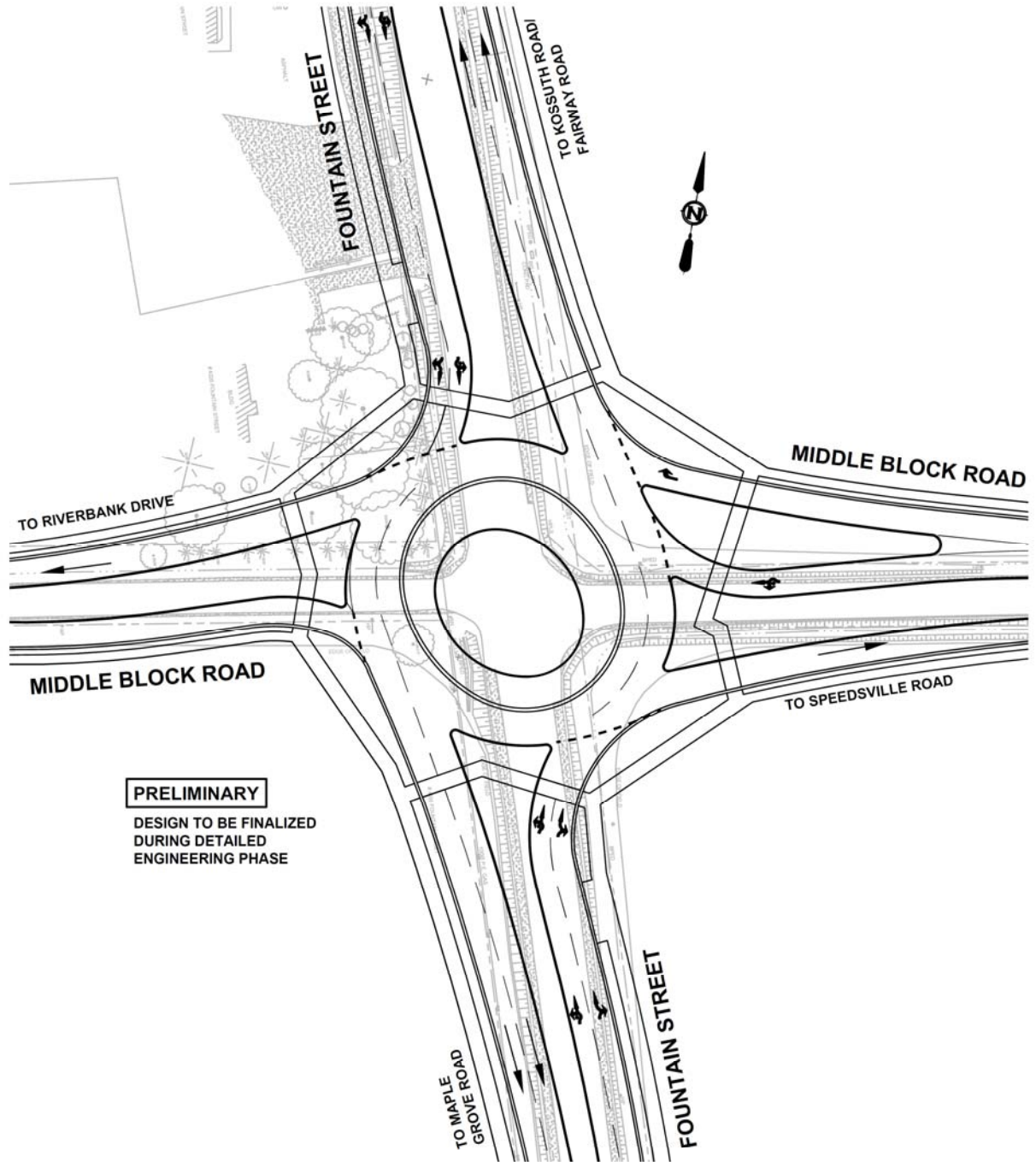


Figure 3B Proposed Roundabout at Fountain Street and Middle Block Road (Interim 2-Lane Configuration)

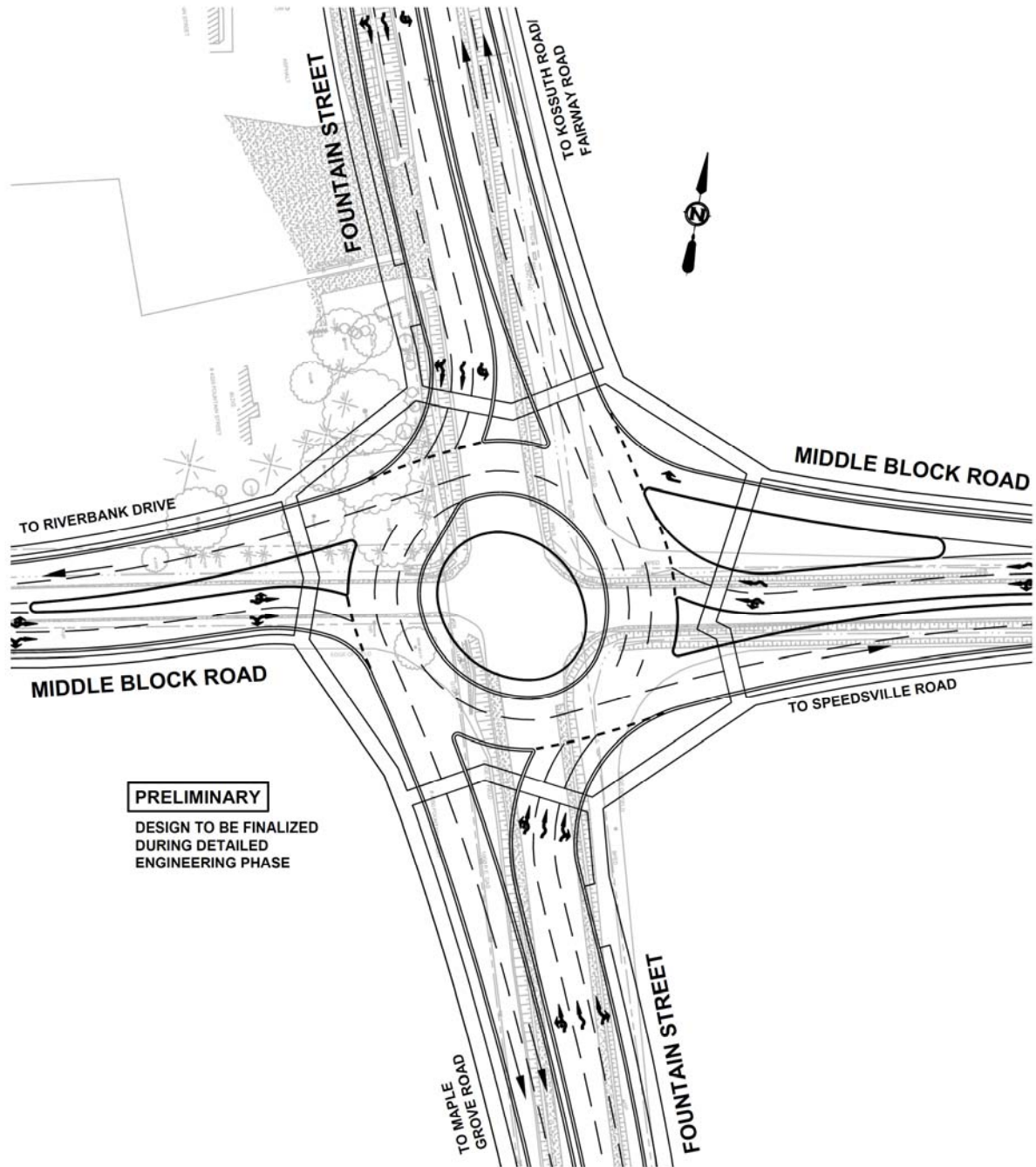


Figure 3C Proposed Roundabout at Fountain Street and Middle Block Road (Ultimate 3-Lane Configuration)

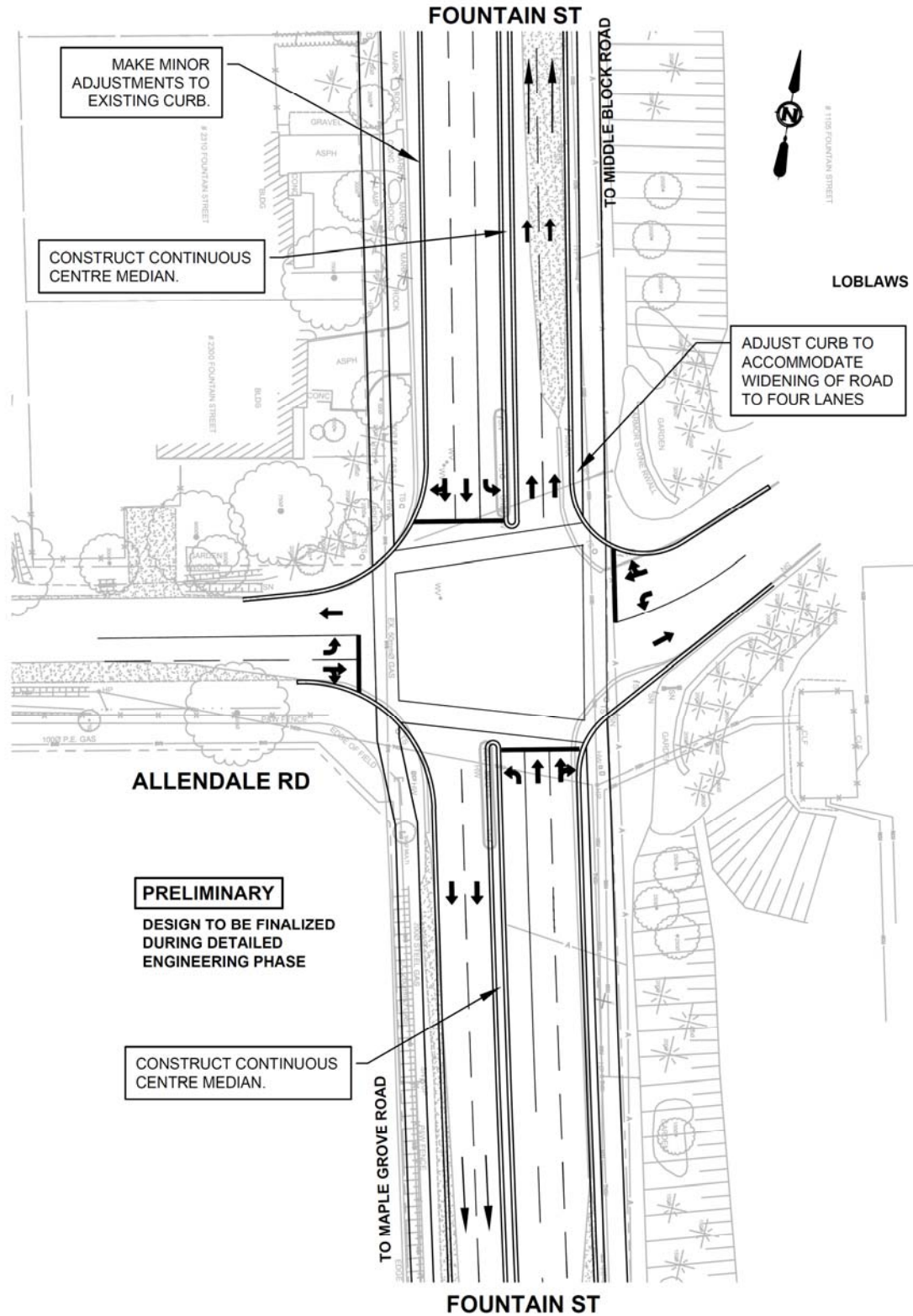


Figure 4 Proposed Improvements to Existing Signalized Intersection of Fountain Street and Allendale Road

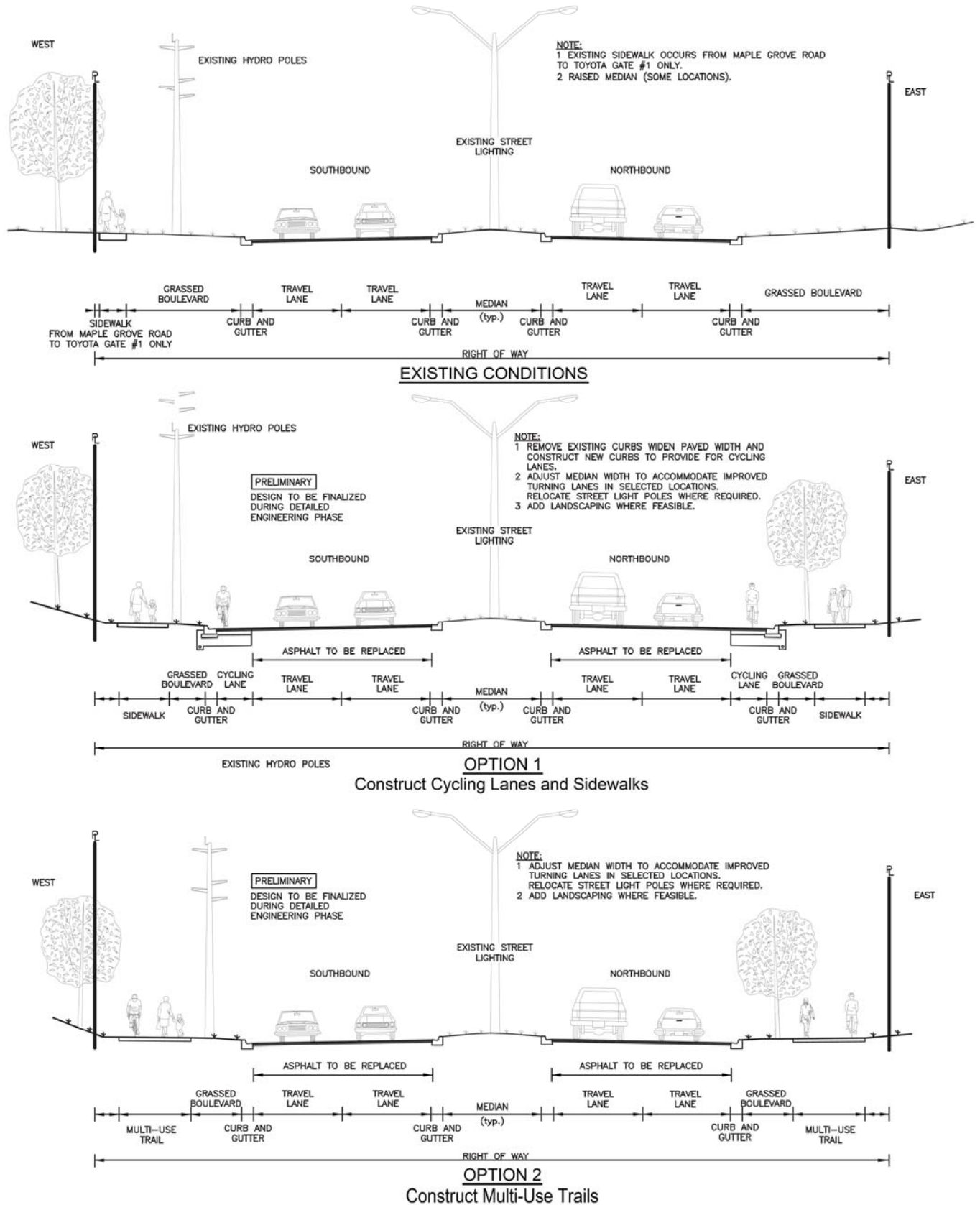


Figure 5 Options for Active Transportation Facilities on Fountain Street from Cherry Blossom Road to Maple Grove Road.

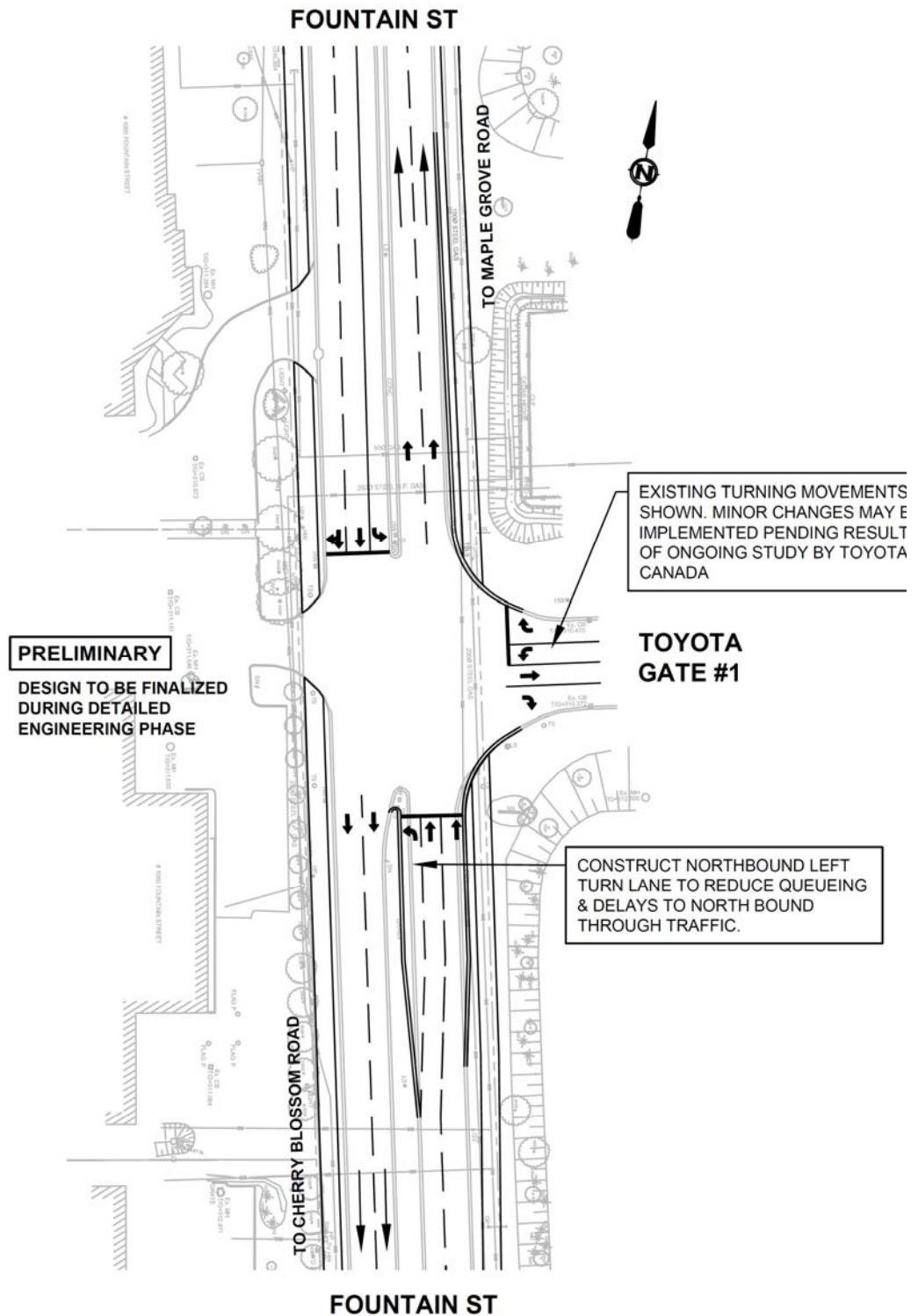


Figure 6 Proposed Improvements at Toyota Gate #1 and Proposed Adjustments to Median Configuration on Fountain Street from Cherry Blossom Road to Maple Grove Road

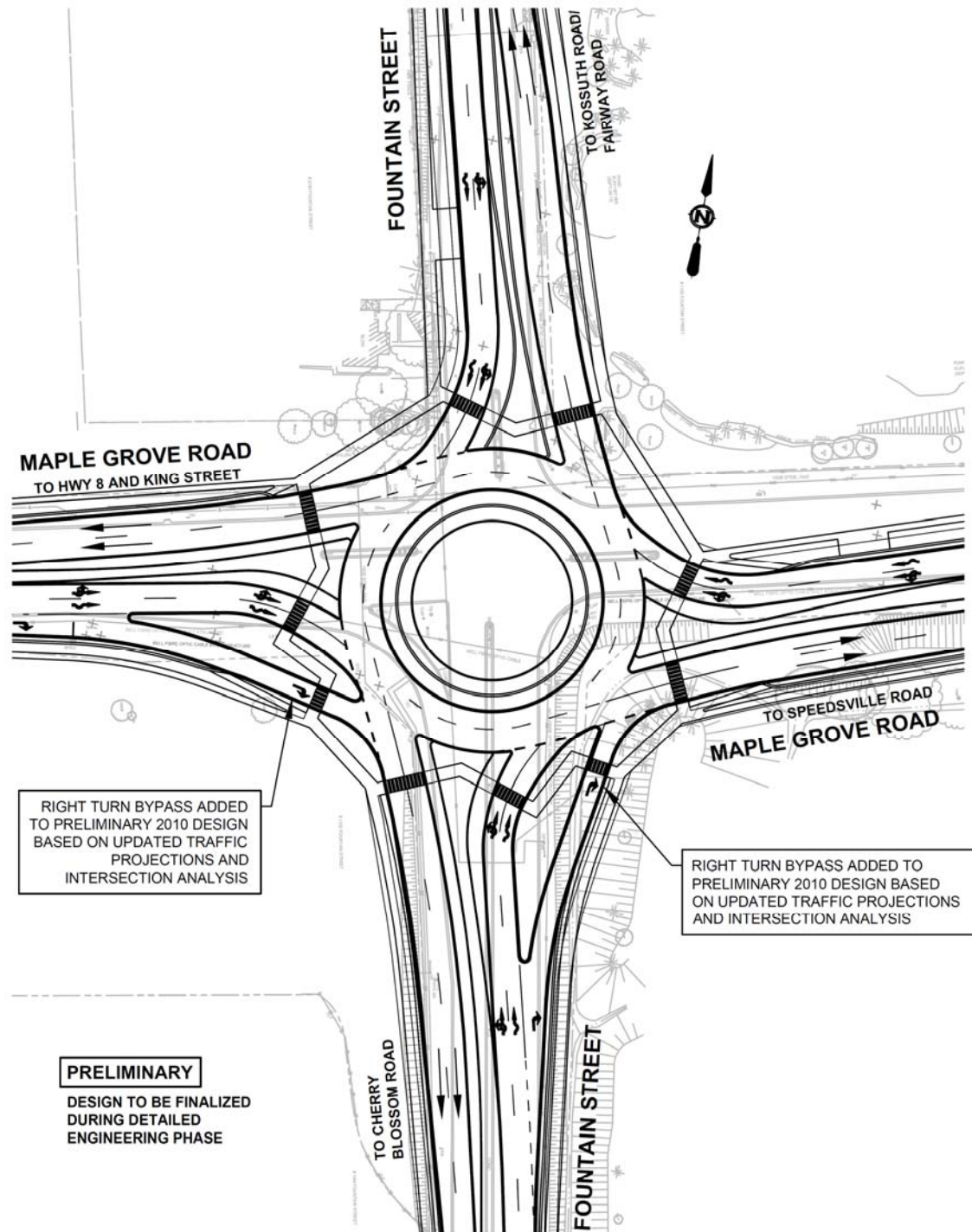


Figure 7A Proposed Roundabout at Fountain Street and Maple Grove Road (Interim 2-Lane Configuration)

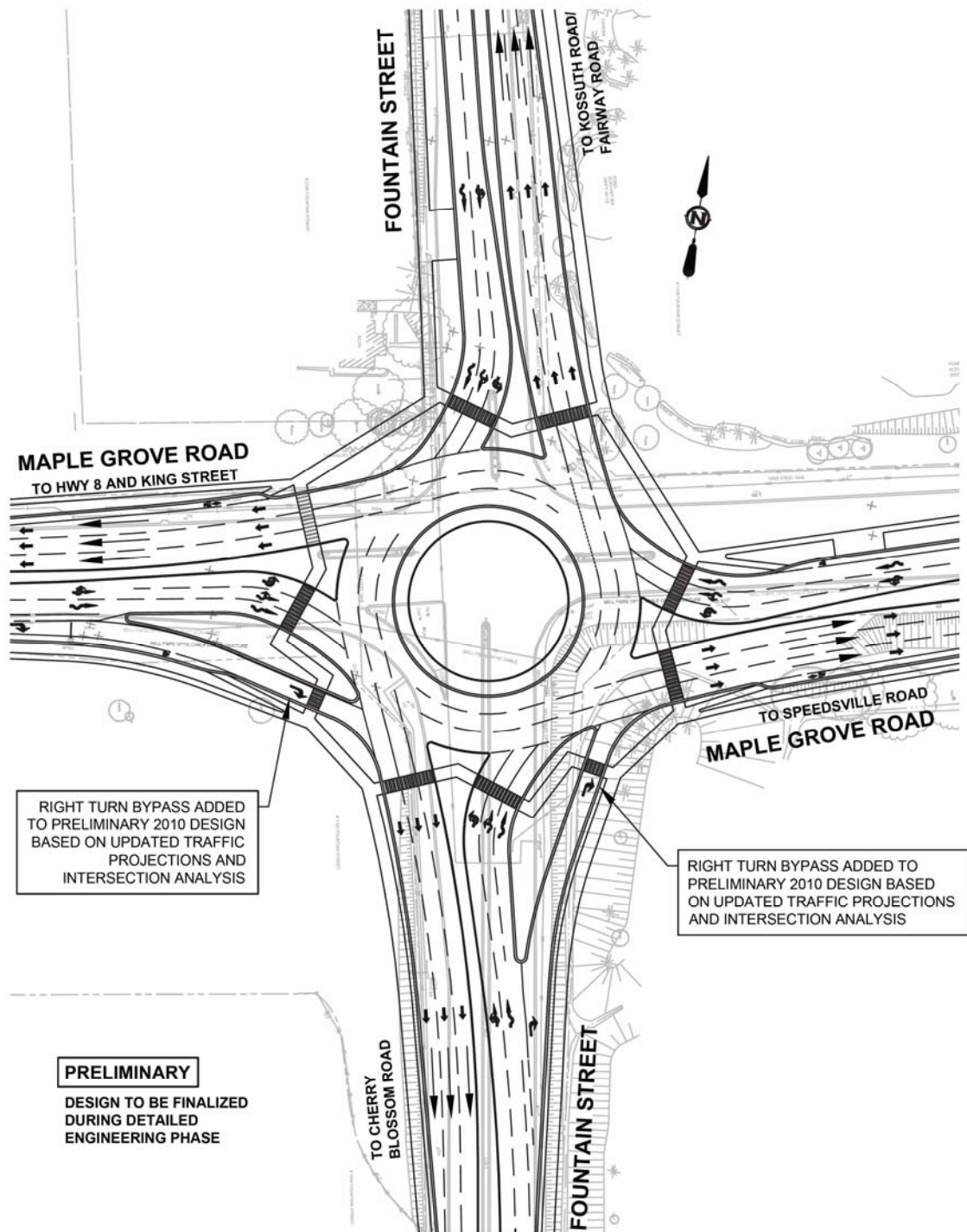


Figure 7B Proposed Roundabout at Fountain Street and Maple Grove Road (Ultimate 3-Lane Configuration)

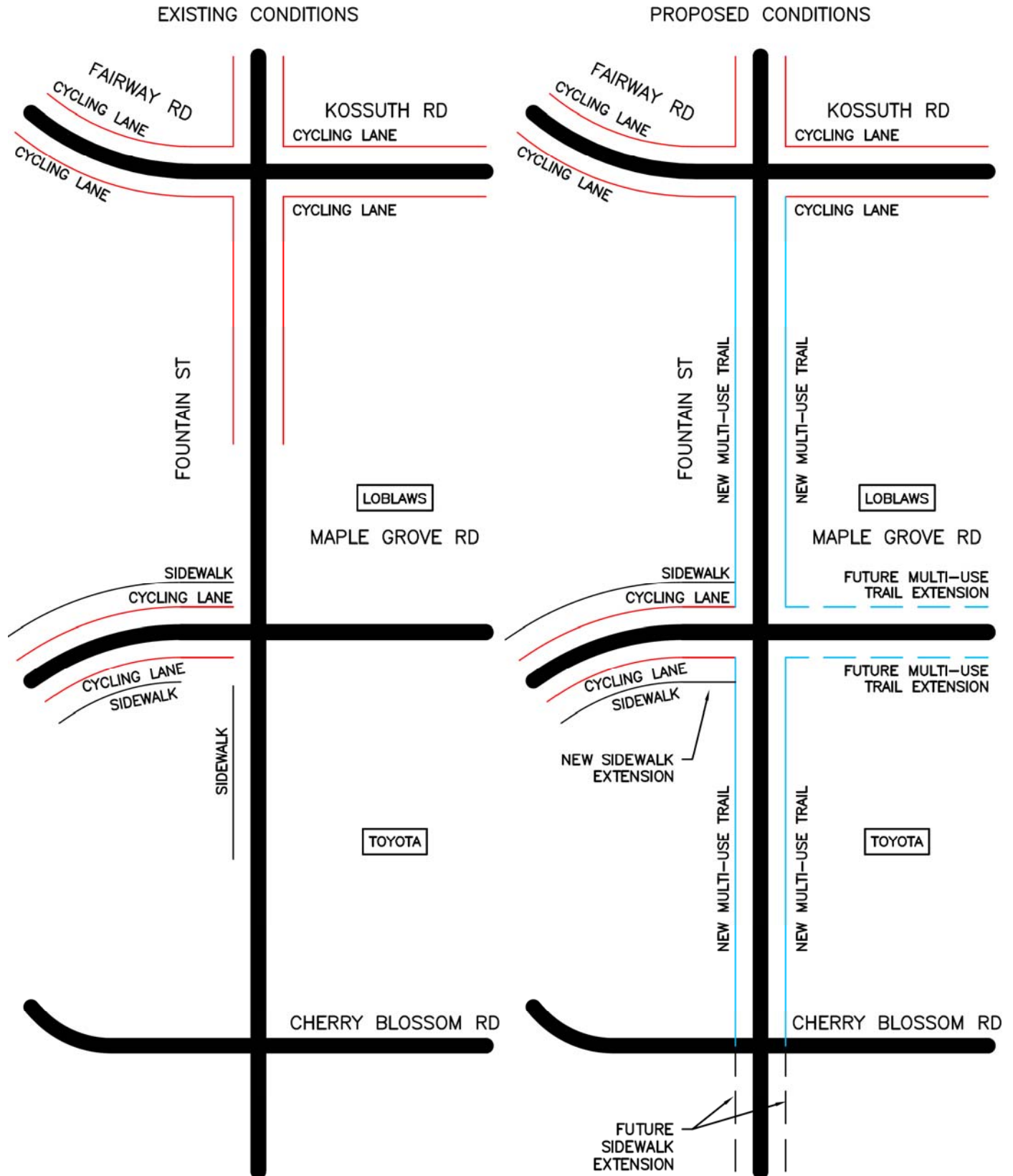


Figure 8 Existing and Proposed Walking and Cycling Facilities in the Fountain Street Project Area

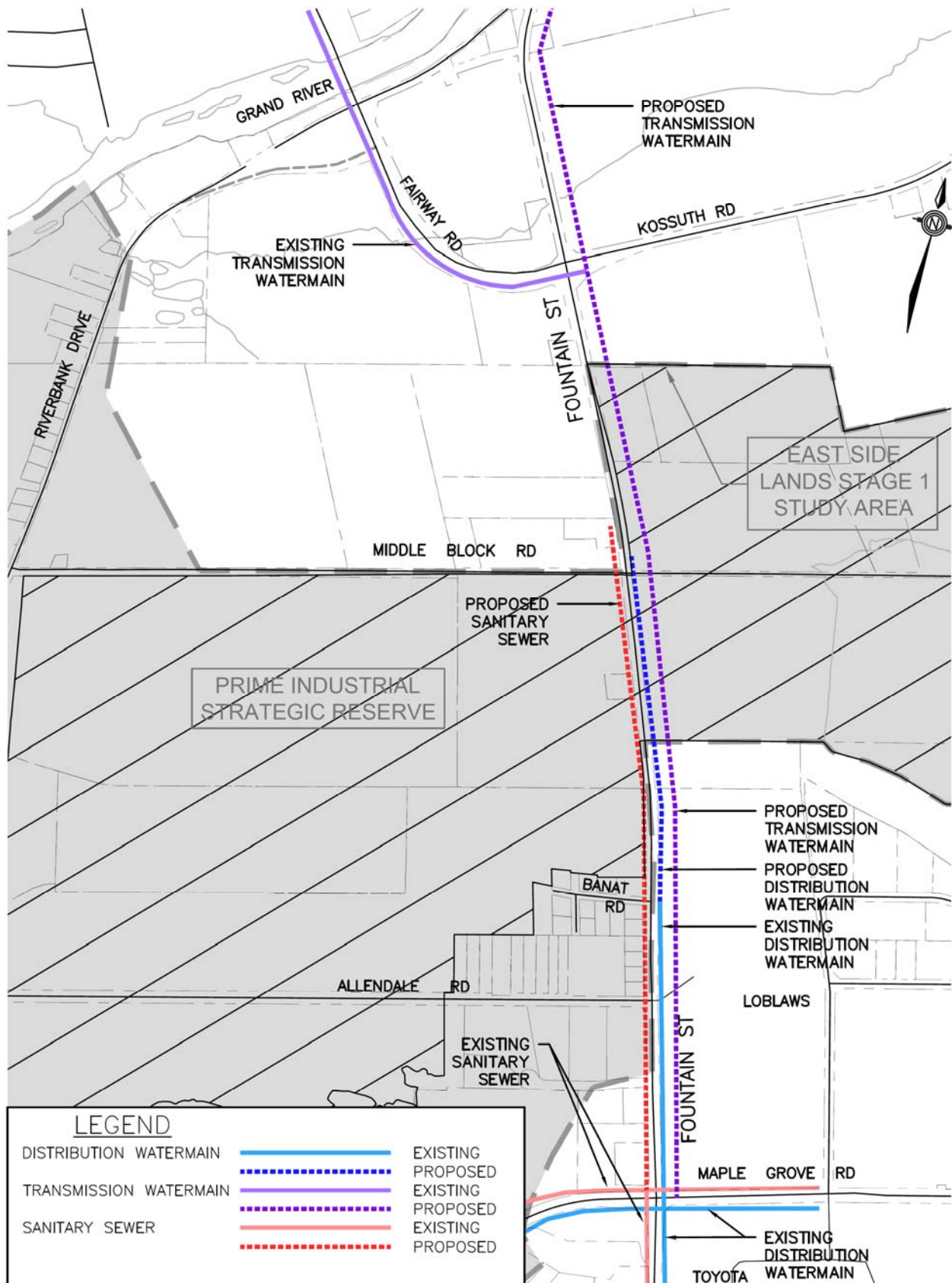


Figure 9 Existing and Proposed Water and Sanitary Services

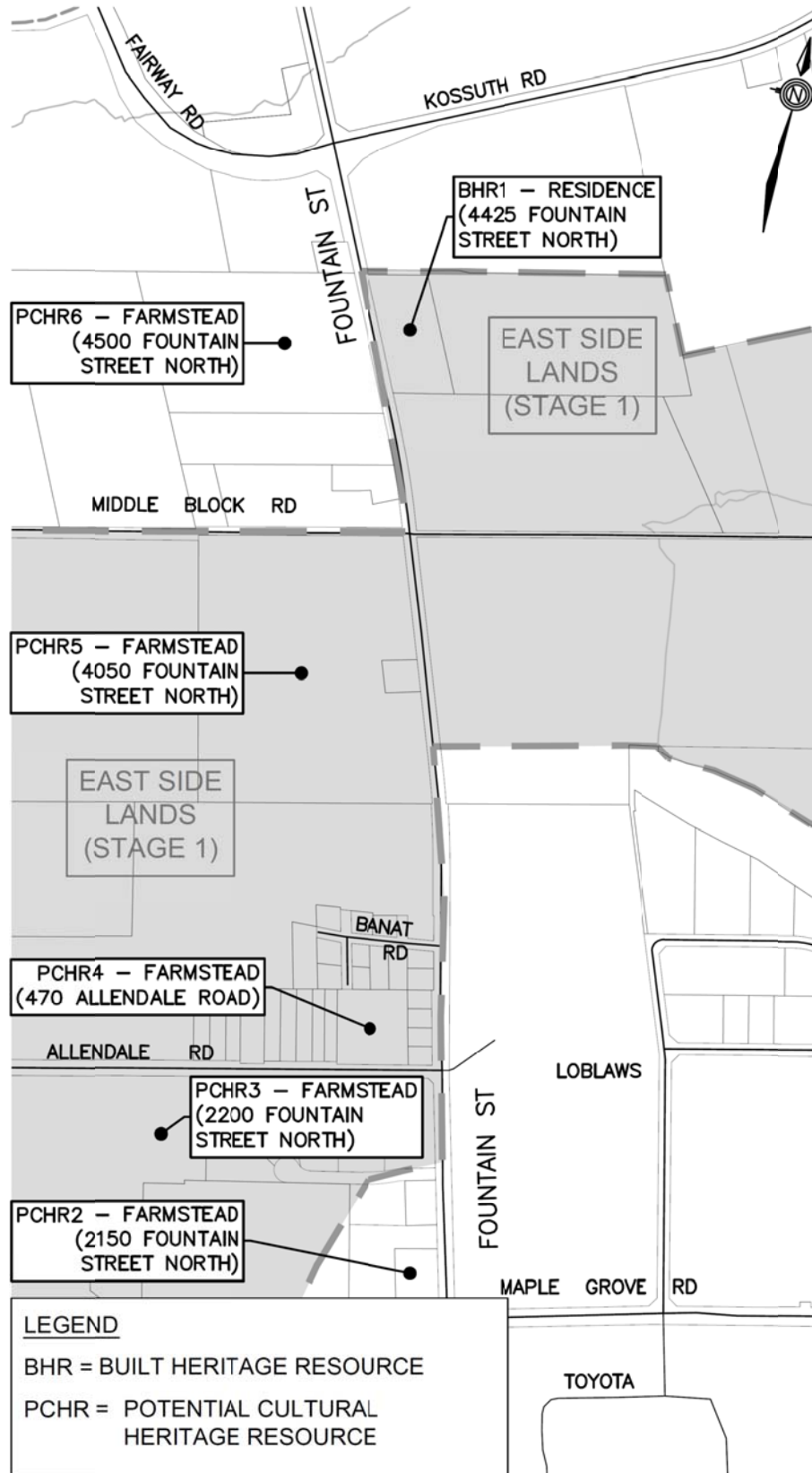


Figure 10 Cultural Heritage Resources

**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.

The Class EA process includes four (4) key phases:

Phase 1	Identify the problem, deficiency or opportunity, and develop a clear statement of the issues that are to be addressed.
Phase 2	Identify the reasonable alternative solutions that could be implemented to address the issues. Establish the preferred solution based on an assessment of the environmental impact, including consideration of stakeholder input.
Phase 3	Identify alternative methods of implementing the preferred solution. Establish the preferred method based on an assessment of the environmental impact, including consideration of stakeholder input.
Phase 4	Compile all relevant study information, including study rationale, environmental considerations, consultation process and recommendations into a clear and easily understood report entitled an "Environmental Study Report" (ESR), and make the document available for review by interested or affected parties.

Public Involvement

Members of the public that have a stake in the project are encouraged to provide comment throughout the Class EA process. For Schedule "C" projects there are a minimum of three (3) opportunities for public contact. These typically include two Public Information Centres and the Notice of Study Completion.

Class EA Process for Schedule “C” Projects

Change in Project Status – Appeal Provision

It is recommended that all stakeholders (including the proponent, public and review agencies) work together to determine the preferred means of addressing a problem or opportunity. If you have any concerns, you should discuss them with the proponent and try to resolve them. In the event that there are major issues which cannot be resolved, you may request the Minister of 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 :

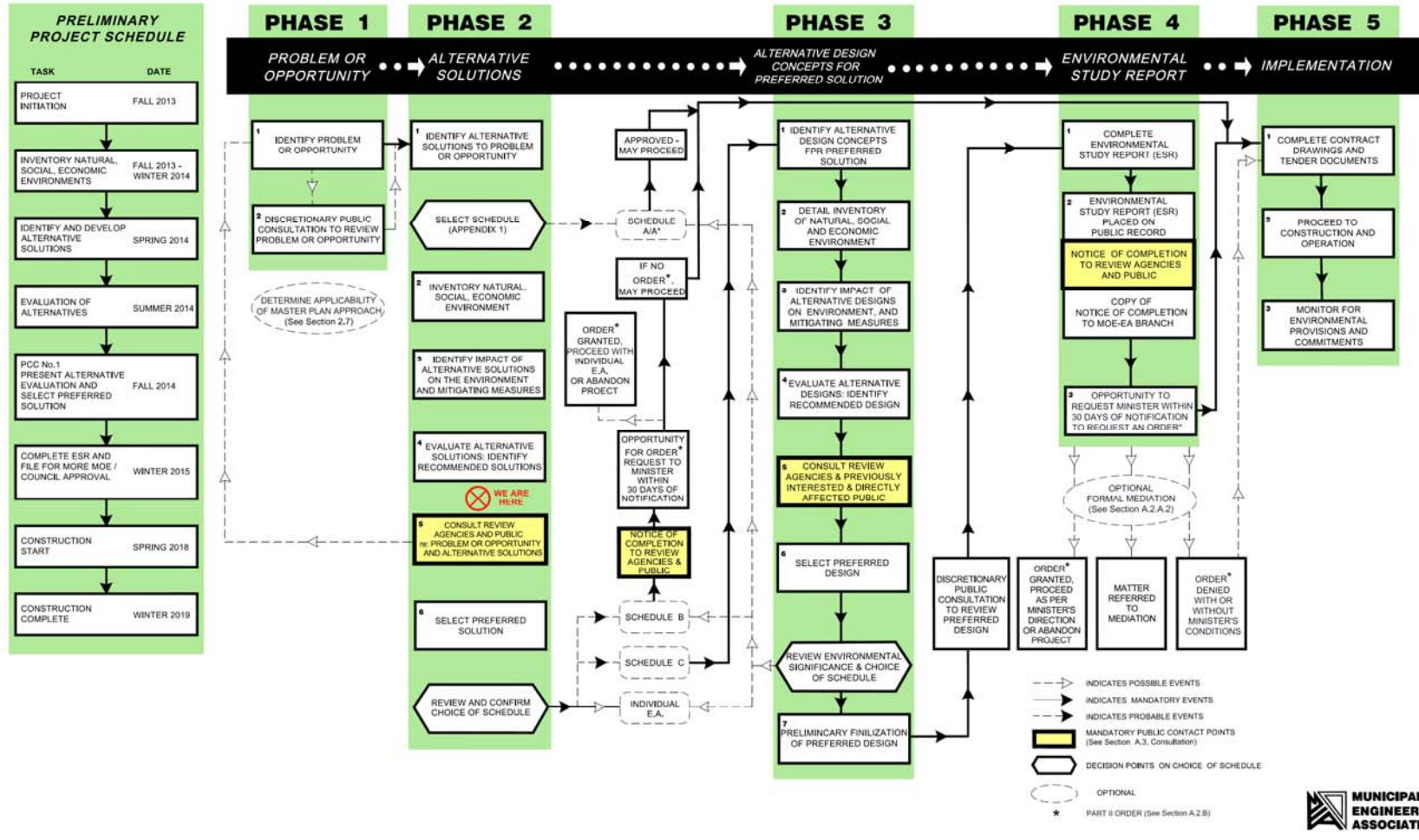
Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON M4V 1P5

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.

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

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



Appendix “B”

Evaluation Matrix: Fountain Street from Maple Grove Road to Kossuth Road / Fairway Road

CRITERIA GROUP / Criterion	DESIGN ALTERNATIVE 1 “Do Nothing” Rehabilitation in Current Configuration	DESIGN ALTERNATIVE 2 Reconstruct as Urban 4-Lane Roadway with Median, Cycling Lanes, Pedestrian Sidewalks	DESIGN ALTERNATIVE 3 Reconstruct as Urban 4-Lane Roadway with Median, Multi- Use Trails
TRANSPORTATION ENVIRONMENT Transportation capacity for motor vehicles, transit, pedestrians, cyclists and emergency vehicles. Operations and maintenance. Planning for future infrastructure.			
SOCIAL / CULTURAL ENVIRONMENT Property impacts, resident and business access, noise, Heritage Resources			
NATURAL ENVIRONMENT Wetlands, vegetation, wildlife, storm water runoff			
ECONOMIC ENVIRONMENT Capital Cost	 \$0	 \$16,800,000 (approx.)	 \$16,600,000 (approx.)
OVERALL EVALUATION			 PREFERRED ALTERNATIVE

LEAST PREFERRED

MOST PREFERRED

Appendix “C”
Permanent Property Acquisition Requirements

Address	Description of Property Required	Estimated Approximate Area of Property Required (m²) *
1055 Fountain Street	irregular-shaped parcel (at roundabout)	2,912
1090 Fountain Street	narrow strip	60
1094 Fountain Street	narrow strip	9
1100 Fountain Street	irregular-shaped parcel (at roundabout)	1,606
1105 Fountain Street	narrow strip	1,305
2150 Fountain Street	narrow strip	29
2000 Fountain Street	narrow strip	332
4000 Fountain Street	irregular-shaped parcel (at roundabout)	3,503
4050 Fountain Street	irregular-shaped parcel (at roundabout)	2,439
4200 Fountain Street	irregular-shaped parcel (at roundabout)	3,216
4220 Fountain Street	irregular-shaped parcel (at roundabout)	987
4230 Fountain Street	narrow strip	461
4300 Fountain Street	narrow strip	393
4500 Fountain Street	narrow strip	1,021
4520 Fountain Street	narrow strip	240
4600 Fountain Street	narrow strip	355
4685 Fountain Street	narrow strip	591
4605 Fountain Street	narrow strip	428

* 10,000 m² equals 1 ha (hectare).

* 1 ha equals approximately 2.47 acres.

NOTES

1. Only permanent property acquisition requirements are included in the above table.
2. Temporary easements may also be required from the above properties and other properties not listed above, in order to facilitate construction activities.
3. Permanent easements may be required from certain properties for specific utilities apparatus (e.g. guy cables).

Appendix “D”

Appendix D-1

Property Acquisition Process Information Sheet

The following information is provided as a general overview of the property acquisition process and is not legal advice. Further, the steps, timing and processes can vary depending on the individual circumstances of each case.

Once the Recommended Design Concept has been approved, the property acquisition process and the efforts of Regional Real Estate staff will focus on acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

After the project has been approved and as it approaches final design, the project planners will generate drawings and sketches indicating what lands and interests need to be acquired from each affected property to undertake the project. These drawing are referred to as Property Impact Plans (PIP).

Initial Owner Contact by Regional Real Estate Staff

Once the PIPs are available, Regional Real Estate staff will contact the affected property owners by telephone and mail to introduce themselves and set-up initial meetings to discuss the project and proposed acquisitions.

Initial Meetings

The initial meeting is attended by the project engineer and the assigned real estate staff person to brief the owner on the project, what part of their lands are to be acquired or will be affected, what work will be undertaken, when, with what equipment, etc. and to answer any questions. The primary purpose of the meeting is to listen to the owner and identify issues, concerns, effects of the proposed acquisition on remaining lands and businesses that can be feasibly mitigated and/or compensated, and how the remaining property may be restored. These discussions may require additional meetings. The goal of staff is to work with the owner to reach mutually agreeable solutions.

Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

Appendix D-2

The initial meetings will form the basis of an initial offer of settlement or agreement of purchase and sale for the required lands or interests.

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows;

- 1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;
- 2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;
- 3) reasonable costs of the owner will be included in any compensation settlement;
- 4) an offer with a purchase price and any other compensation or works in lieu of compensation will be submitted to the property owner for consideration; and
- 5) an Agreement will be finalized with any additional discussion, valuations, etc. as may be required.

Depending on the amount of compensation, most agreements will require the approval of Council. The approval is undertaken in Closed Session which is not open to the public to ensure a level of confidentiality.

Expropriation

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Even after lands and interests have been acquired through expropriation an agreement on compensation can be reached through negotiation, this is usually referred to as a 'settlement agreement'.

Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under that *Act* are protected.

Appendix “E”

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.

