East Boundary Road Corridor Study

Dundas Street to Townline Road
City of Cambridge
Public Consultation Centre #3
Information Package

What: The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study to determine the East Boundary Road Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge.

Where: From Dundas Street to Townline Road in the City of Cambridge.

Why: To provide road improvements for traffic growth and transportation system improvements for pedestrians, cyclists, and transit along the East Boundary Road Corridor in the City of Cambridge.

When: Tentative filing of the Environmental Assessment (EA) Environmental Study Report (ESR) in the summer of 2018.

Who: Region of Waterloo Project Manager
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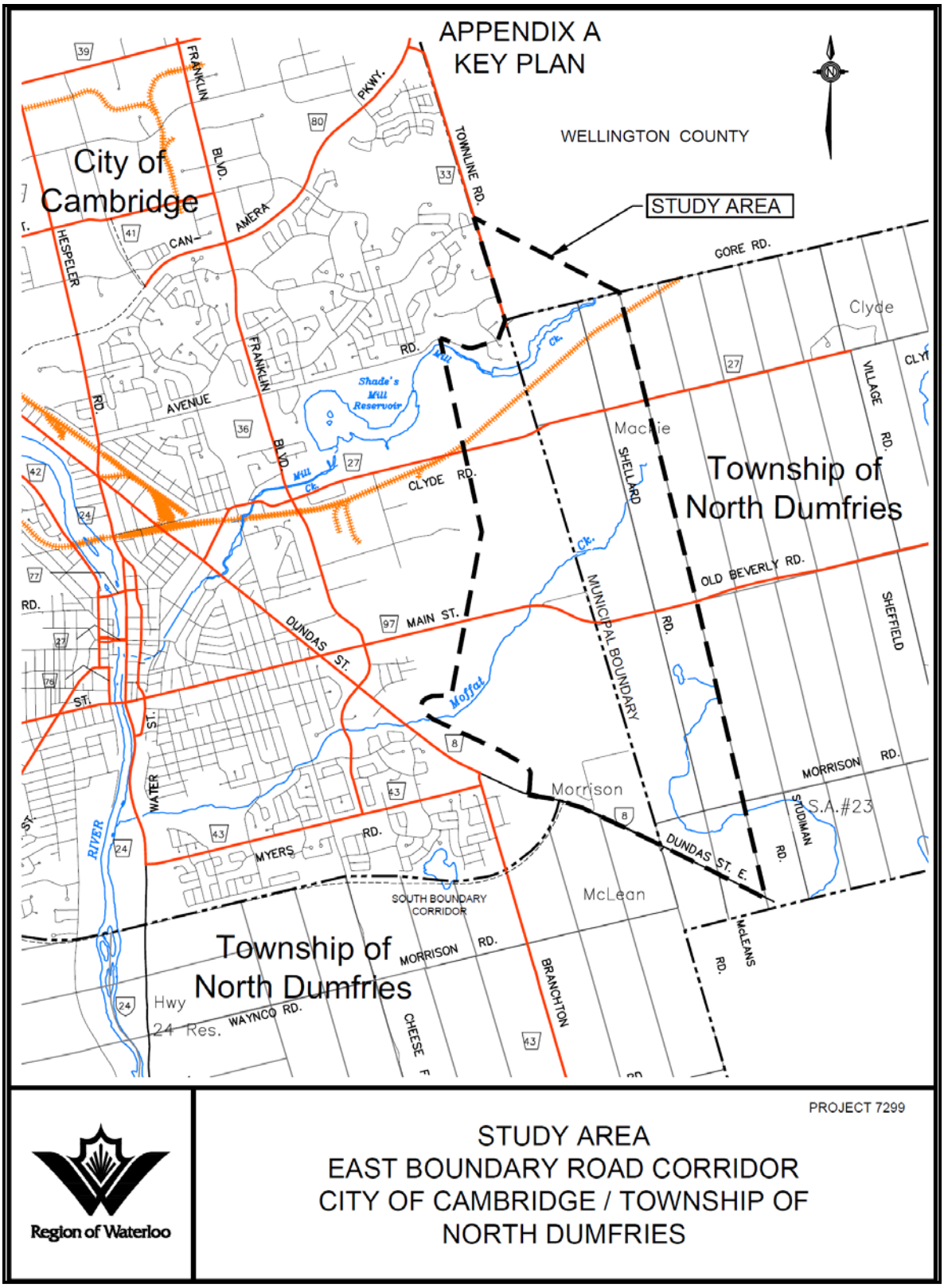
Public Consultation Centre #3
Thursday, February 1, 2018, 5:00PM to 8:00PM
Cambridge Golf Club
1346 Clyde Road
Cambridge, Ontario

There is a comment sheet at the back of this package. Please fill it out and share your comments with us.


APPENDIX A
KEY PLAN
WELLINGTON COUNTY
STUDY AREA
City of Cambridge
Township of North Dumfries
Township of North Dumfries
Clyde
Maclie
Morrison
McLean
S.A.#23
SOUTH BOUNDARY CORRIDOR
MUNICIPAL BOUNDARY
GORE RD.
CLYDE RD.
OLD BEVERLY RD.
MAIN ST.
DUNDAS ST.
DUNDAS ST. E.
MORRISON RD.
MYERS RD.
WAYNCO RD.
FRANKLIN BLVD.
HESPELER AVENUE
TOWNLINE RD.
SHELLARD RD.
VILLAGE RD.
SHEFFIELD RD.
STUDIMAN RD.
McLEANS RD.
BRANCHTON
CHEESE F
WATER ST.
RIVER
Shade's Mill Reservoir
Mill Ck.
Moffat Ck.
Hwy 24 Res.
PROJECT 7299
STUDY AREA
EAST BOUNDARY ROAD CORRIDOR
CITY OF CAMBRIDGE / TOWNSHIP OF
NORTH DUMFRIES
Region of Waterloo

1.0 What is the Purpose of this 3rd Public Consultation Centre (PCC)?

The Region of Waterloo is undertaking a Class Environmental Assessment (EA) study for the East Boundary Corridor from Dundas Street (Highway 8) at the proposed South Boundary Road Intersection to Townline Road in the City of Cambridge, the Township of North Dumfries, and Puslinch Township as illustrated in the Key Plan.

This is the 3rd Public Consultation Centre (PCC) for this project, and as such, the public is invited to provide input on the following:

- Identified study issues and problem statement;
- Alternative alignments considered for the East Boundary Road Corridor;
- Criteria used in the evaluation of the alternative alignments; and
- The revised "Preferred" alignment identified by the Project Team.

2.0 What is a Class Environmental Assessment?

The Class Environmental Assessment (EA) process is a formal process approved under the Ontario Environmental Assessment Act that must be undertaken in advance of any construction improvements to ensure that all reasonable alternatives are considered.

The Class EA provides the framework for municipalities to plan, design, and construct municipal infrastructure projects. This project has been planned as a "Schedule C" Class EA project. For additional details regarding the Municipal Class EA process, please refer to Appendix A.

3.0 Who is Directing This Project?

This project is being directed by a "Project Team" consisting of staff from the Region of Waterloo, City of Cambridge, Township of North Dumfries, Puslinch Township, Wellington County, Grand River Conservation Authority, and MTE Consultants, as well as Region of Waterloo Councilor Karl Kiefer (Cambridge) and Mayor Sue Foxton (North Dumfries), City of Cambridge Councilor Frank Monteiro and Township of North Dumfries Councilor Neil Ritchie.

4.0 How does this Project Relate to the Objectives of the Regional Official Plan and the Regional Transportation Master Plan?

During the last 10 years, south Cambridge has experienced rapid residential growth, and the east side of Cambridge is planning for new development. As a result, the transportation network needs to be upgraded to accommodate future growth as

identified in many studies and policies, as well as accommodating traffic that is trying to bypass the City of Cambridge.

The initial concept for a bypass around the City of Cambridge was first identified in 1967 as part of a Planning Study undertaken by the City of Galt. In 1972, the Ministry of Transportation developed a Highway 8 bypass concept, connecting Highway 8 and Highway 24 to Highway 401. When responsibility for these roads shifted to the Region of Waterloo in 1988, the bypass concept was revised into an arterial corridor concept around the east, west, and south sides of the City of Cambridge as approved in the 1994 Cambridge Area Transportation Study (CATS). Included in the recommendations was a north-south bypass on the east side of Cambridge that was just east of the City of Cambridge boundary in North Dumfries.

The 1999 Regional Transportation Master Plan (RTMP) also identified the need for a north-south arterial, east of Franklin Boulevard in the City of Cambridge and the Township of North Dumfries.

In response to the transportation network needs identified in the 1999 RTMP, the Region of Waterloo initiated a Class EA Study in the City of Cambridge in 2000, called the Cambridge Area Routes Selection Study (CARSS). This study also identified a number of routes for an East Side Arterial Corridor east and west of the City of Cambridge boundary.

In 2004 a Detailed Transportation Network Review (DTNR) undertaken by the Region confirmed the need for an East Boundary Road. In addition, the Region Transportation Master Plan (RTMP; 2010 Update) also recommended the need for an East Boundary Road.

The 1995 Regional Official Policies Plan (ROPP) as well as the Regional Official Plan (ROP) both identify a Proposed Regional Corridor (as illustrated on Map 9 of the ROPP and Map 5b of the ROP) for the East Boundary Road that is consistent with the alignment identified under previous studies. It essentially ties into the South Boundary Road at Dundas Street, and connects into Shellard Sideroad to the east, runs north through Puslinch Township and ties into Townline Road. This route is currently shown in both the Region of Waterloo and Wellington County Official Plans. In summary, the need for an East Boundary Road has been firmly established through many previous studies; however, the exact alignment has not been identified through a Class Environmental Assessment. The Project Team has developed the following problem statement for the project, identifying the traffic and transportation needs to be addressed.

Problem Statement

Regional transportation studies dating back to the 1960s have all identified a future need for an arterial road connection on the east side of Cambridge between the south end of the City to Highway 401. This arterial road has commonly been referred to as the "East Boundary Road". Recent transportation demand modelling results have confirmed that an arterial road on the east side of Cambridge will be needed to alleviate forecasted north-south roadway capacity deficiencies on Hespeler Road and Franklin Boulevard, as well as improve access to the Regional road network for residents of the Southeast Galt Community area, and provide an alternative for goods movements to avoid traffic congestion in downtown Cambridge.

A route for an "East Boundary Road" needs to be confirmed to facilitate any proposed developments in the area and to protect the land for this future roadway. With the recent approval of the South Boundary Road between Highway 24 and Dundas Street south of Myers Road and upgrades completed to Townline Road south of Highway 40, a route between Dundas Street in the south to Townline Road in the north must be identified for this Regional Road

5.0 Where in the Class EA Process Are We?

As identified above, the project is being completed in accordance with the requirements of a Schedule "C" Municipal Class EA process. The requirements of the first two phases of the project (i.e. Phase 1: Identify Problem or Opportunity and Phase 2: Develop Alternative Solutions to the Problem) have already been addressed and documented in previously completed studies including the Cambridge Area Transportation Study (CATS), Cambridge Area Route Selection Study (CARSS), the Detailed Transportation Network Review (DTNR), and the Regional Transportation Master Plan. These studies have considered alternative methods of addressing the transportation demands such as transit, carpooling, cycling, and walking. They all concluded that the Preferred Solution is a new road on the east side of Cambridge.

Because these studies have: (1) already established the need and justification for an East Boundary Corridor and (2) have looked at alternative methods of addressing this need, and consulted with stakeholders, the requirements of the first two phases of the East Boundary Corridor Class EA project may be considered as being fulfilled.

This study has completed Phase 3: Alternative Design Concepts for the Preferred Solution, which will be followed by Phase 4: The Environmental Study Report documenting the study for public review.

6.0 What are other Current Projects in the Area and What Impact Do They Have on This Project?

Franklin Boulevard

The Region of Waterloo completed the Franklin Boulevard Class EA study in 2011 from Myers Road to north of Pinebush Road, in the City of Cambridge. The approved plan that has been developed, addresses the existing traffic operations, future traffic demand, and capacity improvements for Franklin Boulevard. Franklin Boulevard is currently the key north-south connection on the east side of Cambridge. Construction of the majority of Franklin Boulevard will be complete by the end of the 2018 construction season and the two intersections at Can-Amera Parkway and Saginaw/Elgin will be completed in approximately 2021. The traffic projections for Franklin Boulevard that were used to justify improvements assume that an East Boundary Road (east of Franklin Boulevard) will be constructed in the future.

South Boundary Road

The Region of Waterloo completed the South Boundary Road Class EA study in 2013. The South Boundary Road Class EA established the corridor for a new road running along the south edge of the City of Cambridge from Water Street (Highway 24) to Dundas Street (Highway 8). The intersection of the South Boundary Road and Dundas Street was established as part of that study, and is the point where an East Boundary Road would connect in the south end. Phase 1A of the South Boundary Road construction has commenced and is scheduled for the 2017 and 2018 construction seasons. Phase 1A includes: roundabout construction on Franklin Boulevard at Myers Road, and the construction of both an extension of Franklin Boulevard from Myers Road to City of Cambridge limits and an overpass bridge on South Boundary Road over Cheese Factory Road. Phase 1B construction is currently scheduled for the 2018 and 2019 construction seasons and includes a new roundabout at Franklin Boulevard (extension) at South Boundary Road and new road construction of the South Boundary Road from Water Street toward Cheese Factory Road. Lastly, Phase 2 construction is currently scheduled for the 2022 and 2023 construction seasons and includes new road construction of South Boundary Road from Franklin Boulevard (extension) to Dundas Street (Highway 8).

Highway 24 Transportation Corridor Planning and Class EA

The Ministry of Transportation (MTO) initiated a Highway 24 Transportation Corridor Planning and Class EA Study from Highway 403 in Brantford to Highway 401 in Cambridge to develop a plan that addresses traffic capacity, operation, and safety needs between Brantford and Cambridge. This study has been put on hold. The construction of a future Highway 24 does not significantly impact the need for an East Boundary Road, as the East Boundary Road will not only serve as an arterial through the east side of Cambridge, but also serve local access purposes. However, the Project Team is in contact with the MTO to coordinate the East Boundary Road with the MTO Highway 24 study.

7.0 When is an East Boundary Road Needed?

The East Boundary Road is currently not scheduled for construction in the Region of Waterloo's Ten Year Transportation Capital Program. However the planning and identification of a proposed route is being undertaken now (as part of this study) to establish an East Boundary Road Corridor so that planning for future development can proceed knowing where the new road will be. Since the need for an East Boundary Road will be somewhat dependent on how and when development occurs, the construction of a new East Boundary Road will likely be phased and not all built at the same time.

8.0 Will Cycling and Pedestrian (Active Transportation) Facilities be Incorporated into the Design?

The East Boundary Road will accommodate all modes of transportation such as walking, cycling, transit, and automobile. As part of this EA process the Region has considered sidewalks, multi-use trails (MUTs), and landscaping in the preliminary design. Currently the preferred design includes the provision of 3.0 metre wide MUTs along both sides of the East boundary Road. The Region of Waterloo is committed to providing a more integrated, sustainable, and convenient transportation system. This improved system will provide improved access to jobs and services, and help to address increasing traffic congestion.

9.0 Are there any Natural Environment Corridors in the Study Area?

Two large natural heritage system corridors traverse the Study Area, as illustrated on the PCC display boards.

The Provincially Significant Wetland (PSW) Mill Creek Complex Corridor surrounds Mill Creek and enters the north boundary of the study area at the intersection of Gore Road

and Shellard Road. Immediately to the northeast and outside of the Study Area, a large portion of the Mill Creek PSW also contains the Galt (Mill) Creek and Forests Life Science Area of Natural and Scientific Interest (ANSI).

The Provincially Significant Wetland (PSW) at Moffat Creek enters the middle portion of the study area at Shellard Road. Traversing in a northeast to southwest direction, the Moffat Creek PSW surrounds the main stem of Moffat Creek. Smaller pockets of wetland also associated with this complex are located away from the creek, in the vicinity of the east end of Savage Drive and the south end of Dobbie Drive.

In the southeast corner of the study area, smaller wetland pockets associated with the Sheffield-Rockton Complex PSW surround headwater area of Fairchild Creek at Shellard Road near Dundas Street. These wetland areas are associated with the headwaters of Fairchild Creek, a warmwater stream system that enters the Grand River downstream of Brantford.

10.0 Have any Natural Environmental Inventories Been Completed?

Preliminary environmental mapping of the study area was initially compiled based on the review of background information from the Ministry of Natural Resources and Forestry (MNRF), Grand River Conservation Authority (GRCA), Region of Waterloo and various studies previously completed in the vicinity of the study area, to provide an understanding of the various land form based constraints within the study area. In addition, various natural heritage field surveys were completed in 2012 and 2013 to gain an understanding of specific natural heritage features and functions. These surveys included spring amphibian call surveys, breeding bird surveys, preliminary Ecological Land Classification and cursory vegetation surveys, and species at risk observations.

Further environmental inventories were completed in the spring, summer, and fall of 2014 (including botanical, breeding bird, and breeding amphibian survey) as well as additional observations of area wildlife. Of particular note is a detailed survey of salamanders to determine if the endangered Jefferson Salamander species was present within the study area. Many hundreds of salamanders were captured at various locations, and a total of 68 salamanders were genetically tested to determine if they were the endangered Jefferson Salamander. No Jefferson Salamanders were indentified within the study area.

The natural environment investigations and field surveys identified a number of “Species at Risk” and Provincially Significant Species within the study area, including Barn Swallows, Bobolink, Eastern Meadowlark, Eastern Wood Peewee, and Wood Thrush.

Natural Environment constraint mapping was developed to identify the various areas within the study area to assist with finalizing and determining the final location of the East Boundary Road. A report summarizing the natural environment investigations, results and constraints is available at the PCC and will be accessible via the Region's website www.regionofwaterloo.ca following the PCC.

11.0 Are there any Potential Developments in the Vicinity of the Study Area?

There are a number of proposed or partially completed developments within the Study Area, concentrated mainly in the southwest corner of the Study Area. Each development is in various stages of approval. The City's "Southeast Galt Community Plan" is also located in this area. Mapping of development within and adjacent to the study area is included in the PCC display boards.

12.0 Are there any Buildings of Heritage Significance within the Study Area?

A Cultural Heritage Resource Inventory identified several buildings within the study area which have either "medium" or "high" heritage significance. In general, the buildings are mid-1800 stone farmhouses built by earlier settlers in the area. Any impacts to buildings of heritage significance will be determined as the study progresses. Every effort has been made to-date, and will continue to be made moving forward, in order avoid and/or mitigate negative impacts to identified areas of heritage significance.

Reports are available at the PCC and will be accessible via the Region's website www.regionofwaterloo.ca following the PCC.

13.0 What Alignment Concepts Were Presented at PCC No. 1 for the East Boundary Road Corridor?

The Project Team looked at a number of constraints and opportunities in developing some Preliminary Alignment Concepts as a "starting point". Some of these constraints and opportunities include: Mill Creek, Moffat Creek (including the Moffat Creek Wetland Complex), existing and new roadways, existing and proposed development, hydro corridors, heritage and archeological features, railways, wetlands, and other natural environmental factors. All alignments connect to the intersection of Dundas Street South and future South Boundary Road at the south end and Townline Road at the north end. These preliminary alignments were presented at Public Consultation Centre (PCC) No. 1 in April 2014 and public and agency input was obtained on these alignments. Please refer to Appendix B for a plan showing the Preliminary Alignment Concepts initially developed for PCC No. 1. The following sections include a description of the Preliminary Alignment Concepts that were developed by the Project Team and presented at PCC No. 1.

13.1"Do nothing"

As part of any Class EA process, there is always a consideration of the "Do Nothing" alternative to assess what would happen if no action is taken to address the project concerns. This assessment provides a baseline against which the other project alternatives can be measured. Although the previous studies undertaken have already identified the need for a new East Boundary Road, the Do Nothing alternative will continue to be considered for comparison purposes.

13.2 Route A – "Eastern Alignment"

Route A follows the route illustrated in the Region of Waterloo and Wellington County Official Plans. It ties into the current proposed location of the South Boundary Road at Dundas Street, runs eastward utilizing a portion of Ripplewood Road and ties into Shellard Sideroad. It then travels north on Shellard Sideroad traversing Puslinch Township at the intersection of Gore Road and ties into Townline Road near Saginaw Parkway. This route would utilize and expand upon the existing crossings of Moffat Creek, Mill Creek, and the CPR tracks. This route impacts existing communities along Shellard Sideroad.

13.3 Route B – "Western Alignment"

Route B is a western alignment that ties into the South Boundary Road at Dundas Street and follows a proposed City collector road (Wesley Boulevard). It then follows the eastern edge of the Cambridge Landfill Site, utilizes a portion of the Hydro One Corridor and travels eastward tying into Townline Road at the Cambridge/North Dumfries Boundary. This route is intended to replace an already-approved crossing of Moffat Creek near the proposed Wesley Boulevard, and will require a new crossing of Mill Creek (near dammed portion of the creek) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.4 Route C – "Central Alignment"

Route C ties into the South Boundary Road at Dundas Street, then travels northeast to eventually follow the Cambridge-North Dumfries Boundary and tying into Townline Road. This route will require a new crossing of Moffat Creek as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.5 Route D – "Hydro One Corridor"

Route D ties into the South Boundary Road at Dundas Street then travels northeast to eventually follow the Hydro One Corridor until approximately Clyde Road where it ties into Route C near the Mill Creek crossing to tie into Townline Road. The northern portion of this alignment is common with Route B. This route will require a new crossing of Moffat Creek, as well as a new crossing of Mill Creek (at dammed portion) near the rear lots of Grandy Lane. It will also require a new crossing of the CPR tracks.

13.6 "Hybrid" Alignment Concepts

A number of other short alignments connecting Route A and Route C were also considered as part of PCC No. 1. In addition, a short alignment concept for Route A crossing Moffat Creek further east than Shellard Sideroad was also considered.

13.7 CP Rail Crossings

All the identified preliminary alignments would have to cross the existing CP Rail Line north of Clyde Road. Route A would use the existing Shellard Sideroad crossing location, but all other identified routes would require a new crossing location.

14.0 Were There Changes to the Route Alignments Presented at PCC No. 1 prior to PCC No. 2?

The Project Team reviewed public and agency input following PCC No. 1. Support for each of the preliminary alternatives was received with no clearly preferred alternative. The most common themes, based on number or frequency, of comments were:

- Minimizing impact to existing development;
- Minimizing natural environment and cultural heritage impacts; and
- Timely approval of a corridor that will service expected users.

In addition, the Project Team reviewed various (evaluation criteria) inventories available at that time and identified constraints in the context of the identified route alignments. The project team evaluated the original route alignments based on that information and modified them as follows:

14.1 "Screened Out" Alternatives

Preliminary Route D which utilizes the existing Hydro One Corridor was screened out for further consideration after PCC No. 1. Due to maintenance requirements on their high voltage line, Hydro One Networks (HON) could not properly provide required maintenance to the lines with an arterial roadway within their property corridor. Even if the road was moved adjacent to, but outside the existing Hydro One Corridor, preliminary Route D passes through the Moffat Creek Wetland Complex at one of its widest and most sensitive areas. Due to the issues associated with a large portion of the roadway adjacent to the HON Corridor and the significant impacts to the Moffat Creek Wetland Complex, the Project Team decided to remove Route D from further consideration at that time.

Preliminary Route A which passes through Puslinch Township in the County of Wellington (outside the Regional Municipality of Waterloo) north of Gore Road. The

East Boundary Road is a Region of Waterloo road to address traffic within the City of Cambridge and Township of North Dumfries. Building a Region road beyond the Region of Waterloo boundaries would present significant jurisdictional issues. In addition, the natural environment constraint mapping found few areas or gaps available through which a new road could pass without resulting in impacts to significant natural environment features.

14.2 Revisions To Route Alignments Considered For PCC No. 2

In addition to routes or portions of routes that were "screened out" following PCC No. 1, original Routes A, B, and C were revised to: address agency and public comments, reduce impacts to significant natural environment features and heritage properties; address the size of remnant properties; and increase curve radii to make road alignment curvature more gentle and provide additional flexibility for adjustments during detailed design. As a result, there were four main route alignments presented at PCC No. 2 in December 2015, as illustrated in Appendix B, and described below:

Route A1 – Route A1 is very similar to original Preliminary Route A. Significant revisions applied to Route A1 are noted below:

- North of Clyde Road, Route A1 heads to the northwest to tie into Townline Road at Gore Road near the rear lots of Grandy Lane.

Route A2 – Route A2 is similar to Route A1 at the south and north ends, but the middle portion is further east of Shellard Road. Revisions applied to Route A2 are noted below:

- Route A2 crosses Shellard Road in the south end and is located east of Shellard Road until south of Clyde Road where it ties into the same alignment as Route A1;
- Route A2 follows Route A1 alignment on Shellard Road from south of Clyde Road to north of Clyde Road, where it heads to the northwest to tie into Townline Road at the Gore Road near the rear lots of Grandy Lane; and
- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north, was considered.

Route B1 – Very similar to original Preliminary Route B. Revisions applied to Route B1 are noted below:

- Near the Cambridge Landfill site, Route B1 was moved slightly further east to reduce impacts to the existing composting area and storm drainage features;
- In the middle portion of the alignment, Route B1 was moved eastward such that it was adjacent to the Hydro One Networks (HON) corridor to avoid impacts to the physical aspects and maintenance activities for Hydro One Networks (HON); and
- Near the CPR tracks north of Clyde Road, Route B1 follows Route C1 alignment and ties into Townline Road at Gore Road near the rear lots of Grandy Lane.

Route C1 – Similar to original Preliminary Route C. Revisions applied to Route C1 are noted below:

- Alignment moved eastward in the south end toward Ripplewood Drive but avoid impacts to identified wetlands and minimizes impacts to the Auto Recycler at its southeast end;
- Crosses the Moffat Creek Wetland Complex slightly further west than Preliminary Route C to further minimize impacts to the natural environment, then heads north approximately 120 metres to the Cambridge/North Dumfries boundary;
- Ties into Townline Road at Gore Road near the rear lots of Grandy Lane; and
- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or Clyde Road in the north, was considered.

Option C2 – The same as Route Alignment C1 south of Clyde Road, then heads eastward to tie into Route Alignment A2 east of Shellard Road.

- An opportunity to close Shellard Road within the Moffat Creek Wetland Complex, with access to Shellard Road for residents to be via Old Beverly Road in the south or the new East Boundary Road (A2) in the north, was considered; and
- Option C2 (sub-route of A2) was evaluated based on similar scoring as A2.

15.0 How were the Various Alternative Alignments Evaluated?

The various alternative alignment concepts have been assessed against a set of evaluation criteria established by the Project Team in order to determine which alignment is “preferred” and is considered to best address the need for an East Boundary Road and the surrounding transportation network. The evaluation criteria are listed below:

Evaluation Criteria for Easy Boundary Road Class EA Study

Study Element:

1) **Social Environment**
   Community Impacts – What impacts will the alternative have on the local community – e.g. noise, property requirements, etc.?
   Access – How does the alternative impact access to existing residences, businesses, and industries?
   Development/Property – Will the alternative fragment land and/or limit development opportunities?
2) **Natural Environment**
   How does the alternative affect existing vegetation, water quality, source (ground) water resources, wildlife and aquatic habitat, wetlands, terrestrial resources, woodlands, species at risk (SAR), surface drainage, and existing floodplains?
3) **Heritage/Archaeological/Cultural Environment**
   What are the potential impacts on, and disturbance of, heritage and archaeological resources respectively?
4) **Traffic Capacity, Operations, and Safety**
   How does the alternative serve the expected active transportation (i.e. pedestrian and cycling), transit, and vehicular traffic needs?
   Does the alternative efficiently and safely handle forecasted traffic from existing and future development
5) **Costs**
   How does the alternative compare with anticipated capital and property costs?

16.0 What has happened Since PCC No. 2 (December 2015)?

At PCC No. 2 in December 2015 Route C1 was identified as the Preferred Alternative based on available information at that time.

Once again, the Project Team reviewed public and agency input following PCC No. 2. The most common themes, based on number or frequency, of comments were:

- Minimizing impact to both existing and planned development;
- Minimizing natural environment impacts; and
- Timely approval of a cost effective corridor that will service expected users.

In addition, through discussion with Ministry of Natural Resources and Forestry (MNRF) staff following PCC No. 2 through April and May 2016, significant natural environment

challenges associated with Route C1 were identified. Those challenges included: the need to conduct four (4) seasons of additional habitat and wildlife study, as well as the potential need to obtain an Overall Benefit Permit, due to the proposed long, bisecting crossings of highly constrained (e.g. high quality) natural environment features. Establishing an Overall Benefit to habitat and wildlife is an uncertain process.

As such, Route B1, which had rated comparatively well to Route C1 prior to PCC No. 2, was reconsidered. Extensive consultation with review agencies (e.g. MNRF, GRCA), key stakeholders (e.g. City of Cambridge), and the Project Team followed until November 2017.

Due to Social Environment challenges previously identified with Route B1, a B4 sub-alternative was developed. Route B4 is similar to B1 however it passes along the eastern, versus western, boundary of an existing City of Cambridge parcel “re-connecting” with B1 both south toward Dundas Street and north toward Main Street. This revision satisfactorily mitigated previously identified Social Environment challenges. In addition, it provides a greater separation between an approved GRCA crossing of Moffat Creek at Wesley Boulevard and the additional crossing required for the East Boundary Road. The differences between Routes B1 and B4 are illustrated in Appendix B.

Route B4 is greatly preferred to any Route C alternative from a natural environment standpoint and rates equal or better in the four (4) other evaluation criteria: Social Environment; Heritage, Archaeological, and Cultural; Traffic Capacity, Operations, and Safety; and Cost.

17.0 Has the Project Team Identified a Preferred Alternative Route?

In consideration of the information received following PCC No. 2, as well as the extensive stakeholder consultation that followed, the Project Team has now identified Route B4 as the Preferred Alternative Route. Subject to additional comments received as a result of this PCC No. 3, Route B4 is considered “preferred” to all other routes and sub-routes based on its overall impacts and benefits with respect to the: Natural Environment; Social Environment; Heritage, Archaeological, and Cultural Environment; Traffic Capacity, Operations, and Safety; and Cost.

A summary of the evaluation that resulted in the Project Team identifying Route B4 as Preferred is provided on the following page.

		Route Alternatives		
		A1 / A2	B1 / B4	C
Evaluation Criteria	Natural Environment			
	Social Environment			
	Heritage, Archaeological, Cultural Impact			
	Traffic Capacity, Operations, and Safety			
	Cost			
	Preferred	X	√	X

Route B4 was selected as the preferred alternative because it:

- is the least impactful of the alternatives considered on the natural environment;
- has impacts to proposed or existing development with acceptable mitigation measures discussed and agreed upon with key stakeholders;
- is the least impactful of the alternatives considered on listed/identified heritage features (1);
- is the most direct route and will attract the most users both vehicular, including transit, and active transportation (pedestrians and cyclists); and
- has the lowest estimated capital cost (i.e. cost to construct).

18.0 What Happens when Property is Required for the New Road?

While it is the intent of the design process to minimize as much as possible the need to obtain property for the East Boundary Road or any of the sidestreets within the study limits, all of the alternative alignment concepts being considered require obtaining or widening the road allowance onto private property, obtaining temporary easements during the construction period, or in some cases outright purchase of entire properties. In areas where property is required, the property owner will be contacted directly by the Region of Waterloo's Land Purchasing Officer during the future detailed design process. Compensation will be provided at fair market rates based on recent similar area sales. Please refer to Appendix C for further information on the property acquisition process.

19.0 What are the Next Steps in the Project?

The Project Team will use the comments received from Public Consultation Centre #3, along with other input received from the public and approval agencies as well as technical data, to identify a **Recommended** alternative road alignment. Subject to comments received, it is proposed to present the **Recommended** alternative road alignment to the Region of Waterloo's Planning & Works Committee for formal approval. Following confirmation of a **Recommended** alternative design, the study process and findings will be documented in an Environmental Study Report (ESR) for "filing" and public and agency review and comment. Filing of the ESR is a requirement of the Municipal Class Environmental Assessment Act and consists of advertising and sending notices to interested and affected parties advising of the mandatory 30-day review period for submission of any questions or "objections" (Part II Order Requests). Any Part II Order Requests unresolved after the 30-day review period will be sent to the Ministry of Environment and Climate Change (MOECC) for further consideration and ruling.

20.0 How Will I Receive Further Notification Regarding This Project?

All property owners within the study area and members of the public registering at this Public Consultation Centre or either of the first two (2) Public Consultation Centres will receive any forthcoming additional information, and be notified of any future meetings including Regional Council or Committee meetings. Advertisements will also be placed in local newspapers advising the public of the meetings and availability of the final Environmental Study Report (ESR) for the East Boundary Road Class EA study.

21.0 How Can I Voice My Comments At This Stage?

In order to assist us in addressing any comments or concerns you might have regarding this project, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively you can mail, fax, or e-mail your comments to one of the Project Team members listed below, no later than February 15, 2018.

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

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22.0 How Can I View Project Information Following the PCC?

All of the PCC display materials in addition to other relevant project information, notifications of upcoming meetings, and contact information are available for viewing at the Region of Waterloo municipal offices as identified above, or on the Regional Municipality of Waterloo's website www.regionofwaterloo.ca.

Appendix A

Municipal Class Environmental Assessment Process

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 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 "A" - Includes routine maintenance, operation and emergency activities.

- The Municipality can proceed with this work without further approval or public consultation.

Schedule "B" - Includes projects with the potential for some adverse environmental effects.

- These projects are subject to a screening process that includes consultation with directly affected public and agencies.

Schedule "C" - Includes larger, more complex projects with the potential for significant environmental effects.

- These projects are subject to all phases of the Class EA and require a minimum of 3 points of public contact.

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 Consultation Centre's 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 :

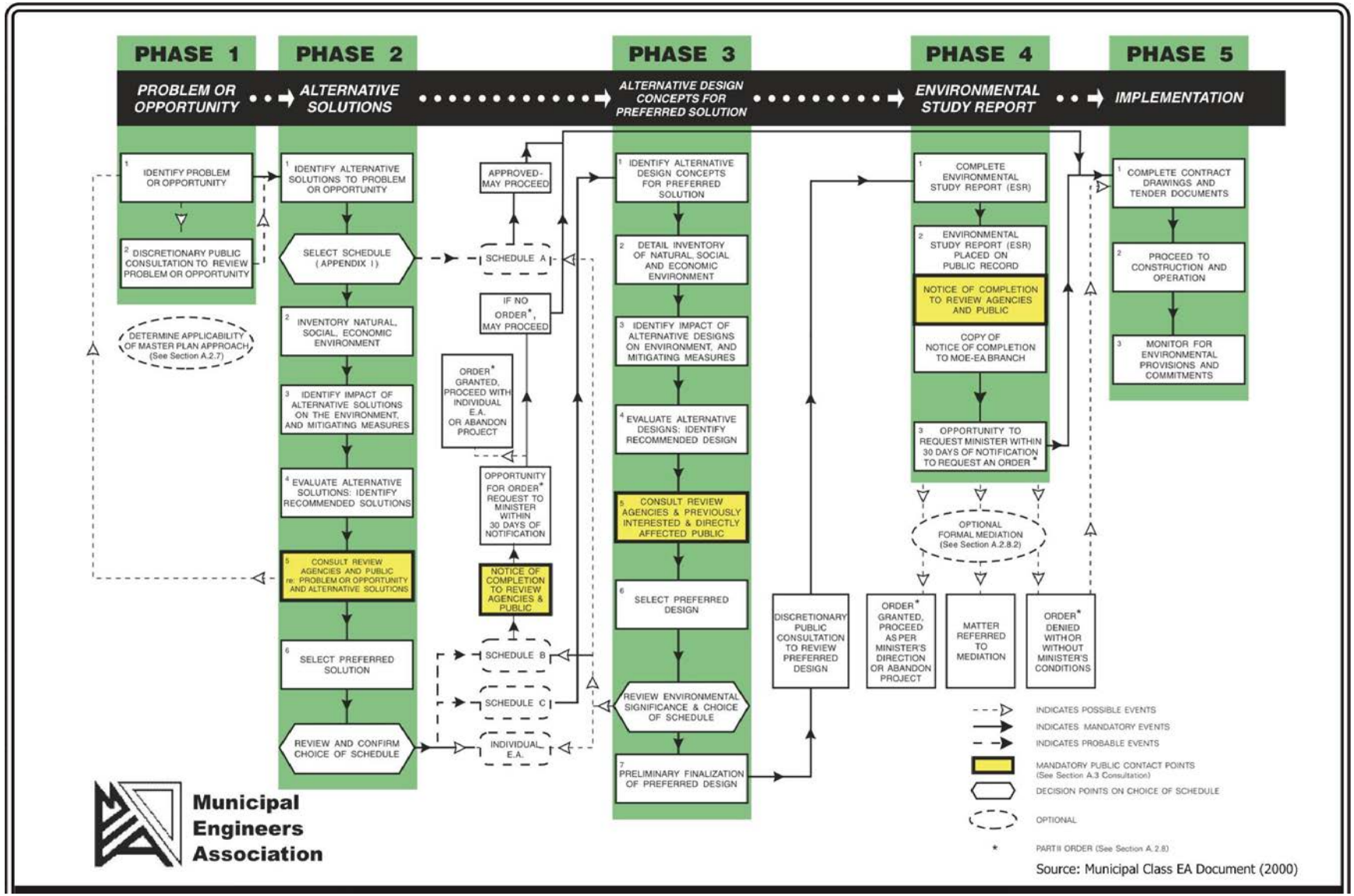
Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, ON
M4V 1P5

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

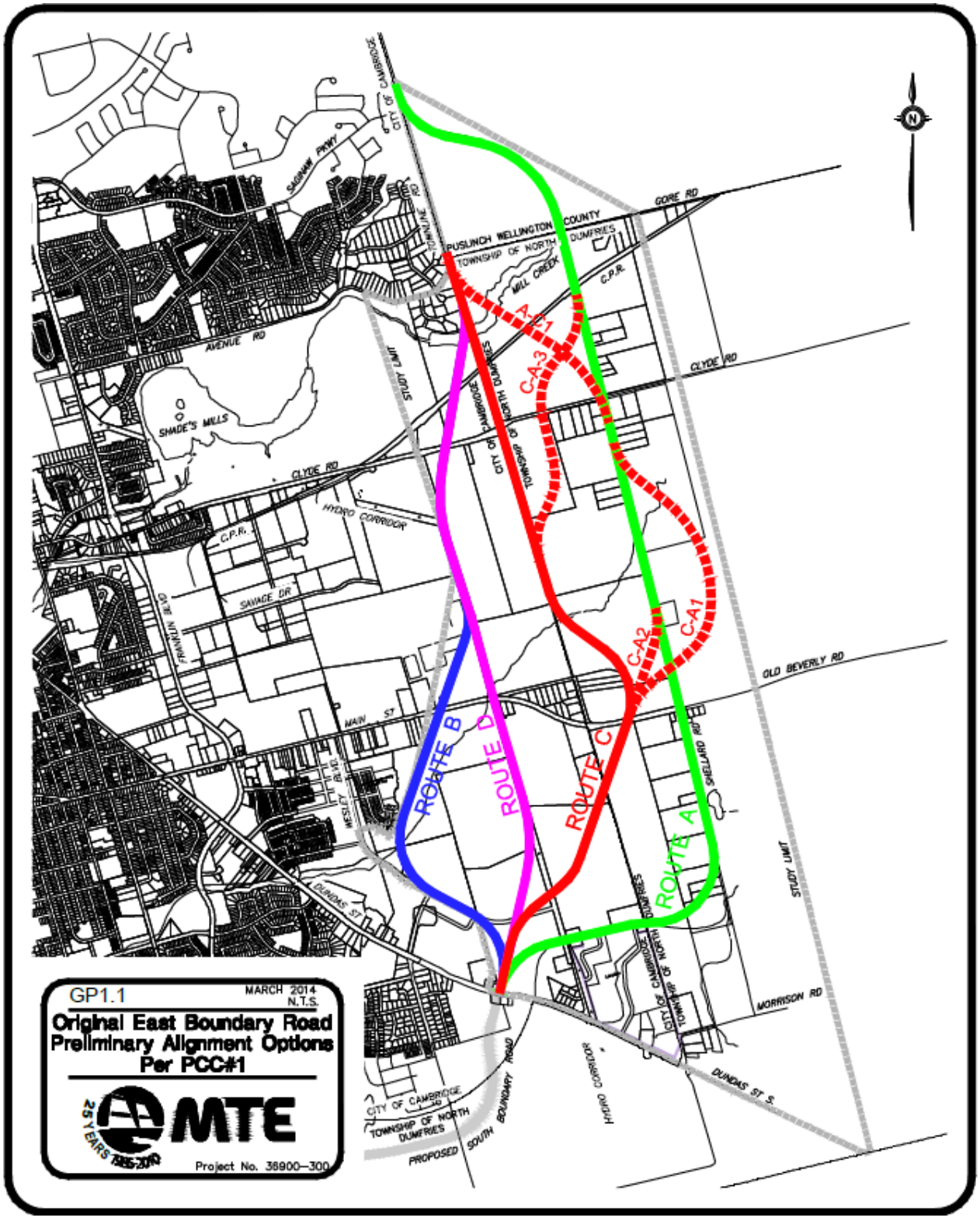
Details of discussions held between the person and the proponent.

Environmental Assessment Process Flow Chart



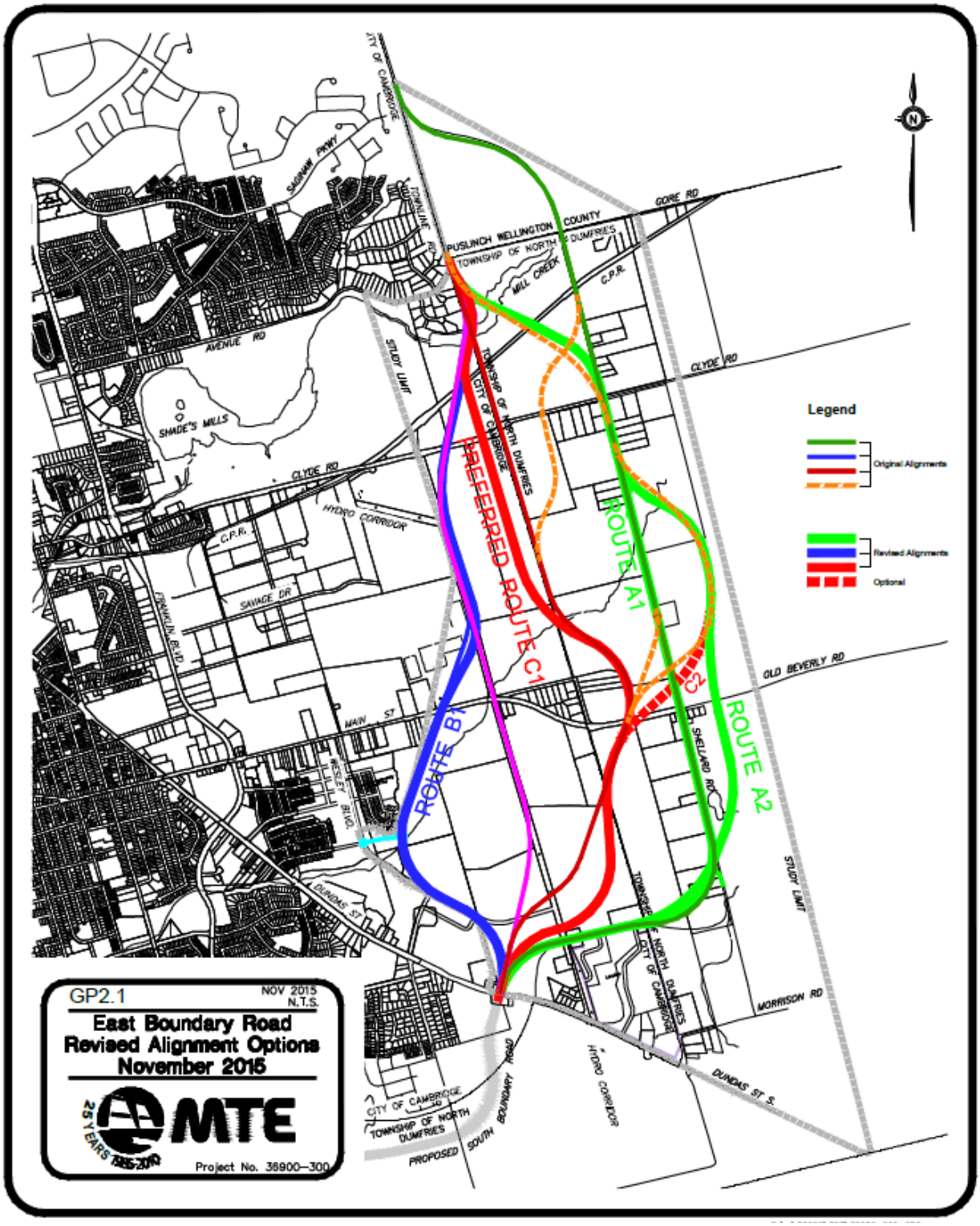
Appendix B

Preliminary Alignment Concepts Considered for PCC No. 1 (April 2014)



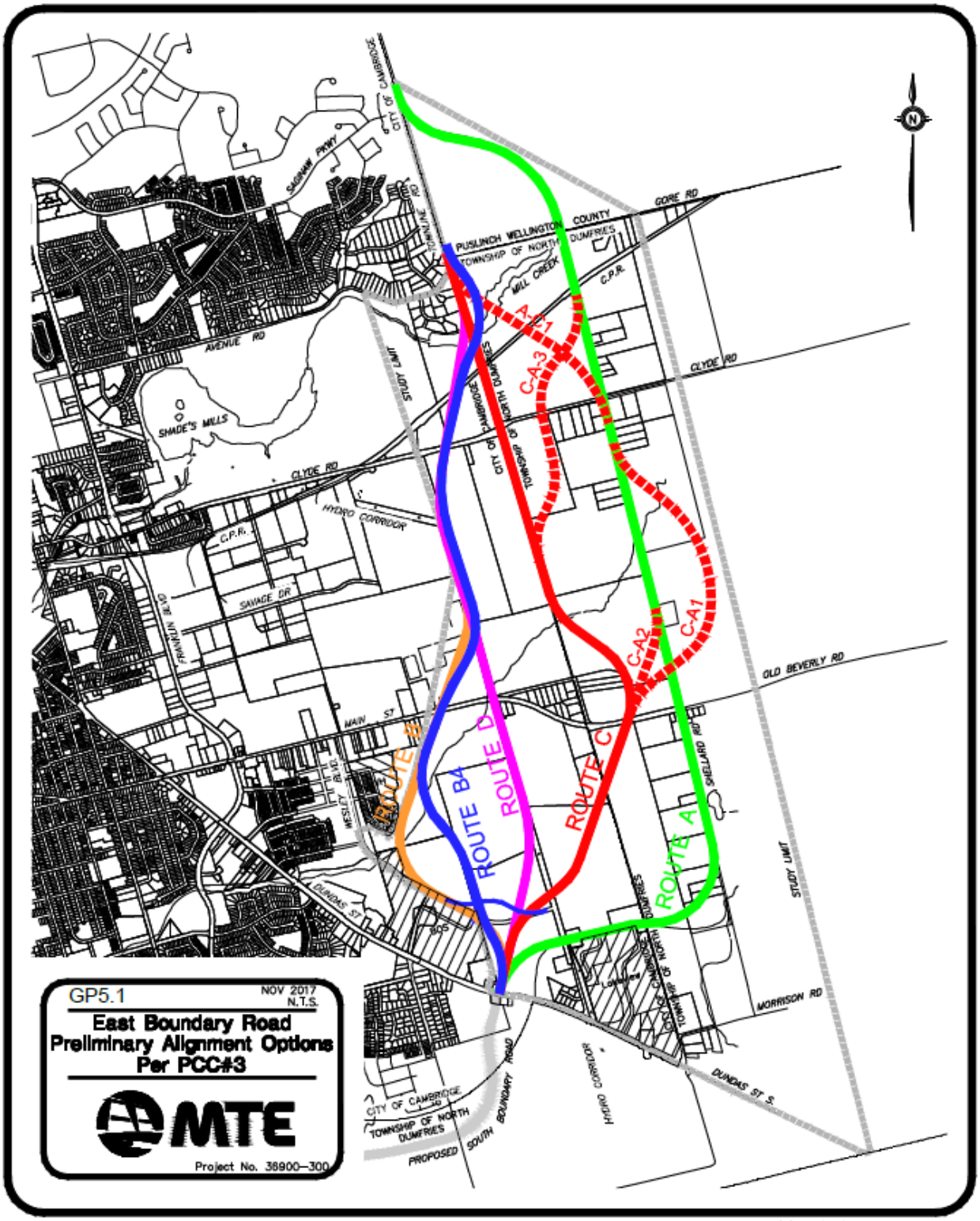
Appendix B

Alignment Concepts Considered for PCC No. 2 (December 2015)



Appendix B

Preferred Alignment Concept (Route B4) for PCC No. 3 (February 2018)



Appendix C

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.

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.

Comment Sheet

Regional Municipality of Waterloo

East Boundary Road Class Environmental Assessment

Cambridge/North Dumfries/Puslinch

Public Consultation Centre #3 – Thursday, February 1, 2018

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by **February 15, 2018** to either:

Mr. Justin Armstrong, P.Eng.
Senior Project Manager
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Fax: (519) 575-4430
Email: juarmstrong@regionofwaterloo.ca

Mr. Dave Hallman, P. Eng.,
Vice President, Municipal
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Email: dhallman@mte85.com

1. Do you think there are any other problems or needs that should be considered and added to the project Problem Statement?

2. Do you have any additional suggestions for possible solutions or alternative alignments to address the problem/needs?

3. Are there any other Evaluation Criteria that you think should be considered?

4. What are the 3 most important criteria that you feel should be considered when the alternatives are being analyzed?

5. Are there any other general comments you have on this project?

Do you wish to be placed on the mailing list for this project? Yes ☐ No ☐

Name: _____

Address: _____

Postal Code: _____

Phone & email: _____

Thank you for your interest and time.

COLLECTION NOTICE

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.