

Regional Municipality of Waterloo

RIVER ROAD EXTENSION

**From King Street to Manitou Drive
City of Kitchener**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC CONSULTATION CENTRE INFORMATION PACKAGE

May 17, 2011

Drop-In 4:30 p.m. – 7:00 p.m.

Presentation 7:00 p.m. – 7:30 p.m.

Question & Answer Period 7:30 p.m. – 8:00 p.m.

**Knights of Columbus Hall
110 Manitou Drive
Kitchener**



Region of Waterloo

Please fill out the comment Sheet at the end of this Information Package and place it in the box at this Centre or send it to the address on the Comment Sheet.

1. What is the History of the South Kitchener Transportation Corridor Study?

In 2004, the Region initiated the South Kitchener Transportation Corridor Study. The study limits include an area bounded by Fairway Road to the north, Wabanaki Drive to the south, Manitou Drive to the west and King Street to the east. The study area also includes the Hidden Valley natural area. The purpose of the study was to develop transportation planning alternatives, including the establishment of possible transportation corridors, to provide additional east-west mobility in South Kitchener for people and goods movement. The traffic work done as part of this study and as part of the Region's approved 2010 Transportation Master Plan concludes that:

- A River Road extension would provide road network continuity in south Kitchener by connecting River Road at King Street to Bleams Road at Manitou Drive. This would create a much needed additional continuous east-west arterial route in south Kitchener;
- This new continuous east-west arterial road would off-load traffic from Fairway Road which is already at capacity;
- A River Road extension and new Highway 8 interchange would provide additional access to the widened highway for the continued movement of people and goods in south Kitchener; and
- A River Road extension would provide improved access for the Hidden Valley business park and residential development lands designated in the Kitchener Official Plan.

In July 2006, upon completion of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process for the South Kitchener Transportation Corridor Study, the Regional Municipality of Waterloo (Region) endorsed a Preferred Alternative for the planned extension of River Road from King Street to Manitou Drive as shown in **Appendix "A"**.

On February 27, 2007, this Preferred Alternative was presented to the public at a Public Consultation Centre. It was reported at that time that the Preferred Alternative was selected primarily because, of all the alternatives studied that solved the transportation problem, it had the least impacts on the Hidden Valley area's natural environment.

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

This centre is intended to continue the public consultation and input process for this project, and in particular, to update the public about:

- The 2007 field survey results that confirmed the presence of a threatened species, the Jefferson Salamander, in the study area;
- How the Endangered Species Act (2007) regulations affect the alignment of the Preferred Alternative;
- The results and conclusions obtained from other field surveys and additional technical project work conducted since February 2007; and
- The results of a recent revised evaluation of the previous Preferred Alternative.

Based on the information provided, the Project Team is asking for public comments on the Preferred Alternative for consideration by Regional Council in completing the Class EA for the River Road Extension.

We kindly request that you fill out the Comment Sheet attached to the back of this Information Package and place it in the box at this Public Consultation Centre or send it to the address indicated on the Comment Sheet.

Your comments will be considered by the Project Team, in conjunction with all other relevant input, to complete the Class EA study.

3. Why Was the Project Put on Hold in 2007?

After the February 27, 2007 Public Consultation Centre, members of the public requested that further investigations be conducted to continue to explore the possible presence of a Threatened Species in the study area, namely the Jefferson Salamander.

There were updated Ministry of Natural Resources (MNR) survey methods in 2007 that were not available before 2006 so an advanced species survey was conducted in the winter of 2007 that followed the updated MNR survey methods. In April 2007, because of the updated survey methods, the presence of Jefferson Salamanders in the Hidden Valley area was determined.

The Class EA Study was then put on hold in order to;

- Complete additional studies. (Please see section 4, below.);
- Await new threatened species habitat regulations from the MNR under the new Endangered Species Act (2007) and understand the implications of the new legislation on the project;
- Investigate thoroughly, the potential impacts of the proposed road on the Jefferson Salamander population and its habitat; and
- Consult a technical sub-committee consisting of experts from the MNR and the University of Guelph to direct additional studies and review the findings concerning Jefferson Salamanders.

4. What Additional Studies Have Been Completed Since 2007?

Since 2007, the following additional work has been completed:

- Additional field study using updated MNR survey methods to confirm the presence and extent of the Jefferson Salamander population in the Hidden Valley Forest;
- Obtained Endangered Species Act (2007) regulations from the Ministry of Natural Resources including a 2010 assessment of how the regulations affect the alignment of the Preferred Alternative;
- Development and analysis of six additional roadway network alternatives to address south Kitchener transportation needs, four of which did not involve a River Road extension;
- Approval, in 2010, of a new Regional Transportation Master Plan (RTMP) that confirmed the need and justification for increased capacity in the east-west direction in the River Road / Bleams Road corridor. In particular, the River Road extension was identified in the Master Plan as the preferred solution for this capacity need after considering other road network, transit, walking, cycling and transportation demand management options for the area;
- Review of alternative Highway 8 access designs with the Ministry of Transportation, and confirmation of the feasibility of implementing a River Road Extension following the completion of the current widening of Highway 8; and
- Additional study of the proposed Schneider Creek crossing hydraulic requirements.

5. Re-evaluation of Planning Alternatives Under the Class Environmental Assessment (Class EA) Process:

This Class EA Study is being directed by a “Project Team” consisting of staff from the Region of Waterloo, City of Kitchener, Grand River Conservation Authority (GRCA), Ministry of Natural Resources (MNR), Ministry of Transportation Ontario (MTO), Regional Councillors Jim Wideman, and Jean Haalboom, and City of Kitchener Councillors John Gazzola and Berry Vrbanovic. Consultants from IBI Group and LGL Limited are assisting the Project Team. Please refer to Appendix “B” for an explanation of the Class EA process.

Coming several months after Regional Council’s decision to endorse a River Road extension as the Preferred Alternative for the traffic needs in South Kitchener, the observation of Jefferson Salamanders in the Hidden Valley area represented significant new information. In 2010, the Ministry of Natural Resources (MNR) delineated, confirmed and released the Regulated limits of the Jefferson Salamander habitat within the Hidden Valley Forest area. Based on this new information, it became necessary for the Project Team to re-evaluate the original planning alternatives and their potential impacts on this species and its identified habitat to confirm whether the River Road Extension can still be recommended as the Preferred Alternative for this study.

The new Regional Official Plan (ROP) approved by the Province on December 22, 2010 includes the former Hidden Valley Environmentally Sensitive Policy Area (ESPA) and its associated Provincially Significant Wetlands (PSW) and the identified Jefferson Salamander regulated habitat in the Hidden Valley Core Environmental Feature (CEF). The CEF is a new designation in the ROP comprising all former ESPAs, PSWs, Significant Woodlands, and the habitat of Endangered and Threatened Species.

6. What Planning Alternatives to Extending River Road Have Been Studied?

In the context of Regional Council’s 2006 decision to endorse a River Road extension as the preferred planning alternative for the transportation needs in South Kitchener, the identification of Jefferson Salamanders in the Hidden Valley area has made it necessary for the Project Team to re-evaluate the original planning alternatives and their potential impacts on the natural environment to confirm whether the River Road Extension is still the preferred planning alternative for this study.

In the early phase of this Class EA Study, the Project Team developed and evaluated ten (10) alternatives (listed and briefly described in **Appendix “C”**) to reduce the demand for private vehicle transportation in south Kitchener. These ten alternatives were presented to the public at the second Study Public Consultation Centre held on January 19, 2005, and included City and Region-wide strategies using public transit and other alternative modes of transportation, plus development restrictions and other measures to reduce future travel demands. None of these ten planning alternatives (which do not include extending or widening Regional Roads) were found, (in isolation or in combination), to have the potential to solve travel demand problems in the South Kitchener Corridor.

As a result of Regional Council’s approval of the 2010 RTMP, the Region has confirmed the need for increased transportation capacity in the Fairway Road transportation corridor. As part of this Class EA, the Project Team studied and evaluated in 2009, six (6) more planning alternatives as shown in **Appendix “D”**. These six alternatives included no River Road extension, widening Fairway Road to six lanes, adding a southbound lane onto Highway 8 from Fairway Road and other network changes. None of these alternatives (which did not include a River Road extension with partial Highway 8 interchange) was shown to meet the transportation capacity needs in the South Kitchener Transportation Corridor as effectively as a River Road extension with partial Highway 8 interchange. As a result, none of these six alternatives warrants additional review in this study.

7. What Is the Result of the Recent Re-evaluation of All Planning Alternatives for this Project?

The evaluation of Planning Alternatives included in **Appendix “C”** of this Information Package was developed and presented to the public at the third Public Consultation Centre held on October 4, 2005. A list of the specific evaluation criteria is also included in **Appendix “C”**, as well as a summary of the 2005 evaluation results. The 2005 evaluation results showed that Alternatives 4B and 5A, each with a River Road Extension from King St. to Bleams Rd., ranked the best at addressing all criteria. Discussions with the Ministry of Transportation confirmed that a full Highway 8 interchange at River Road would not be permitted owing to the need to maintain a minimum safe traffic weaving distance from the existing Fairway Road interchange. Alternative 5A, which included a full Highway 8 interchange, was dropped from further consideration and Alternative 4B was left as the Preferred Alternative for this Class EA study. Alternative 4C (**Appendix “A”**) was developed with all the same design elements as Alternative 4B, except the east to south ramp on Fairway Road to Highway 8 was removed and a southbound Highway access provided directly from River Road. This alternative provided highway access in all directions except the southbound exit from Highway 8 to River Road without the higher costs and limitations of constructing a highway ramp from Fairway Road.

Based on MNR’s recent development of a map of the regulated habitat for the Jefferson Salamander in Hidden Valley, the natural environment impacts are now more thoroughly defined with respect to Jefferson Salamanders. With this new information, the Project Team has fully re-evaluated all Planning Alternatives and concluded that Alternative 4C as shown in **Appendix “A”** is still the Preferred Alternative under this Class EA study.

In reaching this evaluation conclusion the Project Team notes that the 2005 evaluation of impacts on the ESPA/PSW lands included the same lands as the 2007-2008 observed and 2010 regulated Jefferson Salamander habitat.

Therefore, after carefully evaluating all reasonable South Kitchener strategic transportation planning alternatives, including those identified since 2005, the Project Team has concluded that Alternative 4C, a four lane extension of River Road between King Street and Manitou Drive is the Preferred Alternative to address existing and future transportation demands in south Kitchener.

8. What are the Potential Impacts of the Preferred Alternative on the Confirmed Jefferson Salamander Habitat in Hidden Valley?

In 2010, the Ministry of Natural Resources (MNR) delineated, confirmed and released the Regulated limits of the Jefferson Salamander habitat within the Hidden Valley Forest CEF which shows that the Preferred Alternative of the River Road extension is outside this regulated area, as shown in **Appendix “E”**. However, the previously-shown alignments of the existing Hidden Valley Road connection to the River Road extension (to provide a required second access point for the Hidden Valley residential area) was shown as traversing the regulated area. As a result the Project Team has identified a revised alignment for the connection of Hidden Valley Road to the River Road Extension that does not traverse the regulated area.

Although the proposed River Road extension alternative does not encroach on the Jefferson Salamander Regulated Habitat, there is some risk that any Jefferson Salamanders that have travelled beyond the limits of the regulated habitat could be impacted by the construction and operation of the new road. Because of this potential risk, the Region will apply for a Permit under Section 17 of the Endangered Species Act. The purpose of the permit is to establish the measures for the Region to follow in the event that future road construction may encounter Jefferson Salamanders. Preparation of the Region’s request for the Permit and MNR review of that request would proceed as part of this Class EA.

9. What are the Potential Impacts of the Preferred Alternative on Other Natural Environmental Features?

In addition to impacts related to the Jefferson Salamander Habitat, the amount and type of impacts on other natural environmental features will depend on final design details of the preferred River Road Extension and Hidden Valley Road connection alignment. At this time, the possible range of impacts of the Preferred Alternative on these other environmental features is summarized as follows:

- The **Direct impacts** to the Hidden Valley Core Environmental Feature (CEF) lands range from approximately five to eight hectares out of a total of 52 hectares. **Direct impact** is a measure of the total area required to accommodate the proposed road, including the “footprint” of earthworks for road construction. This directly impacted area is primarily an early successional woodland and a thicket marsh at the northern end of the CEF.
- The **Indirect impacts** on the Hidden Valley CEF are estimated to range from five to eight hectares for the Preferred Alternative in addition to the direct impacts. **Indirect impact** is a measure of impact from close exposure to the wind, noise, salt spray and other indirect impacts for the natural environment within 120 metres from the road versus the protection provided by being within the deep forest.
- It is estimated that 1.2 hectares of the Schneider Creek valley and 0.9 hectares of natural areas on the east side of Highway 8 will be removed (**direct impact**) or will be negatively impacted as described above due to the proximity of the new road (**indirect impact**).

10. What are the Benefits of a River Road Extension?

The benefits of a four lane extension of River Road from King Street to Manitou Drive include the following:

- Reduced congestion and delay for all modes of traffic in the Fairway Road transportation Corridor and other East-West routes in South Kitchener;
- Ability to implement a cycling facility that would facilitate cycling trips in the east-west direction in south Kitchener and provide for a new cycling and pedestrian link in South Kitchener as planned in the Regional Transportation Master Plan;
- Reduced noise and air pollution which would result from vehicle idling and increased travel time due to congestion;
- Utilization of existing road alignments for most of the proposed new road will minimize the segregation of adjacent lands including environmentally sensitive lands, help conserve more of the core environmental features and minimize the direct and indirect impacts on those adjacent lands. and
- Lower cost to construct and operate in comparison to other alternatives which would result in substantially lower improvements in delay and congestion for all modes of traffic.

11. What Alternative Design Features Would Be Considered in the Design of the Preferred Alternative?

In completing the Class EA, alternative intersection designs would be evaluated, including the use of roundabouts compared to traffic signals or stop signs. In addition, the Project Team will be considering ways of designing the road to reduce vehicular speed and to minimize or mitigate adverse impacts on any natural features along the road alignment. The Project Team

will also consider alternative cross-section elements (such as medians, sidewalks, multi-use trails, on-road cycling lanes) to reduce the “footprint” of the road.

12. What Measures Can be Implemented to Mitigate Potential Impacts as Part of Any River Road Extension Design?

In order to reduce or mitigate some of negative impacts on the natural environment, Region staff will implement the following measures, where appropriate and feasible:

- Apply minimum acceptable road design standards in some locations to minimize the loss of Provincially Significant Wetland (PSW) and mature woodland area caused by the roadway and fill slopes along elevated portions across Hidden Valley and the Schneider Creek Valley;
- Use bio-engineering techniques to create steeper reinforced side slopes along the road extension to reduce the “footprint” of the road near all environmentally sensitive areas;
- Complete a hydrogeological assessment of potential impacts on the quality and flows of groundwater and surface water in the study area, as part of the Class EA Study, and develop a stormwater management plan which incorporates appropriate Best Management Practices (BMPs) to protect the quality and quantity of groundwater and surface flows so that they continue to flow after road construction as they did before. This could be achieved by maintaining the drainage regime in the study area and through use of available best management practices for treating stormwater flows (possibly through the use of settling ponds) prior to discharge to PSW's to reduce road runoff contaminants;
- Consider means to control public access from the new road to the Hidden Valley natural area;
- Provide for safe wildlife passage, beneath the bridge structure over Schneider Creek and further reduce the potential for wildlife mortality by reducing accessibility to the proposed new road surface through the Hidden Valley and Schneider Creek natural areas;
- Include passage of the existing Balzer Road Trail under the proposed new bridge structure at Schneider Creek;
- Develop an erosion and sedimentation control plan to prevent sedimentation into the adjacent natural areas during construction. Ensure that controls remain in place and in good working order until the road side slopes of the fill areas are stabilized and re-vegetated;
- Utilize open areas created by the new road for extensive tree planting such as on the side slopes of the River Road extension between Manitou Drive and Wilson Avenue and between Wabanaki Drive and Stonegate Drive;
- As soon as feasible after acquiring any required property for the road extension, pre-stress the future new edges of the woodland (i.e. selectively clear some of the trees/vegetation on the surrounding edges) along the approved road right-of-way to allow the residual trees some time to adjust to increased exposure to sun, wind, etc.;
- Identify and implement measures to protect the population of Regionally significant Fringed Gentian (a rare plant) through protection from indirect impact and/or transplanting the plants to nearby suitable habitat;
- Ensure that Schneider Creek remains navigable under the proposed new bridge structure;
- Implement an environmental monitoring and remediation response plan to assess the effectiveness of measures to mitigate impacts of the new road on the natural environment, identify opportunities to improve the mitigation plan, and enforce compliance with the plan.

13. Has Traffic Noise Been Considered In This Class EA Study?

Yes, traffic noise impacts are included as an evaluation criterion for this project along the section of the River Road Extension between King Street and Highway 8. Residential properties along this section could experience noise level increases that may warrant a noise

attenuation wall in accordance with Regional Policy; however this cannot be confirmed until a Preferred Design Concept is selected, later in this Class EA study. The location of any proposed noise wall would be subject to the results of a future noise study undertaken as part of the preliminary design phase of this Class EA study. Upon completion of the future noise study, the Project Team will convey the results as part of a future meeting to be held for this project.

14. Has the Impact on Existing Hidden Valley Road Been Considered?

Yes, the existing intersection of Hidden Valley Road with Wabanaki Drive and Goodrich Drive would be maintained, although a modern roundabout at that location would be considered as part of the preliminary design phase of this EA study. The Preferred Alternative requires a portion of the existing Hidden Valley Road alignment along Highway 8 to be closed, as shown on a display board at this **PCC**. As a result, the residential area would require a new second access to the road network which would intersect with the River Road Extension at a location as shown on a display board at this **PCC**. With this new second access, Hidden Valley Road would remain a residential street linking the River Road Extension with Wabanaki Drive.

15. How will the Intersection of River Road and Stonegate Drive be Treated?

The Project Team is aware of the concerns some residents of the Stonegate Drive area have about increased traffic volumes on Stonegate Drive that may occur as a result of a River Road extension and its intersection with Stonegate Drive. The Region met with residents in 2006 to discuss this issue, and a number of traffic control solution options for the River Road/Stonegate Drive intersection were presented. These options will be further developed and evaluated through the River Road extension Class EA process, including further discussions with affected residents. These options will be the subject of a future Public Consultation Centre. All residents in the Stonegate area will be notified of the timing of this future meeting.

16. Will Property Need to be Acquired if River Road is Extended, and What Happens if Some of my Property is Required?

While it is the intent of the design process to minimize the need to acquire property, the preferred River Road extension alignment will require acquisition of private property at several locations. The amount and exact location of property that would need to be acquired will not be known until a preliminary design of the Preferred Design Concept is prepared as part of this Class EA study. When a Preferred Design Concept is identified, possible land acquisition requirements for that Preferred Design Concept will be identified and presented to the public.

For any property identified for acquisition, the owner would be reimbursed by the Region of Waterloo for the required land at fair market value. An independent appraisal would be conducted for the property to determine fair market value. Please refer to **Appendix "F"** for a summary of the Region's Property acquisition process.

17. How Much Will it Cost to Construct the Preferred River Road Extension Alignment?

The estimated cost of the River Road Extension, including the Highway 8 interchange, environmental protection and mitigation, utility relocation, property acquisition and associated works depends on what design is ultimately approved. At this point, the estimated construction cost of the Preferred Alternative ranges between \$58 million and \$66 million.

18. What Would be the Next Steps in Completing the River Road Extension Class EA?

All comments will be considered by the Project Team, in conjunction with all of the other relevant information, to review the Project Team's Preferred Alternative for the River Road Extension.

To complete this Class EA study, the major completion milestones would be:

- Recommend to Regional Council in June, 2011 the reconfirmation of Alternative 4B as the Preferred Alternative for Phase 2 of the Class EA study;
- Complete Phase 3 of the Class EA: additional studies, preliminary design and evaluation of Alternative Design Concepts for the Preferred Alternative, additional public consultation and select a Preferred Design Concept for presentation to the public;
- Hold a Public Consultation Centre in late 2011 to present Alternative Design Concepts to the public and obtain comments from the public;
- Hold a Public Input Meeting with Regional Council in 2012 to present the Project Team's Preferred Design Concept and obtain input from the Public;
- Consider Public Input and prepare a Recommended Design Concept for presentation to the Public and to Regional Council for approval;
- Following Regional Council endorsement of a Recommended Design Concept, filing of the Environmental Study Report with the Ministry in the autumn of 2012, followed by a period of review by the public and Ministry of the Environment;
- Detailed design, property acquisition, and utility relocations would occur in 2013-2016; and
- Road construction is planned to commence in 2016, subject to budget approval.

19. How Will I Receive Further Notification Regarding this Project?

Adjacent property owners and tenants, as well as members of the public who have signed in at this and previous Public Consultation Centres will receive any forthcoming additional information and be notified of future meetings via mail and/or hand delivered notices.

20. How Can I Register my Comments and Opinions About the River Road Extension Class EA Study at this Stage?

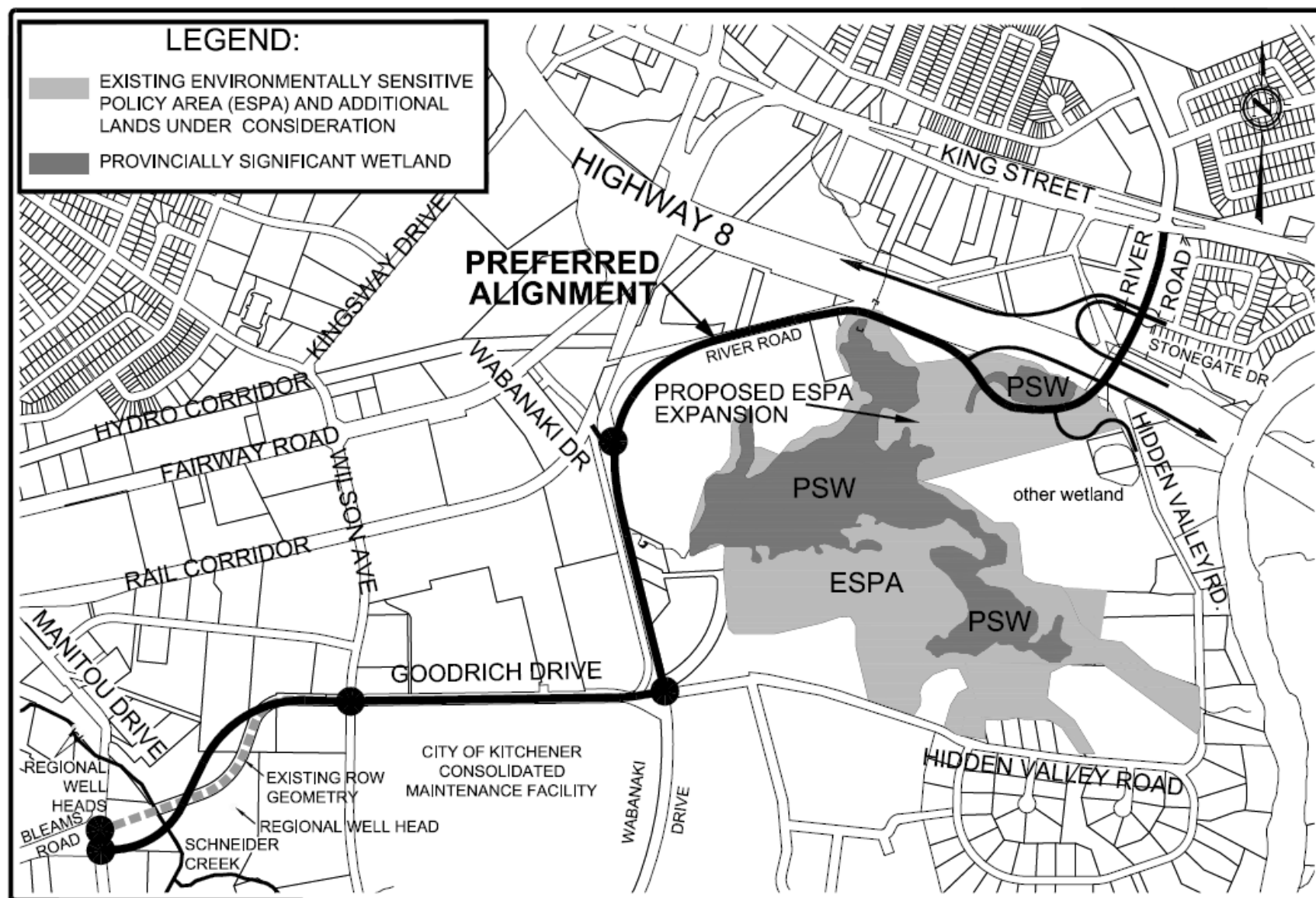
In order to assist the Project Team in addressing any comments or concerns you might have regarding this study, we ask that you please fill out the attached Comment Sheet and leave it in the box provided at the registration table. Alternatively, you can mail, fax or e-mail your comments to the Region of Waterloo, not later than **May 31, 2011**.

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

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APPENDIX A – 2006 PREFERRED ALTERNATIVE (4C)



Note: The Core Environmental Feature (approved 2010 Regional Official Plan) and Endangered Species Act-regulated habitat which are not shown on this page will be shown in documents which will be produced as the Class EA study moves forward.

APPENDIX B-1

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, Schedule “C” projects are described as:

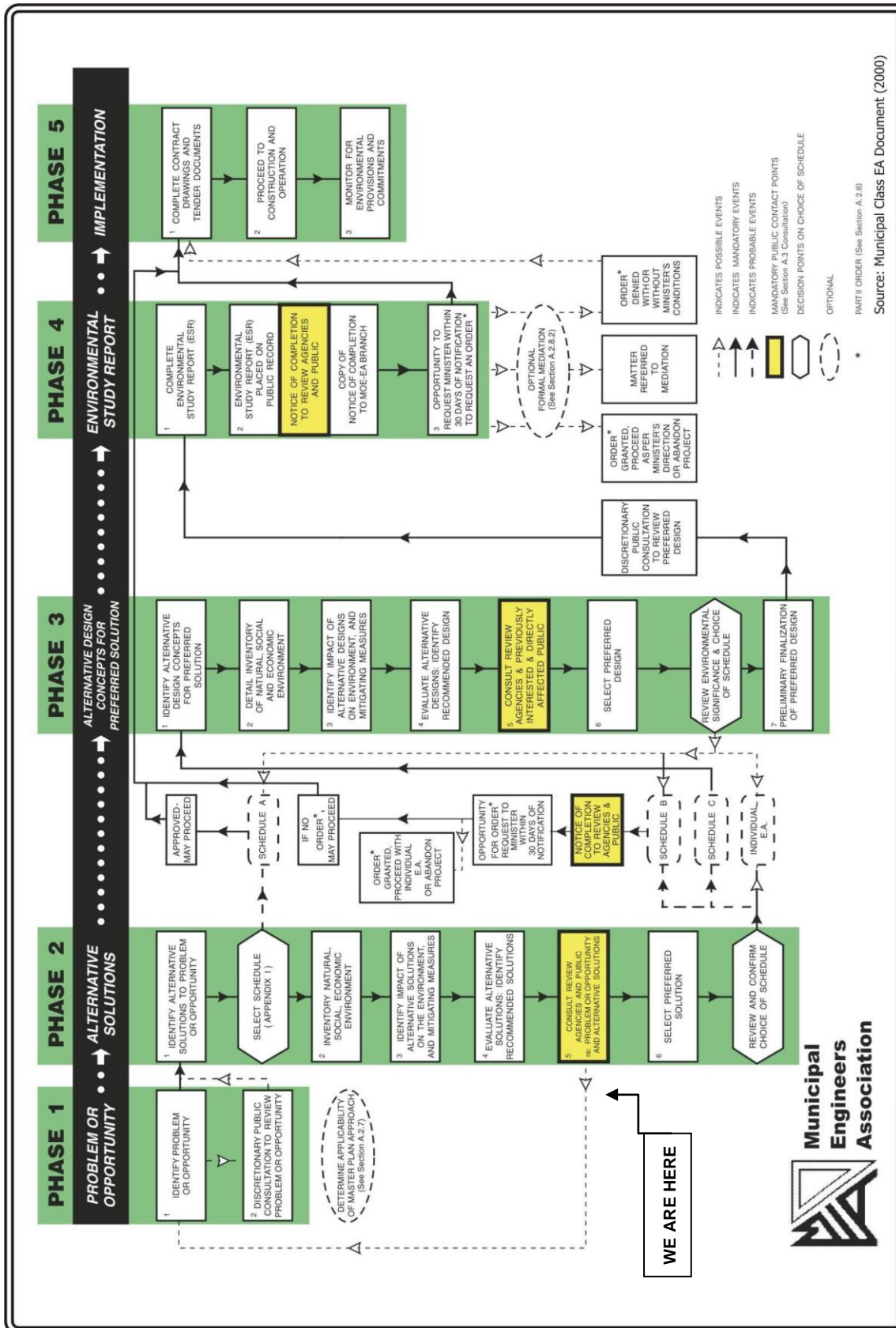
Schedule “C” - Includes larger, more complex projects with the potential for significant environmental affects.

- 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 Information Centres and the Notice of Study Completion.

APPENDIX B-2



APPENDIX C-1

South Kitchener Transportation Corridor Alternative Planning Solutions

| Alternative Planning Solution | Summary Description |
|--|--|
| Alternative 1: Baseline | <p>No road capacity improvements within the South Kitchener area except for those already approved, including MTO's Highway 8 widening, the Fairway Road extension and Manitou Drive widening by the Region, and Block Line Road extension and Wabanaki Drive extension by the City. These roadway projects are common to all South Kitchener Planning Alternatives.</p> <p>It also includes a planned increase in the overall transit mode share from 5% in 1996 to 7% in the AM Peak Hour by 2016 as per the Regional Transportation Master Plan (RTMP). No other structural or travel pattern changes in the South Kitchener Corridor are included, so this is a baseline condition against which other Planning Alternatives will be compared.</p> |
| Alternative 1A: Baseline with Development Cap | Includes an added hypothetical development cap with no new Hidden Valley area and Fairway Road development require rezoning being built to 2021. This did not include other planned Hidden Valley residential development projects with draft plan of subdivision have since been built. The intent of a cap is to remove the associated trip-generation from the Study Area, including trips generated by up to 3,000 employment positions within the planned Hidden Valley Business Park. |
| Alternative 2: Original River Rd. Extension Plan | Includes the widening of Fairway Road to six lanes from Highway 8 to King Street with a further widening to Wilson Avenue. It also includes the River Road extension from King Street to Manitou Drive as a four-lane arterial road through the Hidden Valley area and over Schneider Creek as recommended in the 2010 Regional Transportation Master Plan. |
| Alternative 3: Transit Emphasis | <p>Improvements to traffic conditions within the South Kitchener corridor will take place through approved road projects and as much intersection capacity optimization as possible., This alternative includes no full River Road Extension from King Street to Wabanaki Drive as originally planned in the RTMP. Instead, this alternative includes the extension of a two-lane Goodrich Drive west from Wilson Avenue to Bleams Road at Manitou Drive.</p> <p>Also assumes a significant transit mode share increase beyond the planning target of 7% by 2016 to an average of 15% by 2021.</p> |
| Alternative 3A: Transit Emphasis with Partial Highway 8 Interchange | Alternative #3 Transit Emphasis with a partial Highway 8 interchange on the east side of Highway 8 to provide movement on and off the Highway northbound only, connecting to an extended two lane River Road to King Street. No River Road extension west of the highway is included in this test. |

APPENDIX C-2

| Alternative Planning Solution | Summary Description |
|--|---|
| Alternative 4: Hybrid River Rd. Extension with Partial Interchange | A hybrid of the original River Road extension plan (Alternative 2) with Bus Only/High Occupancy Vehicle lanes and the Transit Emphasis (Alternative 3), but with a partial Highway 8 interchange. Also includes widening Homer Watson Blvd to 6 lanes from Bleams Rd. to Highway 401, and widening Fairway Road to 6 lanes from King Street to Wilson Avenue. |
| Alternative 4A: Alternative 4 with Mixed Traffic Lanes | Same as Alternative 4 except that all 4 lanes of a River Road extension would be available for mixed traffic (2 lanes would not be dedicated to buses and other high occupancy vehicles as in Alternative 4). |
| Alternative 4B: | Same as 4A but with no widening of Homer Watson Blvd. to 6 lanes. Performed best at addressing all criteria of the 10 alternatives evaluated. |
| Alternative 5: Hybrid River Rd. Extension with Full Interchange | Same as Alternative 4 but with full interchange at River Road Extension and Highway 8, and Fairway Road widened to 6 through lanes from King Street to Wilson Avenue. |
| Alternative 5A: Alternative 5 with Mixed Traffic and Full Interchange | Same as Alternative 5 but with all 4 lanes of a River Road extension available for mixed traffic. Also performed best at addressing all criteria of the 10 alternatives evaluated. |

Alternative Planning Solutions Evaluation Criteria

| | |
|--|--|
| 1. Transportation Criteria: 1.1 Roadway Network Performance 1.2 Transportation System Performance 1.3 Transit System Performance 1.4 Transit Ridership 1.5 Cycling/Walking Network Performance 1.6 Roadway Network Continuity 1.7 Good Movement Performance 1.8 Transportation System Accessibility | 2. Social-Cultural Environment Criteria: 2.1 Direct Property Impact 2.2 Regional Growth Management Strategy 2.3 External Traffic Impacts 2.4 Cultural Landscape Impact 2.5 Noise Impact 2.6 Visual Impact |
| 3. Natural Environment Criteria: 2.1 Natural Area Impact 2.2 Groundwater Impact 2.3 Surface Water Impact 2.4 Air Quality Impact 2.5 Resource Consumption | 4. Economic Environment Criteria: 4.1 Capital Cost 4.2 Operation & Maintenance Cost 4.3 Property Impact Potential |

APPENDIX C-3

South Kitchener Transportation Corridor Alternative Planning Solutions Evaluation Summary

| Criteria | Alt. 1 Baseline | Alt. 1A Baseline w Cap | Alt. 2 RTMP/River Rd Extend | Alt. 3 Transit Emphasis | Alt. 3A Transit Emphasis/ Part Interchange | Alt. 4 Hybrid River Rd Extend/ Part Interchange | Alt. 4A 4 with mixed traffic lanes/ Part Interchange | Alt. 4B 4A with no Homer Watson Widening | Alt. 5 Hybrid River Rd Extend/ Full Interchange | Alt 5A 5 with mixed traffic/ Full Interchange |
|---------------------------------------|--------------------|------------------------------|-----------------------------------|-------------------------------|--|---|---|---|--|---|
| SUMMARY RANKING: Transportation | | | | | | | | | | |
| SUMMARY RANKING: Socio-Cultural | | | | | | | | | | |
| SUMMARY RANKING: Natural | | | | | | | | | | |
| SUMMARY RANKING: Economic | | | | | | | | | | |
| TOTAL SUMMARY RANKING | | | | | | | | | | |

Scores High

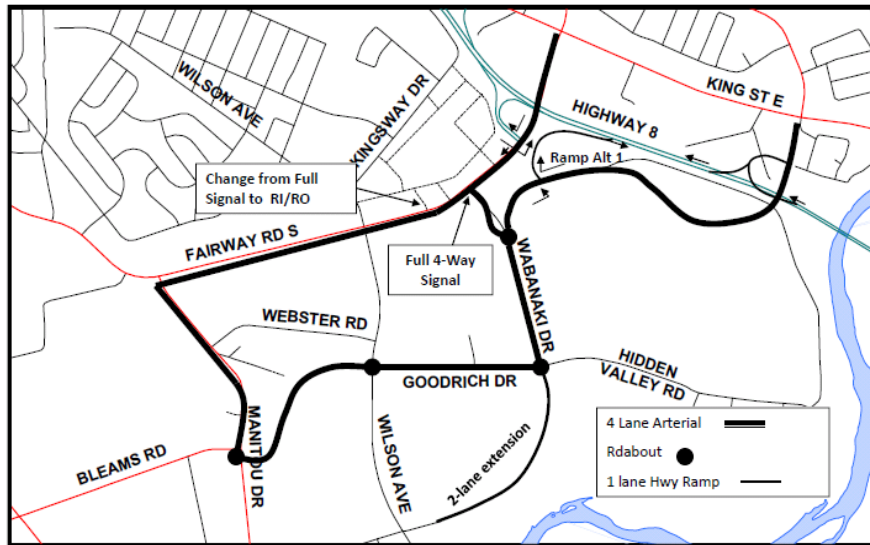
Scores Low

The two highest scoring alternatives:

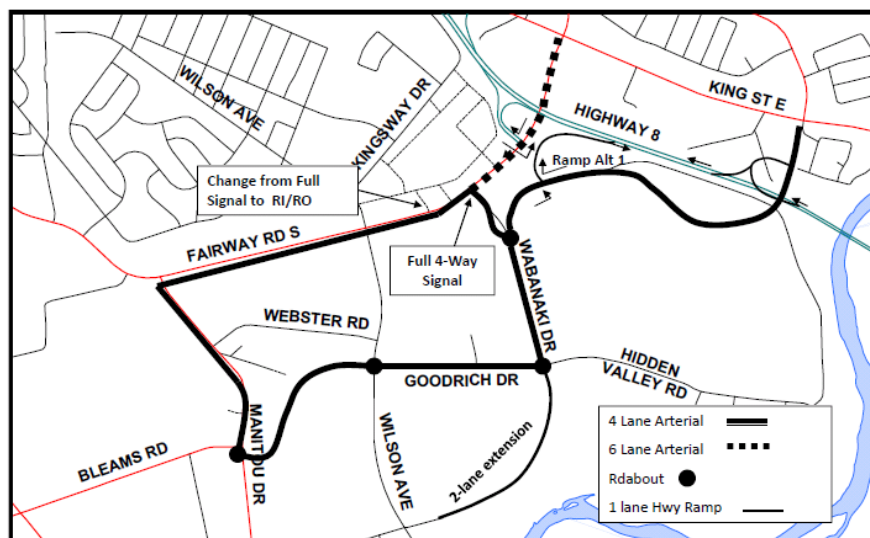
- **Alternative #4B** with a new River Road extension from King Street to Manitou Drive utilizing existing road allowances around as much of the Hidden Valley area north edge as possible and extending west along Goodrich Drive to Manitou Drive, and with a partial interchange on the east side of Highway 8 and a new southbound Highway ramp from Fairway Road; and
- **Alternative #5A** with the same River Road extension alignment, but with a full interchange at Highway 8.

APPENDIX D-1

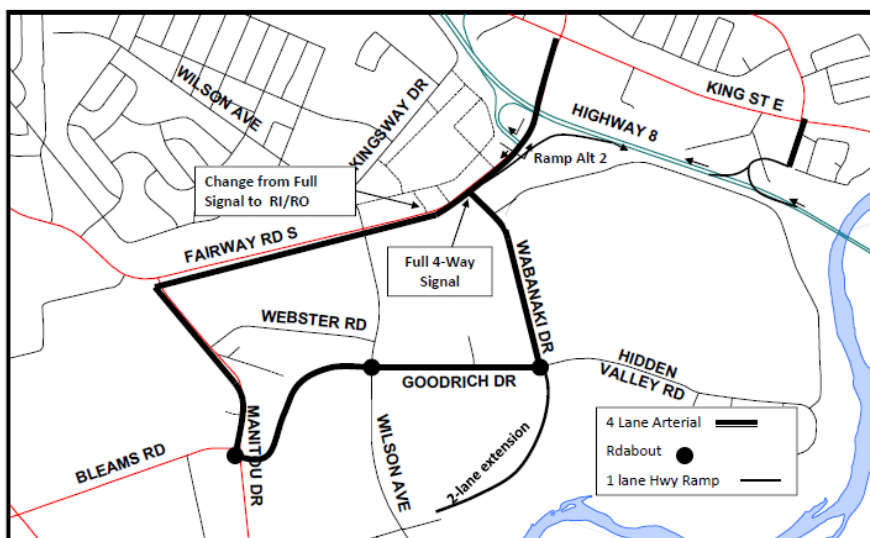
South Kitchener Transportation Corridor, 6 Additional Alternatives, 2009



Network Alternative A
(River Road extension with Hwy 7/8 access)



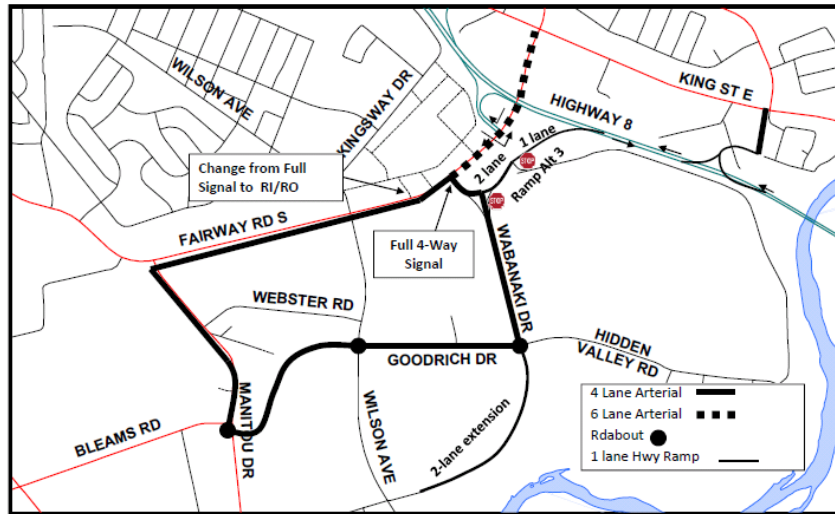
Network Alternative A2
(River Road extension with Hwy 7/8 access & 6-lane portion of Fairway Rd.)



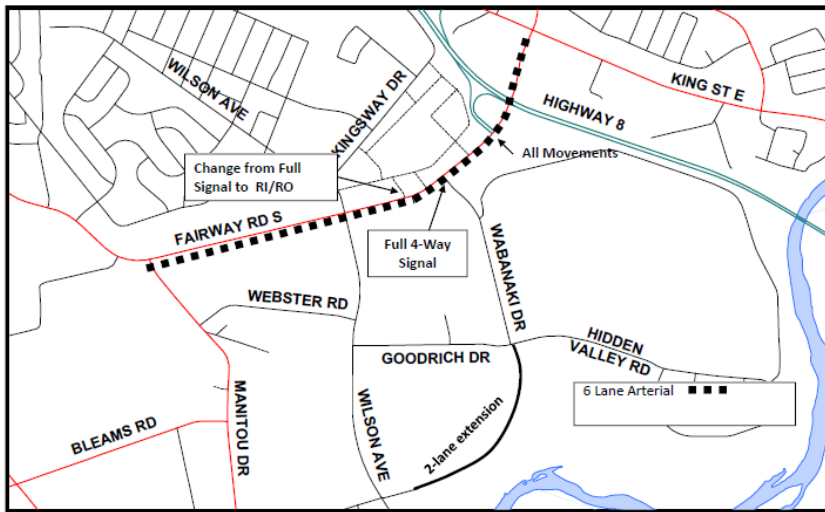
Network Alternative B
(No River Road extension with Hwy 7/8 access)

APPENDIX D-2

South Kitchener Transportation 6 Corridor Additional Alternatives, 2009



Network Alternative C
(No River Road extension with Hwy 7/8 access and 6-lane portion of Fairway Rd.)

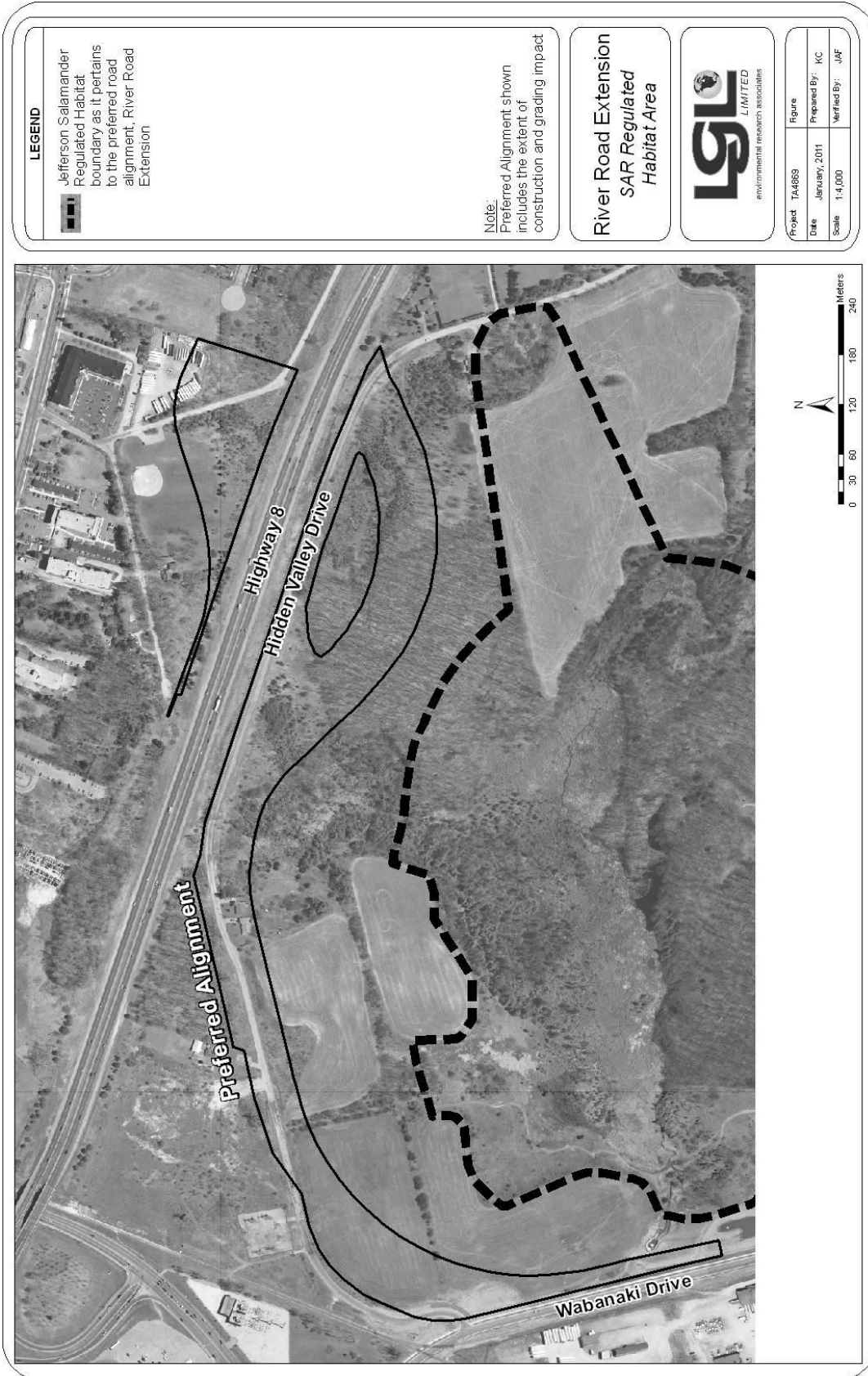


Network Alternative D
(No River Road extension and longer 6-lane portion of Fairway Rd.)



Network Alternative E
(No River Road extension with Hwy 7/8 access and longer 6-lane portion of Fairway Rd.)

Appendix E



APPENDIX F-1

Property Acquisition Process Information Sheet (Projects requiring Class Environmental Assessment Approval)

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 Class Environmental Assessment is complete and the Environmental Study Report outlining 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;

APPENDIX F-2

- 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.

For information on the expropriation process, please refer to 'Expropriation Information Sheet'.

APPENDIX G

COMMENT SHEET

REGIONAL MUNICIPALITY OF WATERLOO

RIVER ROAD EXTENSION FROM KING STREET TO MANITOU DRIVE

May 17, 2011

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 to us **May 31, 2011**.

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Email: ddrackley@ibigroup.com

Question #1 - Please indicate your opinion on the Preferred Alternative for this project shown in Appendix A:

I Support it ☐

Why?

I Do Not Support it ☐

Why not?

Please continue to next page 2 of 2

COMMENT SHEET (cont'd)

Question #2 – Do you have any concerns or suggestions not identified or adequately addressed through this Class EA study?

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

Name: _____

Address: _____

Postal Code: _____

Phone & email: _____

COLLECTION NOTICE

Personal information requested on this form is collected under the authority of the Municipal Act and will be used to assist Regional staff and the Regional Planning and Works Committee in making a decision on this project. Questions regarding this collection should be forwarded to the staff member indicated above. All names, addresses and comments will be included in material made available to the general public. Questions regarding this collection should be forwarded to the staff member noted above.