Region of Waterloo

Information Package

Bleams Road Improvements
Just West of Fischer-Hallman Road to Trussler Road
City of Kitchener
Public Consultation Centre No. 1
Dates: Monday, February 14, 2022 – Monday, March 7, 2022
Online Review and Comment Period (https://www.engagewr.ca/bleams-rd)

What: The Region of Waterloo is undertaking a Municipal Class Environmental Assessment (EA) of Bleams Road to determine improvements to the corridor.

Where: Just west of Fischer-Hallman Road to Trussler Road, in the City of Kitchener.

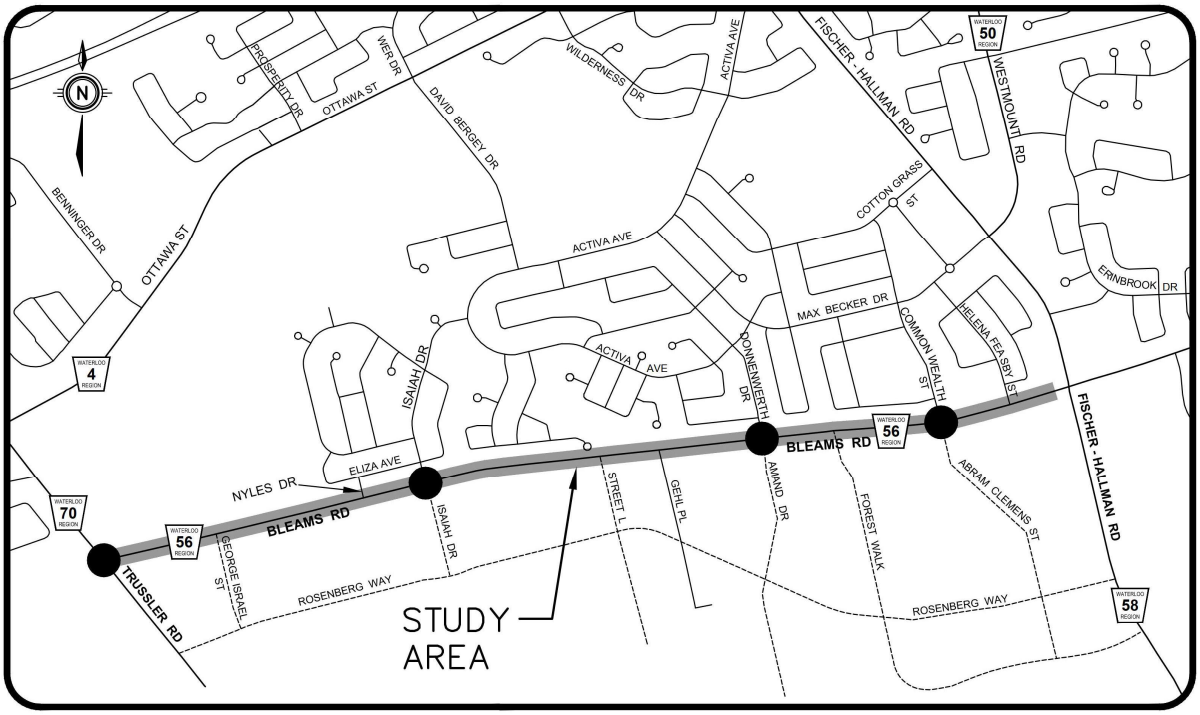
Why: To provide needed pavement reconstruction and road improvements for traffic, pedestrians, cyclists and transit along the corridor.

When: 2023 and 2024 Construction (tentative)

Who: Region of Waterloo Project Manager
Greg Proctor, C.E.T.
Phone: (519) 575-4729
Email: Gproctor@regionofwaterloo.ca

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

Key Plan



1. Why is the Region considering this project?

The section of Bleams Road from just west of Fischer-Hallman Road to Trussler Road is in fair to poor condition and is nearing the end of its useful life. With the substantial developments to the south, there is a need to reconstruct this section of Bleams Road and consideration will be given to the increased travel demands on the overall corridor. The 2018 Regional Transportation Master Plan Update has also identified the need for active transportation improvements for pedestrians and cyclists along the corridor. This study will analyze traffic demands and recommend a solution that addresses all future transportation needs.

There are a number of needs driving this project, as follows:

i) Deteriorated Road Condition

The pavement condition on Bleams Road is in fair to poor condition. In general, the deterioration is simply due to the age of the asphalt combined with poor drainage. The proposed works would replace the deteriorated pavement and urbanize the roadway by removing the existing ditches and installing an underground storm sewer system that will outlet to adjacent developments along the south side of Bleams Road.

ii) Recent and Future Traffic Patterns

A study of the current and projected traffic patterns along Bleams Road, between Fischer-Hallman Road and Trussler Road, has determined that there is a need for improvements to Bleams Road to accommodate the recent and future intensification of land along both sides of Bleams Road.

A detailed evaluation of the existing and proposed streets that intersect Bleams Road has suggested a number of potential intersection improvements that could increase the capacity and safety of the corridor to meet future needs in the area while providing a balance with the needs of other corridor users.

iii) Pedestrian and Cycling Needs

Currently there are no pedestrian or cycling facilities on Bleams Road. The Region of Waterloo 2018 Transportation Master Plan identifies Bleams Road as having a "Future Boulevard Multi-Use Trail" on both sides. Accordingly, a multi-use trail is being considered on both the north and south sides of Bleams Road for the entire length from Fischer-Hallman Road to Trussler Road. A single-direction cycle track and sidewalk is also being considered as a potential alternative to the multi-use trail. Efficient and desirable interconnections for pedestrians and cyclists between proposed and existing developments on both sides of the roadway will be considered with the design.

2. Who is directing the project?

The planning and design for this project is being directed by a Project Team consisting of staff from the Region of Waterloo and the City of Kitchener including City of Kitchener Councillor Kelly Galloway-Sealock (Ward 5). The consulting engineering firm MTE Consultants Inc. has been retained by the Region of Waterloo to assist the Region in leading this Class EA Study and to provide planning, design and construction inspection and administration services.

3. How is this project being planned?

This project is being planned in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) process. The Municipal Class EA process is a planning and decision making process approved under the Environmental Assessment Act of Ontario used by municipalities to plan and implement public infrastructure projects to ensure that potential environmental, transportation, social/economic and cost impacts are considered before a project is approved. Consultation with the public, stakeholders, and federal and provincial agencies is required during the Class EA Study and development of planning and design alternatives and their potential impacts.

This Class EA Study is being completed as a Schedule 'C' Class EA project, which applies to larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and includes multiple opportunities for public input.

This project is currently in Phase 2 of the Class EA process and this initial Public Consultation is being held for members of the public to become aware of the project and to provide input into the project for further development of alternatives.

Please refer to **Appendix A** for more information about the Class Environmental Assessment process.

4. What is the purpose of this Public Consultation?

This Public Consultation is a forum to have interested groups and individuals learn about and provide input on:

a) The needs and opportunities for improvements on Bleams Road;

b) The project environment (natural, social, cultural/heritage, and economic);

c) The potential solutions for improvements that are being considered by the Project Team to date;

d) How the design alternatives for improvements will be developed and evaluated and how a preferred design alternative will be identified; and

e) Future public input opportunities planned.

Region and project consultant staff are available before, during, and after the Public Consultation period to answer any questions you may have. Contact information has been provided at the end of this information package.

5. Are active transportation upgrades or road widening being considered?

Yes, both active transportation upgrades and road widening are being considered in accordance with current Regional master plans and guidelines. The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional roads. The CDG identifies design parameters for necessary features within the road allowance such as vehicle lanes, cycling facilities, sidewalks, and boulevards. In accordance with the CDG, Bleams Road is identified as a "Neighborhood Connector - Avenue" with a desired right of way of 30 m, while the 2018 Transportation Master Plan (TMP) recommends the installation of multi-use trail (BMUT) on both sides of the roadway. Consideration of all road corridor users (pedestrians, cyclists and motorists) will ensure efficient and desirable interconnections between existing and proposed developments on both sides of the roadway.

A recent traffic study has examined the existing traffic volumes and patterns along with an in-depth analysis of the potential traffic volumes and travel patterns after full development of the lands along the south side of Bleams Road. This analysis has identified the need to widen Bleams Road to 4 through lanes in the section between Fischer-Hallman Road and Commonwealth Drive, while the remainder of Bleams Road, from Commonwealth Drive to Trussler Road can remain at 2 lanes, with localized improvements to accommodate the traffic movements at existing and proposed intersections.

At the current time no transit routes are anticipated to run along the Bleams Road corridor, but future routes will not be precluded with the proposed design.

6. What potential solutions have been considered so far, and which of these solutions will be further considered and developed into alternative design options moving forward?

The solutions for improvements considered by the Project Team so far are described in the list below. The Project Team has screened and evaluated each of these potential solutions and has made recommendations as described below. For a broader description of the potential solutions and the associated preliminary evaluation of each, please refer to **Appendix B.**

In reviewing the potential solutions, the Project Team considered the widening of Bleams Road to manage future traffic growth and forecasted intersection operational deficiencies, as well as adding active transportation facilities as the Region's primary objectives for the corridor.

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 beyond typical restoration measures. In this case, the "Do Nothing" solution would involve reconstructing Bleams Road in its current two-lane rural cross-section with shoulders and roadside ditches. This solution was screened out because it does not satisfy the Region's primary objectives for the corridor. **Recommendation: Do not carry forward**

2) **Traffic signals** – The addition of traffic signals and auxiliary lanes to accommodate turning movements at certain intersections. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.
Recommendation: Carry forward in conjunction with other solutions

3) **Roundabouts** – The Region uses a standard 'screening tool' for determining where roundabouts will be considered. Generally, roundabouts offer a potential alternative to expanding or installing signalized intersections and can be more effective in moving traffic, reducing delays, and improving safety in certain cases. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.
Recommendation: Carry forward in conjunction with other solutions

4) **Traffic signals and roundabouts, hybrid version** – a design which constructs a roundabout at the west end of the project (Trussler Road) and one near the east end of the project (Commonwealth Drive/Abram Clemens Street). This is coupled with a traffic signal installation at the intersection of Donnenwerth Drive/Amand Drive and one at Isaiah Drive. However, this solution can only satisfy all of the Region's primary objectives for the corridor if it is combined with other solutions.
Recommendation: Carry forward in conjunction with other solutions

5) **Widening Bleams Road from Fischer-Hallman Road to Commonwealth Drive /Abram Clemens Drive** – the projected volume of vehicular traffic has shown that Bleams Road from Fischer-Hallman Road to Commonwealth Drive /Abram Clemens Drive needs to be widened to 4 through lanes (approx. 15% of project length) while the remainder of the corridor (approx. 85% of project length) can remain as 2 lanes.
Recommendation: Carry forward in conjunction with other solutions

6) **Active Transportation Facilities** – Providing facilities for cyclists and pedestrians on Bleams Road from Fischer-Hallman Road to Trussler Road is considered a necessary component of the overall solution for this corridor. There are two options under consideration: a multi-use trail (two directional), or a single directional cycle track and sidewalk.
Recommendation: Carry forward

As the Class EA study moves forward, the alternative solutions selected for further consideration will be used to determine alternative design options for the corridor. The design options will be evaluated by the Project Team and presented at a future Public Consultation along with a Preferred Design Solution for review and comment.

7. How and when will the Project Team develop design alternatives?

Once feedback from the first Public Consultation is received, along with feedback from agencies and stakeholders, the Project Team will further refine and evaluate the design alternatives over the course of the winter and spring of 2022. The design alternatives including a preferred design alternative will be presented at a second Public Consultation, currently scheduled for spring 2022.

8. How will the Project Team evaluate design alternatives to establish a preferred design alternative?

Once the design alternatives are established by the Project Team they will be assessed against a set of evaluation criteria to determine which design alternative best addresses the project needs. The evaluation criteria will include the following:

Evaluation Criteria for Bleams Road Class Environmental Assessment Study	
Study Element	**Criteria**
1. Transportation Capacity, Operations & Safety	
Pedestrian Needs	How does the alternative service the expected pedestrian traffic needs?
Cycling Needs	How does the alternative serve the expected cycling traffic needs?

Transit Use	Although GRT is not expecting to use Bleams Road as a bus route, can the alternative accommodate a bus route should transit needs change?
Existing Traffic	How does the alternative serve the current volume of vehicular, pedestrian, transit and cycling traffic?
Forecasted Traffic / Transportation Network	Does the alternative accommodate the forecasted traffic to existing and future planned developments and properties? Will the alternative address the transportation network needs and be compatible with other Transportation Plans?
Safety	Does the alternative address identified traffic safety issues along the corridor or at specific locations?
Access Management	What effect will the alternative have on traffic access to properties fronting on Bleams Road?
2. Natural Environment	
Aquatic Habitat, Fisheries and Surface Water	How does the alternative affect the headwaters of Strasburg Creek?
Terrestrial Habitat / Vegetation	How would the alternative affect existing vegetation, i.e., trees, plants and woodlots?
Wellhead	What effect would the alternative have on the Mannheim wellfields and wellhead protection?
Wetlands	What impacts does the alternative have on any wetlands within the project area?
Wildlife	What are the effects of the alternative on wildlife within the project area, including Species-at-Risk (Endangered or Threatened species that receive habitat protection under the *Endangered Species Act*), Species of Conservation Concern (species listed as Special Concern under the *Endangered Species Act,* species with a conservation rank of S1 to S3, or SH, or federally Threatened or Endangered species), and locally significant species. ,
Property Contamination	Are there any known or potentially contaminated sites that require investigation and how would they affect the alternative?
3. Social Environment	
Heritage Impacts	What impact does the alternative have on Built Heritage Resources and Features and Cultural Heritage Landscapes?

Archaeological Impacts	What impact does the alternative have on archaeological features?
Cultural & Recreational	Are there any cultural or recreational institutions within the project area that would be affected by this alternative?
Business Impacts	How would the alternative affect existing businesses and how will businesses be affected during construction?
Construction Impacts	What are the impacts to local properties during construction?
Streetscaping	Can the alternative incorporate streetscaping features to maintain and enhance the character of the community?
Private Property Impacts	How does the alternative impact the residential and commercial properties along the corridor? How much property will be required, if any, for the alternative?
Climate Change	What effect would the alternative have on climate change?
Air Quality & Noise	What effect does the alternative have on air quality and noise levels within the project area?
4. Costs	
Utility Relocations / Conflicts	What would be the extent of impacts on existing utilities that must be relocated and/or protected to construct the alternative?
Initial Capital Cost	What is the initial capital cost of the alternative?
Life-Cycle	What is the total life-cycle cost of the alternative including the cost for construction, utility relocations, property acquisitions as well as ongoing operation and maintenance costs?

9. Where will roundabouts be considered on this project?

Where projected traffic volumes would warrant new or improved traffic control signals, roundabouts will also be considered. Based on a preliminary screening, it is currently anticipated that the following intersections on Bleams Road will be considered for a potential roundabout:

- **Trussler Road**
- **Isaiah Drive**
- **Donnenwerth Drive / Amand Drive**
- **Commonwealth Drive / Abram Clemens Drive**

Further analysis will be completed by the Project Team at the above locations to determine whether signalized intersection improvements or a roundabout are recommended as part of the

overall preferred design alternative to be presented at a second Public Consultation (currently scheduled for spring 2022)

10. What will happen at the intersections where roundabouts and traffic signals are not being considered?

Further analyses will be completed by the Project Team for those existing and proposed intersections along Bleams Road which are not being considered for a roundabout or traffic signal. This analyses will review the need for them to operate as a full-movement access with turning lanes or whether there is a need to restrict left-turn in and/or left-turn out movements. The Project Team will determine which improvements will be recommended as part of the overall preferred design alternative to be presented at a second Public Consultation (currently scheduled for spring 2022).

11. Will the posted speed limit be changed when Bleams Road is reconstructed?

Within the study limits, Bleams Road is currently posted at 70 km/h for most of the corridor length. In order to provide pedestrian crossing locations and permit appropriate crossing warning systems to be implemented, all pedestrian crossing locations must have a posted speed limit of 60 km/h or less.

12. Has the Project Team identified alternatives for active transportation facilities?

The Project Team has identified preliminary design alternatives that include a boulevard multi-use trail on each side of the road or a concrete sidewalk and an off-road separated cycling facility. These design alternatives and potentially others will be reviewed by the Project Team and recommended active transportation facilities will be included in the preferred design alternative to be presented at the second Public Consultation (currently planned for spring 2022).

13. How has the natural environment been considered for this project?

As part of the Municipal Class EA, an Environmental Impact Study (EIS) and Tree Preservation Plan (TPP) is being completed. This includes a comprehensive background information review, Species at Risk and Significant Wildlife Habitat screening exercises, and a scoped field inventory program, developed to include an assessment of the habitats and species potentially present within the Study Area. Inventories of wildlife and vegetation completed for the EIS and TPP include a tree inventory, review of site conditions for the Threatened Blanding's Turtle, bat habitat surveys, and an aquatic habitat characterization. In addition, all wildlife species observations will be recorded during field surveys.

The tree inventory consistent with the with the City of Kitchener's Tree Management Policy I-1160 (2002) and Tree Conservation By-Law (2010) was completed in January 2022. All trees ≥10cm Diameter at Breast Height (DBH) within the Study Area that were accessible (i.e. not on private lands) were inventoried and assessed for overall health and significance in order to develop

mitigation and protection plans for any trees to be retained which will be included in the final TPP. Where trees may be impacted or removed, a compensation strategy will be developed as part of the tree management and landscaping design.

14. Will an Archaeological Investigation be completed for this project?

A Stage 1 Archaeological Assessment has been started, which consists of comprehensive background research into the study area. This assessment will rely on a thorough examination of the archaeology, history, geography, and current land conditions within the study area. The examination will produce an inventory of known archeological sites within a limit of 1 km and all previous results within 50m of the study area. These known discoveries will be used to create a list of zones of archaeological potential.

Property inspections will be conducted by a MHSTCI-licensed field director to gain first hand knowledge of the geography. The aim of these site visits will be to identify areas of archaeological potential for Pre-Contact and Euro-Canadian sites and conclusively map all the areas with no potential. This will result in recommended actions for each area. These actions may include providing a recommendation that no further action is required, or recommendation that any potential areas of archaeological interested will proceed to a Stage 2 Archaeological Assessment.

15. How has the cultural/heritage environment been considered for this project?

The project team has reached out to the indigenous peoples with historical ties to the geography of the study area, the Six Nations of the Grand River, Mississaugas of the Credit First, and the Haudenosaunee Development Institute were invited to participate in the project. All three have expressed an interest in participating.

16. Has noise mitigation been considered for this project?

The Region has a Noise Policy used to determine when noise barriers, such as noise berms or walls, would be recommended as part of an upcoming project. Part B of the Region's Noise Policy applies when a road widening is being considered. For this project, Part B of the Region's Noise Policy would apply if Bleams Road is widened from two to four lanes, as currently being considered for the section from just west of Fischer-Hallman Road to Commonwealth Drive/Abram Clemens Drive.

Part C of the Region's Noise Policy could be applied in those areas where noise barriers are not recommended under Part B of the Noise Policy. Under Part C, a noise barrier may be considered under certain circumstances, if property owners are willing to share in the cost of a noise attenuation.

A summary of Parts B and C of the Region's Noise Policy is included (**Appendix C**).

A noise study will be undertaken in early 2022 in accordance with Part 'B' of the Region's Noise Policy for Bleams Road in the section being considered by the Project Team for widening to 4 lanes

(just west of Fischer-Hallman Road to Commonwealth Drive. The noise study will be summarized at the second Public Consultation (currently scheduled for spring 2022).

17. Is any property required for the road improvements?

One of the goals of the planning and design process is to minimize the impact on adjacent properties and the need to acquire private property. An initial review of the existing Bleams Road road allowance indicates that there will be a need to acquire a significant amount of land to accommodate the proposed alternatives. It is currently proposed that the acquisition of the necessary land be from those properties that have not been developed yet along the south side of Bleams Road. There may also be a need for a small section of land on the north east and west side of intersection of Bleams and Trussler Road, if a roundabout is ultimately recommended for this location.

18. Who will be responsible for the winter maintenance of new multi-use trails, sidewalks and/or separated cycling facilities?

Maintenance of new active transportation facilities along regional roads with back-lotted properties is the responsibility of the municipality.

19. What is the estimated cost of this project?

The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations, replacements, utility relocations, and property acquisitions. The Region's approved 2022 Transportation Capital Program currently has approximately $10 million budgeted for this project between 2022 to 2026.

20. What is the project schedule and what are the next steps for improvements on Bleams Road?

The Project Team will review the public comments received from this first Public Consultation along with any other stakeholder feedback to further develop the design alternatives and establish a preferred design alternative. The alternatives considered and the preferred design alternative will be presented at the second Public Consultation, which is tentatively scheduled for spring 2022. After the second Public Consultation, the Project Team will review the public comments and identify a Recommended Design Alternative to be brought forward to Regional Council for design approval.

Pending design approval by Regional Council, detailed design, property acquisitions and utility relocations will commence, followed by construction, which will be completed in stages. Construction is tentatively scheduled to start in 2023.

21. How will I receive further notification regarding this project?

Property owners and tenants abutting the project site and members who register through the Region's project website **(https://www.engagewr.ca/bleams-rd)** will receive all upcoming public correspondence, and will be notified of all future meetings.

22. How can I provide my comments?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and mail, fax, or email comments to the Project Team members listed below. Alternatively, you may provide your comments on the Region's Engage site at **https://www.engagewr.ca/bleams-rd**.

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

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150 Frederick Street, 6th Floor
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Manager, Municipal Division
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520 Bingemans Centre Drive
Kitchener, ON N2L 3V3
Telephone: (519) 743-6500 ext. 1269
Email: droga@mte85.com

23. How can I view project information following the PCC?

All of the PCC display materials and other relative project information, notifications of upcoming meetings, and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at www.regionofwaterloo.ca or the Engage Waterloo Region site at www.engagewr.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 of Ontario". The term "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 practical alternatives;
- Assessment of the environmental impacts associated with each alternative;
- Systematic evaluation of alternatives; and,
- Clear documentation.

Municipal Class Environmental Assessment

The Municipal Class Environmental Assessment (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 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 Environmental Assessment and require a minimum of three (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 Environmental Assessment process. For Schedule "C" projects there are a minimum of three (3) opportunities for contact. These opportunities typically include two Public

Consultation Centres and the Notice of Completion which includes a mandatory 30-day public review period to review the project documentation.

Class Environmental Assessment 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 Environment by order to require a proponent to comply with Part II of the Environmental Assessment Act before proceeding with a proposed undertaking which has been subject to Class Environmental Assessment 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 Environmental Assessment 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 Environment
135 St. Clair Avenue West, Floor 12
Toronto, Ontario M4V 1P5

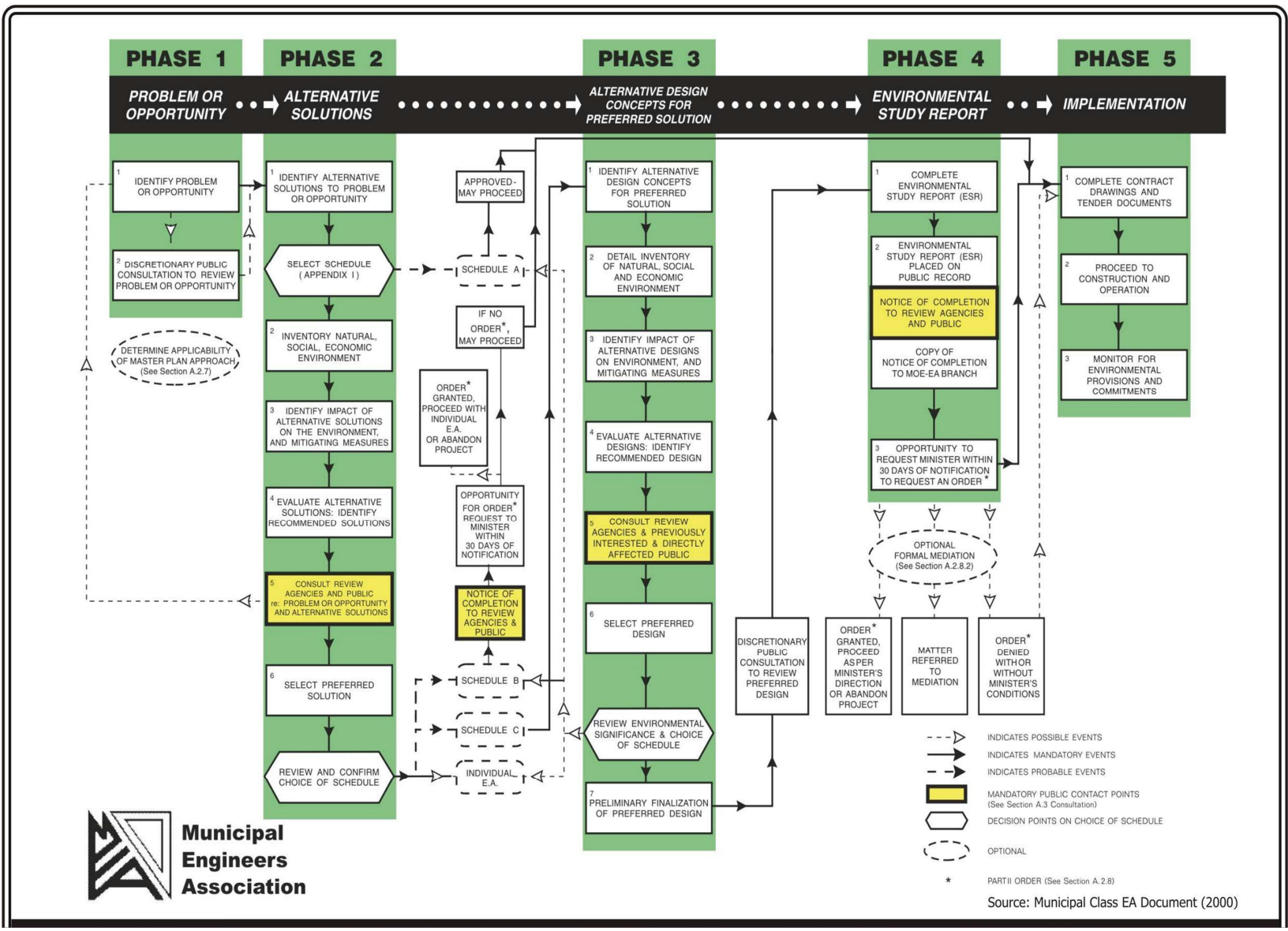
The request must address the following with respect to the identified concerns:

- 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.

A process diagram depicting the Class Environmental Assessment process is included on the following page along with an indication of where we area with the current study process.

Appendix A

Municipal Engineers Association Class Environmental Assessment Flow Chart



Appendix B - Summary of the Alternative Solutions for the Bleams Road Corridor

Planning Alternatives	Description	Preliminary Evaluation	Preliminary Recommendation
Do Nothing	This solution identifies what would happen if no action is taken to address current deficiencies within the corridor, in both the short and long terms. This assessment provides a baseline to which other project alternatives may be measured.	The Transportation Study completed as part of this project found that there are existing capacity deficiencies on Bleams Road that the "Do Nothing" solution will not remedy.	Do not carry forward
Traffic Signals	This solution involves the installation of traffic signals and auxiliary/turning lanes to accommodate turning movements.	This alternative will be analyzed in further details as the introduction of a series of traffic signals provide effective traffic control at intersections, but may suffer from lower level of service for vehicles during peak periods, which result in large traffic queues.	Carry forward in conjunction with other solutions
Roundabouts	Roundabouts are characterized by their lack of traffic signals and a circulating roadway providing for continual traffic flow through the intersection. Roundabouts generally provide more traffic capacity than standard signalized intersections due to their ability to reduce delays.	This alternative will be analyzed in further detail as the introduction of a series of roundabouts may address or reduce traffic future delays and improve safety at intersections. Four intersections on Bleams Road will be analyzed for the suitability of roundabouts and in comparison to Intersection Improvements.	Carry forward in conjunction with other solutions
Traffic Signals and Roundabouts, Hybrid Version	This solution involves installing roundabouts along Bleams Road at Trussler Road and at Commonwealth Drive, while installing traffic signals at Isaiah Drive and Donnenwerth Drive/Amand Drive.	The effective use of both roundabouts and traffic signals along this corridor may satisfy the objectives of traffic control adequately.	Carry forward in conjunction with other solutions

Planning Alternatives	Description	Preliminary Evaluation	Preliminary Recommendation
Widening Bleams Road	Widening Bleams Road to 4 lanes in the short section from Fischer-Hallman Road to Commonwealth Drive/ Abram Clemens Drive.	The widening of Bleams Road in this section of the project will improve corridor capacity and address future congestion issues	Carry Forward in conjunction with other solutions
Active Transportation Facilities	Providing facilities for cyclists and pedestrians on Bleams Road in addition to efficient crossings and connections between the north and south side of the roadway.	Active Transportation Facilities are considered an essential component of this project and their design will be undertaken in conjunction with other improvements, such as, widening the east section of Bleams Road, along with roundabouts and/or traffic signals.	Carry Forward

Appendix C - Summary of Region Noise Policy

The Region's Noise Policy is made up of three Parts:

Part A: **New development** impacted by existing roads and railways.

Part B: **Existing development** impacted by proposed Regional road widenings.

Part C: **Existing development** impacted by noise from existing Regional roads.

Since there is no new development proposed, only **Parts B or C** may apply to this project.

The Bleams Road Class Environmental Assessment from just west of Fischer-Hallman Road to Trussler Road is proposing to:

- ✓ **Widen** Bleams Road from just west of Fischer-Hallman Road to Commonwealth Drive/Abram Clemens Drive – therefore Part B applies to this section of Bleams Road; and
- ✓ **Reconstruct** Bleams Road only and maintain existing 2 lane "vehicle lane" configuration in all other areas.
    - Noise is calculated at a residence **outdoor living area** – typically defined as the backyard or patio within 3 metres of the rear wall of a residential unit.
    - Noise is calculated using a Ministry of the Environment, Conservation and Parks (MECP) model that calculates a 16-hour average noise level for the outdoor living area based on several factors, such as traffic volumes, distance from the outdoor living area to the centre of the road, and elevation differences between the outdoor living area to the centre of the road. The noise level used in the policy is not based on peak levels that may be recorded at a given location/time.

Part B of Region Noise Policy – Road Widening

The Region will consider designing and constructing a noise barrier if:

- ✓ The projected noise level in 10 years is calculated to exceed 65 dBa; or
- ✓ The projected noise level in 10 years is calculated to exceed 60 dBa and increase the existing noise level by 5dBa or more.

By constructing a noise barrier, projected noise is required to be calculated to be reduced to 60 dBa or less and reduced by 5dBa or more.

Part C of Region Noise Policy – No Road Widening – Complaint Driven

The Region will consider cost-sharing (50-50) noise barrier design and construction if:

- ✓ A resident raises a noise concern; and
- ✓ Existing noise levels are calculated to exceed 60dBa; and
- ✓ Two thirds (2/3) of affected property owners are in agreement to build noise barrier (based on rear yard property length) in accordance with Local Improvement Act; and
- ✓ All property owners pay 50% of cost of noise barrier based on length of wall installed at their property with payments charged over a period of ten (10) years (in accordance with Local Improvement Act).
- ✓ Residents may also decide to take other measures such as installing a privacy fence, air conditioning or window improvements at their own expense

Comment Sheet
Regional Municipality of Waterloo
Bleams Road Improvements
From Just West of Fischer-Hallman Road to Trussler Road
City of Kitchener

Please complete the survey so that your comments can be considered for this project.

Comments can be submitted on the Region's consultation page at **https://www.engagewr.ca/bleams-rd**, by March 7, 2022.

Comments can alternatively be submitted by filling out this comment sheet and returning it by mail or e-mail by March 7, 2022 to:

Greg Proctor, C.E.T
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Region of Waterloo
150 Frederick Street, 6th Floor
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Telephone: (519) 575-4729
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Dot Roga, C.E.T
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MTE Consultants Inc.
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Kitchener, ON N2L 3V3
Telephone: (519) 585-2255 ext. 63220
Fax: (519) 585-2269
Email: droga@mte85.com

Comments regarding this project:

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_____
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Name: _____

Address: _____ Postal Code: _____

Phone: _____ Email: _____

Collection Notice:

All comments and information received from individuals, stakeholder groups, and agencies regarding this project 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.

Additional Comments: