APPENDIX A
PUBLIC CONSULTATION

- A.1 – Notice of Commencement
- A.2 – PIC No. 1
- A.3 – PIC No. 2
- A.4 – PIC No. 3
- A.5 – PIC No. 4
- A.6 – First Nations Consultation
- A.7 – Notice of Completion
APPENDIX A.1

NOTICE OF COMMENCEMENT
NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
STRASBURG ROAD EXTENSION
FROM 500 M NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD

The Study
Through previous community planning studies, the City of Kitchener has established a corridor for extending Strasburg Road from Rush Meadow Road to the intersection with the proposed westerly extension of Robert Ferrie Drive. This segment of Strasburg Road has not been constructed and is currently the subject of a Detail Design study. The City is initiating a Class Environmental Assessment (EA) Study for further extension of the Strasburg Road corridor from approximately 500 m north of Stauffer Drive southerly to New Dundee Road. Strasburg Road between Huron Road and New Dundee Road is designated in the City's Official Plan as a Secondary Arterial Road with a 26 m right-of-way. The Key Plan below illustrates the conceptual alignment of the established Strasburg Road corridor and the limits of the Strasburg Road Extension EA Study.

The Process
The City is conducting the EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and regulatory agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts. The City has retained SNC-Lavalin Inc. to lead the Class EA study.

Upon completion of this study, an Environmental Study Report (ESR) documenting the Class EA process will be submitted to the Ministry of the Environment (MOE) and will be available for public review for a period of 30 calendar days.

As part of this study, three (3) Public Information Centres (PICs) are planned. The first PIC is tentatively scheduled for June 2010. The PIC will present the project scope and objectives and provide an opportunity for initial public and government agency review and comment. Representatives from the City and the Consultant Team will be present at the PIC to answer questions and discuss the next steps in this study. Notification of the PIC will be provided at the appropriate time by means of a similar advertisement in this newspaper.

Comments
Public consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before any decisions are made on a preferred concept for the roadway improvements. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: (519) 741-2385
Email: binu.korah@kitchener.ca

Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
400 Carlingview Drive
Toronto, ON M9W 6N9
Phone: (416) 679-6289
Fax: 416.231.5356
Email: ian.upjohn@snclavalin.com
APPENDIX A.2
PUBLIC INFORMATION CENTRE NO. 1
The Study
The City of Kitchener has initiated a Class Environmental Assessment (EA) Study for the extension of the Strasburg Road corridor from approximately 500 m north of Stauffer Drive southerly to New Dundee Road. Strasburg Road between Huron Road and New Dundee Road is designated in the City’s Official Plan as a Secondary Arterial Road. The accompanying Key Plan illustrates the conceptual alignment of the established Strasburg Road corridor and the limits of the Strasburg Road Extension EA Study. The City has retained SNC-Lavalin Inc. to lead the Class EA study.

The Process
The City is conducting the EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and regulatory agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.

Accordingly, the first in a series of three Public Information Centres (PIC) will be held as follows:

Date: Thursday June 10, 2010
Time: 6:00 p.m. to 8:00 p.m.
Location: Brigadoon Public School
415 Caryndale Drive
Kitchener, ON

The purpose of this PIC is to present the study scope and objectives, outline the technical investigations that will be conducted, provide information on the proposed communications plan, identify preliminary criteria for assessing the project alternatives, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in this study.

Comments
Public consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before any decisions are made on a preferred concept for the roadway improvements. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: (519) 741-2385
Email: binu.korah@kitchener.ca

Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
400 Carlingview Drive
Toronto, ON M9W 6N9
Phone: (416) 679-6289
Fax: 416.231.5356
Email: ian.upjohn@snclavalin.com
STRASBURG ROAD EXTENSION CLASS EA
From 500 M North of Stauffer Drive to New Dundee Road

Public Information Centre No. 1
Thursday, June 10, 2010
Brigadoon Public School
415 Caryndale Drive
6:00 p.m. – 8:30 p.m.

INFORMATION PACKAGE
The City of Kitchener has initiated a Class Environmental Assessment (EA) study for the extension of Strasburg Road from approximately 500 m north of Stauffer Drive southerly to New Dundee Road. The City has retained SNC-Lavalin Inc. (SLI) to lead the Environmental Assessment study. The City of Kitchener and SLI would like to welcome you and thank you for attending the Public Information Centre. The primary purpose of this PIC is to introduce the study process and the scope of the investigations.

- Please sign the register for future mail-outs.
- Representatives from the City and SLI are available to answer your questions and to hear your comments and concerns.
- Please complete a Comment Sheet and drop it in the Comment Sheet Box before leaving, or return it by June 24, 2010.

Information will be collected and used in accordance with the Municipal Freedom of Information and Protection of Privacy Act, and solely for the purpose of assisting the City of Kitchener in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.
The following is a brief chronology of the extension of the Strasburg Road corridor south of Huron Road:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 1981</td>
<td>Based on <em>Transportation Planning and Engineering Study – Huron Industrial Development</em> and related public consultation during January 1981, the future extension of Strasburg Road was established from south of Bleams Road to Reidel Drive.</td>
</tr>
<tr>
<td>June 1982</td>
<td>The “New” Strasburg Road alignment from Huron Road to a point approximately 1.6 km south, was established in the City’s Official Plan Amendment (OPA) No. 8 and the findings of the <em>Transportation Planning and Engineering Study – Huron Industrial Development</em> were subsequently approved by the Region of Waterloo.</td>
</tr>
<tr>
<td>December 1982</td>
<td>City Planning Committee approved the Huron Business Park Secondary Plan and related transportation engineering studies for Huron Road and Strasburg Road reconfirming the alignment of Strasburg Road from Huron Road, southerly to approximately 500 m north of Stauffer Drive.</td>
</tr>
<tr>
<td>February 1983</td>
<td>City Council approved the alignment of Strasburg Road, from Huron Road southerly to approximately 500 m north of Reidel Drive. Strasburg Road was classified as a ‘Secondary Arterial’ with a right-of-way width of 26 m.</td>
</tr>
<tr>
<td>September 1983</td>
<td>Regional Council approved the alignment of Strasburg Road alignment, from Huron Road, southerly to approximately 500 m north of Stauffer Drive including its classification and proposed right-of-way.</td>
</tr>
<tr>
<td>September 1989 – January 1990</td>
<td><em>Brigadoon Community Plan</em> (adopted through City OPA 98), established the collector road arrangement within the Brigadoon Community and reconfirmed the Strasburg Road Extension following the previously approved alignment, southerly to 500 m north of Stauffer Drive.</td>
</tr>
<tr>
<td>1992 - 1994</td>
<td><em>Doon South – Brigadoon Transportation Network and Corridor Study</em> confirmed the need for the new Strasburg Road corridor south of Huron Road in a process consistent with Phases 1 and 2 of the MEA Class EA, including government agency and public consultation. An addendum to the report recommended that Strasburg Road be extended within its planned alignment as a 4-lane roadway from south of Huron Road to New Dundee Road.</td>
</tr>
<tr>
<td>1999</td>
<td>Region of Waterloo <em>Transportation Master Plan</em> included the proposed alignment of the Strasburg Road Extension from Huron Road to north of Stauffer Drive.</td>
</tr>
<tr>
<td>January 2003/ March 2009</td>
<td><em>Doon South Community Plan</em> reconfirmed the proposed extension of Strasburg Road as a Secondary Arterial Road south of Huron Road to north of Stauffer Drive. <em>Doon South Community Plan</em> Phase II indicates connection between Stauffer Drive and New Dundee Road.</td>
</tr>
<tr>
<td>2004 - 2005</td>
<td>City Council approved the <em>2004 Development Charge Background</em> study and the <em>Brigadoon Community Plan</em>, which reconfirmed the Strasburg Road alignment from Huron Road to approximately 500 m north of Stauffer Road.</td>
</tr>
</tbody>
</table>

The purpose of this study is to determine the most appropriate alignment for Strasburg Road between the area previously established as the southern terminus of the extension (500 m north of Stauffer Drive) and New Dundee Road, and to identify potential future collector road intersection(s), in compliance with the planning and design process set out in the Municipal Engineers Association Class Environmental Assessment.
APPROVED BRIGADOON COMMUNITY PLAN MAPS

Source: City of Kitchener

STRAUSBURG ROAD EXTENSION CLASS EA
From 500 m North of Stauffer Drive to New Dundee Road

BRIGADOON COMMUNITY PLAN MAP 1: LAND USE
BRIGADOON COMMUNITY PLAN MAP 2: NATURAL FEATURES
BRIGADOON COMMUNITY PLAN MAP 3: TRAILS
BRIGADOON COMMUNITY PLAN MAP 4: SUBWATERSHEDS
This study is being conducted in accordance with the process for Schedule “C” undertakings under the Municipal Engineers Association Class Environmental Assessment, October 2000, as amended (2007). Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment.

Consultation Requirements

Please ask staff if you are interested in seeing a more detailed version of the MEA Class EA process.
Public, regulatory agency and other stakeholder consultation will be an important part of the Strasburg Road Extension Class EA process. The Communications Plan for the study meets the requirements for mandatory contact prescribed by the Municipal Class Environmental Assessment, and goes beyond this protocol based on the complexity of the project, the range and degree of environmental sensitivities involved, the associated number of stakeholders potentially affected by the project, and their level of interest.

The following chart summarizes the various types of consultation and the communication mechanisms that will be used during the various EA activities.

<table>
<thead>
<tr>
<th>Consultation Activities and Mechanisms Summary</th>
<th>Identify Problem/Opportunity (Alt. Solutions)</th>
<th>Identify/Assess Design Alternatives</th>
<th>Impacts and Mitigation of Selected Design</th>
<th>Environmental Study Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Team Meeting</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Mayor/Senior Mgmt. Briefing</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Public Information Centre (PIC)</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Focus Group Meeting</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Additional Face-to-Face Meeting</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Property Owner Meeting</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Utility Coordination Meeting</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Agency Consultation</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Aboriginal Consultation</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Online Consultation</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>City/Consultant One-Window Consultation/Response</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Other Public Forum</td>
<td></td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
</tbody>
</table>

| Communication Mechanism                       |                                             |                                    |                                        |                           |
| Notice of Commencement (newspaper ad; letters) | √                                           |                                    |                                        |                           |
| Meeting Notification                          |                                             | √                                  | √                                      |                           |
| Public Information Centre (newspaper ad; letters; displays; handouts, Comment Sheets) | √                                           | √                                  | √                                      |                           |
| Notice of Completion (newspaper ad; letters)  |                                             |                                    |                                        |                           |
| City Website/Project Page                     |                                             | √                                  | √                                      |                           |

Note: The Project Team comprises technical representatives from the City of Kitchener, the Region of Waterloo and SLI.
TRANSPORTATION / ROADS SCHEDULE

STRASBURG ROAD EXTENSION CLASS EA
From 500 M North of Stauffer Drive to New Dundee Road

NOTE: Rest of Tilt Dr./Groh Dr./Stauffer Dr./portion of Reidel Dr. will be converted to community trail in future - as outlined in community plan.
APPROVED KITCHENER GROWTH MANAGEMENT PLAN

STRASBURG ROAD EXTENSION CLASS EA
From 500 M North of Stauffer Drive to New Dundee Road

Relative Priority for Developments Approvals
June 2009 - Fall 2010

Plan # 90, 91, 97, 101 and 106
Draft Approved as per OMB decision

Rankings based on overall criteria, area specific analysis, and timing of initiatives as identified in Growth Area Sub Plans.
Initiatives in each Growth Area may have a range of priority levels.
• Lands indicated as A to B will be given a higher priority for determining planning approvals
• Lands indicated as C to D require higher level initiatives to be completed and approved and are prioritized accordingly

Note: There are Site Specific Intensification Opportunities (SSIOs) not shown on the map and these are considered an ‘A’ priority.

Source: City of Kitchener
Growth Management Plan
Relative Priority for Developments Approvals
June 2009 - Fall 2010
LAND USE SCHEDULE

STRASBURG ROAD EXTENSION CLASS EA
From 500 M North of Stauffer Drive to New Dundee Road
FUTURE TRAFFIC

STRASBURG ROAD EXTENSION CLASS EA
From 500 M North of Stauffer Drive to New Dundee Road

Source: City of Kitchener

Forecast Traffic Volumes
Horizon Year 2016: 8,000 - 11,000
Horizon Year 2031: 15,000 - 22,000

Average Annual Daily Traffic
- Horizon Year 2016: 8,000 - 11,000
- Horizon Year 2031: 15,000 - 22,000
The southwest quadrant of the City of Kitchener is served primarily by two north-south major arterial roads - Homer Watson Boulevard and Fischer Hallman Road. Homer Watson Boulevard is congested during peak hours, due to its central location and connection with Highway 401. The primary connections between these two north-south arterials are two east-west major arterials - Huron Road and New Dundee Road.

Traffic operations and demand studies since the late 1970s demonstrated the requirement for an additional north-south route, establishing connection to the existing arterial road network, to relieve the future demand on Homer Watson Boulevard and Fischer Hallman Road, as well as to accommodate future growth in the southwest quadrant of the City. To accommodate this growth and increases in travel demand, several transportation studies stated the need to provide an alternate north-south arterial by extending Strasburg Road from its current terminus to New Dundee Road.

The current City of Kitchener Official Plan (OP) recognizes Strasburg Road as a 4-lane secondary arterial with controlled access, with the exception of some future intersections with major collector roads within the Brigadoon Community and Doon South Community. The proposed study area for this environmental assessment extends from approximately 500 m north of Stauffer Drive to New Dundee Road to accommodate further extension of Strasburg Road. The tentative alignment for the proposed extension of Strasburg Road was identified in previous studies. At this time, there is an opportunity to identify a suitable corridor for the proposed extension, which could:

- Provide for approved future growth and increased travel demand in the southwest quadrant of the City;
- Define the limits of future development and the location of any related road intersections, while assisting in the management of important natural heritage and other resources;
- Incorporate municipal services to serve new development; and
- Accommodate/enhance facilities for bicyclists and pedestrians through this part of the City.
The Environmental Assessment study will include a comprehensive set of integrated environmental and engineering investigations (inventories; impact assessment; mitigation recommendations) conducted by specialist consultants, using established/approved methods and protocols, as well as consultation with technical staff of regulatory agencies and other stakeholders with knowledge of the study area:

<table>
<thead>
<tr>
<th>Terrestrial Ecosystems (SLI/LGL)</th>
<th>Heritage Resources (Archaeological Services Inc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Wildlife surveys</td>
<td>- Stage 1 Archaeological Assessment</td>
</tr>
<tr>
<td>- amphibians/reptiles search/monitoring</td>
<td>- Provision for Stage 2 Archaeological Assessment</td>
</tr>
<tr>
<td>- breeding bird and other wildlife habitat/communities</td>
<td>- Heritage Resource Assessment (man-made Built Heritage Resources; Cultural Landscapes)</td>
</tr>
<tr>
<td>- Vegetation inventories (Ecological Land Classification; wetland delineation)</td>
<td>- Recommendations for further archaeological investigations; heritage resource preservation</td>
</tr>
<tr>
<td>- Establish appropriate reference habitats/communities and targets/objectives for preparation of Conceptual Ecological Restoration Plan and other mitigation</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aquatic Ecosystems (SLI)</th>
<th>Noise (SLI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Aquatic habitat and fish community assessment</td>
<td>- Identify noise sensitive areas</td>
</tr>
<tr>
<td>- watercourse physical attributes, flow, thermal regime</td>
<td>- Noise modelling for three horizon years</td>
</tr>
<tr>
<td>- fish community supported; sensitivity</td>
<td>- Operations and construction phase impact assessment</td>
</tr>
<tr>
<td>- Fish habitat mitigation/compensation</td>
<td>- Noise mitigation recommendations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drainage, Hydrology, Stormwater Management (GENIVAR)</th>
<th>Air Quality (RWDI AIR Inc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Confirm watershed drainage regime</td>
<td>- Establish base case (historical meteorological air quality monitoring data)</td>
</tr>
<tr>
<td>- Establish hydraulic requirements for drainage/watercourse conveyance</td>
<td>- High level assessment of design alternatives</td>
</tr>
<tr>
<td>- Develop stormwater management strategy to achieve Blair-Bechtel-Bauman/Strasburg Creek watershed protection targets</td>
<td>- Future exhaust emissions for preferred design option (nine contaminants at up to ten (10) sensitive receptors)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hydrogeology, Contaminated Property (SLI)</th>
<th>Socio-Economic (SLI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Groundwater regime (recharge/discharge; stream baseflow)</td>
<td>- Designated and approved land uses</td>
</tr>
<tr>
<td>- Potential for encountering contaminated property</td>
<td>- Agricultural and other business operations</td>
</tr>
<tr>
<td></td>
<td>- Community amenities and social/cultural linkages</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Planning (SLI)</th>
<th>Engineering (SLI/Chung &amp; Vander Doelen)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Roadway capacity analyses; traffic counts (intersection/link volumes; Level of Service)</td>
<td>- Roadway structural deficiencies (Reidel Drive)</td>
</tr>
<tr>
<td>- Safety analyses</td>
<td>- Soil conditions; road and structural foundation requirements</td>
</tr>
<tr>
<td>- Geometric improvement recommendations</td>
<td>- Roadway geometric design (cross-section; horizontal/vertical alignment; grading, drainage; lighting)</td>
</tr>
<tr>
<td>- Roundabout feasibility study</td>
<td>- Drainage structure design</td>
</tr>
</tbody>
</table>
Based on study area characteristics and sensitivities information available at this time, the following preliminary/general list of Evaluation Criteria for assessing project alternatives has been developed. The Evaluation Criteria will be refined, including the development of quantitative and qualitative measures, based on ongoing technical investigations and stakeholder consultation. Your comments are considered important input to this refinement process.

<table>
<thead>
<tr>
<th>FACTOR GROUP</th>
<th>FACTOR/CRITERION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td><strong>Terrestrial Ecosystems (including Species at Risk)</strong></td>
</tr>
<tr>
<td></td>
<td>- Impacts to wetlands</td>
</tr>
<tr>
<td></td>
<td>- vegetation community mortality/stress/composition change</td>
</tr>
<tr>
<td></td>
<td>- removal of significant trees/ground flora</td>
</tr>
<tr>
<td></td>
<td>- reduction/deterioration of or other changes to wildlife habitat</td>
</tr>
<tr>
<td></td>
<td><strong>Aquatic Ecosystems (including Species at Risk)</strong></td>
</tr>
<tr>
<td></td>
<td>- removal/change of existing habitat (including food/shelter)</td>
</tr>
<tr>
<td></td>
<td>- change in water quality, baseflow/water table</td>
</tr>
<tr>
<td></td>
<td>- construction timing impacts on spawning/nursery areas</td>
</tr>
<tr>
<td></td>
<td><strong>Groundwater Resources</strong></td>
</tr>
<tr>
<td></td>
<td>- changes to groundwater recharge/discharge areas</td>
</tr>
<tr>
<td></td>
<td>- changes in groundwater quantity and quality</td>
</tr>
<tr>
<td></td>
<td>- interference with groundwater movement</td>
</tr>
<tr>
<td></td>
<td><strong>Surface Drainage</strong></td>
</tr>
<tr>
<td></td>
<td>- diversion/channelization of watercourses; drainage catchments</td>
</tr>
<tr>
<td></td>
<td>- changes to flood plain function</td>
</tr>
<tr>
<td></td>
<td>- stormwater management opportunities</td>
</tr>
<tr>
<td>Socio-Economic Environment</td>
<td><strong>Land Use</strong></td>
</tr>
<tr>
<td></td>
<td>- compatibility with land use designations/policy</td>
</tr>
<tr>
<td></td>
<td>- compatibility with approved development proposals</td>
</tr>
<tr>
<td></td>
<td>- impacts to agricultural and other business operations</td>
</tr>
<tr>
<td></td>
<td><strong>Noise</strong></td>
</tr>
<tr>
<td></td>
<td>- changes in sound levels in noise sensitive areas</td>
</tr>
<tr>
<td>Cultural Environment</td>
<td><strong>Archaeological Resources</strong></td>
</tr>
<tr>
<td></td>
<td>- impacts to known archaeological sites</td>
</tr>
<tr>
<td>Transportation/Utilities</td>
<td><strong>Transportation Network/Infrastructure</strong></td>
</tr>
<tr>
<td></td>
<td>- changes to transportation network (capacity, access)</td>
</tr>
<tr>
<td></td>
<td>- compatibility with transportation policy initiatives (transit, active</td>
</tr>
<tr>
<td></td>
<td>transportation, roundabouts)</td>
</tr>
<tr>
<td>Financial/Technical</td>
<td><strong>Financial</strong></td>
</tr>
<tr>
<td></td>
<td>- cost (construction, property, operations/maintenance)</td>
</tr>
<tr>
<td></td>
<td>- compatibility with municipal capital budget/resources</td>
</tr>
<tr>
<td></td>
<td><strong>Technical</strong></td>
</tr>
<tr>
<td></td>
<td>- roadway geometric design requirements</td>
</tr>
<tr>
<td></td>
<td>- structural/foundation/pavement design requirements</td>
</tr>
<tr>
<td></td>
<td>- topographic ; earth balance</td>
</tr>
<tr>
<td></td>
<td>- constructability (extraordinary requirements)</td>
</tr>
<tr>
<td></td>
<td>- staging requirements</td>
</tr>
</tbody>
</table>
Thank you for attending this information session.

The Project Team will conduct the following activities leading up to the next Public Information Centre, scheduled for Fall 2010:

- Consider all input from PIC No. 1.
- Conduct additional consultation as follow-up to PIC No. 1 to fill initial information gaps.
- Complete all inventories for this phase of the study.
- Finalize Problem/Opportunity Statement and complete Phase 2 of Class EA process.
- Generate and conduct a systematic assessment of the advantages and disadvantages of reasonable design alternatives, including additional field investigations.
- Select the Technically Preferred design alternative.
- Conduct consultation activities associated with PIC No. 2 in Fall 2010 (present the development and assessment of design alternatives and the rationale for the Technically Preferred design option).
- Conduct consultation activities associated with PIC No. 3 in Winter 2011 (present the preliminary design of the preferred alternative).
### COMMENTS AND RESPONSES FROM PUBLIC INFORMATION CENTRE NO.1

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
| 1. | ▪ Questions about rationale/ need for the road | With respect to the rationale for the location of the proposed Strasburg Road Extension, the need for and the alignment of the Strasburg Road Extension between Huron Road and a point approximately 500 m north of Stauffer Drive have been established through a comprehensive community planning process and related transportation network and corridor study for this portion of the City, which included an assessment of alternative corridors and consideration of natural heritage features. The principal documentation in this regard includes:

- Official Plan Amendment No. 8 (June 1982) – established the general alignment of the proposed Strasburg Road extension and the alignment of Huron Road;
- Transportation Planning and Engineering Study – Huron Industrial Development (Marshall Macklin Monaghan, August 1982) – assessed Strasburg Road alignments relative to a range of considerations and was the basis for establishment of the Strasburg Road Extension alignment to a point 500 m north of Stauffer Drive;
- Doon South – Brigadoon Transportation Network and Corridor Study (February 1994, as amended May 1994) – conducted in compliance with Phases 1 and 2 of the Municipal Engineers Association Class Environmental Assessment, established a proposed road network for the southwest portion of the City of Kitchener, including the extension of Strasburg Road from Trillium Drive to New Dundee Road at approximately mid-point between what is now Fischer Hallman Road and Reidel Drive;
- Brigadoon Community Plan (1989/2004) - established the collector road arrangement within the Brigadoon Community and reconfirmed the Strasburg Road Extension following the previously approved alignment, southerly to 500 m north of Stauffer Drive.
- Doon South Community and Broader Study Area Traffic Impact Study (November 2008) – identified external traffic impacts associated with build-out of the Doon South area and nearby developments, and identified operational requirements at intersections on the arterial road network, assuming that Strasburg Road is extended as a 4-lane facility by 2018. |
These studies included extensive public consultation in accordance with legislative requirements. A portion of the City’s website for this project has been dedicated to providing the major studies for public review (please see http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp).

Recent consultation with Region of Waterloo senior transportation planning staff, and a review of the Region’s most current draft Regional Transportation Master Plan (endorsed by Regional Council in June 2010 and scheduled for completion in September 2010) suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority). We would refer you to the Region’s website (http://www.movingforward2031.ca/) for more details in this regard.

It is also worth noting that a number of other decisions and infrastructure investments have been premised on the foregoing studies (the Doon South – Brigadoon Transportation Network and Corridor Study in particular:

- Construction of Strasburg Road from Trillium Drive to Rushmeadow Street;
- Construction of sanitary and watermain services, as well as the road bed and culvert conveying the Main Branch of Strasburg Creek, west of Rushmeadow Street within the established Strasburg Road Extension corridor;
- Grading of subdivisions adjacent to the established Strasburg Road Extension corridor, based on the road extension’s horizontal and vertical profiles;
- Region of Waterloo’s Kitchener Zone 2/4 (Water Supply) Optimization Study, including definition of proposed pressure zone boundaries and service corridors based on the proposed Strasburg Road Extension alignment;
- Approval of the South Strasburg Gravity Trunk Sanitary Sewer Schedule “B” Class Environmental Assessment, with an alignment partially within the established Strasburg Road Extension corridor, based on the road extension’s horizontal and vertical profiles;
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>and</td>
<td>Approval of the Collector Road Network for the Huron Community and a determination that new arterial roads would not be constructed through the Huron Community.</td>
</tr>
<tr>
<td>2.</td>
<td>The road is not necessary</td>
<td>With the proposed residential neighbourhood developments around future Strasburg Road, this road is expected to carry a significant volume of local residential traffic. Without this road, most of the neighbouring road intersections within the vicinity of the Strasburg Road study area will operate under capacity-constraint conditions.</td>
</tr>
<tr>
<td>3.</td>
<td>Access provided by proposed Strasburg Road extension to New Dundee would alleviate a great deal of traffic pressure</td>
<td>Your appreciation of the need for (and related support of) the proposed Strasburg Road Extension based on relief of the Fischer Hallman Road and Homer Watson Boulevard are noted.</td>
</tr>
<tr>
<td>4.</td>
<td>Other major roads in the area should be considered for alternate routes</td>
<td>The transportation planning and traffic engineering area of investigation is broader than that shown at the June 10, 2010 Public Information Centre and will include consideration of the major arterial road corridors in the area (Huron Road, Fischer Hallman Road, Homer Watson Boulevard and New Dundee Road).</td>
</tr>
<tr>
<td>5.</td>
<td>If the reason for building the road is to divert traffic from Highway 401 without congesting Homer Watson</td>
<td>Based on the Regional Transportation Model, a modest traffic diversion is expected from Homer Watson Boulevard due to the proposed construction of Strasburg Road between Rush Meadow Street and New Dundee Road. No traffic diversion to and from Fischer Hallman is expected.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Boulevard, won’t Fischer Hallman and the recent expansion of Huron Road solve this problem?</td>
<td>Extension of Fischer Hallman Road cannot accommodate the residential traffic directly from the proposed Brigadoon and Doon South communities. With the proposed residential neighbourhood developments around future Strasburg Road, this road is expected to carry a significant volume of local residential traffic. Without this road, most of the neighbouring road intersections within the vicinity of the Strasburg Road study area will operate under capacity-constraint conditions.</td>
</tr>
<tr>
<td>6.</td>
<td>Consider alternate use of Fischer Hallman Road, which has recently been developed and is only two kilometres away</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>It would be preferable to route the road through existing farmland instead of a woodlot</td>
<td>The Study Area includes woodlots and active agricultural (“farmland”) areas, both of which have their own inherent values to individual owners/operators, the adjacent community and the broader environment. The study will account for these values and assess the potential impacts to these assets associated with the various project alternatives. The evaluation of these impacts may place different weights on the importance of woodlots and agricultural lands; this has yet to be determined.</td>
</tr>
<tr>
<td>8.</td>
<td>Why connect the proposed road with Reidel Drive?</td>
<td>The currently proposed Study Area has been developed based on the results of these studies* and the information on environmental sensitivities gathered to date. It does not preclude the opportunity to locate the Strasburg Road Extension west of the Reidel Drive corridor, as you have suggested, and its configuration is still subject to modification based on input received from all stakeholders.</td>
</tr>
</tbody>
</table>
**Strasburg Road Extension**  
**Environmental Study Report**  
**From North of Stauffer Drive to New Dundee Road**  
**October 2013**

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Referenced Studies Include:</em></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Official Plan Amendment No. 8 (June 1982) – established the general alignment of the proposed Strasburg Road extension and the alignment of Huron Road;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Transportation Planning and Engineering Study – Huron Industrial Development (Marshall Macklin Monaghan, August 1982) – assessed Strasburg Road alignments relative to a range of considerations and was the basis for establishment of the Strasburg Road Extension alignment to a point 500 m north of Stauffer Drive;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Doon South – Brigadoon Transportation Network and Corridor Study (February 1994, as amended May 1994) – conducted in compliance with Phases 1 and 2 of the Municipal Engineers Association Class Environmental Assessment, established a proposed road network for the southwest portion of the City of Kitchener, including the extension of Strasburg Road from Trillium Drive to New Dundee Road at approximately mid-point between what is now Fischer Hallman Road and Reidel Drive;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Brigadoon Community Plan (1989/2004) - established the collector road arrangement within the Brigadoon Community and reconfirmed the Strasburg Road Extension following the previously approved alignment, southerly to 500 m north of Stauffer Drive.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Doon South Community and Broader Study Area Traffic Impact Study (November 2008) – identified external traffic impacts associated with build-out of the Doon South area and nearby developments, and identified operational requirements at intersections on the arterial road network, assuming that Strasburg Road is extended as a 4-lane facility by 2018.</td>
<td></td>
</tr>
</tbody>
</table>

These studies included extensive public consultation in accordance with legislative requirements. A portion of the City’s website for this project has been dedicated to providing the major studies for public review (please see [http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp](http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp)).

<p>| 9. | Improve Homer Watson instead of routing through residential areas | Extension of Fischer Hallman Road or Homer Watson Boulevard cannot accommodate the residential traffic directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that some of the existing intersections on Homer Watson |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Boulevard operate beyond their respective capacities during the weekday peak hours.</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Do not extend Biehn Drive to Strasburg Road</td>
<td>The extension of Biehn Drive to connect with Strasburg Road is an integral part of the Brigadoon Community Plan and will be implemented in accordance with the plan, following the completion of any outstanding environmental assessment studies required as part of the subdivision approval process. Please note that the Biehn Drive extension is not part of the current Strasburg Road Extension EA study.</td>
</tr>
<tr>
<td>11.</td>
<td>Use land around hydro towers for roads instead</td>
<td>The use of lands in and around hydro towers for public infrastructure is often constrained by safety considerations and maintenance requirements of the utility company (e.g., vertical clearance from overhead transmission lines; horizontal clearance from towers for maintenance access purposes).</td>
</tr>
<tr>
<td>12.</td>
<td>Trussler Road would be a better option</td>
<td>Trussler Road cannot accommodate the residential traffic directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that most of the major intersections around the proposed Strasburg Road study area will operate beyond their respective capacities during the weekday peak hours.</td>
</tr>
<tr>
<td>13.</td>
<td>Concerned that the road will function as a primary arterial road rather than a secondary arterial road as intended. <strong>Why are four lanes, as opposed to two,</strong></td>
<td>Based on the Region of Waterloo’s Regional Transportation Model, a modest traffic diversion is expected from Homer Watson Boulevard due to the proposed construction of Strasburg Road between Rush Meadow Street and New Dundee Road. With this diverted volume, and under the full build-out conditions in the Brigadoon and Doon South area, Strasburg Road is expected to carry approximately 15,000 to 17,000 vehicles a day, most of which will originate from and be destined to the communities around the proposed Strasburg Road Extension. This volume of traffic requires a 4-lane road.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>required?</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>- What is the financial impact of extending and maintaining Strasburg Rd? Is the City looking at less expensive alternatives?</td>
<td>In relation to your comment on the financial implications of implementing the road extension, and the responsibilities and obligations of the development industry, the Strasburg Road Extension has been recognized by the City of Kitchener as an arterial road that will contribute significantly to the viability of planned growth in the southwest quadrant of the City, and this undertaking has been approved as a Development Charge Project by the City. This means that developers that are deemed to be beneficiaries of the new road section will pay for its design and construction as part of the required Development Charges.</td>
</tr>
<tr>
<td>15.</td>
<td>- Focus should be on public transportation</td>
<td>The Strasburg Road Extension EA study will include consideration of provisions for transit service, in keeping with the Region’s proposed RTMP approach (Transit Oriented Plan with Strategic Road Improvements). The RTMP contemplates providing transit service along Strasburg Road under full build-out conditions in the Brigadoon and Doon South communities. With the introduction of transit services, a modest reduction of auto traffic is anticipated.</td>
</tr>
<tr>
<td>16.</td>
<td>- Another stop sign at the intersection of Strasburg and Rush Meadow Streets will destroy habitat and generate noise pollution</td>
<td>The community planning process included preparation and implementation of the plan for the Brigadoon Community (originally adopted in 1989 and updated in May 2004), of which homes on Rush Meadow Street are a part. The Brigadoon Community Plan established the collector road arrangement within the Brigadoon Community and reconfirmed the Strasburg Road Extension following the previously approved alignment, from Trillium Drive southerly to 500 m north of Stauffer Drive. We do not foresee the addition of any “Stop” signs on Strasburg Road, and hence the Strasburg Road/Rush Meadow Street intersection is expected to operate as it does today.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>17.</td>
<td>• Concern that the road comes very close to the property lines. Road setback information provided by the developer indicated that the road setback would be 150 ft, whereas in the plans outlined at the PIC, the setback is closer to 67 ft</td>
<td>We understand that the information regarding the road setback was provided by the developer/owner of the subdivision in which you reside. To our knowledge, the Strasburg Road Extension corridor location has not changed from that shown in the approved Brigadoon Community Plan (May 2004) and what is included on the City of Kitchener’s Geographic Information Systems mapping of property ownership fabric in the area of your residence. If you are interested in reviewing the City’s property database, please contact Mr. Binu Korah, Manager, Development Engineering at the City’s Development and Technical Services Department (Tel.: 519.741.2974; email: <a href="mailto:binu.korah@kitchener.ca">binu.korah@kitchener.ca</a>).</td>
</tr>
<tr>
<td>18.</td>
<td>• Aesthetic concerns</td>
<td>With respect to aesthetic considerations, such mitigation may include landscape buffers, or ecological restoration of woodland edge areas that may serve as a visual screen. As discussed at the June 10 Public Information Centre, this type of vegetative buffer will not be particularly effective in providing a noise attenuation function due to its narrow width.</td>
</tr>
<tr>
<td>19.</td>
<td>• Traffic, pollution and noise concerns due to the close proximity of the road to residential properties</td>
<td>The potential use of the Strasburg Road Extension by heavy commercial traffic (and the associated noise and air quality impacts) will be assessed as part of the Environmental Assessment study, which may include recommendations on such use in accordance with the City of Kitchener’s truck route policies. As part of the road construction, the City of Kitchener will install a noise attenuation barrier along the existing properties in the Freure subdivision backing onto this roadway.</td>
</tr>
<tr>
<td>20.</td>
<td>• Does not want a trail in McLeod</td>
<td>The trail that you have referred to is an integral part of the approved Brigadoon Community Plan.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>21.</td>
<td>Court backyard green space due to its potential to generate noise, attract unwanted garbage and possibly be a place for unwanted activities.</td>
<td>Plan. It is our understanding that the locations of the trails shown in the Plan, including the one to the rear of your home, are preliminary in nature. The City’s intent is to determine the final trail locations in each area following community consultation. The City is currently developing a city-wide Trail Master Plan, which will include consideration of the trail system in the Brigadoon Community. It is expected that the Trail Master Plan will be completed in Spring/Summer 2011.</td>
</tr>
<tr>
<td>21.</td>
<td>Concerns about expropriation of private land and forested areas</td>
<td>The study will also identify the property required to construct the project; this may include private land and forested areas. To implement projects requiring the acquisition of private lands, the City’s practice is to proceed on a “willing seller/willing buyer” basis, where fair market value is offered for the property in question. The City will normally only engage in property expropriation when negotiations using this approach prove inefficient or inequitable.</td>
</tr>
<tr>
<td>22.</td>
<td>Problems caused by the culvert at the end of Strasburg Road has led to corrective action on Ward’s Pond</td>
<td>To our knowledge, the hydrologic conditions being addressed by the Ward’s Pond remedial works are not related to the introduction of the culvert on the Main Branch of Strasburg Creek that has been installed just beyond the end of existing Strasburg Road.</td>
</tr>
<tr>
<td>23.</td>
<td>Concern that Strasburg Road development will increase traffic around local schools</td>
<td>The traffic impacts of the various Strasburg Road Extension alignment alternatives, including in the vicinity of existing schools, will be part of the Environmental Assessment study.</td>
</tr>
<tr>
<td>24.</td>
<td>Consider the traffic flow on Caryndale Drive especially during commuting</td>
<td>The City is very aware of community perceptions and concerns about safety in the Caryndale Drive corridor, particularly in proximity to Brigadoon Public School. The traffic study identifies that with all of the proposed development within Brigadoon, and Doon South communities, a</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>times.</td>
<td>significant volumes of traffic will travel along Strasburg Road. Residential trips around the Biehn Drive area, without the connection of Biehn Drive to Strasburg Road, are expected to divert primarily to the south to future Robert Ferrie Drive. With the strategic location of the Robert Ferrie Drive extension through Doon South and Brigadoon Community, we do not expect Biehn Drive will carry any significant traffic volume, if extended to Strasburg Road.</td>
</tr>
</tbody>
</table>
| 25  | Study area is inadequate | Recent consultation with Region of Waterloo senior transportation planning staff, and a review of the Region’s most current draft Regional Transportation Master Plan (endorsed by Regional Council in June 2010 and scheduled for completion in September 2010) suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority). The currently proposed Study Area has been developed based on the results of these studies* and the information on environmental sensitivities gathered to date. Its configuration is still subject to modification based on input received from all stakeholders.  

*Referenced Studies Include:  
- Official Plan Amendment No. 8 (June 1982) – established the general alignment of the proposed Strasburg Road extension and the alignment of Huron Road;  
- Transportation Planning and Engineering Study – Huron Industrial Development (Marshall Macklin Monaghan, August 1982) – assessed Strasburg Road alignments relative to a range of considerations and was the basis for establishment of the Strasburg Road Extension alignment to a point 500 m north of Stauffer Drive;  
- Doon South – Brigadoon Transportation Network and Corridor Study (February 1994, as amended May 1994) – conducted in compliance with Phases 1 and 2 of the Municipal Engineers Association Class Environmental Assessment, established a proposed road network for the southwest portion of the City of Kitchener, including the extension of
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Strasburg Road from Trillium Drive to New Dundee Road at approximately mid-point between what is now Fischer Hallman Road and Reidel Drive;</td>
<td>These studies included extensive public consultation in accordance with legislative requirements. A portion of the City’s website for this project has been dedicated to providing the major studies for public review (please see <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>).</td>
</tr>
<tr>
<td></td>
<td>• Brigadoon Community Plan (1989/2004) - established the collector road arrangement within the Brigadoon Community and reconfirmed the Strasburg Road Extension following the previously approved alignment, southerly to 500 m north of Stauffer Drive.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Doon South Community and Broader Study Area Traffic Impact Study (November 2008) – identified external traffic impacts associated with build-out of the Doon South area and nearby developments, and identified operational requirements at intersections on the arterial road network, assuming that Strasburg Road is extended as a 4-lane facility by 2018.</td>
<td></td>
</tr>
<tr>
<td>26.</td>
<td>• It was not clear what area is being studied and where the boundaries of the study are</td>
<td>The Public Information Centre display entitled “Class EA Proposed Study Area – Existing Conditions and Sensitivities” included the preliminary Study Area outline in an orange line, identified as “Proposed EA Study Area” in the legend.</td>
</tr>
<tr>
<td>27.</td>
<td>• Northern section of Strasburg Road should be studied as well</td>
<td>The alignment of the Strasburg Road Extension between Huron Road and a point approximately 500 m north of Stauffer Drive was established through a comprehensive community planning process and related transportation network and corridor study for this portion of the City, which included an assessment of alternative corridors and consideration of natural heritage features.</td>
</tr>
<tr>
<td>28.</td>
<td>• Concerned that the</td>
<td>You have commented on the apparent lack of connection between the studies being conducted</td>
</tr>
</tbody>
</table>
**COMMENT**

South and north sections are being planned piecemeal which is contrary to proper Environmental Planning Principles and the intention of the Municipal Class EA process for the north and south sections of the Strasburg Road Extension and the resultant piecemealing of the project. The two project segments are being studied in parallel, by the same consultant and with the same Project Team comprising City of Kitchener, Region of Waterloo and Grand River Conservation Authority staff. Project Team meetings are conducted to address both segments in the same session. This is expected to yield optimum information transfer and an integrated consideration of project area sensitivities, policy imperatives, and design parameters.

Studies for both the north and south sections will include conducting investigations in accordance with current approved protocol (groundwater, wetlands delineation, fisheries, vegetation, wildlife, geotechnical), including species at risk or of special concern, and obtaining the required regulatory permits and approvals for proceeding to construction. The environmental assessment for the south section of the road extension will include similar considerations and will also consider impacts to the potential Reidel Drive Scenic-Heritage Road corridor, agricultural lands, business operations, noise sensitive areas and ambient air quality. Environmentally Sensitive Policy Areas, as identified in the City of Kitchener Municipal Plan, will be identified as a constraint in developing alternative alignments for the proposed Strasburg Road Extension.

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>29.</td>
<td>Are the headwaters of the environmentally sensitive Blair Creek in the study area?</td>
</tr>
<tr>
<td></td>
<td>The proposed Study Area for the Environmental Assessment includes a portion of the headwaters of Upper Blair Creek.</td>
</tr>
<tr>
<td>30.</td>
<td>What impact does the recent Provincial Source have?</td>
</tr>
<tr>
<td></td>
<td>With respect to the implications of provincial and federal legislation, the study will be conducted having consideration for all applicable federal and provincial legislative and regulatory</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
</tr>
<tr>
<td>31.</td>
<td>The study area appears to encompass the area where Strasburg Rd extension would continue. That route means that the road would cut through some mature woods, prime agricultural lands, and very significant wetlands.</td>
</tr>
<tr>
<td>32.</td>
<td>Local expertise on groundwater at Regional level not sought for</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
</tr>
<tr>
<td>incorporation into EA Study.</td>
<td>(Messrs. Hodgins and Corbett) on local hydrogeological conditions (including those that have contributed to the Region’s investigations), as required.</td>
</tr>
<tr>
<td>33.</td>
<td>The 1981 Transportation Study would not have been conducted with the same knowledge-base, environmental, urban sprawl, and general community/aesthetic sensibilities as today. The 30 year old study needs to be made available to the public and should be held up to the highest scrutiny.</td>
</tr>
<tr>
<td>34.</td>
<td>Have all 4 seasons been studied?</td>
</tr>
<tr>
<td>35.</td>
<td>Study should include a two-year</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td>water table impact analysis— data from four seasons would better assess environmental impact</td>
</tr>
<tr>
<td>36.</td>
<td>Consideration for animal movement lacking</td>
</tr>
</tbody>
</table>
| 37. | Concerns about road disrupting mixed forest and wetland features  
Concerned that the kettle pond is natural habitat for the endangered Eastern Box Turtle | The established nature of the proposed Strasburg Road Extension between Rush Meadow Street and 500 m north of Stauffer Drive notwithstanding, the Detail Design investigations may result in refinement of the alignment of the north section of the proposed road extension, accounting for potential impacts to the mixed forest and wetland features to which you have referred, and incorporating environmental design measures to protect and/or mitigate/compensate for adverse impacts, in keeping with accepted best management practices. This will include conducting investigations in accordance with current approved protocol (groundwater, wetlands delineation, fisheries, vegetation, wildlife, geotechnical), including species at risk or of special concern, and obtaining the required regulatory permits and approvals for proceeding to construction. |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
| 38. | • Concern that road will destroy ecologically needed land.  
     • Road will go through forest/wetland and will have a detrimental effect on trees and wildlife habitat. | With respect comments on potential impacts to “ecologically needed areas”, the Detail Design assignment for the north end of the corridor includes the development of a detailed plan for ecological restoration (installation of plantings commensurate/compatible with existing adjacent areas in an attempt to re-establish ecological functions) of areas outside the main platform that are disturbed by grading activities. The Environmental Assessment will include the development of a conceptual ecological restoration plan (to be refined during future design stages). Additionally, with respect to your comment on the provision of trees along Strasburg Road, the Detail Design assignment for the north end of the corridor includes both landscaping of the main road platform (boulevards) and the aforementioned ecological restoration. |
| 39. | • Will all the environmentally sensitive protection areas such as Strasburg Salamander Woods etc. in the study area be addressed and how? | The study will account for potential impacts to designated Environmentally Sensitive Policy Areas (ESPAs), including Strasburg Floral Woods (ESPA 33 in the City’s Municipal Plan). The Strasburg Salamander Woods (ESPA 34), to which you have referred, is not in the Study Area and will not be directly affected by the Strasburg Road Extension. ESPAs will be an integral part of the constraint mapping that will be used to develop and assess the route alternatives. Avoidance of ESPAs will be an objective of the study. Should direct (encroachment) or indirect impacts be unavoidable, commitments to appropriate mitigation or compensation strategies will be developed for implementation during future project phases. |
| 40. | • Double the flood zones to address climate change risks | Flooding and contamination risks to adjacent properties will be assessed as part of the drainage, hydrology and stormwater management investigations. |
| 41. | • Adjacent wells should be | The environmental investigations include surveys of adjacent wells to establish baseline conditions and identify any historic water quality and quantity issues. |
42. Concerned about accidents in the area causing damage to the area in terms of spills

- Concerned about accidents in the area causing damage to the area in terms of spills

With respect to the potential for spills of hazardous materials, we believe it is inappropriate to compare the proposed Strasburg Road Extension to Homer Watson Boulevard in terms of function and scale (i.e., it is expected that Strasburg Road will accommodate local residential traffic, rather than carrying heavy commercial vehicles) due to the less direct connection to the Highway 401 corridor. Based on water quality targets prescribed in the aforementioned subwatershed studies and management plans, stormwater management plans will be developed to incorporate best management practices and measures to address the potential for spills management. This will include the use of stormwater management ponds in adjacent developments, where possible, and the incorporation of oil/grit separators and enhanced roadside ditches.

43. Runoff from the proposed road will impact Monika’s Farm Bed and Breakfast. Why is the Environmental Status Report not covering this pristine area?

- Runoff from the proposed road will impact Monika’s Farm Bed and Breakfast. Why is the Environmental Status Report not covering this pristine area?

As shown on the display exhibiting the Class EA Proposed Study Area at the June 10, 2010 Public Information Centre, Monika’s Farm Bed and Breakfast operation is included in the Environmental Assessment Study Area. Members of the Project Team have met with the owner/operator to discuss key aspects/areas of the business in order to identify constraints, potential impacts and alternative alignments for the road extension.

44. Concerned about a very old tree close to hydro tower and Strasburg Extension in lower part of trail system

- Concerned about a very old tree close to hydro tower and Strasburg Extension in lower part of trail system

- Disturbance to sensitive habitat,

The Detail Design investigations represent further study of the segment of the road corridor in which you appear to have the most interest. These studies may refine the alignment further, accounting for potential impacts to wetland and wooded areas, including individual tree specimens, and other significant features. The ultimate roadway plan will incorporate environmental design measures to minimize disturbance to sensitive areas, and/or mitigate/compensate for areas that must be disturbed, in keeping with accepted best management practices. This will include conducting investigations in accordance with current...
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
</tr>
</thead>
</table>
|     | including old growth trees  
|     | - The road is too close to the forest woods where deer, ducks, geese frequent |
|     | approved protocol (groundwater, wetlands delineation, fisheries, vegetation, wildlife, geotechnical), including species at risk or of special concern, and obtaining the required regulatory permits and approvals for proceeding to construction. As indicated above, City of Kitchener staff and the Consultant will be working with the Ontario Ministry of Natural Resources, the Grand River Conservation Authority and other regulatory agencies, as required, to develop compensation plans and mitigation measures to protect the environment. Where the location of the road cannot be changed, the roadway plan will include measures to reduce or eliminate disturbance to or loss of natural features (for example, planting trees to replace those that have to be removed). The Project Team is aware of at least two mature trees close to the proposed roadway and will attempt to exclude them from the construction zone. |
| 45. | The Strasburg Rd extension and Wards Pond were not treated with the care of two extremely environmentally sensitive areas that require acute attention |
|     | Identified wetland complex boundaries were considered to be quite representative and were sourced from Grand River Conservation Authority and Ontario Ministry of Natural Resources information. Information pertaining to Strasburg Creek Provincially Significant Wetland Complex and the Roseville Swamp-Cedar Creek Wetland PSW is currently being further verified with MNR for possible updates and the manner in which these areas meet established wetland evaluation criteria (i.e., the attributes that make them Class 1-3 wetlands). |
| 46. | Concern that the road will destroy sensitive wetlands and habitat  
<p>|     | - Impact on Freure subdivision |
|     | The Detail Design investigations represent further study of this segment of the corridor. The road’s initial vertical alignment (profile) has been adopted from the 2008 Environmental Assessment of the South Strasburg Sanitary Trunk Sewer, but this may be modified based on the results of current design investigations. These studies will also account for potential impacts to the Freure subdivision, wooded areas and wildlife habitat, including individual tree specimens, and other significant features. The ultimate roadway plan will incorporate |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>environmental design measures to minimize disturbance to sensitive areas, and/or mitigate/compensate for areas that must be disturbed, in keeping with accepted best management practices.</td>
<td></td>
</tr>
<tr>
<td>47.</td>
<td>Salt and other sources of pollution will find their way into the creek, pond and other water sources.</td>
<td>You have also commented on the potential for pollution of water sources. The scope of investigations and related evaluation criteria for assessing alternative alignments for the road extension will account for regional groundwater recharge areas and protection of wellhead areas and the potentially affected reaches of Strasburg Creek and Blair Creek, including consideration of the objectives and commitments contained in the Strasburg Creek Master Watershed Plan and Implementation Report, Blair-Bauman-Bechtel Creeks Subwatershed Study and Management Plan, and the Upper Blair Creek (Kitchener) Functional Drainage Study. Based on water quality targets prescribed in these studies and management plans, stormwater management plans will be developed to incorporate best management practices and measures to address the potential for spills management. This will include the use of stormwater management ponds in adjacent developments, where possible, and the incorporation of oil/grit separators and enhanced roadside ditches for surface water filtration.</td>
</tr>
<tr>
<td>48.</td>
<td>When will future PIC sessions be held?</td>
<td>With respect to question on the future Public Information Centres (PIC) scheduled for this project, as indicated on the Next Steps display at the June 10 information session, the second (Fall 2010) PIC will present the development and assessment of design alternatives and the rationale for the Technically Preferred design option based on the information gathered to date. This session will represent an opportunity for additional public input and transfer of information; it does not represent presentation of the final preliminary design recommendation. The refined preliminary design, incorporating input from the Fall PIC and the results of any additional field investigations, will be presented at the third PIC in 2011. The final recommendation, which will incorporate the third PIC results and the results of any additional information gathering deemed necessary, will be included in the Environmental Study Report prepared and filed in the Public Record for comment in Spring 2011. Further, the Project Team will present the EA study</td>
</tr>
</tbody>
</table>
findings to City of Kitchener Council prior filing the ESR with MOE and placing it on the Public Record. With respect to the Detail Design (northern) segment of the corridor, the City is planning to convene a Public Information Centre in Fall 2010 to review the road design details and obtain comments from the public and interested and affected parties, including regulatory agencies.

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>49.</td>
<td>Staff consistently directed questions to other experts. Did not appear that there was sufficient communication between staff to adequately evaluate the environmentally sensitive area in question.</td>
<td>The attendance at Public Information Centres of specialist consultants to address their areas of expertise is a common strategy. Due to the fact that the Strasburg Road Extension Environmental Assessment study investigations are in the preliminary stages, and there is really no formal alignment proposal for the project in place at this time, not all of the specialist consultants were in attendance. Those who were in attendance addressed questions in a manner commensurate with the initial status of the work. Future Public Information Centres will provide more detailed information and proposals relative to Study Area constraints and potential impacts and mitigation associated with alternative alignments.</td>
</tr>
<tr>
<td>50.</td>
<td>Regarding north section on Strasburg Rd: will a PIC be held to deal with the alignment?</td>
<td>A Public Information Centre to present the design for the north Section of the Strasburg Road Extension is scheduled for Fall 2010. This will occur to obtain additional public and government agency input prior to finalizing the design.</td>
</tr>
<tr>
<td>51.</td>
<td>Concerned that the PIC does not address public concerns and valid</td>
<td>With respect to your concern as to how community comments will be addressed, as part of the ongoing study documentation process, a summary of the input received at each Public Information Centre, and the Project Team’s response/action, will be part of the information presented at the subsequent Public Information Centre. At the conclusion of the study, a</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>objections to development and instead denies open dialogue and lectures the audience</td>
<td>consolidated version of this documentation will be part of the Consultation Record included in the formal report (Environmental Study Report) that will be filed in the Public Record for review. Public information session notices for environmental assessment studies provide general information on the nature of the proposed undertaking, the study process and the purpose, time and location of the information session; Comment Sheets are not normally included with such notices. These notices are, by design, brief and are intended to encourage interested parties to attend the information session, which will serve as the basis for providing the most informed comments possible for any particular stage of the study. Please be assured that input received at the Public Information Centres for this project will be reviewed, assessed for its relevancy to the undertaking and incorporated in the study considerations accordingly.</td>
</tr>
</tbody>
</table>
| 52. | ▪ Requested that the display boards and handouts from the June 10 PIC be placed on the City’s website  
▪ Time frame for comment submission was too restrictive | The display boards/handout material has been placed on the City’s project website for further reference, as has a Comment Sheet. The two week period following the Public Information Centre, within which comments were requested, is a typical response time frame, but was not intended to be restrictive. Rather, it represents an attempt to gather feedback in a concentrated manner in order to effectively gauge public response and proceed to the next step in the study process. The Project Team is receptive to comments provided at any time during the study process. |
APPENDIX A.3
PUBLIC INFORMATION CENTRE NO. 2
STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the conceptual alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.

The first in a series of three Public Information Centres (PIC) was held in June 2010 to introduce the study and the scope of the EA investigations. The second PIC will be held as follows:

Date: Wednesday June 1, 2011
Time: 6:00 p.m. to 8:00 p.m.
Location: Brigadoon Public School
415 Caryndale Drive
Kitchener

The purpose of PIC No. 2 is to report on study progress, present the route alignment alternatives that have been developed and the short list of alignment options proposed for more detailed study, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

At the June 2010 PIC, the Project Team received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed plan for the North Section will be presented at a PIC scheduled for Fall 2011.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snclavalin.com
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. A Public Information Centre (PIC No. 1) was held in June 2010 to introduce the project.

The purpose of PIC No. 2 is to:

- Report on study progress;
- Present the route alignment alternatives that have been developed;
- Identify the short list of alignment options proposed for more detailed study; and
- Provide an opportunity for public and government agency review and comment.

Representatives from the City and the Consultant Team are present at this drop-in information session to answer questions and receive your comments and concerns.

Your input is very important to the study process. Please sign the register for future mail-outs. Please also provide written comments on the Comment Sheets provided.
The Key Plan below illustrates the conceptual alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).
78 people attended the June 2010 PIC. Written comments were received from 61 people via comment sheets or email.

Comments and questions were received regarding:
- scope of the Environmental Assessment investigations;
- length of the study time frame;
- effects on property values; and
- environmental impacts of noise, pollution and traffic on wildlife, wetlands, groundwater recharge areas, designated Environmentally Sensitive Policy Areas and the community.

The project team addressed these comments and questions verbally, provided a written response to all written comments received and posted information on the City’s Environmental Assessments website: www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

Public input was used to refine the Evaluation Criteria and to develop and screen alignment alternatives.

At the June 2010 PIC, the Project Team also received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work for that segment of the roadway extension, and the proposed plan for the North Section will be presented at a PIC scheduled for Fall 2011.
This study is being conducted as a Schedule “C” undertaking in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007) ("Municipal Class EA") for Road Projects.

Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment. Phases 1 and 2 are deemed to have been partially completed through other (community planning) studies that included public review processes.

STUDY PHASE

We are at this stage in the study process

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>PHASE 2</th>
<th>PHASE 3</th>
<th>PHASE 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROBLEM OR OPPORTUNITY</td>
<td>ALTERNATIVE SOLUTIONS</td>
<td>ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION</td>
<td>ENVIRONMENTAL STUDY REPORT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OPTIONAL</th>
<th>MANDATORY</th>
<th>MANDATORY</th>
<th>MANDATORY</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2010 PIC</td>
<td>June 2011 PIC</td>
<td>Fall 2011 PIC</td>
<td>File ESR in Public Record</td>
</tr>
</tbody>
</table>

CONSULTATION REQUIREMENTS
The development and assessment of the alignment alternatives for the Strasburg Road Extension to date have been based on the following project objectives:

- Provide for approved future growth (Doon South and other areas in southwest Kitchener), including traffic service and municipal services.

- Relieve future demand on Homer Watson Boulevard, Huron Road and Fischer Hallman Road.

- Achieve compatibility with City and Regional policies for future growth and development, and the location of any related road intersections.

- Minimize impacts to natural heritage features and other important environmental resources.
DEVELOPMENT OF ALIGNMENT ALTERNATIVES
EAST (RED) SERIES

Alignment designated in Kitchener Official Plan, and variations to reduce impacts to agricultural operation, bed & breakfast and conference centre at 500 Stauffer Drive.

East 1 [E1]
- Skirts west side of Stauffer Woods (ESPA 33) and connects to Reidel Drive 250 m south of Stauffer Drive to preserve Scenic-Heritage section of Reidel Drive designated as part of Doon South trail system.
- Uses existing Reidel Drive crossing point of Blair Creek
- Coincident with Regional Countryside Line
- Generally avoids direct new impacts to agricultural operation at 271 Reidel Drive and uses existing New Dundee/Reidel Drive intersection

East 2 [E2]
- Diverses from Official Plan alignment at north end of farm/B&B operation
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Connects to Reidel Drive 325 m south of Stauffer Drive to preserve Scenic-Heritage section of Reidel Drive designated as part of Doon South trail system
- Generally avoids direct new impacts to agricultural operation at 271 Reidel Drive and uses existing New Dundee/Reidel Drive intersection

East 3 [E3]
- Diverses from Official Plan alignment at north end of farm/B&B operation
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses narrow point of Blair Swamp PSW
- Connects to Central 1 500 m north of New Dundee Road and to New Dundee Road 260 m west of Reidel Drive to improve intersection sight distances compared to existing New Dundee/Reidel Drive intersection

East 4 [E4]
- Diverses from Official Plan alignment at north end of farm/B&B operation
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses narrowest point of Blair Swamp PSW
- Swings east behind farm buildings at 271 Reidel Drive
- Intersects New Dundee Road at an angle compatible with opposing Cameron Road leg
Develompent of Alignment Alternatives
Central (Blue) Series

Reduces impacts to agricultural operation/bed & breakfast/conference centre at 500 Stauffer Drive compared to Official Plan alignment.

Central 1 [C1]
- Diverges from Official Plan alignment at north end of farm/B&B operation
- Coincident with Lot 9/Lot 14 Concession BT property line to south limit of farm/B&B operation
- Crosses Blair Creek outside designated PSW
- Connects to New Dundee Road 260 m west of Reidel Drive to improve intersection sight distances compared to existing New Dundee/Reidel intersection

Central 2 [C2]
- Diverges from Official Plan alignment at north end of farm/B&B operation
- Coincident with Lot 9/Lot 14 Concession BT property line to south limit of farm/B&B operation
- Connects to Reidel Drive corridor 625 m south of Stauffer Drive, avoids direct new impacts to agricultural operation at 271 Reidel Drive and uses existing New Dundee/Reidel Drive intersection
Avoid impacts to agricultural operation/bed & breakfast/conference centre at 500 Stauffer Drive. Minimize impacts to Blair Creek corridor and most significant groundwater recharge area.

**West 1 [W1]**
- Diverges from Official Plan alignment at north end of farm/B&B operation
- Skirts west edge of most significant groundwater recharge area and upper Blair Creek corridor
- Coincident with west boundary of lands in Lot 5 Con BNS
- New intersection with New Dundee Road 730 m west of existing Reidel Drive intersection

**West 2 [W2]**
- Diverges from Official Plan alignment at north end of farm/B&B operation
- Crosses narrow point of Blair Swamp PSW and avoids PSW extension further south
- Connects to Central 1 285 m north of New Dundee Road and to New Dundee Road 260 m west of Reidel Drive to improve intersection sight distances compared to existing New Dundee/Reidel Drive intersection

**West 3 [W3]**
- Diverges from Official Plan alignment at north end of property
- Crosses narrow point of Blair Swamp PSW
- Connects to existing Reidel Drive corridor 625 m south of Stauffer Drive, avoids direct new impacts to agricultural operation at 271 Reidel Drive and uses existing New Dundee/Reidel Drive intersection
LONG LIST OF ALIGNMENT ALTERNATIVES

Note: Details of the North Section design will be presented at the Public Information Centre scheduled for Fall 2011.
Note: In addition to the sensitivities shown above, the Ontario Ministry of Natural Resources is currently considering imposing regulatory requirements for Species at Risk to portions of the Strasburg Road Extension study area under the Endangered Species Act. Due to the draft status of these regulations, they cannot be shown publicly.
Note: In addition to the sensitivities shown above, there is a registered archaeological site in the study area, which, under agreement with the Ontario Ministry of Tourism and Culture, cannot be shown publicly.
The Countryside

Source: Region of Waterloo Report P-10-056. June 22, 2010

Legend:
- Protected Countryside
- Prime Agricultural Area
- Rural Areas
- Countryside Line

Protected Countryside subject to appeal to the Ontario Municipal Board

LAND USE

STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 2 - June 1, 2011
### RESULTS OF TRAFFIC INVESTIGATIONS

**STRASBURG ROAD EXTENSION**  
From North of Stauffer Drive to New Dundee Road  
Class Environmental Assessment  
Public Information Centre No. 2 - June 1, 2011

#### Average Annual Daily Traffic

<table>
<thead>
<tr>
<th>Forecast Traffic Volumes</th>
<th>Horizon Year 2016</th>
<th>Horizon Year 2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Annual Daily Traffic</td>
<td>8,000 - 11,000</td>
<td>15,000 - 20,000</td>
</tr>
</tbody>
</table>

![Map of Strasburg Road Extension](image-url)
STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 2 - June 1, 2011

TYPICAL CROSS-SECTION

---

Kitchener

SNC Lavalin
Based on study area characteristics and sensitivities information available at this time, the following list of Evaluation Criteria for assessing project alternatives has been developed and used to screen the Long List of Alignment Alternatives. The Evaluation Criteria will be refined based on ongoing technical investigations and stakeholder consultation. Your comments are considered important input to this refinement process.

<table>
<thead>
<tr>
<th>FACTOR GROUP/FACTOR</th>
<th>INDICATOR/MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATURAL ENVIRONMENT</strong></td>
<td></td>
</tr>
<tr>
<td>Terrestrial Ecosystems (Including Species at Risk)</td>
<td></td>
</tr>
<tr>
<td>▪ Wetlands</td>
<td>- Encroachment on PSWs or other wetlands (area; classification/quality, relative extent in relation to entire complex)</td>
</tr>
<tr>
<td>▪ Designated Environmentally Sensitive Policy Areas / Areas of Natural and Scientific Interest</td>
<td>- Encroachment on ESPAs/ANSIs (area; relative extent in relation to entire designated area)</td>
</tr>
<tr>
<td>▪ Vegetation communities</td>
<td>- Encroachment on vegetation communities (area, type, quality, composition, relative extent; and potential for mortality, stress, composition change)</td>
</tr>
<tr>
<td>▪ Significant vegetation species (including Species at Risk)</td>
<td>- Effects on vegetation SAR or species of local/regional significance</td>
</tr>
<tr>
<td>▪ Wildlife habitat</td>
<td>- Encroachment on and/or reduction of interior habitat (area; fragmentation) - Effects on wildlife movement corridors or corridors between critical habitat features (e.g., upland/breeding ponds) (number of crossings) - Degree of potential increases in animal-vehicle conflicts</td>
</tr>
<tr>
<td>▪ Significant wildlife species (including Species at Risk)</td>
<td>- Effects on terrestrial SAR, species of local/regional significance (critical habitat; breeding timing windows)</td>
</tr>
<tr>
<td><strong>Aquatic Ecosystems (Including Species at Risk)</strong></td>
<td></td>
</tr>
<tr>
<td>▪ Watercourses providing fish habitat (including food/shelter)</td>
<td>- Number of watercourse crossings, sensitivity of fish/fish habitat and thermal regime (warm, cool or cold water) - Extent (area) and function of riparian habitat removed - Extent and type of fish habitat (in-stream) altered/displaced at watercourse, including importance to aquatic ecosystem (e.g., spawning, nursery areas)</td>
</tr>
<tr>
<td>▪ Aquatic Species at Risk</td>
<td>- Effects on aquatic SAR</td>
</tr>
<tr>
<td>▪ Water quality, thermal regime or baseflow</td>
<td>- Encroachment on headwater areas (1st or 2nd Order Streams) (area) - Degree of interference with known groundwater discharge areas that contribute to creek baseflow - Effects on surface drainage/flood plain contributions to fish habitat</td>
</tr>
<tr>
<td><strong>Groundwater Resources</strong></td>
<td></td>
</tr>
<tr>
<td>▪ Groundwater recharge areas</td>
<td>- Encroachment on significant groundwater recharge areas (removal/disruption of function - area; depth)</td>
</tr>
<tr>
<td>▪ Groundwater quality</td>
<td>- Potential for impacts to vulnerable areas (area)</td>
</tr>
</tbody>
</table>
### EVALUATION CRITERIA (CONT’D)

**STRASBURG ROAD EXTENSION**  
From North of Stauffer Drive to New Dundee Road  
Class Environmental Assessment  
Public Information Centre No. 2 - June 1, 2011

<table>
<thead>
<tr>
<th>Shallow groundwater movement</th>
<th>Potential for interference with existing flow patterns (baseflow) relative to proximity to surface water and significant groundwater discharge areas</th>
</tr>
</thead>
</table>

**Surface Drainage**

<table>
<thead>
<tr>
<th>Watercourses; drainage catchments</th>
<th>Need for diversion/channelization of Blair Creek (length) and catchment area impacts (area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood plain function</td>
<td>Changes (+/-) to Blair Creek flood plain hydrologic function</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>Opportunities to enhance roadway stormwater management measures, including coordination with/use of adjacent development facilities</td>
</tr>
</tbody>
</table>

**SOCIO-ECONOMIC ENVIRONMENT**

**Land Use**

<table>
<thead>
<tr>
<th>Land use/resource designations and policies</th>
<th>Degree of compatibility with provincial and municipal growth/development goals/objectives (high, medium, low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved private development proposals</td>
<td>Encroachment on development lands (area)</td>
</tr>
</tbody>
</table>
| Agricultural operations (physical resource consumption; facility resource consumption; operational impacts) | Prime agricultural land out of production (Class 1-3; specialty crop) (area)  
Total farm properties affected (number; type; area; severances)  
Farm infrastructure displaced (type, number, area) |
| Other business operations                  | Business infrastructure/employees displaced (type; number)  
Changes (+/-) in business exposure/viability |

**Communities**

| Encroachment on communities/individual properties | Encroachment on individual properties (number/area)  
Influence in defining proposed community areas (high, medium, low) |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| Community connectivity (cultural/social linkages) | Physical changes (+/-) to established community connectors (trails/roads)  
Changes to delivery of community services (emergency; school transportation) |
| Community amenities                              | Changes (+/-) in community access to recreational/interpretive areas |

**Noise**

| Noise sensitive areas | Noise sensitive receivers experiencing increases (5 dB ranges) in sound levels over pre-existing conditions  
Noise sensitive receivers experiencing resultant absolute noise levels over 55 dBA |
|-----------------------|------------------------------------------------------------------------------------------------------------------|

**Air Quality**

| Sensitive receptors | Number of nearby receptors and proximity to the alignment  
Proximity of sensitive receptors to roadway intersections |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Airshed burden</td>
<td>Degree of increase (exceedance) in critical AQ parameters in local airshed</td>
</tr>
</tbody>
</table>
### EVALUATION CRITERIA (CONT’D)

#### CULTURAL ENVIRONMENT

<table>
<thead>
<tr>
<th>Archaeological Resources</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Known archaeological sites</td>
<td>- Number/type/significance of direct/indirect impacts to registered archaeological sites</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heritage Resources</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Built heritage features</td>
<td>- Number/type/significance of direct/indirect impacts to above ground heritage resources (based on presence of above ground cultural heritage features identified or designated, by the City of Kitchener, as having heritage value or interest, or identified during EA field studies)</td>
</tr>
</tbody>
</table>

| Cultural heritage landscapes (historic; scenic-heritage roads, farm complexes, etc.) | - Number/type/significance of direct/indirect impacts to cultural heritage landscapes |

#### TRANSPORTATION/UTILITIES

<table>
<thead>
<tr>
<th>Transportation Network/Infrastructure</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Transportation network</td>
<td>- Provision of Doon South Community access (Robert Ferrie Drive; E-W Collector) - Compatibility with RMOW New Dundee Road proposals</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic operations</th>
<th>- Road safety and accessibility (sight distance; turning movements)</th>
</tr>
</thead>
</table>

| Transportation policy initiatives | - Capability to support municipal policy initiatives (transit, active transportation, roundabouts) |

<table>
<thead>
<tr>
<th>Municipal Services and Utilities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Municipal services</td>
<td>- Opportunities for connections to existing services - Provision of standard cross-section location for services - Provision of continuous services</td>
</tr>
</tbody>
</table>

| Utilities (existing and proposed plant) | - Degree of exposure of utilities and/or utility conflicts with road design |

#### FINANCIAL/TECHNICAL

<table>
<thead>
<tr>
<th>Financial</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Cost</td>
<td>- Estimated capital cost ($) - Property requirements (number, area) - Extraordinary operations and maintenance requirements/costs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Technical</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Roadway geometric design requirements</td>
<td>- Conformance to TAC and City of Kitchener/RMOW standards</td>
</tr>
</tbody>
</table>

| Structural/foundation/pavement design requirements | - Conformance to TAC and City of Kitchener standards - Requirements for pavement depth and/or foundation footprint, based on soil conditions - Structural requirements relative to capital cost and long term maintenance requirements |

| Topographic; earth balance | - Potential for excessive borrow quantity or excessive off-site disposal of earth material (volume) - Requirements for excessive (steep) grades |
SCREENING OF LONG LIST OF ALIGNMENT ALTERNATIVES

The Long List of Alignment Alternatives has been screened using the foregoing Evaluation Criteria, to provide a more manageable set of options for detailed assessment. Following is the summary of the screening and identification of the Short List of Alignment Alternatives to be carried forward.

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>WEST</th>
<th>CENTRAL</th>
<th>EAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>W1</td>
<td>W2</td>
<td>W3</td>
</tr>
<tr>
<td>Terrestrial Ecosystems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aquatic Ecosystems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundwater Resources</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Drainage</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SUMMARY**

- W1 is the preferred option with respect to potential impacts to natural heritage features because it avoids crossings of the Blair Creek corridor (including the major Dry Fresh Sugar Maple-Beech Forest (F00 5-2) at the west end, the Blair Swamp Provincially Significant Wetland (PSW) and Species at Risk habitat regulated area) and the most sensitive groundwater recharge area. It would also create less of a barrier to wildlife movement because it does not cross contiguous natural features associated with the creek corridor.
- Central and West alternatives that involve new crossings of the Blair Creek corridor are slightly preferred to more easterly ones with respect to potential impacts to aquatic resources because the creek is more ephemeral/intermittent in that area. E1 is the only alternative that would displace the pond north of Stauffer Drive.
- Alternatives with alignments close to and parallel with the creek corridor (W3 and C2) may be more problematic with respect to potential impacts to the groundwater regime and flood plain.
SCREENING OF LONG LIST OF ALIGNMENT ALTERNATIVES

**EVALUATION FACTOR**

<table>
<thead>
<tr>
<th><strong>Socio-Economic Environment</strong></th>
<th><strong>ALIGNMENT ALTERNATIVE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>W1</td>
</tr>
</tbody>
</table>

**Land Use**

- Least Preferred
- Preferred
- Most Preferred

**Communities**

- Least Preferred
- Preferred
- Most Preferred

**Noise**

- Least Preferred
- Preferred
- Most Preferred

**SUMMARY**

- Alternative W1 is the least compatible with City of Kitchener and Region of Waterloo land use policy initiatives with respect to protection of agricultural land and rural areas. The further west of the designated Countryside Line (Reidel Drive) an alignment is, the more pressure there would be for expansion of the urban area into designated Protected Countryside in the Prime Agricultural Area and the Rural Area. E1 exhibits a high degree of compatibility because it is the alignment identified in the existing City of Kitchener Official Plan and appears to have been used to define the north-south segment of the Countryside Line in this area.
- W1 would take the most land with highest capability to support agricultural uses (Class 1-3: Specialty Crop) out of production. Alignments that utilize the existing Reidel Drive corridor to the largest degree (E1 and E2) would displace the least agricultural land. Other East alignments (E3 and E4) would affect only a nominal amount of prime agricultural land (mostly Class 4-7 land).
- Impacts to the agricultural community are generally similar for all alternatives, based on the number of severances, with E1 creating only one severance. Alternative C2 makes good use of existing property lines and existing Reidel Drive to minimize severances. E1 represents the highest potential for displacement of the existing bed and breakfast/farm operation north of Stauffer Drive due to proximity to the buildings and encroachment on the associated outdoor living areas.
- The roadway represents a new/altered noise source in close proximity to the two homes on Stauffer Drive and Reidel Drive. Alignments W1 and W2 would result in the least impact based on distance from the homes. Alignments C1/C2, E2 and E4 have the potential to create the highest degree of change in sound levels due to the introduction of a new roadway adjacent to the homes and their outdoor living areas (assuming E1 displaces the home on Stauffer Drive).

**Cultural Environment**

<table>
<thead>
<tr>
<th><strong>EVALUATION FACTOR</strong></th>
<th><strong>ALIGNMENT ALTERNATIVE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>W1</td>
</tr>
</tbody>
</table>

**Archaeological Resources**

- Least Preferred
- Preferred
- Most Preferred

**Heritage Resources**

- Least Preferred
- Preferred
- Most Preferred

**SUMMARY**

- Alignments W1 and W2 exhibit the least potential for disturbance of heritage resources due to their distance from existing/former historic transportation corridors and limited impact to the Blair Creek corridor.
- Alignments that will significantly alter the existing Reidel Drive cultural heritage landscape/scenic heritage resource (W3, C2, E1, E2) are less preferable than the more westerly options.
- Alignment E1 is least preferred due to its potential to displace the century farm on Stauffer Drive, combined with its impacts on Reidel Drive.
**STRASBURG ROAD EXTENSION**
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 2 - June 1, 2011

### SCREENING OF LONG LIST OF ALIGNMENT ALTERNATIVES

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>W1</td>
</tr>
<tr>
<td>Transportation/Utilities</td>
<td></td>
</tr>
<tr>
<td>Transportation Network/Infrastructure</td>
<td></td>
</tr>
<tr>
<td>Municipal Services/Utilities</td>
<td></td>
</tr>
</tbody>
</table>

**SUMMARY**
- Alignment W1 is least preferred because it has the least potential to meet traffic service objectives and will result in the greatest impacts to existing local roads. Traffic from new development in Doon South will not use the new roadway to the intended level and traffic from that area will infiltrate existing neighbourhoods to the north.
- Alternatives E1 and E2 are the most likely to meet traffic service objectives, including diverting traffic from Homer Watson Boulevard and Huron Road.
- Similarly, the West alignments are least compatible with City of Kitchener and Region of Waterloo municipal servicing objectives and plans, requiring extension and additional infrastructure to properly serve the Doon South Community, whereas Alignments E1 and E2 would best meet City and Regional objectives.

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>W1</td>
</tr>
<tr>
<td>Financial/Technical</td>
<td></td>
</tr>
<tr>
<td>Financial</td>
<td></td>
</tr>
<tr>
<td>Technical</td>
<td></td>
</tr>
</tbody>
</table>

**SUMMARY**
- Alignments W1 and W2 are the least preferred alternatives with respect to construction cost, primarily because of the greater length of east-west collector roads (Robert Ferrie Drive and Blair Creek Drive in Doon South) and the associated services carried in those corridors. W1 would also have the highest operations/maintenance costs.
- Alignment E1 has the least construction cost, but the City would likely incur significant costs associated with a full buy-out of the bed and breast/farm operation on Stauffer Drive (not estimated here).
- The construction costs of the remaining alternatives would be relatively similar.
- The technical aspects of the alternatives are generally similar, but E1 may be the least complex to construct with respect to accessibility (greatest use of an existing road allowance - Reidel Drive).

### RECOMMENDATIONS

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th>CENTRAL</th>
<th>EAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Retain for Further Study Based on Capability to Minimize Full Range of Environmental Impacts
- Do Not Retain for Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
- Retain For Further Study Based on a Balance of Environmental and Transportation Service Considerations
It is proposed that the Short List of Alignment Alternatives shown below be carried forward for more detailed assessment, leading to selection of the preferred alignment.

Note: Details of the North Section design will be presented at the Public Information Centre scheduled for Fall 2011.
NEXT STEPS

The Project Team will carefully consider all stakeholder input received and proceed with the following activities leading to the next opportunity for public input, scheduled for Fall 2011, and preparation of the Environmental Study Report.

Spring 2011 Place information on the project website: www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

Confirm Short List of Alignment Alternatives; conduct additional seasonal fieldwork (Jefferson Salamander; avian; vegetation)

Summer 2011 Complete seasonal fieldwork (avian; vegetation); conduct detailed assessment of Short List of Alignment Alternatives using Evaluation Criteria

Fall 2011 PIC No. 3 (Preferred Alternative)

December 2011 File Environmental Study Report

In addition, the Project Team will continue its ongoing dialogue with government agencies to stay up to date on evolving regulatory requirements.
COMMENTS AND RESPONSES FROM PUBLIC INFORMATION CENTRE NO.2

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>What is the timeline like for reviewing the list of possible road alignments?</td>
<td>The Project Team will consider all comments received in finalizing and conducting a more detailed assessment of the short list of alignments. The results of the detailed assessment will be presented at Public Information Centre #3, scheduled for Fall 2011. In the interim, you may review information pertaining to this study on the City of Kitchener’s Environmental Assessment website: <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a></td>
</tr>
<tr>
<td>2.</td>
<td>Too many alternatives penetrate into the area west of the Country Sideline. This well recharge area should be respected. Consider a modification of alternate E2 that would swing farther east in the field north of Stauffer. Unacceptable alternatives – W1, W2, W3, C2, C1, E3, E4, E1.</td>
<td>You have suggested that eight of the nine alternatives are unacceptable, and that there should be alignment alternatives that swing to the east of Reidel Drive. As discussed at the information centre, the study terms of reference generally preclude alternatives that penetrate existing and approved communities. This includes Phase 2 of the Doon South Community, which was the subject of a lengthy Ontario Municipal Board hearing in 2009 to establish agreements on which this development can move forward, including the protection of various natural heritage features, such as the Blair Creek corridor and the Strasburg Floral Woods/Stauffer Wood Environmentally Sensitive Policy Area, Roseville Swamp Complex and others. Any alternative to the east of Reidel Road in the vicinity of the current study area would have to cross the Blair Creek corridor at locations that exhibit environmental sensitivities equal to or greater than those in the creek corridor west of Reidel Drive. Therefore, such alternatives are not considered viable options for this study.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>3.</td>
<td>▪ How can this be decided before the challenges to the countryside (line/lands) are settled?</td>
<td>You have asked how decisions on the Strasburg Road Extension alignment investigations can be made until the objections to the Region of Waterloo’s Countryside Line designations are resolved. It is our understanding that what is at issue with respect to the Countryside Line is the Protected Countryside area designation, rather than the location of the line itself. We do not expect that location of the Countryside Line to change as a result of the Ontario Municipal Board hearing on this matter. Therefore, the general evaluation criterion related to whether or not the alignments encroach on the Countryside area will remain unchanged and the alignment options can still be assessed against this criterion. What may change is the degree to which any option affects the Protected Countryside designation. Further, the Countryside Line is only one of a comprehensive set of criteria against which the alignment alternatives will be assessed.</td>
</tr>
<tr>
<td>4.</td>
<td>▪ The maps provided did not show enough of the “big picture”</td>
<td>You have suggested that the “big picture” was not presented at the information session. For the purposes of road network analyses, a broader area will be examined; this will be presented at the next Public Information Centre and in the final study document (Environmental Study Report). The opportunities for developing alignment alternatives in the study area are limited due to the established nature of the Strasburg Road Extension corridor to the north, the need to develop reasonable alternatives that satisfy the major project objective (traffic service to new and existing development), and the presence of various constraints (approved development in Doon South). Therefore, the selected study area is considered appropriate for the scope of the technical investigations required to complete the planning process in compliance with the prescribed environmental assessment process.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>5.</td>
<td>The method of presentation was not very helpful, a public forum would be better.</td>
<td>You have suggested that the method of presentation at the information session was not very useful and that a “public forum” (by which we assume you mean a public meeting) would have been better. Our extensive experience suggests that the open house format used for the information sessions to date are the most effective and efficient means of providing an opportunity for individuals to both receive information and express concerns related to their specific interest in a comfortable setting. They also reduce the potential for individuals to control a meeting with their own agenda that may not be entirely consistent with the purpose of the information session, while at the same time providing an opportunity to hear what others have to say in a small group setting. Therefore, the City intends to continue with the open house forum for the final information session (Public Information Centre No. 3 in Fall 2011).</td>
</tr>
<tr>
<td>6.</td>
<td>Submitted comments outlining significant concerns with the proposed alignments for the road as well as the proposed planning process for the road extension.</td>
<td>You have expressed initial concerns over the change in the Detail Design segment of the project and related questions related to the objectives of Alternative W1. The southerly end point of the established/North Section of the road extension has been pulled north to provide the flexibility to develop a set of alignment options for the South Section that include greater opportunities to minimize impacts to identified environmental sensitivities. That end point will be adjusted to suit the technically preferred alignment for the South Section. Therefore, this adjustment was considered both prudent and warranted. Further, this adjustment was not made exclusively for the development of Alternative W1, but has facilitated development of a range of options in both the Central and West series of alternatives.</td>
</tr>
</tbody>
</table>
### Strasburg Road Extension
**Environmental Study Report**
**From North of Stauffer Drive to New Dundee Road**
**October 2013**

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td>- All of the alternative alignments proposed by the City at the June 1, 2011 Open House for the south section would result in the Strasburg Road extension crossing through at least two sets of wetlands which are classified as Environmentally Sensitive Policy Areas (ESPA) and through a pristine woodlot resulting in a significant disruption of wildlife habitat and barrier to wildlife movement. This is occurring, even though alternative conceptual alignment which would avoid the woodlot and at least one of the wetland ESPAs is not being evaluated by the City.</td>
<td>The two “Alternate” alignments offered for consideration in your letter have been presented to and discussed with the Project Team. The merits of avoiding a new crossing of Blair Creek are noted. However, the alternatives, as presented in your letter, are considered to be inconsistent with the objective of the Central options north of Stauffer Drive, in that they would distribute the property impacts in an inequitable manner in comparison to the short-listed option, which straddles the Activa/Rutkowski property line over most of its length. Therefore, the Project Team has elected not to pursue detailed investigations of these Alternate alignments at this time and will move forward with the short-listed alternatives presented at the June 1 Public Information Centre. Having said that, the Project Team has agreed that if, following the detailed assessment of short-listed alternatives this summer, it is determined that there is an opportunity to achieve an optimum alignment by combining different alignment segments north and south of Stauffer Drive, including any new connections between such alignments, this will be considered.</td>
</tr>
<tr>
<td>8.</td>
<td>- An alternative alignment for the north section of the extension of Strasburg Road which would reduce the significant environmental impacts associated with both sections of the road extension is not being considered by the City.</td>
<td>You have alluded to a request that the Project Team consider an alternative alignment for the segment of the Strasburg Road Extension, now referred to as the North Section (Rush Meadow Street to north of Stauffer Drive), established by the City through a comprehensive community planning process. This will be discussed at an upcoming meeting with the City.</td>
</tr>
<tr>
<td>9.</td>
<td>- The north section of the extension of Strasburg Road is progressing</td>
<td>The North Section of the road extension is being subjected to a scoped environmental impact assessment and an Environmental Impact Statement will be</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>through the design stage without undertaking the appropriate Class EA process.</td>
<td>prepared to support the City’s work permit application to the Grand River Conservation Authority.</td>
</tr>
<tr>
<td>10.</td>
<td>The extension of Strasburg Road, contrary to proper environmental planning principles and the intention of the Municipal Class EA process is being planned piecemeal. The south and north sections of the road extension are following separate planning paths. Public input and review of alternatives is not occurring in relation to the planning of the north section.</td>
<td>The “planning” process the North Section is deemed by the City to have been completed and this section is now in the design phase. Further, as indicated in our September 2010 letter, construction of sanitary and watermain services, as well as the road bed and culvert conveying the Main Branch of Strasburg Creek west of Rush Meadow Street, was completed in this corridor in 2004. Therefore, planning for the two road sections is not being “piecemealed” and expansion of the Class EA study to include the North Section is not warranted.</td>
</tr>
<tr>
<td>11.</td>
<td>All of the alignments proposed by the City at the June 1, 2011 Open House will cross through two sets of wetlands which are classified as Environmentally Sensitive Policy Areas (ESPAs) and through a pristine woodlot.</td>
<td>The status of portions of the Strasburg Creek corridors and Blair Creek corridor in the vicinity of the project as Provincially Significant Wetland is acknowledged. To our knowledge, the closest Environmentally Sensitive Policy Areas (ESPA) to the project area (as identified in the City of Kitchener’s Official Plan) are ESPA 30 (Strasburg Marl) and the ESPA 33 (Strasburg Floral Woods/Stauffer Wood) – shown on the attached Map 2A (Natural Resources) from the city’s Official Plan. Neither of these ESPAs is crossed by either the established Strasburg Road Extension alignment or the alignments under consideration in the South Section.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>12</td>
<td>▪ All of the alignments proposed by the City at the June 1, 2011 Open House would create a new and significant barrier to wildlife movement because they will result in the arterial road crossing though a pristine forest which is part of a contiguous natural forest and wetland area.</td>
<td>The potential for the Strasburg Road Extension to create a barrier to wildlife movement in the Blair Creek corridor has been recognized and can be mitigated through design of the crossing (i.e., appropriately sized culvert or bridge).</td>
</tr>
<tr>
<td>13</td>
<td>▪ If there are major environmental impacts related to the proposed alignment/end point for the north section, then that alignment should be revisited, which could also change the alignments and terminus that need to be considered in the south section.</td>
<td>The southerly end point of the established/North Section of the road extension has been pulled north to provide the flexibility to develop a set of alignment options for the South Section that include greater opportunities to minimize impacts to identified environmental sensitivities. That end point will be adjusted to suit the technically preferred alignment for the South Section.</td>
</tr>
<tr>
<td>14</td>
<td>▪ Increased traffic, increased noise related to the increased traffic, safety, environmental impacts of road salt on aquifers supplying nearby municipal drinking water wells.</td>
<td>As identified in the criteria presented at both PIC # 1 and PIC #2, potential impacts related to increased traffic, increased noise related to the increased traffic, safety, environmental impacts of road salt on aquifers supplying nearby municipal drinking water wells are being addressed as part of the Class EA. The City has placed background transportation planning studies for the North Section of the project on the Environmental Assessment website for this project. Other transportation planning and environmental studies (e.g., for community planning purposes) have been, or will be made available to the appropriate stakeholders through the channels prescribed by the associated planning process.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>15.</td>
<td>▪ Alignments should take into account the scenic-heritage value of the existing Reidel Drive Corridor</td>
<td>Your comments on the scenic-heritage value of the existing Reidel Drive corridor have been recognized by the Project Team, as presented in the Public Information Centre display showing the cultural heritage landscapes. The potential for retaining Reidel Drive as a functional green area, including as part of the scenic trail system for the Doon South Community, could be realized if one of the short-listed options that does not utilize the Reidel Drive corridor is selected as the preferred alignment. This type of consideration will be incorporated in the detailed assessment of the short-listed alignment options. Your observations on the less than desirable sight lines at the existing Reidel Drive/New Dundee Road intersection are noted. This was one of the reasons for developing an alignment alternative with an intersection point further west. Any benefits of options that include such a westerly relocation of the intersection (E3 and W1) would have to be weighed against the operational implications of having north-south traffic across New Dundee Road (Strasburg Road – Cameron Road trips) navigate the resultant jog created by the offset.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
</tbody>
</table>
| 16. | • Concern about effects of road on safety, noise and property values | Your concerns and objections to the east series of alignment alternatives are duly noted. The project team fully recognizes the potential effects of any option that is close to the buildings and grounds on your property. This is the main reason that Alternative E1 (the Official Plan option) has been eliminated from further consideration. Other east series alternatives have been retained for further consideration based principally on their potential to fulfill the primary project objective, providing traffic service to new development in this part of the City, while limiting potential impacts to natural heritage and other environmental features in the area.

You will recall that Alternative C2 is based on our discussions, wherein you stated that you could tolerate an alignment to the west of your buildings if it straddled the boundary between your parcel and that owned by Activa, thus imposing equitable impacts on both properties in terms of land requirements. This has not changed.

A balanced assessment of the attributes of each of the remaining alignment alternatives will be completed in the next phase of the study. |
| 17. | • Would like to retain the existing intersection of Reidel and New Dundee Road | Your major concern appears to be retaining the existing intersection point of Reidel Drive and New Dundee Road. Your observations on the less than desirable sight lines at the existing Reidel Drive/New Dundee Road intersection are noted. This was one of the reasons for developing an intersection point further west. Any benefits of the options that include such a westerly relocation of the intersection (E3 and W1) would have to be weighed against the operational implications of having north-south traffic across New Dundee Road (Strasburg Road – Cameron Road trips) navigate the resultant jog created by the offset.

Improvements to Cameron Road would be based on traffic demand warrants and the location of the Strasburg Road/New Dundee Road intersection is expected to influence this demand. The next stage of traffic operations investigation is |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>expected to provide additional insights into demand in the Cameron Road and New Dundee Road corridors (i.e., traffic bound for Homer Watson Boulevard, Fischer Hallman Road, or points south on Cameron Road.)</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>It would have been helpful to have to have a more comprehensive assessment of the overall land use and transportation planning context for the Strasburg Rd. extension.</td>
<td>We recognize that none of the respondents had the benefit of full access to the candidate alignments, or the full text of the screening analysis. This tabular summary has now been placed on the City's Environmental Assessment website (<a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>). We trust this will assist in interpreting the screening assessment (i.e., quantification of costs, etc.) and have not included specific responses in this regard here.</td>
</tr>
</tbody>
</table>
| 19. | Why has a hybrid alignment of proposed options C1/C2 and W2 has not been considered? | You have suggested that an alignment option that is a hybrid of Alternative of C1/C2 and W2 is worthy of consideration. This alternative would swing westward off the Ruttkowski/Activa property line at a point just south of the north limit of the Ruttkowski lands and cross the Blair Creek corridor in the vicinity of the W2 crossing of the corridor. The principal reasons for not considering such an alternative at this time are as follows;  
  - The Alternative C1/C2 alignment north of Stauffer Drive was developed based on discussions with Mrs. Ruttkowski, wherein she stated that she could tolerate |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>an alignment to the west of her buildings if it straddled the boundary between her parcel and that owned by Activa, thus imposing equitable impacts on both properties in terms of land requirements. The proposed hybrid alignment would favour the Ruttkowski lands over the Activa lands and, further, would sever the Activa lands; Further diminish its value in terms of achieving traffic service objectives;</td>
<td>You have suggested that Reidel Drive should be closed for auto travel and retained as part of the scenic trail system. This potential is noted and could be realized if one of the short-listed options that does not utilize the Reidel Drive corridor is selected as the preferred alignment. This type of consideration will be incorporated in the detailed assessment of the short-listed alignment options.</td>
</tr>
<tr>
<td></td>
<td>Moving the C1/C2 alignment west would require an additional extension of future Robert Ferrie Drive and associated municipal services within that corridor, thereby increasing capital and maintenance/operations costs; and The W2 crossing of the Blair Creek corridor is the least preferred of the west series alternatives because, in addition to crossing the designated Provincially Significant Wetland, it crosses a more sensitive vegetation community at the eastern edge of woodlot.</td>
<td>Your observations on the less than desirable sight lines at the existing Reidel Drive/New Dundee Road intersection are noted. This was one of the reasons for developing an option with an intersection point further west. Any benefits of the options that include such a westerly relocation of the intersection (E3 and W1) would have to be weighed against the operational implications of having north-south traffic across New Dundee Road (Strasburg Road – Cameron Road trips) navigate the resultant jog created by the offset.</td>
</tr>
<tr>
<td>20.</td>
<td>Reidel Drive should be closed for auto travel once the Strasburg Road extension is built and then retained as part of the scenic trail system</td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>Any alignment which connects to New Dundee Road where Reidel Drive presently does is undesirable due to poor sight line conditions at that intersection. It will generate much more traffic on Cameron Road. Cameron Road residents are opposed to this direct connection.</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>22.</td>
<td>Additional traffic on Cameron Road will likely require complete reconstruction, and create dangerous conditions for pedestrians and cyclists.</td>
<td>Improvements to Cameron Road would be based on traffic demand warrants and the location of the Strasburg Road/New Dundee Road intersection is expected to influence this demand. The next stage of traffic operations investigation is expected to provide additional insights into demand in the Cameron Road and New Dundee Road corridors (i.e., traffic bound for Homer Watson Boulevard, Fischer Hallman Road, or points south on Cameron Road).</td>
</tr>
<tr>
<td>23.</td>
<td>There should be an alignment option considering a connection of the Strasburg Road Extension and New Dundee Road west of the current New Dundee Road/Reidel Drive intersection</td>
<td>With respect to the availability of an option incorporating an intersection of the Strasburg Road Extension and New Dundee Road west of the current New Dundee Road/Reidel Drive intersection, Alignment Alternative E3, presented at the June 1 Public Information Centre and included in material on the city’s project website, includes such an intersection. I understand that expanded information on the screening of the long list of alignment options has been placed on the city’s project website (<a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>).</td>
</tr>
<tr>
<td>24.</td>
<td>Consideration of the Rutkowski Bed and Breakfast/Conference/Meditation Centre should be made. It is a heritage property with historic and scenic value</td>
<td>The Project Team fully appreciates the function and value to the community of Mrs. Rutkowski’s operation. Considerations in this regard have included pulling the south limit of the established Strasburg Road Extension corridor to the north in order to create the opportunity to develop alignment options that result in greater separation of the roadway from the immediate grounds surrounding the buildings on the property.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>▪ There appear to be a number of inconsistencies how the various proposed road alignments are described. For example under some alternatives the extent of the Blair Creek Provincially Significant Wetland (PSW) varies.</td>
<td></td>
</tr>
</tbody>
</table>

With respect to observation and comments on the apparent inconsistency with respect to the Blair Swamp Provincially Significant Wetland (PSW) designation:

▪ The officially designated PSW boundaries provided by the Ontario Ministry of Natural Resources (MNR), as presented at PIC #2, indicate a separation between the western most mixed swamp wetland area and the thicket wetland crossed by Riedel Drive. The PSW extension refers to an area of swamp thicket with a meadow marsh inclusion that extends to the east from the mixed swamp, which is also designated PSW (as shown on the Natural Heritage Features display at the PIC). This PSW area ends short (east) of the Central alignments, which cross through an undesignated area between the two designated sections. Field reconnaissance by the Project Team indicates that this area is a hawthorn/buckthorn cultural thicket.

| 26. | ▪ It is premature to rank the alternatives until the extent of regulated habitat for the Jefferson Salamander is known. The implications of regulated habitat would affect the analysis of the alignments and the cost of alignment options, as it can be anticipated that considerable design, layout and mitigation measures would be required to support a permit for works in this area. |

Your key point regarding wildlife is that the Jefferson salamander habitat regulation should be completed for the analysis of alternatives. We can confirm that the presence and extent of regulated habitat for Jefferson Salamander has been incorporated into the analysis. MNR is responsible for developing and finalizing the area designated as regulated habitat. MNR staff indicated to us that the draft regulation was suitable for the EA evaluation. This notwithstanding, additional fieldwork was completed in Spring 2011 by the City’s consultants, with a focus on ponds that were described or regulated as “potential” habitat, including potential breeding ponds in the western woodland. The information gathered in Spring 2011 will be provided to MNR, but it is up to the MNR to finalize regulations. We cannot anticipate when or how they will be finalized. As such, the evaluation was completed with the draft regulation lines provided to the Project Team in September 2010, including regulated habitat to the west of Reidel Drive and to the north of Stauffer Drive. It is our understanding that the regulated area used in the evaluation is more conservative in extent than the current regulated habitat, based on information provided to us by landowner consultants since September 2010.
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>However, new draft regulated habitat lines have not been provided to us. Our team was advised by MNR that the regulation lines are not permitted to be used in public documents or shared, as they are still considered draft at this time. As such, it is difficult to demonstrate how those lines were included in the evaluation.</td>
<td></td>
</tr>
<tr>
<td>27.</td>
<td>W2 was dropped from further consideration since it ranked poorer than C2 under the natural environment category. However, it is evident that the crossing under W2 has less potential impacts than C1 or C2.</td>
<td>It was recommended that Alternative W2 not be considered further based on its relatively poor traffic service, high cost and impacts to the Blair Creek corridor (crosses a Provincially Significant Wetland; crosses more sensitive vegetation community at the eastern edge of the woodlot), compared to Alternative C2.</td>
</tr>
<tr>
<td>28.</td>
<td>It is not clear whether the need for substantial road regrading as well as replacement and/or extension of existing culverts under Reidel Drive were considered for most of the eastern alternatives.</td>
<td>The need for substantial road regrading and the replacement and/or extension of existing culverts under Reidel Drive were considered for the eastern alternatives using Reidel Drive.</td>
</tr>
</tbody>
</table>
APPENDIX A.4
PUBLIC INFORMATION CENTRE NO. 3
The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.

The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

Date: Wednesday October 26, 2011
Time: 6:00 p.m. to 8:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snclavalin.com
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. A Public Information Centre (PIC No. 2) was held in June 2011 to present the short list of alignment options.

The purpose of PIC No. 3 is to:

- Report on study progress;
- Present the evaluation of the short-listed route alignment alternatives presented at PIC No. 2;
- Identify the technically preferred alignment alternative proposed to be carried forward; and
- Provide an opportunity for public and government agency review and comment.

Representatives from the City and the Consultant Team are present at this drop-in information session to answer questions and receive your comments and concerns.

Your input is very important to the study process. Please sign the register for future mail-outs. Please also provide written comments on the Comment Sheets provided.
The Key Plan below illustrates the conceptual alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).
RESULTS OF PIC NO. 2

- ~70 registrants; ~20 written comments
- Retain Countryside and select an East alternative; should be an option east of Reidel Drive
- Preference for “No Road” option or W1
- Recognize service/cost advantages of East Series, but concern over potential impacts to natural and cultural heritage features; noise impacts to existing residents
- C1 and C2 represent best balance between East and West Series
- Safety (sight distance) concern over existing Reidel/New Dundee intersection and potential traffic impacts on Cameron Road
- Protection of Stauffer Drive as walking trail

The Project Team addressed these comments and questions verbally, provided a written response to all written comments received, and posted information on the City’s Environmental Assessments website: www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

Public input was considered by the Project Team in its detailed assessment of the short-listed alignments.

At the June 2011 PIC, the Project Team also received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work for that segment of the roadway extension. The proposed plan for the North Section will be presented at a PIC scheduled for early in 2012.
This study is being conducted as a Schedule “C” undertaking in accordance with the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007) (“Municipal Class EA”) for Road Projects.

Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment. Phases 1 and 2 are deemed to have been partially completed through other (community planning) studies that included public review processes.

**STUDY PHASE**

We are at this stage in the study process

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>PHASE 2</th>
<th>PHASE 3</th>
<th>PHASE 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROBLEM OR OPPORTUNITY</td>
<td>ALTERNATIVE SOLUTIONS</td>
<td>ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION</td>
<td>ENVIRONMENTAL STUDY REPORT</td>
</tr>
</tbody>
</table>

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>OPTIONAL</td>
<td>MANDATORY</td>
<td>MANDATORY</td>
<td>MANDATORY</td>
</tr>
<tr>
<td>June 2010 PIC</td>
<td>June 2011 PIC</td>
<td>Fall 2011 PIC</td>
<td>File ESR in Public Record</td>
</tr>
</tbody>
</table>

**CONSULTATION REQUIREMENTS**
The development and assessment of the alignment alternatives for the Strasburg Road Extension to date have been based on the following project objectives:

- Provide for approved development and future growth (Doon South and other areas in southwest Kitchener), including traffic service and municipal services.
- Relieve future demand on Homer Watson Boulevard, Huron Road and Fischer Hallman Road.
- Achieve compatibility with City and Regional policies for future growth and development, and the location of any related road intersections.
- Minimize impacts to natural heritage features and other important environmental resources.
Alignment Alternatives presented at PIC No. 2 for more detailed evaluation showing footprint of the proposed road right-of-way (ROW).

**West 1 [W1]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts west edge of most significant groundwater recharge area and upper Blair Creek corridor
- Coincident with west boundary of lands in Lot 5 Con BNS south of Blair Creek
- New intersection with New Dundee Road 730 m west of existing Reidel Drive intersection

**Central 2 [C2]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Straddles Lot 9/Lot 14 Concession BT property line to south limit of farm/B&B operation
- Connects to Reidel Drive corridor 625 m south of Stauffer Drive, and runs along existing Reidel Drive corridor to New Dundee/Reidel Drive intersection

**East 2 [E2]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Connects to Reidel Drive 325 m south of Stauffer Drive and runs along existing Reidel Drive corridor to New Dundee/Reidel Drive intersection

**East 3 [E3]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses narrow west point of Blair Swamp PSW
- Connects to New Dundee Road 260 m west of Reidel Drive to improve intersection sight distances compared to existing New Dundee/Reidel Drive intersection

**East 4 [E4]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses relatively narrow point of Blair Swamp PSW
- Swings east behind farm buildings at 271 Reidel Drive
- Intersects New Dundee Road at an angle compatible with opposing Cameron Road leg

**Note:** The assessment of alignment alternatives west of Alignment E2/E3/E4 north of Stauffer Drive and west of existing Reidel Drive has assumed that future Robert Ferrie Drive and future Blair Creek Drive will be extended to connect to future Strasburg Road. The alignments shown for these collector roads are the best estimate of their possible location. The impacts of these extensions have been included in the assessment.
Note: In addition to the sensitivities shown, the Ontario Ministry of Natural Resources is currently considering imposing regulatory requirements for Species at Risk to portions of the Strasburg Road Extension study area under the Endangered Species Act. Due to the draft status of these regulations, they cannot be shown publicly.
CULTURAL HERITAGE FEATURES

STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 3 – October 26, 2011

CUL-1
Cultural Feature (CFA)
Strasburg Road Extension - Identified Cultural Heritage Features (ICHL)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-1</td>
<td>Cultural Feature</td>
<td>Listed in the Municipal Heritage Register</td>
</tr>
</tbody>
</table>

CUL-2
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-2</td>
<td>Cultural Feature</td>
<td>Identified during site review</td>
</tr>
</tbody>
</table>

CUL-3
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-3</td>
<td>Cultural Feature</td>
<td>Listed as a scenic heritage road in the CFA SP</td>
</tr>
</tbody>
</table>

CUL-4
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-4</td>
<td>Cultural Feature</td>
<td>Identified during site review</td>
</tr>
</tbody>
</table>

CUL-5
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-5</td>
<td>Cultural Feature</td>
<td>Identified during site review</td>
</tr>
</tbody>
</table>

CUL-6
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-6</td>
<td>Cultural Feature</td>
<td>Identified during site review</td>
</tr>
</tbody>
</table>

CUL-7
Cultural Feature (CFA)

<table>
<thead>
<tr>
<th>Feature/Group/Location</th>
<th>Description/Reasons</th>
<th>Recognition/Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-7</td>
<td>Cultural Feature</td>
<td>Identified during site review</td>
</tr>
</tbody>
</table>

Legend:

- CFA: Cultural Feature Assessment
- ICHL: Identified Cultural Heritage List
- CFA SP: Cultural Feature Assessment Special Protection

KITCHENER
SNC-LAVALIN
### FORECAST TRAFFIC VOLUMES

#### STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road

Class Environmental Assessment
Public Information Centre No. 3 – October 26, 2011

#### Average Annual Daily Traffic (AADT) Volumes (2-Way) (Years 2016 and 2031)

<table>
<thead>
<tr>
<th>Strasburg Road From</th>
<th>To</th>
<th>No Strasburg Road Extension</th>
<th>Alignments E2 and E4</th>
<th>Alignment E3</th>
<th>Alignment C2</th>
<th>Alignment W1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
</tr>
<tr>
<td>Bahn Drive</td>
<td>Robert Ferrie Drive</td>
<td>n/a</td>
<td>n/a</td>
<td>11,880</td>
<td>20,380</td>
<td>11,590</td>
</tr>
<tr>
<td>Robert Ferrie Drive</td>
<td>Blair Creek Drive</td>
<td>n/a</td>
<td>n/a</td>
<td>12,380</td>
<td>20,010</td>
<td>12,140</td>
</tr>
<tr>
<td>Blair Creek Drive</td>
<td>New Dundee Road</td>
<td>1,130</td>
<td>1,310</td>
<td>11,760</td>
<td>18,350</td>
<td>11,580</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Dundee Road From</th>
<th>To</th>
<th>No Strasburg Road Extension</th>
<th>Alignments E2 and E4</th>
<th>Alignment E3</th>
<th>Alignment C2</th>
<th>Alignment W1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
</tr>
<tr>
<td>East of Cameron Road</td>
<td></td>
<td>4,760</td>
<td>5,550</td>
<td>10,480</td>
<td>18,000</td>
<td>10,390</td>
</tr>
<tr>
<td>East of Strasburg Road</td>
<td></td>
<td>4,760</td>
<td>5,550</td>
<td>10,480</td>
<td>18,000</td>
<td>19,210</td>
</tr>
<tr>
<td>West of Strasburg Road</td>
<td></td>
<td>6,280</td>
<td>7,290</td>
<td>8,020</td>
<td>12,170</td>
<td>8,070</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cameron Road From</th>
<th>To</th>
<th>No Strasburg Road Extension</th>
<th>Alignments E2 and E4</th>
<th>Alignment E3</th>
<th>Alignment C2</th>
<th>Alignment W1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
</tr>
<tr>
<td>South of New Dundee Road</td>
<td></td>
<td>2,730</td>
<td>3,170</td>
<td>9,270</td>
<td>12,270</td>
<td>9,230</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Access to Strasburg Road From</th>
<th>To</th>
<th>No Strasburg Road Extension</th>
<th>Alignments E2 and E4</th>
<th>Alignment E3</th>
<th>Alignment C2</th>
<th>Alignment W1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
<td>2031</td>
<td>2016</td>
</tr>
<tr>
<td>Robert Ferrie Drive</td>
<td>Blair Creek Drive</td>
<td>n/a</td>
<td>n/a</td>
<td>3,850</td>
<td>8,740</td>
<td>3,650</td>
</tr>
<tr>
<td>Blair Creek Drive</td>
<td></td>
<td>2,730</td>
<td>7,440</td>
<td>2,530</td>
<td>6,890</td>
<td>2,530</td>
</tr>
</tbody>
</table>
Based on study area characteristics and sensitivities information collected by the Consultant Team, as well as public and government agency input, the following list of Evaluation Criteria was used to assess the advantages and disadvantages of the short-listed alignment alternatives.

<table>
<thead>
<tr>
<th>FACTOR GROUP/FACTOR</th>
<th>INDICATOR/MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATURAL ENVIRONMENT</strong></td>
<td></td>
</tr>
<tr>
<td>Terrestrial Ecosystems (including Species at Risk)</td>
<td></td>
</tr>
<tr>
<td>▪ Wetlands</td>
<td>- Encroachment on PSWs or other wetlands (area; classification/quality, relative extent in relation to entire complex)</td>
</tr>
<tr>
<td>▪ Designated Environmentally Sensitive Policy Areas / Areas of Natural and Scientific Interest</td>
<td>- Encroachment on ESPAs/ANSIs (area; relative extent in relation to entire designated area)</td>
</tr>
<tr>
<td>▪ Vegetation communities</td>
<td>- Encroachment on vegetation communities (area, type, quality, composition, relative extent; and potential for mortality, stress, composition change)</td>
</tr>
<tr>
<td>▪ Significant vegetation species (including Species at Risk)</td>
<td>- Effects on vegetation SAR or species of local/regional significance</td>
</tr>
<tr>
<td>▪ Wildlife habitat</td>
<td>- Encroachment on and/or reduction of interior habitat (area; fragmentation)</td>
</tr>
<tr>
<td></td>
<td>- Effects on wildlife movement corridors or corridors between critical habitat features (e.g., upland/breeding ponds) (number of crossings)</td>
</tr>
<tr>
<td></td>
<td>- Degree of potential increases in animal-vehicle conflicts</td>
</tr>
<tr>
<td>▪ Significant wildlife species (including Species at Risk)</td>
<td>- Effects on terrestrial SAR, species of local/regional significance (critical habitat; breeding timing windows)</td>
</tr>
<tr>
<td><strong>Aquatic Ecosystems (Including Species at Risk)</strong></td>
<td></td>
</tr>
<tr>
<td>▪ Watercourses providing fish habitat (including food/shelter)</td>
<td>- Number of watercourse crossings, sensitivity of fish/fish habitat and thermal regime (warm, cool or cold water)</td>
</tr>
<tr>
<td></td>
<td>- Extent (area) and function of riparian habitat removed</td>
</tr>
<tr>
<td></td>
<td>- Extent and type of fish habitat (in-stream) altered/displaced at watercourse, including importance to aquatic ecosystem (e.g., spawning, nursery areas)</td>
</tr>
<tr>
<td>▪ Aquatic Species at Risk</td>
<td>- Effects on aquatic SAR</td>
</tr>
<tr>
<td>▪ Water quality, thermal regime or baseflow</td>
<td>- Encroachment on headwater areas (1st or 2nd Order Streams) (area)</td>
</tr>
<tr>
<td></td>
<td>- Degree of interference with known groundwater discharge areas that contribute to creek baseflow</td>
</tr>
<tr>
<td></td>
<td>- Effects on surface drainage/flood plain contributions to fish habitat</td>
</tr>
<tr>
<td><strong>Groundwater Resources</strong></td>
<td></td>
</tr>
<tr>
<td>▪ Groundwater recharge areas</td>
<td>- Encroachment on significant groundwater recharge areas (removal/disruption of function - area; depth)</td>
</tr>
<tr>
<td>▪ Groundwater quality</td>
<td>- Potential for impacts to vulnerable areas (area)</td>
</tr>
<tr>
<td><strong>EVALUATION CRITERIA (CONT’D)</strong></td>
<td><strong>STRASBURG ROAD EXTENSION</strong>&lt;br&gt;From North of Stauffer Drive to&lt;br&gt;New Dundee Road&lt;br&gt;Class Environmental Assessment&lt;br&gt;Public Information Centre No. 3 – October 26, 2011</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Shallow groundwater movement</strong></td>
<td>- Potential for interference with existing flow patterns (baseflow) relative to proximity to surface water and significant groundwater discharge areas</td>
</tr>
<tr>
<td><strong>Surface Drainage</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Watercourses; drainage catchments</strong></td>
<td>- Need for diversion/channelization of Blair Creek (length) and catchment area impacts (area)</td>
</tr>
<tr>
<td><strong>Flood plain function</strong></td>
<td>- Changes (+/-) to Blair Creek flood plain hydrologic function</td>
</tr>
<tr>
<td><strong>Stormwater management</strong></td>
<td>- Opportunities to enhance roadway stormwater management measures, including coordination with/use of adjacent development facilities</td>
</tr>
<tr>
<td><strong>SOCIO-ECONOMIC ENVIRONMENT</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Land use/resource designations and policies</strong></td>
<td>- Degree of compatibility with provincial and municipal growth/development goals/objectives (high, medium, low)</td>
</tr>
<tr>
<td><strong>Approved private development proposals</strong></td>
<td>- Encroachment on development lands (area)</td>
</tr>
<tr>
<td><strong>Agricultural operations (physical resource consumption; facility resource consumption; operational impacts)</strong></td>
<td>- Prime agricultural land out of production (Class 1-3; specialty crop) (area)</td>
</tr>
<tr>
<td></td>
<td>- Total farm properties affected (number; type; area; severances)</td>
</tr>
<tr>
<td></td>
<td>- Farm infrastructure displaced (type, number, area)</td>
</tr>
<tr>
<td><strong>Other business operations</strong></td>
<td>- Business infrastructure/employees displaced (type; number)</td>
</tr>
<tr>
<td></td>
<td>- Changes (+/-) in business exposure/viability</td>
</tr>
<tr>
<td><strong>Communities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Encroachment on communities/individual properties</strong></td>
<td>- Encroachment on individual properties (number/area)</td>
</tr>
<tr>
<td></td>
<td>- Influence in defining proposed community areas (high, medium, low)</td>
</tr>
<tr>
<td><strong>Community connectivity (cultural/social linkages)</strong></td>
<td>- Physical changes (+/-) to established community connectors (trails/roads)</td>
</tr>
<tr>
<td></td>
<td>- Changes to delivery of community services (emergency; school transportation)</td>
</tr>
<tr>
<td><strong>Community amenities</strong></td>
<td>- Changes (+/-) in community access to recreational/interpretive areas</td>
</tr>
<tr>
<td><strong>Noise</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Noise sensitive areas</strong></td>
<td>- Noise sensitive receivers experiencing increases (5 dB ranges) in sound levels over pre-existing conditions</td>
</tr>
<tr>
<td></td>
<td>- Noise sensitive receivers experiencing resultant absolute noise levels over 55 dBA</td>
</tr>
</tbody>
</table>
### EVALUATION CRITERIA (CONT’D)

**CULTURAL_ENVIRONMENT**

**Archaeological Resources**
- Known archaeological sites
  - Number/type/significance of direct/indirect impacts to registered archaeological sites

**Heritage Resources**
- Built heritage features
  - Number/type/significance of direct/indirect impacts to above ground heritage resources (based on presence of above ground cultural heritage features identified or designated, by the City of Kitchener, as having heritage value or interest, or identified during EA field studies)
- Cultural heritage landscapes (historic; scenic-heritage roads, farm complexes, etc.)
  - Number/type/significance of direct/indirect impacts to cultural heritage landscapes

**TRANSPORTATION/UTILITIES**

**Transportation Network/Infrastructure**
- Transportation network
  - Provision of Doon South Community access (Robert Ferrie Drive; E-W Collector)
  - Compatibility with RMOW New Dundee Road proposals
- Traffic operations
  - Road safety and accessibility (sight distance; turning movements)
- Transportation policy initiatives
  - Capability to support municipal policy initiatives (transit, active transportation, roundabouts)

**Municipal Services and Utilities**
- Municipal services
  - Opportunities for connections to existing services
  - Provision of standard cross-section location for services
  - Provision of continuous services
- Utilities (existing and proposed plant)
  - Degree of exposure of utilities and/or utility conflicts with road design

**FINANCIAL/TECHNICAL**

**Financial**
- Cost
  - Estimated capital cost ($)
  - Property requirements (number, area)
  - Extraordinary operations and maintenance requirements/costs

**Technical**
- Roadway geometric design requirements
  - Conformance to TAC and City of Kitchener/RMOW standards
- Structural/foundation/pavement design requirements
  - Conformance to TAC and City of Kitchener standards
  - Requirements for pavement depth and/or foundation footprint, based on soil conditions
  - Structural requirements relative to capital cost and long term maintenance requirements
- Topographic; earth balance
  - Potential for excessive borrow quantity or excessive off-site disposal of earth material (volume)
  - Requirements for excessive (steep) grades
The advantages and disadvantages of the short-listed alignment alternatives have been assessed against the foregoing Evaluation Criteria. Following is the summary of the evaluation which was used to arrive at the selection of the Technically Preferred Alignment.

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>WEST</th>
<th>CENTRAL</th>
<th>EAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>W1</td>
<td>C2</td>
<td>E2</td>
</tr>
<tr>
<td>Terrestrial Ecosystems (Vegetation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terrestrial Ecosystems (Wildlife)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aquatic Ecosystems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundwater Resources</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Drainage</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Natural Environment Summary:
- W1 is the preferred option with respect to potential impacts to natural heritage features because it avoids crossings of the Blair Creek corridor (including the significant woodlot at the west end, the Blair Swamp Provincially Significant Wetland (PSW), Species at Risk (SAR) habitat regulated area, and regulated floodplain area) and the most sensitive groundwater recharge area. It would also create less of a barrier to wildlife movement because it does not cross contiguous natural features associated with the creek corridor.
- E2 and C2 are the least preferred due to large (E2), or multiple crossings (C2) which result in higher impacts to wetlands, aquatic habitat, wildlife passage, SAR habitat, and groundwater resources. E2 is good from a surface drainage perspective because it minimizes the number of new drainage outlets required.
- E3 and E4 have lower impacts to natural heritage features than E2 and C2 due to narrower crossings of the Blair Creek Corridor. E3 is preferred to E4 in this regard.
**EVALUATION OF SHORT-LISTED ALIGNMENT ALTERNATIVES (CONT’D)**

**EVALUATION FACTOR** | **ALIGNMENT ALTERNATIVE**
--- | ---
**Socio-Economic Environment** | 
**Land Use** | 
| **CENTRAL** | **EAST** |
| W1 | C2 | E2 | E3 | E4 |

**Communities** | 
| **CENTRAL** | **EAST** |
| | E2 | E3 | E4 |

**Noise** | 
| **CENTRAL** | **EAST** |
| | E2 | E3 | E4 |

**Socio-Economic Environment Summary**

- With respect to land use, significant weight was attached to compatibility with the Region of Waterloo’s Countryside Line and the City of Kitchener’s urban-rural boundary, in association with the approved limits of the Doon South Community. Alignment E2 exhibits the highest degree of compatibility with land use policies, imposes the least impacts to prime agricultural lands and agricultural operations, and is the preferred option. However, E2 imposes the most impacts to the B&B business at 500 Stauffer Drive. Alignments E3, E4 and C2 exhibit different degrees of compatibility, but are considered equal in the overall assessment (moderate degree of compatibility). Although W1 imposes the least impacts to the B&B business at 500 Stauffer Drive, it exhibits the lowest degree of compatibility with policy directions, exhibits the most impacts to agricultural resources and operations and is the least preferred option.

- Alignment E2 is preferred with respect to community impacts based on its potential to minimize property takings and define the limits of the Doon South – Phase 2 community. However, E3 or E4 represent the best opportunities for maintaining or enhancing community connectivity, when considering retaining the existing Reidel Drive corridor as part of the future Doon South trail system to enhance connectivity. See also Cultural Environment Summary.

- Background noise will increase in the study area due to natural growth in traffic. W1 is the preferred option acoustically (only one sensitive receptor would experience significant noise increases), but there are few receptors in the study area (key receptors are 500 Stauffer Drive and 271 Reidel Drive).

**Cultural Environment**

**Archaeological Resources** | 
| **CENTRAL** | **EAST** |
| | E2 | E3 | E4 |

**Heritage Resources** | 
| **CENTRAL** | **EAST** |
| | E2 | E3 | E4 |

**Cultural Environment Summary**

- W1 is the preferred option with respect to potential impacts to cultural heritage features because it avoids all cultural heritage units (homesteads and roadscapes) along the existing Reidel Drive corridor, minimizes impacts to those north of Stauffer Drive, and avoids areas with higher archaeological potential near the Blair Creek corridor.

- E2 and C2 are the least preferred options, given that both alignments will result in the displacement of CHL 6, as well as the farmhouse at CHL 1, given its close proximity to Reidel Drive. E2 would also impact CHL 2, CHL 3, CHL 4 and CHL 5 through disruption. C2 will also impact CHL 7 through disruption.

- E3 and E4 have lower impacts to cultural heritage features compared to E2 and C2 due to avoiding scenic roadscapes along Reidel Drive (CHL-3, CHL-6).
### Transportation/Utilities

**EVALUATION FACTOR** | **ALIGNMENT ALTERNATIVE** | WEST | CENTRAL | EAST  
---|---|---|---|---  
**Transportation/Utilities** |  | W1 | C2 | E2 | E3 | E4  
**Transportation Network/Infrastructure** |  |  |  |  |  
**Municipal Services/Utilities** |  |  |  |  

**Transportation/Utilities Summary**
- E2 is the preferred option with respect to compliance with transportation/municipal services policies, and also shows the highest projected use for passenger vehicle and public transit usage. The use of existing Reidel Drive makes this preferred from a servicing perspective as well.
- E4 and C2 are moderate options in these regards due to partial use of the existing Reidel Drive corridor with E4 being slightly higher than C2 because its alignment north of Stauffer Drive is more consistent with transportation/municipal services policy.
- E3 and W1 are the least preferred options since their distance from existing infrastructure reduces projected usage by passenger vehicles and transit users and reduces demand/connectivity for services/utilities, while increasing new infrastructure requirements. They also create the need for a staggered (E3), or additional (W1) intersection with New Dundee Road which are not desirable in terms of achieving efficient traffic operations in the New Dundee Road corridor.

### Financial/Technical

**EVALUATION FACTOR** | **ALIGNMENT ALTERNATIVE** | WEST | CENTRAL | EAST  
---|---|---|---|---  
**Financial/Technical** |  | W1 | C2 | E2 | E3 | E4  
**Financial** |  |  |  |  |  
**Technical** |  |  |  |  

**Financial/Technical Summary**
- E2 is the preferred option from a financial perspective, with the lowest capital and operational costs. E3, E4, and C2 have similar capital and operational costs. W1 has the highest capital and operational costs, making it the least preferred option financially.
- W1 is the easiest to construct from a technical perspective due to the avoidance of large crossing structures and the need to clear/grub vegetation, while C2 is the least preferred option due to requirement for two watercourse crossing structures.
- It should be noted that technical considerations are relative only, and all options are technically feasible.
EVALUATION OF SHORT-LISTED ALIGNMENT ALTERNATIVES

<table>
<thead>
<tr>
<th>Alignment Alternatives</th>
<th>Description</th>
<th>Environmental Impacts</th>
<th>Financial Impacts</th>
<th>Planning Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option A</td>
<td>This option involves a major realignment of existing roads.</td>
<td>Moderate impacts on local ecosystems.</td>
<td>High costs for new road construction.</td>
<td>Significant changes to community mobility.</td>
</tr>
<tr>
<td>Option B</td>
<td>This option follows a more direct route.</td>
<td>Minimal impacts on local ecosystems.</td>
<td>Moderate costs for road construction.</td>
<td>Minor changes to community mobility.</td>
</tr>
<tr>
<td>Option C</td>
<td>This option is a hybrid approach combining elements of Options A and B.</td>
<td>Mixed impacts on local ecosystems, ranging from low to moderate.</td>
<td>Mixed costs, with some expenses offset by savings on road construction.</td>
<td>Mixed changes to community mobility, depending on the specific sections of the route.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site impacts</td>
<td>These include noise, vibration, and dust pollution.</td>
</tr>
<tr>
<td>Traffic impacts</td>
<td>These include increased vehicle emissions and noise.</td>
</tr>
<tr>
<td>Water body impacts</td>
<td>These include potential impacts on water quality and quantity.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financial Impacts</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project costs</td>
<td>These include construction costs, land acquisition costs, and environmental impact mitigation costs.</td>
</tr>
<tr>
<td>Contingency costs</td>
<td>These are additional funds set aside for unexpected expenses.</td>
</tr>
<tr>
<td>Opportunity costs</td>
<td>These include the potential savings from alternative uses of land acquired for the project.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Planning Impacts</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project schedule</td>
<td>This includes the timeline for design, construction, and completion.</td>
</tr>
<tr>
<td>Traffic management</td>
<td>This includes strategies for managing traffic during construction.</td>
</tr>
<tr>
<td>Community input</td>
<td>This includes engagement with local residents and stakeholders.</td>
</tr>
</tbody>
</table>
### ADVANTAGES/ DISADVANTAGES OF ALTERNATIVES

<table>
<thead>
<tr>
<th>Alignment Alternative</th>
<th>Principal Advantages</th>
<th>Principal Disadvantages</th>
</tr>
</thead>
</table>
| W1                    | • Avoids Natural Heritage Features, including wetlands, forests, regulated SAR habitat, streams and fish habitat, wildlife passage areas, groundwater recharge areas, regulated floodplain  
                          • Avoids Cultural Heritage features (farmscapes, roadscape)  
                          • Lowest noise impacts  
                          • Most constructible  
                          • Does not meet traffic, transit, or municipal servicing objectives  
                          • Does not meet land use policy objectives (most intrusive to Protected Countryside)  
                          • Highest impact to agricultural lands/operations  
                          • Requires the most private property  
                          • Highest cost  
| C2                    | • Most equitable property impacts north of Stauffer Drive  
                          • High impact to Natural and Cultural Heritage features  
                          • Not optimal for providing transit service  
                          • Intrusive to Protected Countryside north of Stauffer Drive  
                          • Two directly impacted sensitive noise receptors  
| E2                    | • Best meets traffic, transit, and municipal servicing objectives  
                          • Least intrusive to Protected Countryside  
                          • Least impact to agricultural lands/operations  
                          • Lowest private property requirements  
                          • Lowest cost  
                          • High impact to Natural and Cultural Heritage features  
                          • Impacts to bed and breakfast business  
                          • Two directly impacted sensitive noise receptors  
| E3                    | • Low impacts to Natural and Cultural Heritage features.  
                          • Best crossing of Blair Creek corridor  
                          • Not optimal for providing transit service  
                          • Greatest traffic operations concerns  
                          • Intrusive to Protected Countryside south of Stauffer Drive  
                          • Impacts to bed and breakfast business  
                          • Two directly impacted sensitive noise receptors  
| E4                    | • Adequate for traffic, transit, and municipal servicing objectives  
                          • Little encroachment into Protected Countryside  
                          • Moderate impacts to Natural Heritage features due to crossing of Blair Creek corridor  
                          • Impacts to bed and breakfast business  
                          • Two directly impacted sensitive noise receptors  
                          • Impacts to bed and breakfast business  
                          • Two directly impacted sensitive noise receptors  

The Project Team considered the advantages and disadvantages of the short-listed alignment alternatives and came to the following conclusions:

- Neither Alignment W1 nor Alignment C2 should be selected as the Technically Preferred Alignment.

- Based on its disadvantages with respect to the natural environment and cultural heritage features, Alignment E2 should be eliminated from further consideration, leaving Alignments E3 and E4.

- Adopt Alignment E4 to Stauffer Drive but adopt the narrow E3 crossing point of the Blair Creek corridor and develop an alignment that rejoins E4 south of the creek (Alignment E4 Modified), as shown in the following display board.

Note: The Project Team is a multi-disciplinary group made up of staff from the City of Kitchener, the Region of Waterloo, the Grand River Conservation Authority and the Consultant.
Based on the evaluation of the short-listed alignment alternatives it has been determined that a modified version of Alignment E4 is the Technically Preferred Alignment.
The chart below presents the summary of how Alignment E4 Modified compares with other options.

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EAST</td>
</tr>
<tr>
<td>Natural Environment Summary</td>
<td>E2</td>
</tr>
<tr>
<td>Socio-Economic Environment Summary</td>
<td>E2</td>
</tr>
<tr>
<td>Cultural Environment Summary</td>
<td>E2</td>
</tr>
<tr>
<td>Transportation/Utilities Summary</td>
<td>E2</td>
</tr>
<tr>
<td>Financial/Technical Summary</td>
<td>E2</td>
</tr>
</tbody>
</table>
The Project Team concluded that Alignment E4 Modified represents an acceptable balance of advantages and disadvantages across the spectrum of evaluation criteria and should be carried forward for presentation to other stakeholders as the Technically Preferred Alignment.

Rationale for selection of Alignment E4 Modified:

- Adequate for meeting traffic operations, transit, and servicing requirements.
- Shortest crossing of Blair Creek corridor, minimizing impacts to natural heritage features, including wetlands, streams and fish habitat, groundwater resources, wildlife.
- Relatively high overall conformance with Official Plan policies; acceptable level of intrusion on Protected Countryside and impacts to agricultural resources/operations.
- Acceptable balance of impacts to cultural heritage resources; provides opportunity to enhance scenic heritage road and trail network.
- Second lowest capital cost and private property requirements.
TECHNICALLY PREFERRED ALIGNMENT
E4 MODIFIED

STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 3 – October 26, 2011
NEXT STEPS

- PIC No. 3 material will be placed on the project website:
  www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

- The Project Team will meet with Heritage Kitchener and the City’s Environmental Committee.

- The Project Team will carefully consider all stakeholder input received and proceed with preliminary design of the Technically Preferred Alignment, which may include minor adjustments to the alignment to mitigate potential impacts.

- The Project Team will continue its ongoing dialogue with government agencies to stay up to date on evolving regulatory requirements (e.g., Endangered Species Act) and land use policy decisions (e.g., Ontario Municipal Board hearing on the Regional Official Plan).

- The Environmental Study Report (ESR) will be prepared, presented to City Council and filed in the public record for review and comment (scheduled for Winter 2012).
## COMMENTS AND RESPONSES FROM PUBLIC INFORMATION CENTRE NO.3

<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>▪ Please make every effort to complete this project as soon as possible</td>
<td>You have stated support for the project and requested that this long standing City initiative be constructed as soon as possible. The north end of the project has, indeed, been established for decades. The project is currently in the City’s 10-Year Capital Budget, but is still subject to further budget allocation and timing decisions by Council.</td>
</tr>
<tr>
<td>2.</td>
<td>▪ As soon as the Strasburg extension is completed then the work can be started on the feeder roads</td>
<td>Other associated roads that may connect to the north section of Strasburg Road (e.g., Biehn Drive Extension) must still proceed through the Municipal Class Environmental Assessment process before being finalized, since they have not been subjected to due public process to same degree as the Strasburg Road Extension.</td>
</tr>
<tr>
<td>3.</td>
<td>▪ In support of Strasburg Road extension as it will relieve traffic Caryndale Road and improve safety conditions for children at nearby schools</td>
<td>You have stated your support for the Strasburg Road Extension based on your belief that it has the potential to relieve traffic demands and associated unsafe conditions for school children on Caryndale Drive. The City is very aware of community perceptions and concerns about safety in the Caryndale Drive corridor, particularly in proximity to Brigadoon Public School. With the proposed residential neighbourhood developments in southwest Kitchener, the Strasburg Road Extension is expected to carry a significant volume of local residential traffic, including traffic diverted from Caryndale Drive. Without this road, most of the neighbouring road intersections within the vicinity of the Strasburg Road study area will operate under capacity-constraint conditions. In support of Strasburg Road extension As you have noted, the extension of Biehn Drive to connect with Strasburg Road is an integral part of the Brigadoon Community Plan and will be implemented in accordance with the plan, following the completion of any outstanding environmental assessment studies required as part of the subdivision</td>
</tr>
</tbody>
</table>

---

331650-4E-Rev 1
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>approval process.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>▪ The extension of Strasburg Road and Biehn Drive will improve conditions for people who rely on public transit</td>
<td>The Strasburg Road Extension EA study has included consideration of provisions for transit service, in keeping with the Region of Waterloo’s proposed Regional Transportation Master Plan (RTMP) approach (Transit Oriented Plan with Strategic Road Improvements). The RTMP contemplates providing transit service along Strasburg Road under full build-out conditions in the Brigadoon and Doon South communities. With the introduction of transit services, a modest reduction of auto traffic is anticipated.</td>
</tr>
<tr>
<td>5.</td>
<td>▪ Concern over additional traffic volume on Cameron Road if alignment E4 is decided on</td>
<td>You have expressed some concern over the volume of traffic that will be attracted to Cameron Road if the Technically Preferred Alignment is implemented. The volume of daily traffic using Cameron Road in this scenario is expected to range from 9,270 in 2016 to 12,270 in 2031, pending any changes in the existing road network. The traffic analysis indicates that Cameron Road has the capacity to accommodate these projected volumes. We expect that identifying the need for improvements to the Cameron Road corridor as traffic volumes increase would be part of the Township of North Dumfries’ standard procedures for ongoing assessment of operating conditions on its road network, including maintaining safety for travellers and residents.</td>
</tr>
<tr>
<td>6.</td>
<td>▪ Concern about the line of sight at the intersection of New Dundee Road and Cameron Road</td>
<td>The Project Team has assessed the current operating conditions at the Reidel Drive-Cameron Road/New Dundee intersection and is aware of the sight distance deficiencies. The traffic assessment study for the Strasburg Road Extension EA study has concluded that it will be necessary to introduce traffic signals at the New Dundee Road/Cameron Road intersection, as well as reconfigure the intersection to better accommodate all traffic moves (i.e., dedicated turning lanes and localized widening of both Cameron Road and New Dundee Road). These improvements will result in safer intersection operations.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7.</td>
<td>▪ No representative from the Grand River Conservation Area was present</td>
<td>The Grand River Conservation Authority is represented on the study Project Team and participated in the assessment of the short-listed alignments. The Authority’s Supervisor of Resource Planning for the watershed encompassing the study area was present at the October 26, 2011 Public Information Centre.</td>
</tr>
<tr>
<td>8.</td>
<td>▪ None of the maps presented displayed the wetlands</td>
<td>The Natural Heritage Features display at the Public Information Centre clearly indicated “MNR Wetland Designations”, including Provincially Significant Wetlands (PSW) and unevaluated wetlands. We encourage you to visit the City of Kitchener’s Environmental Assessment website: <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a> if you wish to view this display again.</td>
</tr>
<tr>
<td>9.</td>
<td>▪ None of the maps presented displayed Jefferson salamander habitat</td>
<td>Regulated habitat area mapping for Jefferson Salamander has been made available to the Project Team by the Ontario Ministry of Natural Resources (MNR) and members of our consultant team have met with MNR Guelph District staff on two occasions to receive information on how the Ministry is applying the Jefferson Salamander regulation under the Endangered Species Act, including determination of presence/absence and permitting requirements. The draft mapping is based on MNR’s desktop assessment of potential habitat and movement corridors in the study area. At the request of MNR, the draft Jefferson Salamander habitat regulation area within the study area will not be shown publicly in order to protect the area. The draft regulated area has allowed our team to focus its investigations with respect to determining whether Jefferson Salamanders are present in the study area, and has been factored into the decision-making process.</td>
</tr>
<tr>
<td>10.</td>
<td>▪ Very little information provided about the people</td>
<td>An important part of the Environmental Assessment process is the right to protection of privacy. To respect this right, it is standard practice not to present personal information in a public forum. Therefore, individuals have not been identified. However, property locations may be identified by</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>involved in this project and the impact the project will have on them</td>
<td></td>
</tr>
<tr>
<td></td>
<td>municipal address and were also designated numbers for the purposes of assessing impacts. Please be assured that the Project Team is fully aware of “the people involved and the impacts on them”.</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Traffic will negatively impact the bed and breakfast operation. A chart for the evaluated advantages and disadvantages was not included in the information package.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The fact that the bed and breakfast (B&amp;B) operator is a resident of the study area is fully appreciated by the Project Team. The potential impact to the viability of the B&amp;B operation was recognized in the assessment of alignment alternatives and was included in the summary evaluation matrices presented at the Public Information Centre. The information included in the handout package is selected based partially on the ability to read the information on the paper size provided. The summary evaluation matrices were not included because they would have been too small to read. This information is available on the project website cited above.</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Will the final alignment decision be based primarily on financial considerations?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Financial considerations are only one evaluation criterion among many that were included in the assessment of the alignment alternatives, and this was not the determining factor in the selection of the Technically Preferred Alignment.</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>W1 is the best option as it will present the least invasive impact to the area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>You have suggested that Alignment W1 should be the preferred option. While Alignment W1 exhibits distinct initial advantages with respect to avoiding direct impacts to the natural heritage features in the Blair Creek corridor and would impose the least impacts to cultural heritage resources and the B&amp;B business at 500 Stauffer Drive, it has the following disadvantages that have led the Project Team to discard it from further consideration:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- It has the least potential to meet the primary project objectives of serving traffic and transit</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>demand in approved and future development in southwest Kitchener, specifically the Doon South Community. This has the potential for increasing traffic infiltration through existing local neighborhoods whose street systems are already under pressure during peak travel periods;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>It does not meet Region of Waterloo of City of Kitchener objectives related to providing and maintaining municipal services in southwest Kitchener, specifically the Doon South Community. This includes additional capital, operations and maintenance costs associated with the extra length of services carried in the future Robert Ferrie Drive and Blair Creek Drive corridors;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>It is the least compatible with Regional and City land use policy direction related to protection of agricultural and rural resources. Its encroachment well into Protected Countryside area is almost exclusively within the Prime Agricultural Land designation;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>It will have the most impacts to existing agricultural lands and farming operations. It will result in taking the largest amount (9.98 ha) of prime agricultural land out of production, since it traverses primarily Class 2 and Class 3 lands. This is almost ten times the amount of prime agricultural land occupied by the option with least impact on Class 1-3 lands. It will also create the most severances on land parcels that are currently being farmed (8);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>An additional intersection will be formed at Strasburg Road and New Dundee Road about 730 m west of the existing intersection at Reidel Drive/Cameron Road and New Dundee Road. This is not conducive to the Region of Waterloo’s aspirations for New Dundee Road to function as a regional arterial road (an additional traffic flow impediment is introduced);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>This alignment requires the most private property;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>This alignment would cost the most to build; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>As an over-arching concern, this alignment has the potential to create the greatest shift in the urban envelope, including the western boundary of the Doon South Community, because the future Strasburg Road corridor has historically been used to define both the Regional Countryside Line and the City’s urban-rural boundary. If this shift occurs, the natural heritage features initially avoided with the alignment may ultimately come under increased pressure from urban development, thereby compromising the original rationale for developing this alignment in the first place.</td>
<td></td>
</tr>
</tbody>
</table>

14. The meeting should have included a public forum (by which we assume you mean a public meeting) would have been useful. Our extensive experience suggests that the open house format used for the information sessions to date is the most effective and efficient means of providing an opportunity for
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>public forum option where interested members of the public could ask questions via microphone</td>
<td>individuals to both receive information and express concerns related to their specific interest in a comfortable setting. They also reduce the potential for individuals to control a meeting with their own agenda that may not be entirely consistent with the purpose of the information session, while at the same time providing an opportunity to hear what others have to say in a small group setting.</td>
</tr>
<tr>
<td>15.</td>
<td>The study area is too narrowly focused to show the impact on the outlying areas</td>
<td>With respect to the rationale for the location of the proposed Strasburg Road Extension Class Environmental Assessment study area, the need for and alignment of the roadway have been established through a comprehensive community planning process and related transportation network and corridor study for this portion of the City, which included an assessment of alternative corridors and consideration of natural heritage features. Consultation with Region of Waterloo senior transportation planning staff, and a review of the Region’s most current Regional Transportation Master Plan (TMP) suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority) (Exhibits 7-16 and 7-17 in the Plan). You may wish to review the TMP at: <a href="http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf">http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf</a>. The 2009 Ontario Municipal Board Hearing on the Doon South Community Plan also had a bearing on the definition of the study area for the Class EA, as did the Kitchener Growth Management Plan: 2002-2010 and Post 2010 (June 1, 2009), which shows a conceptual corridor for the Strasburg Road Extension. The study area was developed based on the results of these inputs and the information on environmental sensitivities gathered during the early stages of the EA study.</td>
</tr>
<tr>
<td>16.</td>
<td>North alignment is based on old studies that need to be updated</td>
<td>You have suggested that the studies to select the North Section alignment for the Strasburg Road Extension are outdated. The basis for selection of the North Section alignment has recently been accepted by the Ontario Ministry of the Environment in the context of the Municipal Class Environmental Assessment process, contingent upon the use of current best management practices to mitigate the potential environmental effects of the project, which the City has been incorporating in the</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>17.</td>
<td>It is never acceptable to close businesses for the convenience of a developer. You have suggested that a business will be closed to accommodate development interests in the area. The assessment of the alignment alternatives fully accounted for the impacts to the viability of all business interests in the study area and did not favour one over another.</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>The south alignment goes nowhere but New Dundee Road and traffic will be forced to back onto Homer Watson 401 exit creating a traffic problem. The transportation planning and traffic engineering area of investigation is broader than that shown at the June 10, 2010 Public Information Centre and will include consideration of the major arterial road corridors in the area (Huron Road, Fischer Hallman Road, Homer Watson Boulevard and New Dundee Road). Although the Environmental Assessment study will assess local road network implications associated with implementation of the Strasburg Road Extension, the broader arterial road connections that you have mentioned (Fischer Hallman Road, Trussler Road) have been addressed in the Region of Waterloo’s updated (draft) Regional Transportation Master Plan and we would refer you to the Region’s website (<a href="http://www.movingforward2031.ca/">http://www.movingforward2031.ca/</a>) for more details in this regard.</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>Were any other road alignments, that did not involve a direct north-south crossing, considered? You have asked whether any other alternatives besides a direct north to south orientation were considered. This goes back to the rationale for the study area. The need for and alignment of the roadway have been established through a comprehensive community planning process and related transportation network and corridor study for this portion of the City, which included an assessment of alternative corridors and consideration of natural heritage features. Consultation with Region of Waterloo senior transportation planning staff, and a review of the Region’s most current Regional</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Transportation Master Plan suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority). The 2009 Ontario Municipal Board Hearing on the Doon South Community Plan also had a bearing on the definition of the study area for the Class EA, as did the Kitchener Growth Management Plan: 2002-2010 and Post 2010 (June 1, 2009), which shows a conceptual corridor for the Strasburg Road Extension. The study area has been developed based on the results of these inputs and the information on environmental sensitivities gathered during the early stages of the EA study. The principal background studies related to the road network in the area, including the Strasburg Road Extension alignment, are included on the City of Kitchener’s Environmental Assessment website: <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">www.kitchener.ca/en/businessinkitchener/ Environmental_assessments.asp</a>.</td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Unsatisfactory attention to heritage property on Reidel. The information was not in the handout either.</td>
<td>You have expressed dissatisfaction with the attention paid to the heritage property at 271 Reidel Drive. The cultural heritage resources were identified and the impacts to those resources were assessed in accordance with the Ontario Ministry of Tourism and Culture’s <em>Screening for Impacts to Built Heritage and Cultural Heritage Landscapes</em> (September 2010). In order to make a preliminary identification of existing built heritage resources and cultural heritage landscapes within the study area, a number of sources were consulted, including the following reports and indexes:</td>
</tr>
<tr>
<td></td>
<td>• <em>Kitchener Scenic Roads Study</em> (LACAC 1994);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <em>Doon South Community Plan: Scenic Roads Study</em> (City of Kitchener 1995);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <em>Doon South Community Plan</em> (Consolidated 2003);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <em>City of Kitchener Official Plan</em> (City of Kitchener 2005);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <em>Index of Non-designated Properties of Heritage Value or Interest</em> (City of Kitchener 2010);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <em>Index of Properties Designated Under Part IV of the Ontario Heritage Act</em> (City of Kitchener 2009); and</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>- Index of Properties Designated Under Part V of the Ontario Heritage Act (City of Kitchener 2007). Further, the impact assessment included consideration of this resource in combination with preserving the scenic heritage value of the Reidel Drive corridor (i.e., in addition displacement of the roadscape, the footprint of Alignment E2 would likely result in direct impacts to the residential building on the site; this has been avoided through selection of Alignment E4 Modified).</td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>Cultural heritage value of the Bed and Breakfast not considered. Meeting only addressed business impacts.</td>
<td>With respect to potential impacts to property at 500 Stauffer Drive, we believe that the summary matrices presented at the Public Information Centre recognized the effects on both the cultural heritage landscape resource and the B&amp;B operation. The information included in the handout package is selected based partially on the ability to read the information on the paper size provided. The summary evaluation matrices were not included because they would have been too small to read. This information is available on the City of Kitchener’s Environmental Assessment website: [<a href="http://www.kitchener.ca/en/businessinkitchener/">www.kitchener.ca/en/businessinkitchener/</a> Environmental_assessments.asp](<a href="http://www.kitchener.ca/en/businessinkitchener/">http://www.kitchener.ca/en/businessinkitchener/</a> Environmental_assessments.asp)</td>
</tr>
<tr>
<td>22.</td>
<td>Interesting that we are considering crossing that countryside line, again.</td>
<td>Your comments on relationship between the Strasburg Road Extension alignment and the Countryside Line, as identified in the Region of Waterloo's Official Plan, are noted and the considerable weight was attached to the both the Countryside Line and the City of Kitchener's urban/rural boundary.</td>
</tr>
<tr>
<td>23.</td>
<td>Lacking information on the delineation</td>
<td>Regulated habitat area mapping for Jefferson Salamander has been made available to the Project Team by the Ontario Ministry of Natural Resources (MNR) and members of our consultant team have met with MNR Guelph District staff on two occasions to receive information on how the Ministry is</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>of the Jefferson Salamander habitat</td>
<td>applying the Jefferson Salamander regulation under the Endangered Species Act, including determination of presence/absence and permitting requirements. The draft mapping is based on MNR’s desktop assessment of potential habitat and movement corridors in the study area. At the request of MNR, the draft Jefferson Salamander habitat regulation area within the study area will not be shown publicly in order to protect the area. The draft regulated area has allowed our team to focus its investigations with respect to determining whether Jefferson Salamanders are present in the study area, and has been factored into the decision-making process.</td>
</tr>
<tr>
<td>24.</td>
<td>We continue to put roads through forested areas and wetland complexes</td>
<td>With respect to potential impacts to forested and wetland areas, on balance, the Technically Preferred Alignment is considered acceptable, since it crosses the Blair Swamp wetland at its narrowest/least sensitive point with respect to vegetation and aquatic communities, and does not affect any interior forest (i.e., forest area that is 100 m from the woodland edge), while meeting the primary project objectives to an acceptable degree (transportation and municipal servicing requirements).</td>
</tr>
<tr>
<td>25.</td>
<td>Does this truly follow the guidelines of the ROP?</td>
<td>The assessment of alignment alternatives has considered Regional Official Plan planning policy directions, including those related to land use, natural heritage (Core Environmental Features), cultural heritage resources, the Transportation Master Plan (road network and transit service), and municipal servicing initiatives (water and sewer trunk services).</td>
</tr>
<tr>
<td>26.</td>
<td>Can we not look inwardly to the east for alignment alternatives? This would preserve the Bed and Breakfast (B&amp;B) operation.</td>
<td>The design team will be investigating means of reducing impacts to the B&amp;B operation. However, there are limited opportunities for moving the alignment to the east. The study terms of reference generally preclude alternatives that penetrate existing and approved communities. This includes Phase 2 of the Doon South Community, which was the subject of a lengthy Ontario Municipal Board hearing in 2009 to establish agreements on which this development can move forward, including the protection of various natural heritage features, such as the Blair Creek corridor and the Strasburg Floral Woods/Stauffer Wood Environmentally Sensitive Policy Area, Roseville Swamp Complex and</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Breakfast property.</td>
<td>Others. Any alternative to the east of Reidel Drive in the vicinity of the current study area would have to cross the Blair Creek corridor at locations that exhibit environmental sensitivities equal to or greater than those in the creek corridor west of Reidel Drive. Therefore, such alternatives are not considered viable options for this study.</td>
</tr>
<tr>
<td>27.</td>
<td>Why is the road going through regional wellheads west of Reidel Drive?</td>
<td>You have asked why the road is going through regional wellheads west of Reidel Drive. The hydrogeological investigations have included reference to a variety of published material, including the Water Resources Protection Master Plan, Region of Waterloo, 2008; the Upper Blair Creek Functional Drainage Study, 2009; the Water Resources Protection Master Plan, Region of Waterloo, 2008; and the Delineation of the Regional Recharge Area in the 2009 Regional Official Plan, Region of Waterloo, 2010. As noted in these prior reports, the Region of Waterloo operates four water supply wells in the general vicinity of the study area; Wells K34 and K36 to the north and the Roseville wells to the southwest. In addition, the Ayr production wells A1, A2, and A3 are found to the south of the proposed project area. The Wellhead Protection Sensitivity Areas (WPSA) that correspond to the ultimate capture zones of these wells, have been delineated by prior studies and are specifically noted on Figure 10 of the Upper Blair Creek Functional Drainage Study, 2009, for example. The WPSAs do not overlap any of the proposed alignments under consideration in the Class Environmental Assessment study for the Strasburg Road Extension, with the exception of a very small area at the intersection of Reidel Drive and New Dundee Road, representing the edge of the lowest sensitivity (Category 8) area (i.e., the areas is outside of the ten-year time of travel to the limit of the total land area contributing water to a municipal drinking-water supply well). Even when future groundwater resource use is considered, [a target area for potential future groundwater supply was identified in the eastern part of the Blair Creek subwatershed as part of the Region of Waterloo's Long Term Water Strategy], this is substantially east of the proposed alignment.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>As a result of the review of the available documentation listed above, there does not appear to be any significant overlap between the proposed alignment of the Strasburg Road extension in the Class EA study area, and any known or proposed Regional wellhead.</td>
<td></td>
</tr>
<tr>
<td>28.</td>
<td>• Would like to see a traffic study that shows the volume of traffic on Homer Watson and Fisher Hallman</td>
<td>Traffic studies have shown that connection to Fischer Hallman Road would not be an effective planning solution. Extension of Fischer Hallman Road or Homer Watson Boulevard cannot accommodate the residential traffic directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard operate beyond their respective capacities during the weekday peak hours.</td>
</tr>
<tr>
<td>29.</td>
<td>• Road will have a large negative impact on the Bed and Breakfast that contributes positively to our community</td>
<td>The Project Team will work diligently to refine the Technically Preferred Alignment in order to minimize potential impacts to the B&amp;B operation and other environmentally sensitive features. This will include commitments to additional investigations during future design phases, monitoring of compliance with environmental protection measures during construction, and monitoring of the effectiveness of environmental mitigation treatments once the road is open to traffic and being maintained by the City (including winter maintenance).</td>
</tr>
<tr>
<td>30.</td>
<td>• Maintenance and road salt runoff will impact this sensitive environment</td>
<td>You have expressed concern over the seepage of contaminants from the roadway into the pond at 500 Stauffer Drive. The Strasburg Road Extension will have an “urban” cross-section, which means that curbs and gutters will be used to capture stormwater runoff from the roadway’s impervious surface and direct it to storm sewers. The storm sewers will discharge to locations away from the pond where best management practices (e.g., oil grit separators; enhanced grass swales) can be used to protect sensitive receiving areas. To our knowledge, there is no recommended or minimum distance from the edge of the roadway beyond which airborne contaminants will not affect the environment.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>31.</td>
<td>▪ Proposed road alignment should be located further from the pond at 500 Stauffer Drive as the current alignment will subject the delicate ecosystem of the pond to inputs from road salt.</td>
<td>You have expressed concern over the potential impacts of contaminants from the roadway, particularly salt spray, on the pond at 500 Stauffer Drive. The Project Team will work diligently to refine the Technically Preferred Alignment in order to minimize potential impacts to pond and other environmentally sensitive features, recognizing that the alignment must pass between the pond and the Stauffer Woods area to the southeast. This will include commitments to additional hydrogeological investigations during future design phases, monitoring of compliance with environmental protection measures during construction, and monitoring of the effectiveness of environmental mitigation treatments once the road is open to traffic and being maintained by the City (including winter maintenance).</td>
</tr>
<tr>
<td>32.</td>
<td>▪ Concern about any changes made to Class I farm land and with conserving balanced, fragile ecosystems. It is also my understanding that the comprehensive final plan will ultimately be approved by the Region.</td>
<td>Your comments reflect an understanding of the need for well-planned urban growth and municipal infrastructure, which must consider broad-based implications, beyond individual property impacts. This component of the assessment, including compliance with City and Regional policy directions for growth, development and the protection of existing rural and agricultural areas, received significant consideration and was a major factor in attempting to retain the roadway alignment in close proximity to the existing regional Countryside Line and City urban-rural boundary.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>33.</td>
<td>If road must be built, alignment W1 is preferred alignment option</td>
<td>You have suggested that Alignment W1 should be the preferred option, if a choice has to be made. While Alignment W1 exhibits distinct initial advantages with respect to avoiding direct impacts to the natural heritage features in the Blair Creek corridor and would impose the least impacts to cultural heritage resources and the B&amp;B business at 500 Stauffer Drive, it has the following disadvantages that have led the Project Team to discard it from further consideration:</td>
</tr>
</tbody>
</table>

- It has the least potential to meet the primary project objectives of serving traffic and transit demand in approved and future development in southwest Kitchener, specifically the Doon South Community. This has the potential for increasing traffic infiltration through existing local neighborhoods whose street systems are already under pressure during peak travel periods;
- It does not meet Region of Waterloo of City of Kitchener objectives related to providing and maintaining municipal services in southwest Kitchener, specifically the Doon South Community. This includes additional capital, operations and maintenance costs associated with the extra length of services carried in the future Robert Ferrie Drive and Blair Creek Drive corridors;
- It is the least compatible with Regional and City land use policy direction related to protection of agricultural and rural resources. Its encroachment well into Protected Countryside area is almost exclusively within the Prime Agricultural Land designation;
- It will have the most impacts to existing agricultural lands and farming operations. It will result in taking the largest amount (9.98 ha) of prime agricultural land out of production, since it traverses primarily Class 2 and Class 3 lands. This is almost ten times the amount of prime agricultural land occupied by the option with least impact on Class 1-3 lands. It will also create the most severances on land parcels that are currently being farmed (8);
- An additional intersection will be formed at Strasburg Road and New Dundee Road about 730 m west of the existing intersection at Reidel Drive/Cameron Road and New Dundee Road. This is not conducive to the Region of Waterloo’s aspirations for New Dundee Road to function as a regional arterial road (an additional traffic flow impediment is introduced);
- This alignment requires the most private property;
- This alignment would cost the most to build; and
- As an over-arching concern, this alignment has the potential to create the greatest shift in the urban envelope, including the western boundary of the Doon South Community, because the future Strasburg Road corridor has historically been used to define both the Regional
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Countryside Line and the City’s urban-rural boundary. If this shift occurs, the natural heritage features initially avoided with the alignment may ultimately come under increased pressure from urban development, thereby compromising the original rationale for developing this alignment in the first place.</td>
<td></td>
</tr>
<tr>
<td>34.</td>
<td>Fischer Hallman should be utilized to accommodate traffic</td>
<td>With respect to the use of Fischer Hallman Road to meet transportation demand needs in this part of the City, traffic studies have shown that connection to Fischer Hallman Road would not be an effective planning solution. Neither Fischer Hallman Road nor Homer Watson Boulevard can accommodate the projected residential traffic demand directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard already operate beyond their respective capacities during the weekday peak hours.</td>
</tr>
<tr>
<td>35.</td>
<td>Interest in seeing the old farm remnants beside the bed and breakfast operation</td>
<td>You have indicated that you would be interested in seeing the farm remnants beside the bed &amp; breakfast operation at 500 Stauffer Drive. We can advise you that the property is currently owned by the Activa Group, which can be contacted at 735 Bridge Street West Waterloo, ON N2V 2H1; Tel. 519-886-9400; email <a href="mailto:info@activagroup.ca">info@activagroup.ca</a>.</td>
</tr>
<tr>
<td>36.</td>
<td>At the Public Information Centre, the phase of the Class EA process should have been stated. Also, a</td>
<td>You have expressed a concern as to how the Municipal Engineers Association Municipal Class Environmental Assessment process was displayed (i.e., four phases vs five phases and amount of information). While it is true that the full process comprises five phases, the implementation phase is not always shown in Environmental Assessment studies due to the nature of the work conducted in that phase (detail design and construction). The information contained in the process flow chart in the Municipal Class Environmental Assessment document can be confusing to those without some knowledge of the process. It is not uncommon for proponents to simplify the chart when presenting it</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>37.</td>
<td>▪ The public was not reasonably informed as to when a Part II order could be submitted and there wasn’t a clear outline of the 5 stage Class EA process.</td>
<td>Please be assured that when the Environmental Study Report is filed in the public record the mandatory Notice of Completion will be distributed and advertised in the appropriate manner, and will provide sufficient information as to the rights of interested and concerned parties to request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments.</td>
</tr>
<tr>
<td>38.</td>
<td>▪ Draft mappings of the Jefferson Salamander habitat produced by the Ministry of</td>
<td>The draft mapping is based on a MNR desktop assessment of potential habitat and movement corridors in the study area. At the request of MNR, the draft Jefferson Salamander habitat regulation area within the study area will not be shown publicly in order to protect the area. The draft regulated area has allowed our team to focus its investigations with respect to determining whether Jefferson Salamanders are present in the study area, and has been factored into the decision-making process.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Natural Resources have not been released to the public</td>
<td>You have expressed concerns over the possible presence in the study area of Jefferson Salamander, a species protected under the Ontario Endangered Species Act, 2007, and the absence of draft mapping showing regulated habitat area for this species in the October 26 public information centre display material. We can advise you that the investigations conducted to date by our terrestrial biologists (LGL Limited) have not found this species of salamander in the area being considered for the alternative road alignments. Therefore, Jefferson Salamander has not been 'confirmed' in this area. Regulated habitat area mapping for Jefferson Salamander has been made available to the Project Team by the Ontario Ministry of Natural Resources (MNR) and members of our consultant team have met with MNR Guelph District staff on two occasions to receive information on how the Ministry is applying the Jefferson Salamander regulation under the Endangered Species Act, including determination of presence/absence (per the points in your letter) and permitting requirements (e.g., under s. 17 (2)(c)).</td>
</tr>
<tr>
<td></td>
<td>Premature to select a road alignment before a map of the Jefferson Salamander habitat is delineated and released to the public</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Where is the information that indicates where Strasburg Road connects with the existing road</td>
<td>Strasburg Road currently ends just west of Rush Meadow Street. This area was included on the key plan at the Public Information Centre to show the location of the established (North Segment) of the Strasburg Road Extension in relation to Class EA (South Segment) area, but it is not within the Class EA study area. Therefore, no details of the existing termination point were shown at the Public Information Centre. As stated in the display material presented on October 26, the proposed design for the North Section of the Strasburg Road Extension will be presented at a Public Information Centre currently scheduled for early in 2012.</td>
</tr>
<tr>
<td></td>
<td>Lack of consideration</td>
<td>You have suggested that cultural heritage resources have not been considered in the decision-making process.</td>
</tr>
</tbody>
</table>
### Comment: for heritage property

As indicated in the Public Information Centre display material, cultural heritage resources within the study area have been identified and potential impacts to those resources have been assessed and fully considered by the Project Team in arriving at a decision on the Technically Preferred Alignment. The Project Team is fully committed to the objective of trying to mitigate all adverse impacts to study area features and sensitivities, including cultural heritage landscapes that may be affected by the preferred option.

### Comment: Lack of consideration for wellheads

You have also suggested that wellheads are being endangered. The hydrogeological investigations have included reference to a variety of published material, including the Water Resources Protection Master Plan, Region of Waterloo, 2008; the Upper Blair Creek Functional Drainage Study, 2009; the Water Resources Protection Master Plan, Region of Waterloo, 2008; and the Delineation of the Regional Recharge Area in the 2009 Regional Official Plan, Region of Waterloo, 2010. As noted in these prior reports, the Region of Waterloo operates four water supply wells in the general vicinity of the study area; Wells K34 and K36 to the north and the Roseville wells to the southwest. In addition, the Ayr production wells A1, A2, and A3 are found to the south of the proposed project area. The Wellhead Protection Sensitivity Areas (WPSA) that correspond to the ultimate capture zones of these wells, have been delineated by prior studies and are specifically noted on Figure 10 of the Upper Blair Creek Functional Drainage Study, 2009, for example. The WPSAs do not overlap any of the proposed alignments under consideration in the Class Environmental Assessment study for the Strasburg Road Extension, with the exception of a very small area at the intersection of Reidel Drive and New Dundee Road, representing the edge of the lowest sensitivity (Category 8) area (i.e., the areas is outside of the ten-year time of travel to the limit of the total land area contributing water to a municipal drinking-water supply well).

### Comment: Endangered species not being considered

With respect to your comments regarding endangered species not being considered, we can advise you that the two endangered species that we know exist (Butternut tree) or may exist (Jefferson salamander) in the Class EA study area have been fully accounted for. The objective of avoiding the
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Butternut tree near the Reidel Drive crossing of Blair Creek was considered in the decision to discard Alignment E2 from further consideration. We can also advise you that the investigations conducted to date by our terrestrial biologists have not found Jefferson salamander in the area being considered for the alternative road alignments.</td>
<td></td>
</tr>
<tr>
<td>44.</td>
<td>Questions about the need for Strasburg Road extension</td>
<td>You have raised questions related to the need for the development that the Strasburg Road Extension will serve. The planned development in the Doon South Community is part of the City of Kitchener’s Growth Management Plan (2009) for contributing to the continued economic viability of the City as a whole. It was approved by the Ontario Municipal Board in 2009 and was subsequently incorporated in the City’s approved Municipal Plan in March 2010, as shown on the land use displays at the information centre. The Strasburg Road Extension itself has a long history, the principal documentation of which is available for review on the City’s environmental assessment website (<a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>).</td>
</tr>
<tr>
<td>45.</td>
<td>Putting roads through this sensitive area will have a devastating effect on the pond, springs, and wildlife.</td>
<td>Given the need for the road extension in the study area, the Project Team has carefully accounted for the types of environmental sensitivities you have expressed concern for in developing and assessing the alignment alternatives. The Project Team will work diligently to refine the Technically Preferred Alignment in order to minimize potential impacts to pond and other environmentally sensitive features.</td>
</tr>
<tr>
<td>46.</td>
<td>Questions related to whether</td>
<td>Your comments also reflect an understanding of the need for well-planned urban growth and municipal infrastructure that protects productive agricultural land, which must consider broad-based implications, beyond individual property impacts. This component of the assessment, including</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>developing the area in question is in the best interests of the city</td>
<td>compliance with City and Regional policy directions for growth, development and the protection of existing rural and agricultural areas, received significant consideration and was a major factor in attempting to retain the roadway alignment in close proximity to the existing regional Countryside Line and City urban-rural boundary.</td>
</tr>
<tr>
<td>47.</td>
<td>Why can't existing roads be expanded to serve the projected increase in traffic flows?</td>
<td>You have also questioned why existing roads cannot be expanded and used to serve the identified traffic needs. Huron Road is in the process of being expanded to accommodate additional travel demand; this expansion program already accounts for the availability of the Strasburg Road Extension and additional widening is considered infeasible due to the potential impacts on existing homes and other land uses. Further, Huron Road does not fully serve the same demand area that the Strasburg Road Extension is intended to serve (Doon South Community).</td>
</tr>
<tr>
<td>48.</td>
<td>Huron Road, Fischer-Hallman Road, and New Dundee Road could all be expanded to handle the traffic</td>
<td>We understand that the Region of Waterloo does have plans for improvements to New Dundee Road to accommodate additional traffic demand, but the timeframe has not been specified. Our review of the Region’s most current Regional Transportation Master Plan (<a href="http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf">http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf</a>) suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority) (Exhibits 7-16 and 7-17 in the Plan). Traffic studies have shown that connection to Fischer Hallman Road would not be an effective planning solution. Extension of Fischer Hallman Road or Homer Watson Boulevard cannot accommodate the residential traffic directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard operate beyond their respective capacities during the weekday peak hours. Further, if Doon South is developed without the Strasburg Road Extension, the potential for traffic</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>from Doon South to infiltrate local roads in adjacent communities, which are already under pressure from increasing travel demand (e.g., Caryndale Drive), will increase, creating additional congestion and unsafe conditions for pedestrians and cyclists.</td>
<td></td>
</tr>
<tr>
<td>49.</td>
<td>Why not relocate the proposed road to the west of 500 Stauffer Drive?</td>
<td>Selecting an alignment to the west side of the property at 500 Stauffer Drive has the potential to introduce an east-west severance over the full width of the farm (as well as the associated noise and visual intrusion) as a result of the extension of future Robert Ferrie Drive, which must connect to Strasburg Road to fulfill its intended function as a collector road. All alignment options would result in some severance of the farm at 500 Stauffer Drive; the Technically Preferred Alignment minimizes the severance.</td>
</tr>
<tr>
<td>50.</td>
<td>Road is being built is for the benefit of developers</td>
<td>With respect to involvement of the development industry in this study, the Strasburg Road Extension has been recognized by the City of Kitchener as an arterial road that will contribute significantly to the viability of planned growth in the southwest quadrant of the City, and this undertaking has been approved as a Development Charge Project by the City. This means that developers that are deemed to be beneficiaries of the new road section will pay for its design and construction through those Development Charges.</td>
</tr>
<tr>
<td>51.</td>
<td>Alignment E4 will have a large negative impact on the business and property at 500 Stauffer Drive. Selecting option C2 will resolve</td>
<td>Your concerns about the potential impacts of the Technically Preferred Alignment on the B&amp;B operation at 500 Stauffer Drive are noted. Representatives of the Project Team have met several times with Mrs. Ruttkowski and are aware of the nature and sensitivity of both the B&amp;B and farming operations on the property. These have been accounted for in the assessment of the alignment alternatives. You have suggested that a more westerly alignment (Alignment C2) would resolve these concerns. Selecting an alignment to the west side of the property has the potential to introduce an east-west</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>some of these concerns</td>
<td>severance over the full width of the farm (as well as the associated noise and visual intrusion) as a result of the extension of future Robert Ferrie Drive, which must connect to Strasburg Road to fulfill its intended function as a collector road. All alignment options would result in some severance of the farm at 500 Stauffer Drive; the Technically Preferred Alignment minimizes the severance.</td>
</tr>
<tr>
<td>52.</td>
<td>Concern about the potential impact of contaminants on pond near 500 Stauffer Drive</td>
<td>You have expressed concern over the potential impacts of contaminants from the roadway, on the pond at 500 Stauffer Drive. The Project Team will work diligently to refine the Technically Preferred Alignment in order to minimize potential impacts to pond and other environmentally sensitive features, recognizing that the alignment must pass between the pond and the Stauffer Woods area to the southeast. This will include commitments to additional hydrogeological investigations during future design phases, monitoring of compliance with environmental protection measures during construction, and monitoring of the effectiveness of environmental mitigation treatments once the road is open to traffic and being maintained by the City (including winter maintenance).</td>
</tr>
<tr>
<td>53.</td>
<td>Concern about the impacts that the development will have on the Class 1 farmlands at 500 Stauffer Drive</td>
<td>You have expressed concern over the potential impacts to agricultural lands and the farming operation on lands at 500 Stauffer Drive in particular. As summarized at the information session, potential impacts to prime agricultural (Class 1-3 capability) lands and to individual farming operations were considered as part of the detailed assessment of the alignment alternatives. While the Technically Preferred Alignment would take a nominal amount of prime agricultural land out of production (1.75 ha), less than half of that land has been categorized as “Class 1”. Moving the preferred alignment off that Class 1 land would mean moving it closer to or encroaching on the pond at 500 Stauffer Drive. Selecting an alignment to the west of the property would affect less prime agricultural land, but would introduce an east-west severance over the full width of the farm as a result of the extension of future Robert Ferrie Drive, which must connect to Strasburg Road to fulfill its intended function as a collector road. All alignment options would result in some severance of the farm at 500 Stauffer Drive; the Technically Preferred Alignment minimizes the severance.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>54.</td>
<td>- Not in the best interest of Ontarians to pave a road through Class 1 Farmland</td>
<td>Your comments also reflect an understanding of the need for well-planned urban growth and municipal infrastructure that protects productive agricultural land, which must consider broad-based implications, beyond individual property impacts. This component of the assessment, including compliance with City and Regional policy directions for growth, development and the protection of existing rural and agricultural areas, received significant consideration and was a major factor in attempting to retain the roadway alignment in close proximity to the existing regional Countryside Line and City urban-rural boundary.</td>
</tr>
<tr>
<td>55.</td>
<td>- It should be the responsibility of developers to build connecting routes and supporting roads to their developments</td>
<td>Your comments relative to the responsibilities of developers to support their proposed developments with the appropriate infrastructure are also noted. The Strasburg Road Extension has been recognized by the City of Kitchener as an arterial road that will contribute significantly to the viability of planned growth in the southwest quadrant of the City, and this undertaking has been approved as a Development Charge Project by the City. This means that developers that are deemed to be beneficiaries of the new road section will pay for its design and construction through those Development Charges.</td>
</tr>
<tr>
<td>56.</td>
<td>- The City had assured us that the road alignment would west of 500 Stauffer Drive as to not split the property with a 4-lane road.</td>
<td>Your concerns about the potential impacts of the Technically Preferred Alignment on the B&amp;B operation at 500 Stauffer Drive are noted. Representatives of the Project Team have met several times with Mrs. Ruttkowski and are aware of the nature and sensitivity of both the B&amp;B and farming operations on the property. These have been accounted for in the assessment of the alignment alternatives.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>57.</td>
<td>• The City had assured the property owner at 500 Stauffer Drive that the road would be built to the west of her property, and now the plans have changed again.</td>
<td>To our knowledge, there have been no assurances made by the City to any property owner as to where the Strasburg Road Extension alignment will be or will not be located.</td>
</tr>
</tbody>
</table>
| 58. | • Why take the road through the wellheads?  
• Concern about the impact of salt on water resources. Chloride reduction has been outlined as a goal by the Region.  
• Concerns about safety issues that may arise due to | You have suggested that the route will be taken through regional wellhead areas. The hydrogeological investigations have included reference to a variety of published material, including the Water Resources Protection Master Plan, Region of Waterloo, 2008; the Upper Blair Creek Functional Drainage Study, 2009; the Water Resources Protection Master Plan, Region of Waterloo, 2008; and the Delineation of the Regional Recharge Area in the 2009 Regional Official Plan, Region of Waterloo, 2010. As noted in these prior reports, the Region of Waterloo operates four water supply wells in the general vicinity of the Class EA study area; Wells K34 and K36 to the north and the Roseville wells to the southwest. In addition, the Ayr production wells A1, A2, and A3 are found to the south of the proposed project area. The Wellhead Protection Sensitivity Areas (WPSA) that correspond to the ultimate capture zones of these wells, have been delineated by prior studies and are specifically noted on Figure 10 of the Upper Blair Creek Functional Drainage Study, 2009, for example. The WPSAs do not overlap any of the proposed alignments under consideration in the Class Environmental Assessment study for the Strasburg Road Extension, with the exception of a very small area at the intersection of Reidel Drive and New Dundee Road, representing the edge of the lowest sensitivity |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
|     | additional traffic on Strasburg Road  
  ▪ Plan was developed many years ago and is now outdated. It is not appropriate for implementation today. | (Category 8) area (i.e., the areas is outside of the ten-year time of travel to the limit of the total land area contributing water to a municipal drinking-water supply well). The City is aware of and supports regional initiatives to protect groundwater resources, including the Region’s salt management program (“Smart About Salt”) and the development and adoption of “reasonable use criteria” for salt use on regional roads. The goal is to reduce the use of salt while ensuring public safety. You can learn more about this program on the Region’s website (http://www.regionofwaterloo.ca/en/doingbusiness/commercialwaterwastewater.asp). The Strasburg Road Extension is being planned as a 4-lane collector roadway with no access to local roads or individual properties, and will not be considered a “residential” road. The proposed roadway will have sufficient capacity to accommodate projected traffic volumes in the corridor and will be designed to safely carry vehicles, pedestrians and cyclists. With respect to your comment on the acceptability of the planning and design done on the alignment to date, the Ontario Ministry of the Environment has recently advised the City that it is satisfied that the City’s planning process for the North Section of Strasburg Road under the Planning Act has met the intent of the Municipal Class Environmental Assessment with respect to consideration of potential environmental impacts of the project, assessed a reasonable range of alternatives through a public and transparent process, and involved various agencies and stakeholders. |
| 59. |  
  ▪ Opposed to the east series alignment options as these are | You have expressed opposition to any of the East series alternatives based on their proximity to the residence and pond at 500 Stauffer Drive. The Project Team has selected Alignment E4 Modified as the Technically Preferred Alignment and is currently investigating means of refining the alignment to minimize potential impacts to the property. |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>60.</td>
<td>extremely close to the heritage building, farmland and kettle lake at 500 Stauffer Drive.</td>
<td>You have also stated your concern over alternatives that would use the existing Reidel Drive-Cameron Road/New Dundee Road intersection relative to the capacity of Cameron Road to safely accommodate “fast moving” traffic. The volume of daily traffic using Cameron Road in the scenario where Alignment E4 Modified is implemented is expected to range from 9,270 in 2016 to 12,270 in 2031, pending any changes in the existing road network. The traffic analysis indicates that Cameron Road has the capacity to accommodate these projected volumes. We expect that identifying the need for improvements to the Cameron Road corridor as traffic volumes increase would be part of the Township of North Dumfries’ standard procedures for ongoing assessment of operating conditions on its road network, including maintaining safety for travellers and residents.</td>
</tr>
<tr>
<td>61.</td>
<td>• Concerns about the safety at the Your concerns with the sight distances at the current Reidel Drive-Cameron Road/New Dundee Road intersection are noted and have been accounted for by the Project Team in its assessment of the</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>intersection of Cameron Road and New Dundee due to poor sight lines. Increased traffic volumes from Reidel Road, as a result of the Strasburg Road extension, will create an even more dangerous intersection. The Strasburg extension should be relocated to the west to improve sight lines.</td>
<td></td>
</tr>
</tbody>
</table>

Strasburg Road Extension alignment alternatives. The traffic assessment study for the Class EA study has concluded that it will be necessary to introduce traffic signals at this intersection, as well as reconfigure the intersection to better accommodate all traffic moves (i.e., dedicated turning lanes and localized widening of both Cameron Road and New Dundee Road). These improvements will result in safer intersection operations. Locating the Strasburg Road Extension/New Dundee Road intersection to the west (i.e., near the crest of the vertical curve at the point shown with Alignment E3) would add a new access control point in close proximity to the existing intersection and would not be conducive to optimal traffic operations on New Dundee Road, which serves high volumes of regional arterial traffic (an additional traffic flow impediment is introduced).

<table>
<thead>
<tr>
<th>62.</th>
<th>We are aware that the regional staff have identified Fischer-Hallman Road as the preferred route for a connection to</th>
</tr>
</thead>
</table>
|     | We are not aware of any study be the Region of Waterloo that has identified Fischer Hallman Road as the preferred route to introduce another Highway 401 connection in the future. In addition to the traffic operations concerns cited above, the Project Team has identified the following disadvantages of introducing a more westerly alignment for the Strasburg Road Extension, compared to the preferred option:

- Lower potential to meet the primary project objectives of serving traffic and transit demand in approved and future development in southwest Kitchener, specifically the Doon South Community. An associated concern with a Strasburg Road option that is less attractive to traffic |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
|     | Highway 401 in the future at the Hwy 97 and Cedar Creek interchange. Therefore, we believe an extended Strasburg Road should connect with New Dundee much further to the West than Reidel/Cameron – at the high crest of the New Dundee Road. This option would be much safer and give drivers heading to the 401 the choice to go west to Fischer-Hallman Road and then south to Hwy 97 interchange. | is the potential for increasing traffic infiltration through existing local neighbourhoods whose street systems are already under pressure during peak travel periods;  
- Lower potential to meet Region of Waterloo of City of Kitchener objectives related to providing and maintaining municipal services in southwest Kitchener, specifically the Doon South Community. This includes additional capital, operations and maintenance costs associated with the extra length of services carried in the future Robert Ferrie Drive and Blair Creek Drive corridors;  
- Lower degree of compatibility with Regional and City land use policy direction related to protection of agricultural and rural resources (encroachment into designated Protected Countryside areas);  
- Additional impacts to existing agricultural lands and farming operations (prime agricultural land out of production; severances of farmed lands);  
- Additional acquisition of private property; and  
- Additional road construction, operations and maintenance costs.  
As an over-arching concern, more westerly alignments have the potential to create a greater shift in the urban envelope, including the western boundary of the Doon South Community, because the future Strasburg Road corridor has historically been used to define both the Regional Countryside Line and the City’s urban-rural boundary. If this shift occurs, natural heritage features initially avoided with more westerly alignments may ultimately come under increased pressure from urban development, thereby compromising the original rationale for developing these alignments in the first place. |
APPENDIX A.5
PUBLIC INFORMATION CENTRE NO. 4
The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.

The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date: Wednesday April 24, 2013
Time: 7:00 p.m. to 9:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 Ext. 7974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snclavalin.com
STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
The City of Kitchener held a Public Information Centre (PIC) in October 2011 to present the Technically Preferred Alignment, and released the Draft Environmental Study Report (ESR) for this Class Environmental Assessment study for public review in May 2012.

In November 2012, Council received and approved a report from staff, which recommended that, based on comments received on the Draft ESR, supplementary work be conducted to complete the Class EA process.

The purpose of PIC No. 4 is to:

- Report progress on the supplementary work;
- Present the comparative assessment and evaluation of the alignment alternatives under consideration;
- Identify the new Technically Preferred Alignment proposed to be carried forward; and
- Provide an opportunity for public and government agency review and comment.

Representatives from the City and the Consultant Team are present at this drop-in information session to answer questions and receive your comments and concerns.

Your input is very important to the study process. Please sign the register for future mail-outs. Please also provide written comments on the Comment Sheets provided.
Based on comments received during the Draft ESR review period (May - September 2012), Council determined that additional work to identify the Technically Preferred Alignment is warranted.

The City has designated 500 Stauffer Drive under Part IV of the Ontario Heritage Act in recognition of the property’s cultural heritage attributes.

Introduction of an additional alignment alternative (referred to as Alignment W2 Modified) by land owners in the study area.

The Ministry of Natural Resources clarified its position on crossing Jefferson Salamander regulated area (challenges in mitigating impacts and providing overall benefit).

Regional Municipality of Waterloo concerns regarding timing for the proposed watermain in the Strasburg Road allowance and its connectivity to existing watermains in Doon South, the need to investigate an alternative route into Doon South to serve imminent development and to implement changes being recommended in the Region’s Water Distribution Master Plan.

These changes have resulted in the need to revisit the previous alignment assessment, including conducting a review of the Evaluation Criteria used in the assessment.
SCOPE AND TIMING OF SUPPLEMENTARY WORK

Review of Evaluation Criteria
- Consultant Team
- Project Team
- Council input (workshop)
- Project Team (final)

Additional Comparative Assessment of Alignment Alternatives (7)
- Original short list [E2, E3, E4, C2, W1] + E4 Modified + W2 Modified

Additional Investigations
- Jefferson Salamander – literature search on mitigation potential
- Heritage Impact Assessment
- Additional investigations for landowners’ alignment
- Servicing Feasibility Analysis

Preliminary Design of Technically Preferred Alignment

Finalize Environmental Study Report (ESR)

File ESR

Dec 2012 – Feb 2013
Feb – May 2013
Dec 2012 – Apr 2013
May – July 2013
Sept 2013
Oct 2013
The Key Plan below illustrates the conceptual alignment of the established Strasburg Road corridor and the limits of the Strasburg Road Extension Class EA Study (South Section).
This study is being conducted as a Schedule “C” undertaking in accordance with the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011) (“Municipal Class EA”) for Road Projects.

Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment. Phases 1 and 2 are deemed to have been partially completed through other (community planning) studies that included public review processes.

![Flow Chart of Study Phases]

**STUDY PHASE**

**WE ARE AT THIS STAGE IN THE PROJECT**

- **PHASE 1**
  - Problem or Opportunity
  - PIC No. 1 (June 2010)

- **PHASE 2**
  - Alternative Solutions
  - Mayor/Ward Councillors Property Owners PIC No. 2 (June 2011)

- **PHASE 3**
  - Alternative Design Concepts for Preferred Solution

- **PHASE 4**
  - Environmental Study Report

- **PHASE 5**
  - Detail Design Construction Monitoring
  - To Be Determined
The Project Team is a multi-disciplinary group made up of staff from the City of Kitchener, the Region of Waterloo, the Grand River Conservation Authority and the Consultant.

City of Kitchener
Binu Korah – Mgr., Development Engineering (Project Mgr./Chair)
Grant Murphy/Barbara Robinson – Director of Engineering
Hans Gross – Director, Asset Management
Alain Pinard – Director, Planning
Della Ross – Manager, Development Review
Juliane von Westerholt – Senior Planner, DTS Planning Div.
Katie Anderl – Senior Planner, DTS Planning Div.
Barbara Steiner – Senior Environmental Planner
Leon Bensason – Coordinator, Cultural Heritage Planning
Michelle Drake – Heritage Planner
Barry Cronkite – Project Manager, Transportation Planning
Peter Wetherup (retired)/David Schmitt – Parks Planner
William Sleeth – Landscape Architect, Parks Operations

Region of Waterloo
Steve van de Keere – Head, Transportation Expansion Prog.
Paula Sawicki – Manager, Transportation Planning
Chris Gosselin – Manager, Environmental Planning
Atif Mehmood – Transportation Planning Engineer
John Holowackyj – Technologist, Water Services

Grand River Conservation Authority
Samantha Lawson – Supervisor, Watershed Plng.
Lisa-Beth Bulford – Resource Planner
Janet Engel – Water Resources Engineer
Tony Zammit - Ecologist

Consultant Team
Bing Wong – Project Manager
Ian Upjohn – Environmental Manager
Sunil Kothari – Engineering Manager
Don Cleghorn/Andy Tam – Transportation Planning/Traffic Eng.
The development and assessment of the alignment alternatives for the Strasburg Road Extension to date have been based on the following project objectives:

- Provide for approved development and future growth (Doon South and other areas in southwest Kitchener), including traffic service and municipal services.
- Relieve future demand on Homer Watson Boulevard, Huron Road and Fischer Hallman Road.
- Achieve compatibility with City and Regional policies for future growth and development, and the location of any related road intersections.
- Minimize impacts to natural heritage features and other important environmental resources.
Alignment Alternatives subjected to detailed evaluation, showing footprint of the proposed road right-of-way.

**East 2 [E2]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Connects to Reidel Drive 325 m south of Stauffer Drive and runs along existing Reidel Drive corridor to New Dundee/Reidel Drive intersection

**East 3 [E3]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses narrowest point of Blair Swamp PSW
- Connects to New Dundee Road 250 m west of Reidel Drive to improve intersection sight distances compared to existing New Dundee/Reidel intersection

**East 4 [E4]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts east side of farm/B&B operation pond and west side of Stauffer Woods (ESPA 33)
- Crosses relatively narrow point of Blair Swamp PSW
- Swings east behind farm buildings at 271 Reidel Drive
- Intersects New Dundee Road at an angle compatible with opposing Cameron Road leg

**East 4 [E4] Modified – previously identified as the Technically Preferred Alignment**
- Similar to E4 north of Stauffer Drive
- Crosses narrowest point of Blair Swamp PSW (similar to E3)
- Swings east behind farm buildings at 271 Reidel Drive and rejoins E4 to intersect New Dundee Road at an angle compatible with opposing Cameron Road leg

**Central 2 [C2]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Straddles Lot 9/Lot 14 Concession BT property line to south limit of farm/B&B operation
- Connects to Reidel Drive corridor 625 m south of Stauffer Drive, and runs along existing Reidel Drive corridor to New Dundee/Reidel Drive intersection

**West 1 [W1]**
- Diverges from Official Plan alignment at north end of farm/B&B operation at 500 Stauffer Drive
- Skirts west edge of most significant groundwater recharge area and upper Blair Creek corridor
- Coincident with west boundary of lands in Lot 5 Con BNS south of Blair Creek
- New intersection with New Dundee Road 720 m west of existing Reidel Drive intersection

**West 2 [W2] Modified – adaptation of original Alignment W2**
- Proposed by landowner’s group
- Diverges from Official Plan alignment near north end of farm/B&B operation at 500 Stauffer Drive
- Crosses Blair Creek just east of major woodlot at west end of creek corridor
- Swings slightly east and then straight south to a new intersection with New Dundee Road 400 m west of existing Reidel Drive intersection

Note: The assessment of alignment alternatives west of Alignment E2/E3/E4 north of Stauffer Drive and west of existing Reidel Drive has assumed that future Robert Ferrie Drive and future Blair Creek Drive will be extended to connect to future Strasburg Road in order to achieve local road network connectivity. The alignments shown for these collector roads are the best estimate of their possible location. The impacts of these extensions have been included in the assessment of alternative alignments for Strasburg Road. The future extension of Robert Ferrie Drive will be subject to a separate environmental assessment under the Municipal Class EA process, or as part of the Plan of Subdivision approval process.
STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 4 – April 24, 2013

NATURAL HERITAGE FEATURES

JEFFERSON SALAMANDER HABITAT NOTES

Produced by:
Ontario Ministry of Natural Resources
Guelph Office
SAR Reference: 0186-825-4915

Produced on: January 24, 2012
File Name: JEA Habitat Map/Jenner 2012.31.16.mxd

Data Sources:
• EDA Habitat Data Class, NRIS Database, Ontario Ministry of Natural Resources, January 2012
• Species at Risk Map, Nature Conservancy, Ontario Ministry of Natural Resources, Spring 2010

Additional Notes:
The map is based on a map of the two relevant City of Kitchener areas (South Frederick and Shadforth) with the same date and scale, produced prior to the development of the Environmental Impact Assessment.

Habitat boundaries were interpreted from Ontario Regulation 242/08 pursuant to the Endangered Species Act.

Habitat boundary lines were digitized by staff to the interpretation, and were not derived from field surveys.

The mapping is iterative and maintained on an ongoing basis, and is subject to change at any time.

Spatial Reference: UTM Zone 17N
Scale: 1:10,000 (10m grid, 10m pixel)
IDENTIFIED CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE FEATURES

**CHL 1**
Farm Complex
271 Reidel Drive

This farm complex is located on the west side of Reidel Drive north of New Dundee Road and features a 1½ storey Ontario Gothic cottage, a barn, ruins of another barn, and two silos. The farm complex also features a gravel/dirt drive linking the fields to the northwest to the western terminus of Stauffer Drive.

**CHL 2**
Farm Complex
500 Stauffer Drive

This farm complex is sited on elevated ground at the junction of Reidel Drive and Stauffer Drive. It includes a 1½ storey, nineteenth century house with gable roof. The house has design value, given that it displays a high degree of craftsmanship and artistic merit. The site also features mature vegetation and views of rolling agricultural fields. The property retains contextual value in that it is an intact agricultural landscape with association to township farming practices and development, and this contributes to the rural, agricultural character of the area.

**CHL 3**
Roadscape
Reidel Drive (from Stauffer Drive southerly to Blair Creek)

This transportation corridor follows the original road allowances as illustrated on historic mapping. Field review confirmed that this roadway contains elements evocative of its historic origin: a narrow, two-lane alignment without shoulders; surrounded by both sides by agricultural fields and diverse roadside vegetation; and fields with undulating topography. The contextual value of the property lies in its contribution to the historic and agricultural character of the area and its significant visual and spatial relationship with Stauffer Drive and Reidel Drive. Further, the property features significant views to and from Reidel and Restlin Drive, as well as Carpolyne Drive. The City has designated the property under Part IV of the Ontario Heritage Act.

**CHL 4**
Roadscape
Stauffer Drive (from Reidel Drive to Till Drive)

This transportation corridor follows the original road allowances as illustrated on historic mapping. Field review confirmed that this roadway contains elements evocative of its historic origin: a narrow, two-lane alignment without shoulders; surrounded by both sides by agricultural fields and diverse roadside vegetation; and fields with undulating topography. The contextual value of the property lies in its contribution to the historic and agricultural character of the area and its significant visual and spatial relationship with the road thoroughfare and Blair Creek; and associated vegetation.

**CHL 5**
Roadscape
Stauffer Drive (from Reidel Drive westerly to the end of the road)

This transportation corridor follows the original road allowances as illustrated on historic mapping. It contains elements evocative of its historic origin: a narrow, two-lane alignment without shoulders; scenic views to surrounding agricultural fields, hills and woodlots; and diverse roadside vegetation providing a definite edge to the road.

**CHL 6**
Roadscape
Stauffer Drive (from Blair Creek southerly to New Dundee Road)

This transportation corridor follows the original road allowances as illustrated on historic mapping. It contains elements evocative of its historic origin: a narrow, two-lane alignment without shoulders; scenic views to surrounding agricultural fields, hills and woodlots. There is a spatial relationship between the road thoroughfare and 500 Stauffer Drive to the north. It should be noted that a road was originally located at the western terminus of Stauffer Drive, which continued in a northerly direction along the property line.

**CHL 7**
Remnant Farm Complex
Western terminus of Stauffer Drive

The complex features ruins of a concrete silo, stone foundations of a barn, and an agricultural landscape. The most prominent feature is the concrete tower silo, which was likely built in the early twentieth century. Immediately east of the silo are stone foundations that likely supported a barn. The site also features a gravel/dirt drive linking the fields to the northeast to the western terminus of Stauffer Drive.
Charts show forecast daily 2-way total traffic at key locations in the study area.
FORECAST TRAFFIC:
KEY INTERSECTIONS

Strasburg Road Extension
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 4 – April 24, 2013

Existing Intersections
Planned or Potential New Intersections
Failing Intersections in 2031
FORECAST TRAFFIC: SUMMARY

Key findings from traffic analysis:

- All Strasburg Road alignment alternatives will handle a portion of new development traffic. However, differences among alignments are not large.

- Regardless of the alignment selected for Strasburg Road, intersections on the surrounding network will require improvements to handle 2031 traffic.

- The most significant differentiator among alignments is the impact to, and the treatment of New Dundee Road between Strasburg Road and Cameron Road:
  - A single integrated Strasburg Road-Cameron Road intersection is preferred for network continuity and traffic operations.
  - Offset Strasburg Road and Cameron Road intersections introduce additional traffic capacity and delay issues on New Dundee Road. Increasing the separation between the intersections reduces the traffic impact but increases road improvement costs (longer section to be improved).
REGION OF WATERLOO
WATERMAIN ROUTE STUDY

STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 4 – April 24, 2013
Based on the review of the environmental assessment parameters conducted by the Project Team, including consideration of input from Council, the following Evaluation Criteria were used to assess the advantages and disadvantages of the alignment alternatives currently under consideration.

<table>
<thead>
<tr>
<th>FACTOR GROUP/FACTOR</th>
<th>INDICATOR/MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. NATURAL ENVIRONMENT</td>
<td></td>
</tr>
<tr>
<td>1A. Terrestrial Ecosystems</td>
<td></td>
</tr>
<tr>
<td>• Wetlands</td>
<td>- Encroachment on PSWs or other wetlands (area; classification/quality, relative extent in relation to entire complex)</td>
</tr>
<tr>
<td>• Designated Environmentally Sensitive Policy Areas / Areas of Natural and Scientific Interest</td>
<td>- Encroachment on ESPAs/ANSIs (area; relative extent in relation to entire designated area)</td>
</tr>
<tr>
<td>• Vegetation communities</td>
<td>- Encroachment on vegetation communities (area, type, quality, composition, relative extent; and potential for mortality, stress, composition change)</td>
</tr>
<tr>
<td>• Wildlife habitat</td>
<td>- Encroachment on and/or reduction of interior habitat (area; fragmentation) - Effects on wildlife movement corridors or corridors between critical habitat features (e.g., upland/breeding ponds) (number of crossings) - Degree of potential increases in animal-vehicle conflicts</td>
</tr>
<tr>
<td>1B. Aquatic Ecosystems</td>
<td></td>
</tr>
<tr>
<td>• Watercourses providing fish habitat (including food/shelter)</td>
<td>- Number of watercourse crossings, sensitivity of fish/fish habitat and thermal regime (warm, cool or cold water) - Extent (area) and function of riparian habitat removed - Extent and type of fish habitat (in-stream) altered/displaced at watercourse, including importance to aquatic ecosystem (e.g., spawning, nursery areas)</td>
</tr>
<tr>
<td>• Water quality, thermal regime and baseflow</td>
<td>- Encroachment on headwater areas (1st or 2nd Order Streams) (area) - Degree of interference with known groundwater discharge areas that contribute to creek baseflow - Effects on surface drainage/flood plain contributions to fish habitat</td>
</tr>
<tr>
<td>1C. Groundwater Resources</td>
<td></td>
</tr>
<tr>
<td>• Groundwater recharge areas</td>
<td>- Encroachment on significant groundwater recharge areas (Regional Recharge Area) (removal/disruption of function - area; depth)</td>
</tr>
<tr>
<td>• Groundwater quality</td>
<td>- Potential for impacts to vulnerable areas (area)</td>
</tr>
<tr>
<td>• Shallow groundwater movement</td>
<td>- Potential for interference with existing flow patterns (baseflow) relative to proximity to surface water and significant groundwater discharge areas</td>
</tr>
<tr>
<td>1D. Surface Drainage</td>
<td></td>
</tr>
<tr>
<td>• Watercourses; drainage catchments</td>
<td>- Need for diversion/channelization of Blair Creek (length) and catchment area impacts (area)</td>
</tr>
<tr>
<td>• Flood plain function</td>
<td>- Impact to regulatory flood plain of Blair Creek (including need for GRCA work permit) - Changes (+/-) to Blair Creek flood plain hydrologic function</td>
</tr>
<tr>
<td>• Stormwater management</td>
<td>- Opportunities to enhance roadway stormwater management measures, including coordination with/use of adjacent development facilities</td>
</tr>
</tbody>
</table>
### EVALUATION CRITERIA (CONT’D)

**STRASBURG ROAD EXTENSION**  
From North of Stauffer Drive to New Dundee Road  
**Class Environmental Assessment**  
Public Information Centre No. 4 – April 24, 2013

<table>
<thead>
<tr>
<th>FACTOR GROUP/FACTOR</th>
<th>INDICATOR/MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1E. Species at Risk Permits [NEW]</td>
<td></td>
</tr>
<tr>
<td>• Vegetation Species at Risk</td>
<td>- Effects on vegetation SAR or species of local/regional significance (type, number, quality)</td>
</tr>
<tr>
<td>• Wildlife Species at Risk</td>
<td>- Effects on terrestrial SAR or species of local/regional significance (type, area of critical habitat; breeding timing windows)</td>
</tr>
<tr>
<td>• Aquatic Species at Risk</td>
<td>- Effects on aquatic Species at Risk or species of local/regional significance (type, length)</td>
</tr>
<tr>
<td>• Species at Risk permits required for construction</td>
<td>- Permit requirement (yes, no); probability of obtaining permit(s) (high, medium, low); degree of associated risk to project implementation</td>
</tr>
</tbody>
</table>

#### 2. SOCIO-ECONOMIC ENVIRONMENT

**2A. Land Use Policy [MODIFIED]**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Land use/resource designations and policies</td>
<td>Degree of compatibility with Provincial, Regional and City growth/development goals/objectives (high, medium, low)</td>
</tr>
</tbody>
</table>

**2B. Existing and Approved Land Use [MODIFIED]**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Agricultural operations (physical resource consumption; facility resource consumption; operational impacts)</td>
<td>- Prime agricultural land out of production (Class 1-3; specialty crop) (area) - Total farm properties affected (number; type; area; severances) - Farm infrastructure displaced (type, number, area)</td>
</tr>
<tr>
<td>• Other business operations (500 Stauffer Drive)</td>
<td>- Business infrastructure/employees displaced (type; number) - Changes (+/-) in business exposure/viability</td>
</tr>
<tr>
<td>• Approved development proposals (Plan of Subdivision 30T-08203 lands)</td>
<td>- Impacts on approved development lands (area; exposure/viability)</td>
</tr>
</tbody>
</table>

**2C. Communities**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Impacts to individual properties/communities</td>
<td>- Encroachment on individual properties (number/area) - Influence in defining proposed community areas (high, medium, low)</td>
</tr>
<tr>
<td>• Community connectivity (cultural/social linkages)</td>
<td>- Physical changes (+/-) to established community connectors (trails/roads) - Changes to delivery of community services (emergency; school transportation)</td>
</tr>
<tr>
<td>• Recreational opportunities</td>
<td>- Changes (+/-) in community access to recreational/interpretive areas</td>
</tr>
</tbody>
</table>

**2D. Noise**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Noise sensitive areas</td>
<td>- Noise sensitive receivers experiencing increases (5 dB ranges) in sound levels over pre-existing conditions - Noise sensitive receivers experiencing resultant absolute noise levels over 60 dBA</td>
</tr>
</tbody>
</table>

#### 3. CULTURAL ENVIRONMENT

**3A. Archaeological Resources**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Known archaeological sites</td>
<td>Number/type/significance of direct/indirect impacts to registered archaeological sites</td>
</tr>
</tbody>
</table>

**3B. Built Heritage [MODIFIED]**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Built Heritage Features</td>
<td>Number/type/significance of direct/indirect impacts to above ground heritage resources (based on presence of above ground cultural heritage features identified or designated by the City of Kitchener as having heritage value or interest, or identified during EA field studies); probability of obtaining required regulatory permits; and the degree of associated risk to project implementation</td>
</tr>
</tbody>
</table>

**3C. Cultural Heritage Landscapes [MODIFIED]**

<table>
<thead>
<tr>
<th>INDICATOR/MEASURE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cultural Heritage Landscapes</td>
<td>Number/type/significance of direct/indirect impacts to historic; scenic-heritage roads, farm complexes, etc.)</td>
</tr>
<tr>
<td>FACTOR GROUP/FACTOR</td>
<td>INDICATOR/MEASURE</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td><strong>4. TRANSPORTATION/MUNICIPAL SERVICES AND UTILITIES</strong></td>
<td></td>
</tr>
<tr>
<td><strong>4A. Transportation Network/Infrastructure</strong></td>
<td></td>
</tr>
</tbody>
</table>
| • Transportation network | - Relieve future demand on Homer Watson Boulevard, Huron Road and Fischer Hallman Road  
- Provision of Doon South Community access (Robert Ferrie Drive; Blair Creek Drive)  
- Potential impacts to local roads/intersections  
- Compatibility with RMOW New Dundee Road proposals |
| • Traffic operations | - Road safety and accessibility (sight distance; turning movements) |
| • Transportation policy initiatives | - Capability to support municipal policy initiatives (transit, active transportation, roundabouts) |
| **4B. Municipal Services and Utilities** | |
| • Municipal services | - Opportunities for connections to existing services  
- Provision of standard cross-section location for services  
- Provision of continuous services |
| • Utilities (existing and proposed plant) | - Degree of exposure of utilities and/or utility conflicts with road design |
| **5. FINANCIAL/TECHNICAL** | |
| **5A. Financial** | |
| • Cost | - Estimated capital cost ($) (excluding mitigation/overall benefit for Species at Risk)  
- Property requirements (number, area) and ease of acquisition  
- Extraordinary operations and maintenance requirements/costs (e.g., differences in the number of valves and water treatment requirements; collector road maintenance)  
- Species at Risk mitigation/overall benefit |
| **5B. Technical** | |
| • Roadway geometric design requirements | - Conformance to TAC and City of Kitchener/RMOW standards |
| • Structural/foundation/pavement design requirements | - Conformance to TAC and City of Kitchener standards  
- Requirements for pavement depth and/or foundation footprint, based on soil conditions  
- Structural requirements relative to capital cost and long term maintenance requirements |
| • Topographic; earth balance | - Potential for excessive borrow quantity or excessive off-site disposal of earth material (volume)  
- Requirements for excessive (steep) grades (length)  
- Ability to maintain positive drainage, in combination with number of suitable drainage outlets and established Blair Creek subwatershed strategy |
| • Constructability | - Adequate access to corridor  
- Potential conflicts with existing infrastructure (other than utilities)  
- Provision of standard horizontal and vertical clearance requirements  
- Extraordinary staging requirements |
## COMPARATIVE ASSESSMENT OF ALIGNMENTS

### STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 4 – April 24, 2013

### Analysis

#### Environmental Impacts

<table>
<thead>
<tr>
<th>Feature</th>
<th>Impact on Drainage</th>
<th>Impact on Vegetation</th>
<th>Impact on Water Course</th>
<th>Impact on Habitat</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>E2</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>E3</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>E4</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>

#### Estimated Cost

- Approximately 10,000 m² of vegetation will be impacted.
- The estimated cost for vegetation removal is $1,689,000.
- A large portion of the estimated cost for vegetation removal is considered significant.

#### Water Quality

- The estimated cost for water quantity measures will include two ponds and four new culverts/bridges.
- The estimated cost for water quality measures will include two ponds and four new culverts/bridges.

#### Habitat

- The estimated cost for habitat measures will include two ponds and four new culverts/bridges.

#### Public Feedback

- The estimated cost for public feedback is $123,000.

#### Conclusion

- The estimated cost for all measures is $1,912,000.

### Additional Information

- The proposed road alignment will be located to the north of Blair Creek, providing a new connection to the western portion of the community.
- The alignment has been designed to minimize impact on drainage, vegetation, water courses, and habitat.
- The estimated cost for vegetation removal is $1,689,000, accounting for the majority of the project cost.
- The estimated cost for water quantity measures is $1,333,000, which includes two ponds and four new culverts/bridges.
- The estimated cost for water quality measures is $59,000, including two ponds and four new culverts/bridges.
- The estimated cost for habitat measures is $5,000, which includes two ponds and four new culverts/bridges.
- The estimated cost for public feedback is $123,000.

### Additional Notes

- The estimated cost for all measures is $1,912,000, reflecting the comprehensive approach to environmental assessment and mitigation.
- The proposed road will serve as a new connection to the western portion of the community, providing improved access and connectivity.
- The alignment has been designed to minimize impact on drainage, vegetation, water courses, and habitat, while ensuring the integrity of the local ecosystems.
- The estimated cost for vegetation removal is significant, highlighting the importance of careful planning and execution.
- The estimated cost for water quantity and water quality measures is substantial, reflecting the commitment to sustainable development and the protection of natural resources.
- The estimated cost for habitat measures is minimal, emphasizing the focus on preserving the integrity of the natural environment.
- The estimated cost for public feedback is included to ensure community engagement and stakeholder input throughout the project lifecycle.

### Contact Information

- For more information, please contact SNC-Lavalin at 519-573-5400 or visit their website at www.snc-lavalin.com.
- The proposed road alignment is expected to be completed by the end of 2013.
## COMPARATIVE ASSESSMENT OF ALIGNMENTS

### STRASBURG ROAD EXTENSION

#### From North of Stauffer Drive to New Dundee Road

**Class Environmental Assessment**

Public Information Centre No. 4 – April 24, 2013

---

### Table: Comparative Assessment of Alignments

<table>
<thead>
<tr>
<th>Alignment</th>
<th>Visual Impacts</th>
<th>Environmental Impacts</th>
<th>Cultural Heritage Impacts</th>
<th>Economic Impacts</th>
<th>Operational Impacts</th>
<th>Safety Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Low</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Low</td>
</tr>
<tr>
<td>B2</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Low</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>C3</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Moderate</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>D4</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

---

### Notes:

- Visual Impacts: Includes views from the cluster, removal of the eastern outbuildings at 500 Reidel Drive, and removal of the drive to the east.
- Environmental Impacts: Includes impacts to cultural heritage, visually significant views to Blair Creek Drive across the cultivated fields.
- Cultural Heritage Impacts: Includes the potential impacts to archaeological properties.
- Economic Impacts: Includes the potential impacts to the local economy.
- Operational Impacts: Includes the potential impacts to operational functions.
- Safety Impacts: Includes the potential impacts to public safety.

---

**From A1 to D4**:

- **A1 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, low cultural heritage impacts, moderate economic impacts, moderate operational impacts, and low safety impacts.
- **B2 Alignment**: High visual impacts with removal of the eastern outbuildings at 500 Reidel Drive and Blair Creek Drive, high environmental impacts, high cultural heritage impacts, low economic impacts, high operational impacts, and high safety impacts.
- **C3 Alignment**: Low visual impacts with removal of the eastern outbuildings, low environmental impacts, low cultural heritage impacts, moderate economic impacts, low operational impacts, and low safety impacts.
- **D4 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, moderate cultural heritage impacts, moderate economic impacts, moderate operational impacts, and moderate safety impacts.

---

**From A1 to D4**:

- **A1 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, low cultural heritage impacts, moderate economic impacts, moderate operational impacts, and low safety impacts.
- **B2 Alignment**: High visual impacts with removal of the eastern outbuildings at 500 Reidel Drive and Blair Creek Drive, high environmental impacts, high cultural heritage impacts, low economic impacts, high operational impacts, and high safety impacts.
- **C3 Alignment**: Low visual impacts with removal of the eastern outbuildings, low environmental impacts, low cultural heritage impacts, moderate economic impacts, low operational impacts, and low safety impacts.
- **D4 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, moderate cultural heritage impacts, moderate economic impacts, moderate operational impacts, and moderate safety impacts.

---

**From A1 to D4**:

- **A1 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, low cultural heritage impacts, moderate economic impacts, moderate operational impacts, and low safety impacts.
- **B2 Alignment**: High visual impacts with removal of the eastern outbuildings at 500 Reidel Drive and Blair Creek Drive, high environmental impacts, high cultural heritage impacts, low economic impacts, high operational impacts, and high safety impacts.
- **C3 Alignment**: Low visual impacts with removal of the eastern outbuildings, low environmental impacts, low cultural heritage impacts, moderate economic impacts, low operational impacts, and low safety impacts.
- **D4 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, moderate cultural heritage impacts, moderate economic impacts, moderate operational impacts, and moderate safety impacts.

---

**From A1 to D4**:

- **A1 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, low cultural heritage impacts, moderate economic impacts, moderate operational impacts, and low safety impacts.
- **B2 Alignment**: High visual impacts with removal of the eastern outbuildings at 500 Reidel Drive and Blair Creek Drive, high environmental impacts, high cultural heritage impacts, low economic impacts, high operational impacts, and high safety impacts.
- **C3 Alignment**: Low visual impacts with removal of the eastern outbuildings, low environmental impacts, low cultural heritage impacts, moderate economic impacts, low operational impacts, and low safety impacts.
- **D4 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, moderate cultural heritage impacts, moderate economic impacts, moderate operational impacts, and moderate safety impacts.

---

**From A1 to D4**:

- **A1 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, low cultural heritage impacts, moderate economic impacts, moderate operational impacts, and low safety impacts.
- **B2 Alignment**: High visual impacts with removal of the eastern outbuildings at 500 Reidel Drive and Blair Creek Drive, high environmental impacts, high cultural heritage impacts, low economic impacts, high operational impacts, and high safety impacts.
- **C3 Alignment**: Low visual impacts with removal of the eastern outbuildings, low environmental impacts, low cultural heritage impacts, moderate economic impacts, low operational impacts, and low safety impacts.
- **D4 Alignment**: Moderate visual impacts with views from the cluster, moderate environmental impacts, moderate cultural heritage impacts, moderate economic impacts, moderate operational impacts, and moderate safety impacts.
The potential impacts and related advantages and disadvantages of the alignment alternatives have been identified by conducting a comparative assessment using the underlying Evaluation Criteria. Following is the summary of the evaluation which was used to arrive at the selection of the Technically Preferred Alignment.

Alignments were scored by assigning a score of 10 to the alignment that best meets the project objectives or would create the fewest adverse impacts, and indexing the remaining alignments against the preferred alternative for each Factor (maximum score of 10; minimum score of 1). Factor scores were averaged to arrive at a normalized score for each Factor Group, because there are a different number of factors in each Factor Group.

**EVALUATION FACTOR**

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
<th>WEST</th>
<th>CENTRAL</th>
<th>EAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. NATURAL ENVIRONMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1A. Terrestrial Ecosystems</td>
<td>10.00</td>
<td>8.00</td>
<td>6.00</td>
<td>5.60</td>
</tr>
<tr>
<td>1B. Aquatic Ecosystems</td>
<td>10.00</td>
<td>8.00</td>
<td>6.00</td>
<td>5.60</td>
</tr>
<tr>
<td>1C. Groundwater Resources</td>
<td>10.00</td>
<td>8.00</td>
<td>6.00</td>
<td>5.60</td>
</tr>
<tr>
<td>1D. Noise</td>
<td>10.00</td>
<td>8.00</td>
<td>6.00</td>
<td>5.60</td>
</tr>
<tr>
<td>Natural Environment Score</td>
<td>10.00</td>
<td>8.00</td>
<td>6.00</td>
<td>5.60</td>
</tr>
</tbody>
</table>

Natural Environment Summary:
- W1 is the preferred option with respect to potential impacts to natural heritage features (terrestrial/aquatic) because it avoids crossings of the Blair Creek corridor (including the significant woodlot at the west end, wetlands (including Provincially Significant Wetland), Species at Risk (SAR) regulated habitat, regulated floodplain area, and the locally sensitive groundwater recharge/discharge area. It overlies the Regional recharge area and a small portion of a Wellhead Protection Area (level 4), it will not interfere with an active well and is the furthest alignment from areas identified as a future Regional groundwater source zone. It would also create less of a barrier to wildlife movement because it does not cross contiguous natural features associated with the creek corridor.

- E2 and C2 are the least preferred due to large (E2), or multiple crossings (C2) which result in higher impacts to wetlands, aquatic habitat, wildlife passage, and SAR habitat. E2 does not overlie either the Regional or local groundwater recharge areas, or fall within a WPA, but the crossings will impact local recharge discharge conditions and is close to an active well.

- W2 Modified and E4 Modified have the smallest crossings of the Blair Creek corridor which minimizes impacts to natural heritage features. W2 Modified has a smaller crossing but is closer to high quality wetland communities. These smaller crossings decrease groundwater impacts relative to other alignments; however, W2 Modified overlies both the Regional and local recharge zones, and still requires crossings of the PSW and has higher impacts than W1.

- E3 and E4 have lower impacts to natural heritage features than E2 and C2 due to narrower crossings of the Blair Creek corridor. E3 is preferred to E4 in this regard. These alternatives are similar to E2 from a groundwater perspective.

- W1 is preferred from a Species at Risk Permit perspective as it avoids regulated habitat for the Jefferson Salamander. All other alternatives would necessitate securing a permit from MNRF. C2 is considered worst from this perspective as it would also eliminate high quality potential habitat.

**EVALUATION FACTOR**

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
<th>WEST</th>
<th>CENTRAL</th>
<th>EAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. SOcio-ECONOMIC ENVIRONMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2A. Land Use Policy</td>
<td>5.75</td>
<td>5.75</td>
<td>7.00</td>
<td>7.00</td>
</tr>
<tr>
<td>2B. Existing and Approved Land Use</td>
<td>3.00</td>
<td>4.00</td>
<td>5.00</td>
<td>7.00</td>
</tr>
<tr>
<td>2C. Communities</td>
<td>10.00</td>
<td>5.00</td>
<td>5.00</td>
<td>7.00</td>
</tr>
<tr>
<td>2D. Noise</td>
<td>3.00</td>
<td>4.00</td>
<td>5.00</td>
<td>7.00</td>
</tr>
<tr>
<td>Socio-Economic Environment Score</td>
<td>8.75</td>
<td>7.75</td>
<td>10.00</td>
<td>10.00</td>
</tr>
</tbody>
</table>

Socio-Economic Environment Summary:
- With respect to land use policy, significant weight was attached to compatibility with the Region of Waterloo’s Countryside Line and the City of Kitchener’s urban-rural boundary, and the potential for the new Strasburg Road alignment to create pressure for westerly expansion of the urban envelope into the protected countryside. Alignment E2 exhibits the highest degree of compatibility with land use policies since it is closest to the existing boundary, but is not much different than Alignments E4/E4 Modified. Alignments E3 and C2 exhibit similar degrees of compatibility, while Alignments W2 Modified and W1 exhibit a low degree of compatibility (potential for relatively significant to very significant reliction of the urban envelope).

- Alignment E2 imposes the least impacts to prime agricultural lands and agricultural operations, and is the preferred option. However, the East alignments impose the most impacts on the B&B business at 500 Stauffer Drive. Conversely, Alignment W1 imposes the least impacts on the B&B business at 500 Stauffer Drive, but would result in the greatest impacts to agricultural resources and operations. Potential impacts to the planned development at the northeast corner of Reidel Drive and New Dundee Road are not considered to be significant or different across the alignments. Alignment C2 represents the best balance of impacts to existing and approved future land use.

- Alignment E2 would require the least private property and exhibits the highest degree of compatibility with planned community boundaries (Brigadoon, Doon South – Phase 2). Alignments E3 or E4/E4 Modified represent the best opportunities for maintaining or enhancing community connectivity, when considering retaining the existing Reidel Drive corridor as part of the future Door South trail system to enhance connectivity (see also Cultural Environment Summary).

- Background noise will increase in the study area due to natural growth in traffic. W1 is the preferred option acoustically (only one sensitive receptor would experience significant noise increases), but there are few receptors in the study area. Key receptors are the residences at 500 Stauffer Drive and 271 Reidel Drive, and Alignments E2 and E4/E4 Modified would create the most significant impacts to these locations.

- Overall, Alignment E4 or Alignment E4 Modified is the preferred alternative from a socio-economic perspective.
### EVALUATION FACTOR: CULTURAL ENVIRONMENT

<table>
<thead>
<tr>
<th>ALIGNMENT ALTERNATIVE</th>
<th>EAST</th>
<th>CENTRAL</th>
<th>WEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W2 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Cultural Environment Summary
- W1 is the preferred option with respect to potential impacts to archaeological resources because it avoids the most areas with indicated archaeological potential near the Blair Creek corridor. E2 is the least preferred option because of its high impact to features indicating archaeological potential (e.g., watercourses, identified archaeological sites) and areas of indicated archaeological potential (300 m proximity to primary, secondary, or past watercourses and identified archaeological sites). C2 impacts on the largest area of indicated archaeological potential; however, it impacts fewer features indicating archaeological potential than E2.
- W1 is the preferred option with respect to potential impacts to cultural heritage resources because it avoids all four heritage roadscapes, the farm complex located on the existing Reidel Drive corridor, and minimizes impacts to CHL 7 and the designated heritage resource at CHL 2, which are located north of Stauffer Drive.
- W2 Modified is the next preferred option given that it avoids the four identified heritage roadscapes, and minimizes impacts to CHL 1, CHL 2 and CHL 7 (impacts are limited to the disruption of fields).
- C2 will result in lower impacts to CHL 2, a designated heritage resource, and to CHL 3 and CHL 4, scenic-heritage roadscapes. It will, however, negatively impact CHL 5 and CHL 6 through full and partial removal, and disrupt significant views associated with CHL 1.
- E2, E4 and E4 Modified are the least preferred options given their disruption to landscape elements and associated views to and from CHL 2; disruption to landscape elements associated with CHL 1; and disruption to roadscapes at CHL 3, CHL 4 and CHL 5. Further, E2 will result in removal of CHL 6.
- Alignments C2, W1 and W2 Modified will result in the extension of connector roads through the southern fields associated with CHL 1, and the northern fields associated with CHL 2 and CHL 7. The Robert Ferry Drive extension, in particular, has the potential to disrupt cultivated fields and hedgerows associated with CHL 2, as well as obstruct significant views from the farmstead to the woodlot and fields.

### EVALUATION FACTOR: TRANSPORTATION/MUNICIPAL SERVICES AND UTILITIES

<table>
<thead>
<tr>
<th>ALIGNMENT ALTERNATIVE</th>
<th>EAST</th>
<th>CENTRAL</th>
<th>WEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W2 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Transportation/Utilities Summary
- E2 is the preferred option with respect to compliance with transportation/municipal services policies, and also shows the highest projected use for passenger vehicle and public transit usage. The use of existing Reidel Drive makes this preferred from a servicing perspective as well.
- E4, E4 Modified and C2 are moderate options in these regards due to partial use of the existing Reidel Drive corridor with E4 being slightly higher than C2 because its alignment north of Stauffer Drive is more consistent with transportation/municipal services policy. E4 Modified requires additional length of watermain compared to E4, and is therefore scored slightly lower than E4 for the Municipal Services/Utilities factor.
- E3 and W1 and W2 Modified are the least preferred options since their distance from existing infrastructure reduces projected usage by passenger vehicles and transit users and reduces demand/connectivity for services/utilities, while increasing new infrastructure requirements. They also create the need for a staggered crossing of New Dundee Road via an additional intersection not required by the other alignments which meet New Dundee Road at the existing intersection of Reidel Road and New Dundee Road. E3 provides just a minimal acceptable spacing between the existing and new intersections, while W2 Modified and W1 provide reasonable spacing, but all three cause north-south flowing traffic to “jog” east-west across New Dundee Road, increasing volume and local traffic operations delay in the New Dundee Road corridor.

### EVALUATION FACTOR: FINANCIAL/TECHNICAL

<table>
<thead>
<tr>
<th>ALIGNMENT ALTERNATIVE</th>
<th>EAST</th>
<th>CENTRAL</th>
<th>WEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W2 Modified</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Financial/Technical Summary
- E4 Modified is the preferred option from a financial perspective, with the lowest capital and operational costs, followed closely by E4. Alignments E3, C2 and E2 have higher capital and operational costs. W1 and W2 Modified have the highest capital and operational costs, with W2 Modified the least preferred option financially.
- The cost of mitigation for Jefferson Salamander Habitat varies, ranging from 0% to 2.5% of overall capital costs. W1 has no mitigation costs (i.e., complete avoidance of the regulated area), and E2 has the highest mitigation cost, since its alignment has the longest crossing of the Jefferson Salamander regulated area. The cost of mitigation does not affect the ranking of the overall capital costs.
- Although all options are technically feasible, W1 is the easiest to construct from a technical perspective due to the avoidance of large crossing structures and of wetland areas, as well as reduced vegetation clearing requirements. C2 and E2 are the least preferred options due to their respective requirements for multiple watercourse crossing bridge structures and multiple span bridge structures. C2 is scored slightly higher than E2 due to its simplified road geometry.
## Preliminary “Class C” Cost Estimate

### (-15% to +35% Precision Variance)

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>E2</td>
</tr>
<tr>
<td><strong>CAPITAL COST</strong> (Excluding Endangered Species Mitigation):</td>
<td></td>
</tr>
<tr>
<td>Full urbanization with storm sewers and stormwater management ponds</td>
<td></td>
</tr>
<tr>
<td>Watermain along the full length of roadway</td>
<td></td>
</tr>
<tr>
<td>Clear span bridges crossing Blair Creek</td>
<td></td>
</tr>
<tr>
<td>Roundabouts</td>
<td></td>
</tr>
<tr>
<td>Reconstruction requirements at New Dundee Road</td>
<td>$17.6 Million</td>
</tr>
<tr>
<td>Extensions of Robert Ferrie Drive and Blair Creek drive</td>
<td></td>
</tr>
<tr>
<td>20% Contingency</td>
<td></td>
</tr>
<tr>
<td><strong>ENDANGERED SPECIES MITIGATION COST:</strong></td>
<td></td>
</tr>
<tr>
<td>Amphibian tunnels - Spaced every 50m north and south of the bridge within Jefferson Salamander regulated area</td>
<td>$490K</td>
</tr>
<tr>
<td>Concrete funnel walls</td>
<td></td>
</tr>
<tr>
<td>There may be additional costs to achieve “overall benefit” required under the <em>Endangered Species Act</em>, which are difficult to quantify at this stage</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CAPITAL COST</strong></td>
<td>$18.1 Million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>E2</th>
<th>E3</th>
<th>E4</th>
<th>E4 Mod</th>
<th>C2</th>
<th>W1</th>
<th>W2 Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Kitchener</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment Alternative</td>
<td>Principal Advantages</td>
<td>Principal Disadvantages</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>----------------------</td>
<td>------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Does not overlie the Regional groundwater recharge area or local Wellhead Protection Zones (common to East alignments)</td>
<td>High impact to natural heritage features (longest crossing of Blair Creek corridor)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Least intrusive to Protected Countryside/Agricultural area</td>
<td>Crosses regulated SAR habitat and poses significant challenges associated with obtaining an Endangered Species Act permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Least impact to agricultural lands/operations</td>
<td>Most significant impacts to resident and bed and breakfast business at 500 Stauffer Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Most effective in meeting traffic, transit, and municipal servicing objectives</td>
<td>Greatest noise impacts to the two most sensitive receptors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lowest private property requirements</td>
<td>Most significant impacts to cultural heritage features (roadscapes, farm complexes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Low impacts to natural heritage features</td>
<td>Crosses regulated SAR habitat and poses significant challenges associated with obtaining an Endangered Species Act permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shortest crossing of Blair Creek corridor</td>
<td>Intrusive to Protected Countryside south of Stauffer Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Relative high overall conformance with Official Plan policies; acceptable level of intrusion on Protected Countryside and impacts to agricultural</td>
<td>Most significant impacts to resident and bed and breakfast business at 500 Stauffer Drive (coincident with E2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellhead Protection Area (Level 4)</td>
<td>High impact to cultural heritage features (farm complexes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Effective in meeting traffic, transit, and municipal servicing objectives</td>
<td>Greatest traffic operations concerns due to relatively closely spaced offset intersections on New Dundee Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Provides opportunity to enhance scenic heritage road and trail network</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Shortest crossing of Blair Creek corridor, limiting impacts to natural heritage features, including wetlands, groundwater, surface water and fish habitat</td>
<td>Crosses regulated SAR habitat and poses significant challenges associated with obtaining an Endangered Species Act permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Relative high overall conformance with Official Plan policies; acceptable level of intrusion on Protected Countryside and impacts to agricultural resources/operations</td>
<td>Most significant impacts to resident and bed and breakfast business at 500 Stauffer Drive (coincident with E2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Effective in meeting traffic, transit, and municipal servicing objectives</td>
<td>Two directly impacted sensitive noise receptors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Provides opportunity to enhance scenic heritage road and trail network</td>
<td>High impact to cultural heritage features (farm complexes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lowest capital cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4 Modified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Most equitable property impacts north of Stauffer Drive</td>
<td>High impact to natural heritage features (multiple crossings of Blair Creek corridor); overlies both Regional groundwater recharge area and locally significant recharge zone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Effective in meeting traffic, transit, and municipal servicing objectives</td>
<td>Crosses regulated SAR habitat and poses significant challenges associated with obtaining an Endangered Species Act permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Relative high overall conformance with Official Plan policies; acceptable level of intrusion on Protected Countryside and impacts to agricultural resources/operations</td>
<td>Most significant impacts to resident and bed and breakfast business at 500 Stauffer Drive (coincident with E2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Effective in meeting traffic, transit, and municipal servicing objectives</td>
<td>Two directly affected sensitive noise receptors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Provides opportunity to enhance scenic heritage road and trail network</td>
<td>High impact to cultural heritage features (roadscapes, farm complexes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lowest capital cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Avoids natural heritage features, including wetlands, forests, streams and fish habitat, wildlife passage areas, regulated floodplain</td>
<td>Overlies Regional groundwater recharge area and partially overlies Wellhead Protection Area (Level 4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lowest potential impact to shallow groundwater flow direction and rate</td>
<td>Least compatible with land use policy objectives (most intrusive to Protected Countryside/Agricultural area)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avoids regulated SAR habitat and significant challenges associated with obtaining an Endangered Species Act permit</td>
<td>Highest impact to agricultural lands/operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Least significant impacts to resident and bed and breakfast business at 500 Stauffer Drive</td>
<td>Requires the most private property</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lowest noise impacts</td>
<td>Least effective in meeting traffic, transit, and municipal servicing objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avoids cultural heritage features (roadscapes); limited impacts to other cultural heritage features (farm complexes)</td>
<td>High capital cost (marginally lower than W2 Modified)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Best spacing of any New Dundee Road intersection option not at the existing Reidel Drive-Cameron Road location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Most constructible</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment</td>
<td>Limited impacts to aquatic ecosystem</td>
<td>Proximity to sensitive woodland and wetland communities at upper end of Blair Creek corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Limited impacts to cultural heritage features (farm complexes, roadscapes)</td>
<td>Overlies Regional groundwater recharge area and partially overlies Wellhead Protection Area (Level 4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Low noise impacts</td>
<td>Crosses regulated SAR habitat and poses significant challenges associated with obtaining an Endangered Species Act permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lower degree of effectiveness in meeting traffic, transit, and municipal servicing objectives than East and Central alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Highest capital cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Project Team considered the advantages and disadvantages of the alignment alternatives identified by the Consultant Team and arrived at the following aggregate scores and rankings.

### FINAL SCORING SUMMARY

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>ALIGNMENT ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. NATURAL ENVIRONMENT</td>
<td></td>
</tr>
<tr>
<td>1A. Terrestrial Ecosystems</td>
<td>5 6 6 7 4 10 7</td>
</tr>
<tr>
<td>1B. Aquatic Ecosystems</td>
<td>4 6 5 6 4 10 8</td>
</tr>
<tr>
<td>1C. Groundwater Resources</td>
<td>7 6 7 9 3 10 7</td>
</tr>
<tr>
<td>1D. Surface Drainage</td>
<td>8 9 9 9 8 10 7</td>
</tr>
<tr>
<td>1E. Species at Risk Permits</td>
<td>2 2 2 2 1 10 2</td>
</tr>
<tr>
<td>Natural Environment Score</td>
<td>5.20 5.80 5.80 6.60 4.00 10.00 6.20</td>
</tr>
<tr>
<td>2. SOCIO–ECONOMIC ENVIRONMENT</td>
<td></td>
</tr>
<tr>
<td>2A. Land Use Policy</td>
<td>10 6 9 9 5 1 3</td>
</tr>
<tr>
<td>2B. Existing and Approved Land Use</td>
<td>6 5 6 6 10 7 7</td>
</tr>
<tr>
<td>2C. Communities</td>
<td>9 8 10 10 6 4 8</td>
</tr>
<tr>
<td>2D. Noise</td>
<td>2 4 3 3 5 10 8</td>
</tr>
<tr>
<td>Socio-Economic Environment Score</td>
<td>6.75 5.75 7.00 7.00 6.50 5.50 6.50</td>
</tr>
<tr>
<td>3. CULTURAL ENVIRONMENT</td>
<td></td>
</tr>
<tr>
<td>3A. Archaeological Resources</td>
<td>2 4 4 4 4 10 4</td>
</tr>
<tr>
<td>3B. Built Heritage</td>
<td>4 4 2 4 5 10 9</td>
</tr>
<tr>
<td>2C. Cultural Heritage Landscapes</td>
<td>2 5 3 4 6 10 9</td>
</tr>
<tr>
<td>Cultural Environment Score</td>
<td>2.67 4.33 3.00 4.00 5.00 10.00 7.33</td>
</tr>
<tr>
<td>4. TRANSPORTATION/MUNICIPAL SERVICES AND UTILITIES</td>
<td></td>
</tr>
<tr>
<td>4A. Transportation Network/Infrastructure</td>
<td>10 7 9 9 9 5 6</td>
</tr>
<tr>
<td>4B. Municipal Services and Utilities</td>
<td>10 6 9 8 7 4 5</td>
</tr>
<tr>
<td>Transportation/Municipal Services &amp; Utilities Score</td>
<td>10.00 6.50 9.00 8.50 8.00 4.50 5.50</td>
</tr>
<tr>
<td>5. FINANCIAL/TECHNICAL</td>
<td></td>
</tr>
<tr>
<td>5A. Financial</td>
<td>5 7 9 10 6 4 3</td>
</tr>
<tr>
<td>5B. Technical</td>
<td>5 7 7 8 6 10 7</td>
</tr>
<tr>
<td>Financial/Technical Score</td>
<td>5.00 7.00 8.00 9.00 6.00 7.00 5.00</td>
</tr>
<tr>
<td><strong>TOTAL SCORE</strong></td>
<td><strong>29.62 29.38 32.80 35.10 29.50 37.00 30.53</strong></td>
</tr>
<tr>
<td><strong>RANK</strong></td>
<td><strong>5 7 3 2 6 1 4</strong></td>
</tr>
<tr>
<td><strong>% BEHIND FIRST RANKED ALIGNMENT</strong></td>
<td><strong>20 21 11 5 20 17</strong></td>
</tr>
<tr>
<td>E2</td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td></td>
</tr>
<tr>
<td>E4 Mod</td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td></td>
</tr>
<tr>
<td>W2 Mod</td>
<td></td>
</tr>
</tbody>
</table>
As scored by the Project Team, Alignment W1 has been identified as the Technically Preferred Alignment.
Alignment W1 represents an acceptable balance of advantages and disadvantages across the spectrum of evaluation criteria and is being carried forward for presentation to stakeholders as the new Technically Preferred Alignment.

Rationale for selection of Alignment W1:

- Avoids natural heritage features, including wetlands, forests, streams and fish habitat, wildlife passage areas, groundwater recharge areas, regulated floodplain

- Avoids regulated SAR habitat and significant challenges associated with obtaining an Endangered Species Act permit

- Results in the least significant impacts to resident and bed and breakfast business at 500 Stauffer Drive

- Results in the lowest noise impacts

- Avoids cultural heritage features (roadscapes); limited impacts to other cultural heritage features (farm complexes)

- Provides the desired spacing between the new intersection on New Dundee Road and the existing Reidel Drive-Cameron Road intersection

- Is physically the easiest option to construct

Note: Notwithstanding the advantages of Alignment W1, the Project Team has expressed concerns over the potential cumulative effects of this alignment on natural heritage features and agricultural resources associated with the anticipated pressure to relocate the west limit of the City’s urban boundary to match the new Strasburg Road alignment.
Robert Ferrie Drive/Strasburg Road Intersection

The appropriate intersection treatment for the Strasburg Road/Robert Ferrie Drive intersection will be determined through a future Plan of Subdivision process, or a separate Class EA for the Robert Ferrie Drive Extension.

Blair Creek Drive/Strasburg Road Intersection

The preferred intersection option will be determined through the Region of Waterloo’s Roundabout Screening Process.

New Dundee Road/Strasburg Road Intersection

The preferred intersection option will be determined through the Region of Waterloo’s Roundabout Screening Process.
STRASBURG ROAD EXTENSION
From North of Stauffer Drive to New Dundee Road
Class Environmental Assessment
Public Information Centre No. 4 – April 24, 2013

- PIC No. 4 material will be placed on the project website:
  www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

- All comments required to be received by the City by May 8, 2013.

- The Project Team will meet with Heritage Kitchener and the City’s Environmental Committee on May 7, 2013.

- The Project Team will present the Technically Preferred Alignment to the City’s Planning and Strategic Initiatives Committee on May 22, 2013.

- The Project Team will carefully consider all stakeholder input received and proceed with preliminary design of the Technically Preferred Alignment, which may include minor adjustments to the alignment to mitigate potential impacts.

- The Project Team will continue its ongoing dialogue with government agencies to stay up to date on evolving regulatory requirements (e.g., Endangered Species Act) and land use policy decisions (e.g., Ontario Municipal Board hearing on the Regional Official Plan).

- The Environmental Study Report (ESR) will be prepared, presented to City Council and filed in the public record for review and comment (scheduled for Fall 2013).
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Many members (17 of the received comments) expressed a preference for the W1 alignment due to the least environmental impacts, avoidance of sensitive areas (forested areas and wetlands) and protecting to the Bed and Breakfast operation at 500 Stauffer in terms of economic impacts.</td>
<td>Comments regarding the advantages of Alignment W1 are noted.</td>
</tr>
<tr>
<td>2.</td>
<td>Continuous Vehicle Access to 500 Stauffer Drive</td>
<td>A valid and key observation regarding the significance of impacts to the primary access to the property is that access to the dwelling and bed and breakfast will be compromised if Alignment W1 is selected and Reidel Drive and Stauffer Drive are closed and converted scenic walking trails, as proposed in the Doon South Community Plan. You have suggested that Reidel Drive be retained as a public road allowance until such time as a future alternative access is provided to 500 Stauffer Drive. The City of Kitchener is committed to retaining proper access to the property at 500 Stauffer Drive. The existing access will not be closed until a suitable alternative access has been established. This issue will be addressed during refinement of the Technically Preferred Alignment this summer.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>3.</td>
<td>Support for the project, and expression of a desire to move quickly to alleviate traffic on surrounding roads and to reduce the costs associated with the EA process.</td>
<td>Your suggestion that the Class EA study be completed in the most expeditious manner possible is noted. This will be the Project Team’s objective in moving forward from this point in the process.</td>
</tr>
<tr>
<td>4.</td>
<td>Concern regarding impacts from construction and traffic, suggested planting trees along the roadways to reduce noise and pollution.</td>
<td>Currently, no development will be permitted adjacent to the roadway (adjacent lands are situated outside of the urban serviced portion of the City in an area designated for agricultural/rural uses). Therefore, this is not applicable to the South Section of the roadway (currently subject to the Class EA study).</td>
</tr>
<tr>
<td>5.</td>
<td>Robert Ferrie Drive</td>
<td>The Strasburg Road Extension EA will not determine the location of the Robert Ferrie Drive Extension, but, of necessity, did include consideration of the extension to account for the need for road network connectivity (as reflected in the current City of Kitchener Municipal Plan) and the cumulative effects of the Strasburg Road alternatives under consideration. The extension of Robert Ferrie Drive will be subject to a separate planning process, which could occur either under the Environmental Assessment Act, or under the Planning Act as part of the Plan of Subdivision approval process, depending on the location of the road segment under consideration. Regardless of the process used to determine the Robert Ferrie Drive Extension, the City is committed to consulting with all affected and interested stakeholders.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>6.</td>
<td>Suggested the use of Fischer Hallman Road to meet transportation demand needs in this part of the City.</td>
<td>With respect to the use of Fischer Hallman Road to meet transportation demand needs in this part of the City, traffic studies have shown that connection to Fischer Hallman Road would not be an effective planning solution. Neither Fischer Hallman Road nor Homer Watson Boulevard can accommodate the projected residential traffic demand directly from the proposed Brigadoon and Doon South Communities, and other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard already operate beyond their respective capacities during the weekday peak hours and/or will fail within the planning period used to assess future network capacity (to 2031).</td>
</tr>
<tr>
<td>7.</td>
<td>Expressed concern over the potential danger to archaeological and heritage sites.</td>
<td>Stage 1 and Stage 2 archaeological assessments have been completed for the project, by the current Consultant Team. The findings/recommendations of these assessments are as follows: o A single archaeological site, AIHc-22, has been registered within the Strasburg Road Extension Class EA (South Section) study area. The Technically Preferred Alignment (Alignment W1) does not affect this site, which, in any case, has been mitigated according to the property owner. o Archaeological potential exists in the Strasburg Road Extension Class EA study area. All previously undisturbed lands will require a Stage 2 Archaeological Assessment (Property Survey), which must be conducted in accordance with Sections 2.1.1 and 2.1.2 of the MTC 2011 Standards and Guidelines for Consultant Archaeologists.</td>
</tr>
<tr>
<td>8.</td>
<td>Continued comments related to the impacts of the North Section of the project (general overall concern that road will have an impact on the natural environment, (forest and wetlands) in this area).</td>
<td>Environmental studies have been completed for the North Section of the project. The principal background/historical studies related to the North Section are included on the City of Kitchener's Environmental Assessment website: <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>. The North Section of the roadway is currently deemed to be approved under regulatory requirements and has proceeded to the point where Detail Design is complete and approval from the Grand River Conservation Authority has been obtained on the basis of information provided in supporting technical documentation prepared in 2012/2013. The proposed alignment has been established for almost 30 years and is the corridor upon which major long range community planning in the Huron Community and the Brigadoon Community has been premised. To consider other options and alter the alignment at this time would result in significant legal, administrative and financial complexities and hardships for the City, particularly in relation to changes to its planning instruments and dealings with landowners in the area. Draft plans of subdivision are in place and negotiations with owners with regard to land exchanges to facilitate development of the roadway and adjacent land use are well advanced.</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>9.</td>
<td>Suggested that the project be postponed until a full connection to Highway 401 has been designed and financing is available.</td>
<td>We are not aware of any current studies by municipal authorities regarding the connection of arterial roadways in southwest Kitchener to Highway 401. The Strasburg Road Extension is intended to serve approved/imminent development in this part of the City of Kitchener. Alternative land use development scenarios for the southwest section of Kitchener have been investigated by long range planning staff at both the City and the Region of Waterloo. The selected growth strategy has been adopted as part of the City’s Municipal Plan and the Region’s Regional Official Plan.</td>
</tr>
<tr>
<td>10.</td>
<td>Questioned the need for the introduction of a 4-lane road in the project area.</td>
<td>The need for and alignment of the roadway have been established through a comprehensive community planning process and related transportation network and corridor study for this portion of the City, which included an assessment of alternative corridors and consideration of natural heritage features. The principal background studies related to the North Section are included on the City of Kitchener’s Environmental Assessment website: <a href="http://www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp">www.kitchener.ca/en/businessinkitchener/Environmental_assessments.asp</a>. Consultation with Region of Waterloo senior transportation planning staff, and a review of the Region’s most current Regional Transportation Master Plan (TMP) suggests that the Strasburg Road Extension (Huron Road to New Dundee Road) has been recognized as an integral part of the Region’s strategic road network improvement approach, with implementation within 5-10 years (second highest level of priority) (Exhibits 7-16 and 7-17 in the Plan). You may wish to review the TMP at: <a href="http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf">http://www.regionofwaterloo.ca/en/regionalGovernment/resources/RTMP_FINAL_REPORT_PDF.pdf</a>.</td>
</tr>
<tr>
<td>11.</td>
<td>Commented on the adequacy of Homer Watson Boulevard to serve traffic demand.</td>
<td>Traffic studies have shown that Homer Watson Boulevard cannot accommodate the projected residential traffic demand directly from the proposed Brigadoon and Doon South Communities. Other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard already operate beyond their respective capacities during the weekday peak hours and/or will fail within the planning period used to assess future network capacity (to 2031).</td>
</tr>
<tr>
<td>12.</td>
<td>The capability of other existing arterial roadways in the area to handle existing and forecast traffic volumes.</td>
<td>Traffic studies have shown that neither Fischer Hallman Road nor Homer Watson Boulevard can accommodate the projected residential traffic demand directly from the proposed Brigadoon and Doon South Communities. Other traffic studies have indicated that some of the existing intersections on Homer Watson Boulevard and Huron Road already operate beyond their respective capacities during the weekday peak hours and/or will fail within the planning period used to assess future network capacity (to 2031).</td>
</tr>
<tr>
<td>No.</td>
<td>COMMENT</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>-----</td>
<td>---------</td>
<td>----------</td>
</tr>
</tbody>
</table>
| 13. | - Some comments identified this as „the best of bad options“ indicating preference for no road.  
- That the City considers the Do Nothing option. | - As documented in the April 2012 Draft Environmental Study Report, the Doon South – Brigadoon Transportation Network and Corridor Study (1994) developed various road network alternatives, including the Do Nothing scenario, and assessed them under the following criteria:  
  - Natural Environment  
  - Heritage Area and Scenic Roads  
  - Social Environment  
  - Road Networks  
  - Planning and Development Implications  
  - Transportation Costs  
- Each of the above-noted factors was further refined to develop detailed criteria to assess the alternative alignments to identify the preferred alignment. The Do Nothing option was discarded because it “is not a viable alternative due to the fact that the road network within the study area cannot accommodate additional development related traffic without further improvements”. |
| 14. | - Will Reidel Drive and Stauffer Drive west of Caryndale Drive remain in service in the future? What is the timeline for extension of Robert Ferrie Drive west of Tilt Drive to Caryndale Drive? Concern over existing/future congestion on, and operation of, existing City/Regional roads. | - The Doon South - Phase 2 plan recognizes the desire to close certain Scenic-Heritage roads and incorporate them into the community trail network. Based on the Doon South Scenic Roads Study (1995), the plan calls for closure of the north end of existing Reidel Drive and the section of Stauffer Drive west of Tilt Drive and their incorporation in the Scenic Roads Community Trail Network. It is intended that roads designated as part of the Scenic Roads Community Trail Network may be used to access new subdivision development until such time as the permanent collector and local road network is in place to access such development.  
- The timeframe for the implementation of the Robert Ferry Drive Extension from Tilt Drive to Caryndale Drive and beyond has not been determined. The extension of Robert Ferrie Drive will be subject to a separate planning process, which could occur either under the Environmental Assessment Act, or under the Planning Act as part of the Plan of Subdivision approval process, depending on the location of the road segment under consideration. Regardless of the process used to determine the Robert Ferrie Drive Extension, the City is committed to consulting with all affected and interested stakeholders.  
- One of the objectives of implementing the Strasburg Road Extension is to relieve congestion on other arterial roads in the area, including Homer Watson Boulevard. The details of how Strasburg Road will function in relation to operations on other City/Regional roads will be determined at a later stage in project implementation. |
<table>
<thead>
<tr>
<th>No.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.</td>
<td>• General overall concern that road will have an impact on the natural environment, forest, and wetlands in this area.</td>
<td>• Noted and addressed as part of mitigation measures in the ESR.</td>
</tr>
</tbody>
</table>
APPENDIX A.6
FIRST NATION
CONSULTATION
September 23, 2011

Binu Korah  
Manager, Development Engineering  
Kitchener City Hall, 200 King Street West  
Kitchener, Ontario, N2G 4G7  
Binu.korah@kitchener.ca

Dear Binu Korah,

Thank you for your letter of August 29, 2011 regarding your request for baseline information held by Aboriginal Affairs and Northern Development Canada (AANDC) on established or potential Aboriginal and treaty rights in the vicinity of the Strasburg Road Extension in Kitchener, Ontario.

As you may know, consulting with Canadians on matters of interest or concern to them is an important part of good governance, sound policy development and decision-making. In addition to good governance objectives, section 35 of the Constitution Act, 1982, provides statutory, contractual and common law obligations to consult with First Nations, Métis and Inuit people when conduct that might adversely impact rights (established or potential) is contemplated.

It is important to note that the information held by AANDC, which is provided as contextual information, may or may not pertain to established or potential Aboriginal or treaty rights. In most cases, the Aboriginal community remains best placed to explain their traditional use of land, their practices or claims that may fall under section 35.

The Department has recently developed a new information system, the Aboriginal and Treaty Rights Information System (ATRIS), which brings together information regarding Aboriginal groups such as their location, related treaty information, claims (specific, comprehensive and special) and litigation. Using ATRIS and a 100 radius surrounding the project location, information regarding potentially affected Aboriginal communities is presented in the attached report in the following sections for each community:

**Aboriginal Community Information** includes key contact information and any other information such as Tribal Council affiliation.

**Treaties, Claims and Negotiations** includes Historic Treaties, Specific, Comprehensive and Special Claims. Self-Government may be part of Comprehensive claims or stand-alone negotiations.
Litigation usually refers to litigation between the Aboriginal Group and the Crown, often pertaining to section 35 rights assertions or consultation matters.

Also included, where available, is a section entitled **Other Considerations**. This may include additional relevant information such as membership or consultation-related protocols or agreements.

Should you require further assistance regarding the information provided, or if you would prefer that a smaller or greater buffer be used to gather information, please do not hesitate to contact me.

Regards,

Allison Berman  
Regional Subject Expert for Ontario  
Consultation and Accommodation Unit  
Aboriginal Affairs and Northern Development Canada  
300 Sparks Street, Ottawa  
Tel: 613-943-5488

---

Disclaimer  
This information is provided as a public service by the Government of Canada. All of the information is provided “as is” without warranty of any kind, whether express or implied, including, without limitation, implied warranties as to the accuracy or reliability of any of the information provided, its fitness for a particular purpose or use, or non-infringement, which implied warranties are hereby expressly disclaimed. References to any website are provided for information only shall not be taken as endorsement of any kind. The Government of Canada is not responsible for the content or reliability of any referenced website and does not endorse the content, products, services or views expressed within them.

Limitation of Liabilities  
Under no circumstances will the Government of Canada be liable to any person or business entity for any direct, indirect, special, incidental, consequential, or other damages based on any use of this information including, without limitation, any lost profits, business interruption, or loss of programs or information, even if the Government of Canada has been specifically advised of the possibility of such damages.
The following Aboriginal Communities fall within 100 km of your proposed project.

**First Nation/Aboriginal Community Information**

Within the 100 km radius of your project, ATRIS has identified sixteen First Nations with potential interests in the area. The following information should assist you in planning any consultation that may be required.

In general, where historic treaties have been signed, the rights of signatory First Nation’s are defined by the terms of the Treaty. In many cases, however, there are divergent views between First Nations and the Crown as to what the treaty provisions imply or signify. For each First Nation below, the relevant treaty area is provided.

Aboriginal rights tend to be site-specific and are generally defined by the Van der Peet “test” of the Supreme Court of Canada decision of 1993. Rights that some Aboriginal peoples hold as part of a community which derive from their ancestors’ long-standing use and occupancy of Canada are recognized. These include the right to hunt, trap, fish and gather, and are associated with customs, practices and traditions which existed prior to European settlement.

Specific claims are those based upon either the alleged failure of the federal government to meet the terms of an existing agreement, or its fiduciary obligations with respect to the administration of First Nation’s treaties, lands and assets under the Indian Act. The below response provides summaries of relevant claims that are current to the date of the response. As the claims progress regularly, it is recommended that the status of each claim be reviewed through the Reporting Centre on Specific Claims at: http://pse4-esd4.ainc-
Self-government agreements set out arrangements for Aboriginal groups to govern their internal affairs and assume greater responsibility and control over the decision making that affects their communities. Many comprehensive claims settlements also include various self-government arrangements. Self-government agreements address: the structure and accountability of Aboriginal governments, their law-making powers, financial arrangements and their responsibilities for providing programs and services to their members. Self-government enables Aboriginal governments to work in partnership with other governments and the private sector to promote economic development and improve social conditions.

**Caldwell First Nation**
Chief Louise Hillier
P.O. Box 388
Leamington, Ontario, N8H 3W3
Phone: 519-322-1766
Fax: 519-322-1533
[www.sfns.on.ca/pages/Caldwell](http://www.sfns.on.ca/pages/Caldwell)

**Treaty area** – Southern Ontario Treaties for Settlement: 1783 to 1815
For more information on the treaty, see “Other Considerations” below.

**Membership**
Association of Iroquois and Allied Indians
London District Chiefs Council
Southern First Nations Secretariat
Chiefs of Ontario
For more information, see “Other Considerations” below.

**Specific Claims**
- **Name**: Land Entitlement
  - **Status**: settled through negotiation
  - **Description**: The First Nation alleges that their members are the original inhabitants, occupants and owners of Point Pelee & Pelee Island. They contend that they never surrendered Point Pelee in 1790, and that the 999 year lease to Pelee Island was invalid.
- **Name**: Pelee Island
  - **Status**: concluded – no lawful obligation found
  - **Description**: The First Nation alleged that they did not surrender Pelee Island and that the 999 year lease is invalid since the Crown’s patent is void.

**Litigation**
No relevant litigation.
Treaty Area – Southern Ontario treaties to open the interior: 1815 to 1862
For more information on the treaty, see “Other Considerations” below.

Membership
Chiefs of Ontario
See “Other Considerations” below for more information.

Specific Claims
Name: Brant Tract Purchase
Status: settled through negotiations
Description: The First Nation alleged that the 1797 treaty for cession of lands at Burlington Bay was illegal, and that the Mississauga Nation retained rights and title to lakeshore at Burlington Bay and 200 acres at Burlington Heights. The other First Nations involved in this claim are: Curve Lake, New Credit, Alderville, Scugog and Hiawatha. Note: this claim was settled on October 29, 2010.

Name: Crawford Purchase
Status: concluded- no lawful obligation found
Description: The First Nation alleged that the purchase of 1783-1784 covering lands in Frontenac, Prince Edward, Hastings counties and United county of Lennox Addington was illegal.

Name: Damages to Wild Rice
Status: concluded- no lawful obligation found
Description: The First Nation alleged that Mississauga title to wild rice, traditional economy, waters and lands beneath the waters. They claim that flooding by the Trent canal has destroyed the wild rice and hence their traditional economy.

Name: Gunshot Treaty
Status: concluded- no lawful obligation found
Description: The First Nation alleged that the Gunshot Treaty of 1788 covering lands in Prince Edward and Northumberland counties and regional municipality of Durham was illegal. The First Nations involved are: Curve Lake, New Credit, Alderville, Scugog and Hiawatha.

Name: Lake Ontario Lakeshore
Status: concluded- no lawful obligation found
Description: The Mississauga Tribal Claims Council alleged that part of the lakeshore in the townships of Oakville Burlington, Mississauga and Etobicoke were never ceded by treaty or otherwise. The First Nations involved are: Curve Lake, New Credit, Alderville, Scugog and Hiawatha.
Name: Navy Island  
Status: concluded - no lawful obligation found  
Description: The Mississauga Tribal Claims Council alleged that islands were never ceded in the Niagara treaty of 1781.

Name: Niagara Treaty Lands  
Status: concluded - no lawful obligation found  
Description: The Mississauga Tribal Claims Council (MTCC) alleged that lands covered by the Niagara treaty of 1781 in the Regional Municipality of Niagara were never properly ceded & that the Mississauga were not compensated for them. This claim was originally submitted in 1986 by the MTCC as a component of the Williams Treaty claim & was subsequently hived off as a separate claim in 1990.

Name: 200 Acre  
Status: settled through negotiations  
Description: The First Nation alleged that there was an invalid surrender in 1820, of 200 acres of land on the north shore of the Credit River.

Name: Railway Claim – Loss of Use  
Status: settled through negotiation  
Description: The First Nation alleged that there was an invalid expropriation of land for railway purposes in 1876, and failure to compensate for interest in lands taken.

Name: Toronto Purchase  
Status: settled through negotiation in 2010  
Description: Non-fulfilment of the terms of the 1805 Surrender.

**Litigation**  
No relevant litigation.

---

**Oneida Nation of the Thames**  
Chief Joel Abram  
2212 Elm Ave.  
Southwold, Ontario, N0L 2G0  
Phone: (519) 652-3244  
Fax: (519) 652-9287  
[www.oneida.on.ca](http://www.oneida.on.ca)

**Treaty** - Southern Ontario treaties for settlement: 1783 to 1815  
For more information on the treaty, see “Other Considerations” below.

**Membership**  
London District Chiefs Council (LDCC)  
Southern First Nations Secretariat (SFNS)  
Chiefs of Ontario
See “Other Considerations” below for further information.

Specific Claims
No relevant claims to report.

Litigation
No relevant litigation.

### Six Nations of the Grand River
Chief William (Bill) Kenneth Montour
1695 Chiefswood Road
PO Box 5000
Ohsweken, Ontario, N0A 1M0
Phone: (519) 445-2201
Fax: (519) 445-4208
[www.sixnations.ca](http://www.sixnations.ca)

The main reserve is the Six Nations of the Grand River, and is an 18,000 hectare land base located 25 km southwest of the city of Hamilton, between the cities of Brantford, Caledonia and Hagersville, Ontario. Their ancestral homeland is located in the Mohawk River Valley (Ontario and Quebec) and present day states of New York and Vermont.

The Six Nations of the Grand River is the contact point for the following local individual First Nation communities which fall under the Six Nations and/or Haudenosaunee leadership.

- Mohawks of the Bay of Quinte
- Bearfoot Onondago
- Delaware
- Konadaha Seneca
- Lower Cayuga
- Lower Mohawk
- Niharondasa Seneca
- Oneida
- Onondaga Clear Sky
- Tuscarora
- Upper Cayuga
- Upper Mohawk
- Walker Mohawk

The Haudenosaunee Grand Council of Chiefs, also known as the Six Nations Confederacy Council, considers itself to be the central government of the Iroquois Confederacy. They contend that they represent the fifty Chiefs of the Six Nations Confederacy, and assert traditional rights in the southern Ontario region based on the text of the Nanfan treaty. In the past, federal officials have included them in their notification and consultation, however, they are not legally recognized as the official Canadian leadership of the Iroquois.

There is also an American component of the Haudenosaunee Grand Council. It exercises its sovereignty by issuing passports to its citizens travelling abroad. As the territory crosses the Canada/USA border, many Haudenosaunee citizens work and live on opposite sides and may not recognize either a Canadian or American identity. They also may not view the international border in their territory in the same way that the federal governments of either country do.
Treaty Areas
Southern Ontario treaties to open the interior: 1815 to 1862
Nanfan Treaty of 1701
For more information on the treaties, see “Other Considerations” below for more information.

History of Claims and Negotiations with the Six Nations
Prior to 2006, the Government of Canada and the Province of Ontario held discussions with the Elected Chief and Council of the Six Nations in an attempt to achieve out-of-court resolution on various claims. However, this process was interrupted in February of 2006 when a group of Six Nations protesters took occupation in a residential building site in Caledonia known as the Douglas Creed Estates. When the situation escalated, the discussion table was extended to include the Haudenosaunee Confederacy Council (HCC). In addition, a Special Federal Representative and Senior Federal Negotiator were appointed.

The Elected Chief and Council (who are elected under the Indian Act) delegated the lead on resolving matters tied to the Douglas Creek Estates to the Haudenosaunee Confederacy Council. Negotiations on other claims continued to include the HCC, who has retained the lead negotiating tables. The Elected Chief and Council are also represented at the negotiations by a member or members of the Council.

With regard to the litigation process, the Six Nations and Haudenosaunee Grand Council are well informed and have an established capacity. Assertions of rights and title in the past have received high profile in the media. It is recommended that any consultation proceed with respect for their negotiating experience, as well as their consultation knowledge and capacity.

Specific Claims and Negotiations
Six Nations of the Grand River have many specific claims filed with Canada, not all of which are currently active. From the 1980s to the mid-1990s, Six Nations submitted 28 specific claims to Canada. The most relevant claims pertain to the following areas:

The Haldimand Tract
In general, Six Nations' claims deal with past grievances that relate to lands known as the Haldimand Tract. These lands were set aside for Six Nations when they came from New York to Canada in 1784 as allies of the Crown after the American Revolution. While this Tract does not intersect with your project location, the link to a map and information on is included for your information. [http://www.sixnations.ca/LandsResources/HaldProc.htm](http://www.sixnations.ca/LandsResources/HaldProc.htm)

Canada’s negotiation of Six Nations’ claims is an out-of-court process. In 1999, 2000 and 2001, all three parties-Six Nations, the Province of Ontario and the Government of Canada-turned from active litigation to talks to find common ground upon which to proceed with some form of out-of-court resolution. While these efforts did not produce results, other efforts have been made since 2004. The Government of Canada began exploratory discussions with the Six Nations' Elected Chief and Council and the Province of Ontario to address the claims. These discussions were interrupted when a group of Six Nations protesters occupied the then privately owned Douglas Creek Estates site in Caledonia.

There have been no formal negotiation sessions since October 8, 2009. Canada continues to engage in bilateral and trilateral exploratory discussions with representatives from Ontario and Six Nations (both elected and Haudenosaunee councils). The purpose of these discussions has been to explore means to redefine the negotiation process.
The Culbertson Tract Claim
This claim concerns the easterly most First Nation, the Mohawk of the Bay of Quinte. The Culbertson Tract claim relates to a land transaction that took place in 1793. In recognition of military alliance of the Mohawk people during the American Revolution, a tract of land the size of a township was set aside for the Six Nations under a formal treaty issued by Lt.-Gov. John Graves Simcoe.

Under the terms of the treaty, if the lands were to fall into the hands of non-Six Nations interests, the Crown promised to "dispossess and evict" the trespassers from the lands and restore the occupied lands to Six Nations possession.

The Mohawk of the Bay of Quinte’s claim alleges that approximately 827 acres, now located in the townships of Desoronto and Tyendinaga, was improperly taken from the First Nation in 1837. Specific claim negotiations with Canada closed in 2008, and the issue is now in litigation with the Ontario Federal Court since 2010. However, the Mohawk are not asking the court to determine the validity of their claim to the Tract, but rather they are seeking an order that Canada is in breach of fiduciary duty and other legal duties to negotiate in good faith under the Specific Claims Branch Policy. If the Mohawk choose to claim title to the land, they can do so through AANDC’s Special Claims process.

Litigation

Name: Six Nations Elected Council on its own behalf and on behalf of the Six Nations of the Grand River v. The Corporation of the City of Brantford
Status: active
Court No: CV-08-361454
Description: The Plaintiffs seek various declarations pertaining to Ontario and/or the City of Brantford’s constitutional duty to consult with and accommodate the Six Nations of the Grand River before considering or undertaking any planning activities and disposition of lands which could potentially affect the interests of the Six Nations of the Grand River.

Name: Six Nations of the Grand River Band of Indians et al. – Superior Court of Justice
Status: active
Court No.: 406/95
Description: The Plaintiffs claims that an accounting of all Six Nations’ assets including money and real property that was to be held in trust by the Crown for the benefit of the Six Nations since 1784. The Plaintiff seeks a declaration by the Court that the Defendants are in breached of their fiduciary duties towards the Plaintiff, and are liable for replacing all assets or the value of all assets found to be missing, with compound interest.

Name: Aaron Detlor; The Haudenosaunee Development Institute v. The Corporation of the City of Brantford – Superior Court of Justice
Status: active
Court No.: CV-08-356782

Six Nations of the Grand River Land Use Consultation and Accommodation Policy
The Six Nations of the Grand River published a consultation and accommodation policy document in 2009. The Six Nations request that the Crown, developers and municipalities consult in good faith to obtain free and informed consent prior to approval of any projects.
affecting their interests. It is recommended that this protocol be reviewed in advance of consultation to better understand First Nation expectations. However, the federal government does not endorse its content. The link to the protocol is:
http://www.sixnations.ca/admConsultationAccomodationPolicy.pdf

Métis Consultation
In 2004, the Supreme Court of Canada affirmed Métis rights under s.35 of the Constitution Act, 1982 in the Powley decision. The inclusion of the Métis in s.35 represents Canada’s commitment to recognize and value their distinctive cultures, which can only survive if they are protected along with other Aboriginal communities. It is important to recognize that the Métis have asserted rights throughout most of southern Ontario. The best source of information on the nature of these assertions, is from the Métis themselves, who can be contacted via their provincial or national organization.

As neither of the below organizations fully represent the Métis in Ontario, it is recommended that both be contacted.

Métis Consultation Unit
Métis Nation of Ontario Head Office
500 Old St. Patrick Street, Unit D
Ottawa, Ontario, K1N 9G4
Phone: (613) 798-1488
Fax: (613) 725-4225
www.metisnation.org/home.aspx

Métis National Council
350 Sparks Street, Suite 201
Ottawa, Ontario, K1R 7S8
Phone: (613) 232-3216
Fax: (613) 232-4262
info@metisnation.ca

Other Considerations

Membership
First Nations may or may not delegate certain authority and/or powers to tribal councils to administer programs, funding and/or services on their behalf. The best source of information with respect to consultation is though individual First Nations themselves.

Association of Iroquois and Allied Indians
This is a political organization which advocates the interests of its eight members. Using political lines the members form a collective to protect their Aboriginal and treaty rights.
387 Princess Avenue
London, Ontario, N6B 2A7
Phone: (519) 434-2761
London District Chiefs Council (LDCC) and the Southern First Nations Secretariat (SFNS)
The Council is an association of Seven First Nation governments in southwestern Ontario.
22361 Austin Line
Bothwell, Ontario, N0P 1C0
Phone: 519-692-5868
Fax: 519-692-5972

The Secretariat is a non-profit, non-political corporate support body. It provides service delivery for the London District Chiefs Council (LDCC). The Secretariat facilitates communications amongst their member First Nations, their organizations and other similar service providers.
22361 Austin Line
Bothwell, Ontario
N0P 1C0
Tel: 519-692-5868
http://www.sfns.on.ca

Chiefs of Ontario
The Chiefs of Ontario is a coordinating body for 133 First Nation communities in Ontario. The main objective of this body is to facilitate the discussion, planning, implementation and evaluation of all local, regional and national matters affecting its members.
Administrative Office:
111 Peter Street, Suite 804
Toronto, Ontario, M5V 2H1
Phone: (416) 597-1266
Fax: (416) 597-8365

Political Office:
Fort William First Nation
RR 4, Suite 101, 9- Anemki Drive
Thunder Bay, Ontario, P7J 1A5
Phone: (807) 626-9339
Fax: (807) 626-9404
www.chiefs-of-ontario.org

Treaties of Southern Ontario- The Upper Canada Treaties
There are several treaty making eras which impact the province of Ontario. These eras are known as the Upper Canada Land Surrenders from 1764 to 1862 and the Williams Treaties of 1923. The Upper Canada Land Surrenders are seen as treaties which transfer all Aboriginal rights and title to the Crown in exchange for one-time payments. In light of some recent court decisions, this position may not be as clear as believed. There may be residual rights remaining especially relating to hunting and fishing. Debate on the interpretation of the Williams Treaties continues as well.
1764-1782 – Early Land Surrenders
The Royal Proclamation of 1763 established the protection from encroachment of an Aboriginal territory outside of the colonial boundaries (see map below). Rules and protocols for the acquisition of Aboriginal lands by Crown officials were set out and became the basis for all future land treaties. In response to military and defensive needs around the Great Lakes, the Indian Department negotiated several land surrender treaties in the Niagara region.

1783-1815- Treaties for Settlement
As part of the plan to resettle some 30,000 United Empire Loyalists who refused to accept American rule, and fled to Montreal, the Indian Department undertook a series of land surrenders west of the Ottawa River with the Mississauga and the Chippewa of the southern Great Lakes.

1815-1862- Treaties to Open the Interior
After the war of 1812, the colonial administration of Upper Canada focused on greater settlement of the colony. The Indian Department completed the last of the over 30 Upper Canada Land Surrenders around the Kawartha, Georgian Bay, and the Rideau and Ottawa Rivers. All of this land which today is known as Southern Ontario, was ceded to the Crown.

Southern Ontario Treaty Making After the Upper Canada Land Surrenders
While the protocols for surrenders established in 1763 by the Royal Proclamation, were largely followed by the Indian Department, several were problematic due to unsigned documents, vague descriptions or non-existent payments. In response, the province of Ontario and Canada enlisted a commission in 1916 to examine these issues. The Commission recommended that new treaties be made, and appointed A.S. Williams to negotiate. In 1923, these treaties were negotiated with the Ojibway First Nations for their rights and title in exchange for a one time payment.
Contrary to the terms of the Robinson Treaties in Ontario (1850) and the more recent numbered treaties in the west, the Williams Treaties were land for cash deals and the Aboriginal signatories surrendered all of their rights and benefits to the Crown. Since the signing of these treaties, the surrender of the rights to hunt and fish has been debated. The territorial overlap with other treaties which have a continued right to hunt and fish is also an issue with Williams Treaties First Nations.

*Treaty Boundaries in Southern Ontario

The treaty boundaries on the above map for Southern Ontario are approximate. The treaty areas listed for each Aboriginal community are based on the geographic location of the each First Nation.

Nanfan Treaty of 1701

This Treaty, also known as the Treaty of Albany, covers a land base of 800 by 400 miles around the Lake Erie, Huron and Ontario area, as well as a portion of the United States. The Treaty states that the five nations (Mohawks, Onondagas, Oneida, Seneca and Cayuga) are to have free hunting for the signatories and their descendants forever. It also states that the signatories would be free of all disturbances, and enjoy protection from the Crown of England. The Province of Ontario (*R. v. Ireland (1990)* decision) recognizes the hunting rights under the Nanfan Treaty. Presently, Canada does not have a position concerning the legitimacy of the Nanfan Treaty.

Provincial guidelines

Under its responsibility to promote stronger Aboriginal relationships, the provincial government has drafted consultation guidelines to meet Ontario’s obligation to consult on Aboriginal and treaty rights. For more information, and to review the guidelines, follow the link: [http://www.ontario.ca/en/your_government/009881.html](http://www.ontario.ca/en/your_government/009881.html)
October 14, 2011

Chief Bill Montour
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken ON N0A 1M0

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Chief Montour,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

**Date:** Wednesday October 26, 2011  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

**Comments**

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah, P.Eng.**  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2974  
Fax: (519) 741-2747  
TTY: 1-856-989-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

**cc:** Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI

---

Z:\Sections\Development Engineering\Development Charge Projects\Roads\Strasburg Road Extension\Class EASix Nations Letters - October 17 2011\Merged First Nation Letters (2).docx
October 14, 2011

Mr. Paul General
Six Nations of the Grand River
1695 Chiefwood Road
Ohsweken ON N0A 1M0

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Mr. General,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Staufer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

Date: Wednesday October 26, 2011
Time: 6:00 p.m. to 8:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the shortlisted alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

Comments

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4C7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.
B. Wong, SLI
October 14, 2011

Chief Louise Hillier
Caldwell First Nation
P.O Box 388
Leamington ON N8H 3W3

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Chief Hillier,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

**Date:** Wednesday October 26, 2011  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

**Comments**

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah**, P.Eng.  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2974  
Fax: (519) 741-2747  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn**, MCIP, RPP  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.  
    B. Wong, SLI
October 14, 2011

Chief, Bryan Laforme
Mississauga of the Credit
2789 Mississauga Road
Haersville ON N0A 1H0

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Chief Laforme,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

Date: Wednesday October 26, 2011  
Time: 6:00 p.m. to 8:00 p.m.  
Location: Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the shortlisted alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

Comments

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2974  
Fax: (519) 741-2747  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, P.Eng.  
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
October 14, 2011

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
Southwold ON N0L 2G0

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Chief Abram,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

**Date:** Wednesday October 26, 2011  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

**Comments**

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah, P.Eng.**  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2974  
Fax: (519) 741-2747  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
October 14, 2011

Metis Nation of Ontario Head Office
Metis Consultation Unit
500 Old St. Patrick Street, Unit D
Ottawa ON K1N 9G4

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Sir or Madam,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

Date: Wednesday October 26, 2011
Time: 6:00 p.m. to 8:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.
B. Wong, SLI
October 14, 2011

Metis National Council
350 Sparks Street, Suite 201
Ottawa ON K1R 7S8

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFTER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 3

Dear Sir or Madam,

The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The first and second in a series of three Public Information Centres (PIC) have been held to introduce the study and the scope of the EA investigations (June 2010) and present the short list of candidate alignments for making the connection between the established alignment and New Dundee Road (June 2011). The third PIC will be held as follows:

Date: Wednesday October 26, 2011  
Time: 6:00 p.m. to 8:00 p.m.  
Location: Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 3 is to report on study progress, present the assessment of the short-listed alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

The Project Team has received comments on the segment of the Strasburg Road Extension between Rush Meadow Street and north of Stauffer Drive (North Section). These comments have been considered as part of the Detail Design work, and the proposed design for the North Section will be presented at a PIC scheduled for early 2012.

Comments

Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah, P.Eng.**  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2974  
Fax: (519) 741-2747  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M5C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours very truly,

[Signature]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

cc: Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
April 5, 2013

Chief Bill Montour  
Six Nations of the Grand River  
1695 Chiefwood Road  
Ohsweken ON N0A 1M0

Dear Chief Montour,

RE STRASBURG ROAD EXTENSION  
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD  
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

**Date:** Wednesday April 24, 2013
**Time:** 7:00 p.m. to 9:00 p.m.
**Location:** Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

**Comments**
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Biniu J. Korah, MBA, P.Eng.**
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 Ext. 7974
Fax: (519) 741-2230
TTY: 1-866-969-9994
Email: biniu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snclavalin.com

Yours truly,

[Signature]

Biniu Korah, MBA, P.Eng.
Manager, Development Engineering

BK/la

c. Ian Upjohn, SNC-Lavalin Inc.
B. Wong, SLI
2:\Sections\Development Engineering\Development Charge Projects\Roads\Strasburg Road Extension\Class E\Six Nations
Letters - April 2013\Six Nations Grand River.doc
April 5, 2013

Mr. Paul General
Six Nations of the Grand River
1695 Chiefwood Road
Ohsweken ON N0A 1M0

Dear Mr. General,

RE STRASBURG ROAD EXTENSION FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

**Date:** Wednesday April 24, 2013  
**Time:** 7:00 p.m. to 9:00 p.m.  
**Location:** Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

**Comments**  
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah, MBA, P.Eng.**  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2200 Ext. 7974  
Fax: (519) 741-2230  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6269  
Fax: (416) 231-5355  
Email: ian.upjohn@snc-lavalin.com

Yours truly,

\[Signature\]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

BKJa  
c. Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
April 5, 2013

Chief Bryan Laforme
Mississauga of the Credit
2789 Mississauga Road
Haersville ON N0A 1H0

Dear Chief Laforme,

RE STRASBURG ROAD EXTENSION FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date:       Wednesday April 24, 2013
Time:       7:00 p.m. to 9:00 p.m.
Location:   Huron Heights Secondary School Cafetorium
            1825 Strasburg Road
            Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 Ext. 7974
Fax: (519) 741-2230
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snc-lavalin.com

Yours truly,

[Signature]
Binu Korah, MBA, P.Eng.
Manager, Development Engineering

8K/1a
cc: Ian Upjohn, SNC-Lavalin Inc.
    B. Wong, SLI
    Z:\Sections\Development Engineering\Development Charge Projects\Roads\Strasburg Road Extension\Class EA\Six Nations Letters - April 2013\Mississauga of the Credit.doc
April 5, 2013

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
Southwold ON N0L 2G0

Dear Chief Abram,

RE STRASBURG ROAD EXTENSION FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date: Wednesday April 24, 2013  
Time: 7:00 p.m. to 9:00 p.m.  
Location: Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments  
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2200 Ext. 7974  
Fax: (519) 741-2230  
TTY: 1-866-999-9994  
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snclavalin.com

Yours truly,

[Signature]
Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

BK/lla  
c. Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
April 5, 2013

Metis Nation of Ontario Head Office
Metis Consultation Unit
500 Old St. Patrick Street, Unit D
Ottawa ON K1N 9G4

Dear Sir/Madam,

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date:       Wednesday April 24, 2013
Time:       7:00 p.m. to 9:00 p.m.
Location:   Huron Heights Secondary School Cafetorium
            1825 Strasburg Road
            Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 Ext. 7974
Fax: (519) 741-2230
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: (416) 231-5356
Email: ian.upjohn@snc-lavalin.com

Yours truly,

[Signature]

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

BK/ia

cc. Ian Upjohn, SNC-Lavalin Inc.
    B. Wong, SLI
    2:\Sections\Development Engineering\Development Charge Projects\Roads\Strasburg Road Extension\Class EA\Six Nations Letters - April 2013\Metis Nation of Ontario.doc
April 5, 2013

Metis National Council
350 Sparks Street, Suite 201
Ottawa ON K1R 7S8

Dear Sir/Madam,

RE STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date: Wednesday April 24, 2013
Time: 7:00 p.m. to 9:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2200 Ext. 7974  
Fax: (519) 741-2230  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours truly,

[Signature]

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

BK/ls

c. Ian Upjohn, SNC-Lavalin Inc.
B. Wong, SLI
April 5, 2013 re-sent April 15, 2013

Metis National Council
#4-340 MacLaren Street
Ottawa, ON K2P 0M6

Dear Sir/Madam,

RE STRASBURG ROAD EXTENSION FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

**Date:** Wednesday April 24, 2013  
**Time:** 7:00 p.m. to 9:00 p.m.  
**Location:** Huron Heights Secondary School Cafetorium  
1825 Strasburg Road  
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

**Comments**  
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

**Mr. Binu J. Korah, MBA, P.Eng.**  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2200 Ext. 7974  
Fax: (519) 741-2230  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

**Mr. Ian K. Upjohn, MCIP, RPP**  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6269  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours truly,

[Signature]

Binu Korah, MBA, P.Eng.  
Manager, Development Engineering

BK/ls

C. Ian Upjohn, SNC-Lavalin Inc.  
B. Wong, SLI
April 5, 2013

Chief Louise Hillier
Caldwell First Nation
P.O Box 388
Leamington ON N8H 3W3

Dear Chief Hillier,

RE  STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF PUBLIC INFORMATION CENTRE NO. 4

The Study
The City of Kitchener is progressing with the Class Environmental Assessment (EA) Study for the South Section of the Strasburg Road Extension from north of Stauffer Drive southerly to New Dundee Road. The accompanying Key Plan illustrates the alignment of the established Strasburg Road corridor, for which Detail Design is in progress (North Section), and the limits of the Strasburg Road Extension Class EA Study (South Section).

The Process
The City is conducting the Class EA study in accordance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. The Class EA process includes public and government agency consultation, evaluation of project alternatives, an assessment of the impacts of the proposed improvements, and identification of measures to mitigate any adverse environmental impacts.
The City held a Public Information Centre (PIC) in October 2011 and released the Draft Environmental Study Report (ESR) in May 2012 for public review. Based on stakeholder input, the City is conducting supplementary work, and the Project Team has identified a new Technically Preferred Alignment that differs from that shown in the Draft ESR. A PIC to present the results of the supplementary work, including the new Technically Preferred Alignment, will be held as follows:

Date: Wednesday April 24, 2013
Time: 7:00 p.m. to 9:00 p.m.
Location: Huron Heights Secondary School Cafetorium
1825 Strasburg Road
Kitchener, N2R 1S3

The purpose of PIC No. 4 is to report on study progress, present the comparative assessment of the alignment alternatives, identify the Technically Preferred Alignment, and provide an opportunity for public and government agency review and comment. Representatives from the City and the Consultant Team will be present at this drop-in information session to answer questions and discuss the next steps in the study.

Comments
Stakeholder consultation is vital to the Class EA process. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before a final decision is made on a preferred alignment for the South Section of the Strasburg Road Extension. With the exception of personal information, all comments will become part of the public record.

To provide your comments or to request additional information concerning this project, please contact either of the following Project Team members:

Mr. Binu J. Korah, MBA, P.Eng.  
Manager, Development Engineering  
City of Kitchener  
200 King Street West  
Kitchener, ON N2G 4G7  
Phone: (519) 741-2200 Ext. 7974  
Fax: (519) 741-2230  
TTY: 1-866-969-9994  
Email: binu.korah@kitchener.ca

Mr. Ian K. Upjohn, MCIP, RPP  
Principal Planner  
Environment Division  
SNC-Lavalin Inc.  
195 The West Mall  
Toronto, ON M9C 5K1  
Phone: (416) 679-6289  
Fax: (416) 231-5356  
Email: ian.upjohn@snc-lavalin.com

Yours truly,

[Signature]

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

BK/ls

c. Ian Upjohn, SNC-Lavalin Inc.
B. Wong, SLI
June 17, 2013

Caldwell First Nation
P.O. Box 388
Leamington, ON
N8H 3W3

Attention: Ms. Carrie Anne Peters, Community Wellness Worker

STRASBURG ROAD EXTENSION (FROM NORTH OF DRIVE TO NEW DUNDEE ROAD)
CLASS ENVIRONMENTAL ASSESSMENT

Dear Ms. Peters,

Thank you for your June 5, 2013 email in the subject regard. Attached for your information is a hard copy of the material presented at the April 24, 2013 Public Information Centre (PIC) for the project. The purpose of the PIC was to present the comparative assessment of alignment alternatives and the Technically Preferred Alignment for the Strasburg Road Extension.

With respect to your question regarding effects/impacts to waterways, I can advise you that the Technically Preferred Alignment (Alignment W1) does not cross the watercourse (Blair Creek) in the study area; this is one of its principal advantages.

The Project Team is in the process of preparing Preliminary Design of the Technically Preferred Alignment, and completing the Environmental Study Report (ESR). Once the ESR has been endorsed by City Council, it will be placed in the Public Record for a 30 calendar day period. Caldwell First Nation will be notified when the ESR has been filed in the Public Record.

I trust that this will be of assistance.

Yours truly,

Binu Korah, MBA, P.Eng.
Manager, Development Engineering

BK/lk
B. Wong/l. Upjohn – SNC Lavalin Inc.
Z:\Sections\Development Engineering\Development Charge Projects\Roads\Strasburg Road Extension\Class EA\Six Nations Letters - June 2013\Caldwell First Nations - June 2013.doc
APPENDIX A.7
NOTICE OF COMPLETION
STRASBURG ROAD EXTENSION
FROM NORTH OF STAUFFER DRIVE TO NEW DUNDEE ROAD
CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF COMPLETION OF ENVIRONMENTAL STUDY REPORT

The Project
In order to relieve congestion on existing roads and accommodate travel demand associated with projected growth in southwest Kitchener, the City of Kitchener is proposing to extend Strasburg Road southerly from the established alignment for the roadway in the Brigadoon Community. The project involves construction of a new 4-lane roadway and associated drainage and stormwater management facilities from north of Stauffer Drive to New Dundee Road, including improvements to New Dundee Road to accommodate the new intersection with Strasburg Road. The accompanying Key Plan illustrates the proposed alignment for the Strasburg Road Extension that is the subject of this Class Environmental Assessment study.

The Process
The City has planned the South Section of this project in accordance with Schedule ‘C’ of the Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended (2007 & 2011), in compliance with the Ontario Environmental Assessment Act. Accordingly, the City has completed an Environmental Study Report (ESR), which documents public and government agency consultation; the development and evaluation of project alternatives; an assessment of the impacts of the proposed road improvements; identification of measures to mitigate any adverse environmental effects; and commitments to additional investigations and consultation in subsequent project phases. By this Notice, the ESR is being placed in the public record. A copy of the ESR will be available for review at the following locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Hours</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Clerk’s Office</td>
<td>Kitchener City Hall</td>
<td>Mon-Fri 8:30 am – 4:30 pm</td>
<td>(519) 741-2203</td>
</tr>
<tr>
<td></td>
<td>Kitchener, Ontario</td>
<td>Tel.:</td>
<td></td>
</tr>
<tr>
<td>Engineering Services, 9th Floor</td>
<td>Kitchener City Hall</td>
<td>Mon-Fri 8:30 am – 4:30 pm</td>
<td>(519) 741-2200</td>
</tr>
<tr>
<td></td>
<td>Kitchener, Ontario</td>
<td>Tel.: (519) 741-2747</td>
<td></td>
</tr>
<tr>
<td>Kitchener Public Library</td>
<td>Pioneer Park Branch</td>
<td>Mon-Thurs 9:30 am – 9:00 pm Fri 9:30 am – 5:30 pm Sat 9:00 am – 5:30 pm</td>
<td>Tel.: (519) 748-2740</td>
</tr>
<tr>
<td></td>
<td>Kitchener, Ontario</td>
<td>Tel.:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kitchener Public Library</td>
<td>Tel.:</td>
<td></td>
</tr>
</tbody>
</table>

Note: City Hall and the Library will be closed during public holidays. The ESR is also posted on the city’s website: http://kitchener.ca/en/businessinkitchener/Environmental_assessments.asp

Interested parties are requested to provide comments on the ESR to Mr. Binu Korah, MBA, P.Eng., at the City of Kitchener within 45 calendar days of the date of this Notice.

If concerns regarding the project cannot be resolved in discussions with the City, a person may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Requests must be received by the Minister at the address below by January 22, 2014. A copy of the request must also be sent to the contact person at the City of Kitchener. If no request is received by January 22, 2014, the Strasburg Road Extension will proceed to the Detail Design and Construction phases as proposed in the ESR.

Mr. Binu J. Korah, MBA, P.Eng.
Manager, Development Engineering
City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 Ext. 7974
Fax: (519) 741-2747
TTY: 1-866-969-9994
Email: binu.korah@kitchener.ca

Minister of the Environment
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto, ON M7A 2T5

This Notice first issued on December 6, 2013.