



Region of Waterloo

**Lancaster Street Reconstruction
Wellington Street to Bridgeport Road
City of Kitchener
Public Consultation Information Package**

What: The Region of Waterloo is undertaking an Environmental Assessment and Preliminary Design Study for the reconstruction of roadworks and municipal services on Lancaster Street (Regional Road 29) in the City of Kitchener.

Where: Lancaster Street from Wellington Street to Bridgeport Road.

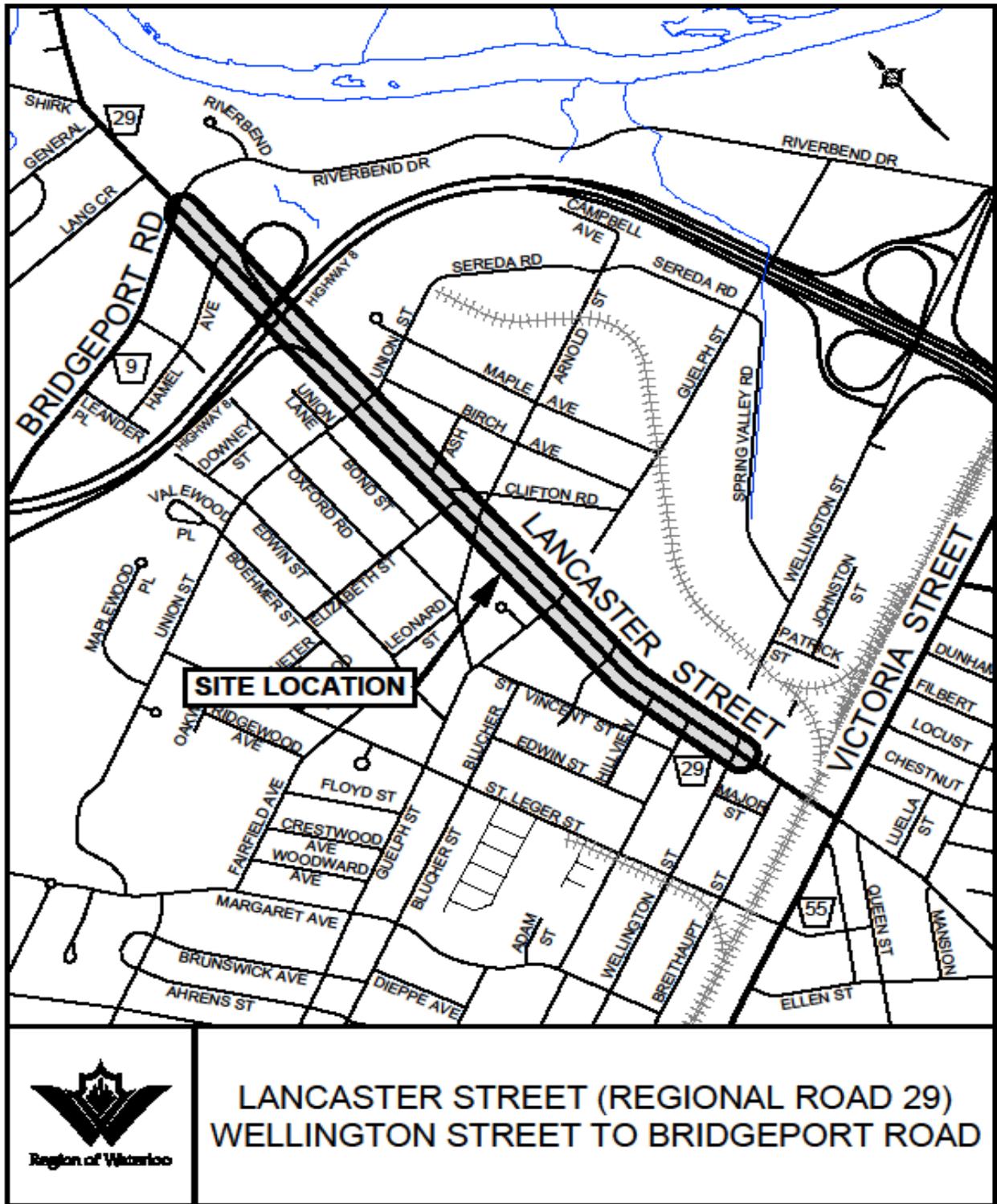
Why: To replace deteriorated pavement structure, sanitary sewers, storm sewers and watermains, improve traffic operations at intersections and provide facilities for pedestrians and cyclists.

When: Construction is currently scheduled to occur in phases from 2024 to 2026.

Who: Peter Linn, P.Eng.
Senior Project Manager
Region of Waterloo, Design and Construction
Phone: (519) 575-4757 ext. 3773
Email: PLinn@regionofwaterloo.ca

Public Consultation to be held virtually online at www.engagewr.ca/kitchener-lancaster-street from October 17 to November 10, 2022.

KEY PLAN



1. Why is the Region of Waterloo undertaking this study?

Lancaster Street, within the study area, is under the jurisdiction of the Regional Municipality of Waterloo (the Region). The Region is undertaking an Environmental Assessment and Preliminary Design Study to determine what improvements to the roadway and municipal services are required and how they should be implemented.

Lancaster Street currently consists of a two lane cross-section between Wellington Street and Union Street and four lanes between Union Street and Bridgeport Road. North of Bridgeport Road, Lancaster Street narrows to a two lane cross-section. There is a four lane bridge over Highway 85 between Union Street and Bridgeport Road. This bridge and the access ramps from Highway 85 are under the jurisdiction of the Ontario Ministry of Transportation (MTO).

The road is generally in satisfactory condition. However, this can be attributed to the single lift resurfacing that was done in 2009 as a temporary solution to defer the full depth road reconstruction that was required at the time. The roads granular base has continued to deteriorate and the overall condition of the road is expected to be in poor condition by the time of the scheduled reconstruction of the road. There are no existing cycling facilities on Lancaster Road. The existing sidewalks are not continuous within the study area.

Between Louisa Street and Bridgeport Road a jointly owned (Region and City of Kitchener) dual-use watermain is present. Sections of this watermain are over 80 years old and must be replaced due to on-going maintenance and repair issues. It is proposed that a new large diameter Regional trunk watermain and a separate local distribution watermain be installed to replace this dual-use watermain. The City of Kitchener has also indicated that the sanitary sewer between Louisa Street and Bridgeport Road must also be replaced due to its age.

2. Who is directing this study?

The planning and design of this study is being directed by a project team consisting of staff from the Region, the City of Kitchener, and Kitchener City Councillor Sarah Marsh. A local consulting engineering firm, WalterFedy, has been retained by the Region to assist with the preparation of the Environmental Assessment and Preliminary Design Study, future detailed design and construction administration and inspection services during construction.

3. How is this project being planned and designed?

Specific project needs will be confirmed during the Environmental Assessment and Preliminary Design Study. Since the improvements being considered will not involve changes to the use, capacity or location of the reconstructed road, the Region intends to follow a Schedule A+ Municipal Class Environmental Assessment (EA) planning and design process. This means that the project is expected to have minimal long term adverse impacts on the environment.

The Municipal Class EA is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts are considered before a project is approved. The project may proceed to construction provided appropriate public consultation is undertaken.

Studies of current conditions within the study area have been completed including the following;

- Intersection Control Study of the Bridgeport Road and Lancaster Street intersection
- Road Safety Audit
- Geotechnical Investigation and Pavement Design Report
- Vegetation Inventory Report
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource assessment: Existing Conditions Report
- Phase 1 Environmental Site Assessment

Recommendations contained in these studies will be considered during the design of any infrastructure improvements within the study area.

The planning for this project will include public and stakeholder consultation to determine the potential impacts of the improvements being considered. Measures will be implemented to mitigate adverse impacts during and after construction to the greatest extent possible.

4. What is the purpose of this public consultation process?

Members of the public, business owners and other stakeholders are invited to review the existing conditions, identified deficiencies and potential improvements being considered and provide comments.

The public can forward their comments via the online form at www.engagewr.ca/kitchener-lancaster-street. Residents can also complete a hard copy form included in this package, and email to contact provided. All comments received will be considered along with other information received over the course of the study to assist the project team in completing the planning and design of this project.

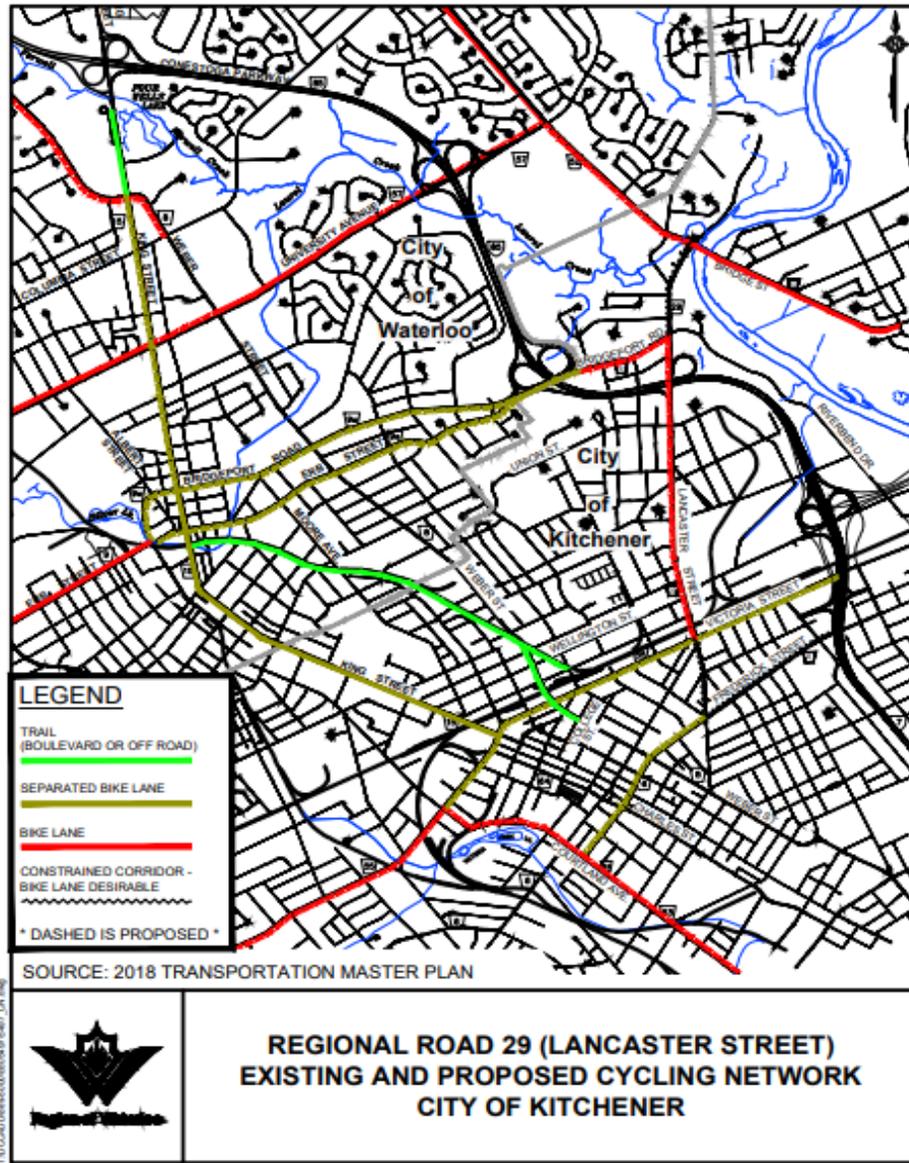
5. Are active transportation facilities being considered?

Yes, cycling facilities and sidewalks are being considered.

The Region's Corridor Design Guidelines identifies Lancaster Street within the study area as a Residential Connector. As such, the road corridor should have a strong focus on active transportation and transit modes of travel. Alternative types of cycling facilities are being considered and are described in Section 8 of this information package. In addition, sidewalks are proposed to be replaced or constructed where none currently exist.

The Region's 2018 Transportation Master Plan does not identify a need to widen Lancaster

Street within the study area to provide additional long-term vehicular traffic capacity. The plan does recommend that the Bridgeport Road at Lancaster Street intersection be improved to increase capacity through the intersection and that on-road cycling lanes be installed on Lancaster Street to connect with future cycling facilities on Bridge Street, Bridgeport Road and Frederick Street.



6. What other projects are being planned in this area?

The Region’s approved 2022 Transportation Capital Program includes funding for the following projects in the vicinity of the study area;

- Bridgeport Road, Lancaster Street to Margaret Avenue – reconstruction in 2027
- Victoria Street, Lancaster Street to Margaret Avenue – resurfacing in 2024
- Lancaster Street at Metrolinx Rail crossing – Grade Separation Feasibility Study to be undertaken in 2022/23

7. What Improvements are being considered within the study area?

In order to improve the existing road conditions, the existing granular base, concrete curbs and asphalt surface must be replaced. The reconstruction of the roads pavement structure presents an opportunity to address other deficiencies within the study area. The additional improvements currently being considered include;

- Resurfacing of Lancaster Street between Bridgeport Road and General Drive including the construction of a new concrete sidewalk on the east side of Lancaster Street to service new development in the area
- Construction of new pedestrian and cycling facilities
- Intersection improvements at Bridgeport Road, Elizabeth Street, Louisa Street and Wellington Street including signal modernization and lane reconfiguration to improve capacity and safety
- Replacement of City of Kitchener sanitary sewers and watermains from Louisa Street to Bridgeport Road
- Replacement of Region of Waterloo storm sewers and trunk watermain from Louisa Street to Bridgeport Road
- Reconstruction of existing sidewalks and retaining walls as necessary
- Improvements to GRT bus stop pads
- Installation of a pedestrian refuge island at the Hamel Avenue intersection
- Utility relocation where necessary to accommodate the proposed improvements

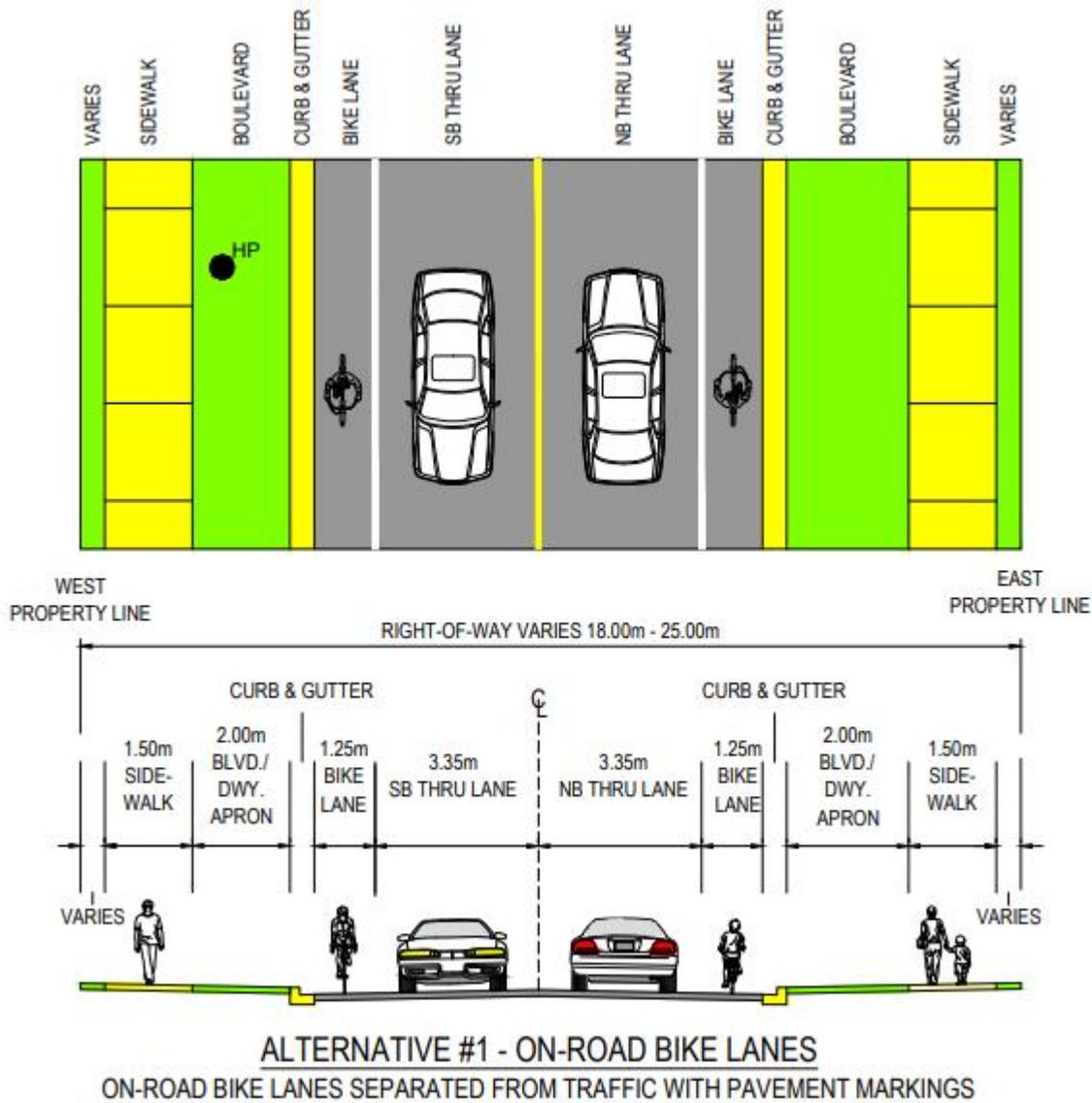
8. What alternative cycling facilities are being considered?

Three alternative designs are currently being considered for cycling facilities on Lancaster Street within the study area. The narrow existing right-of-way width of Lancaster Street will impact the width of the facilities being considered, especially south of Guelph Street where there is a significant difference in elevation between residential properties and the existing road. The alternatives include the following;

Alternative #1 – On-road cycle lanes

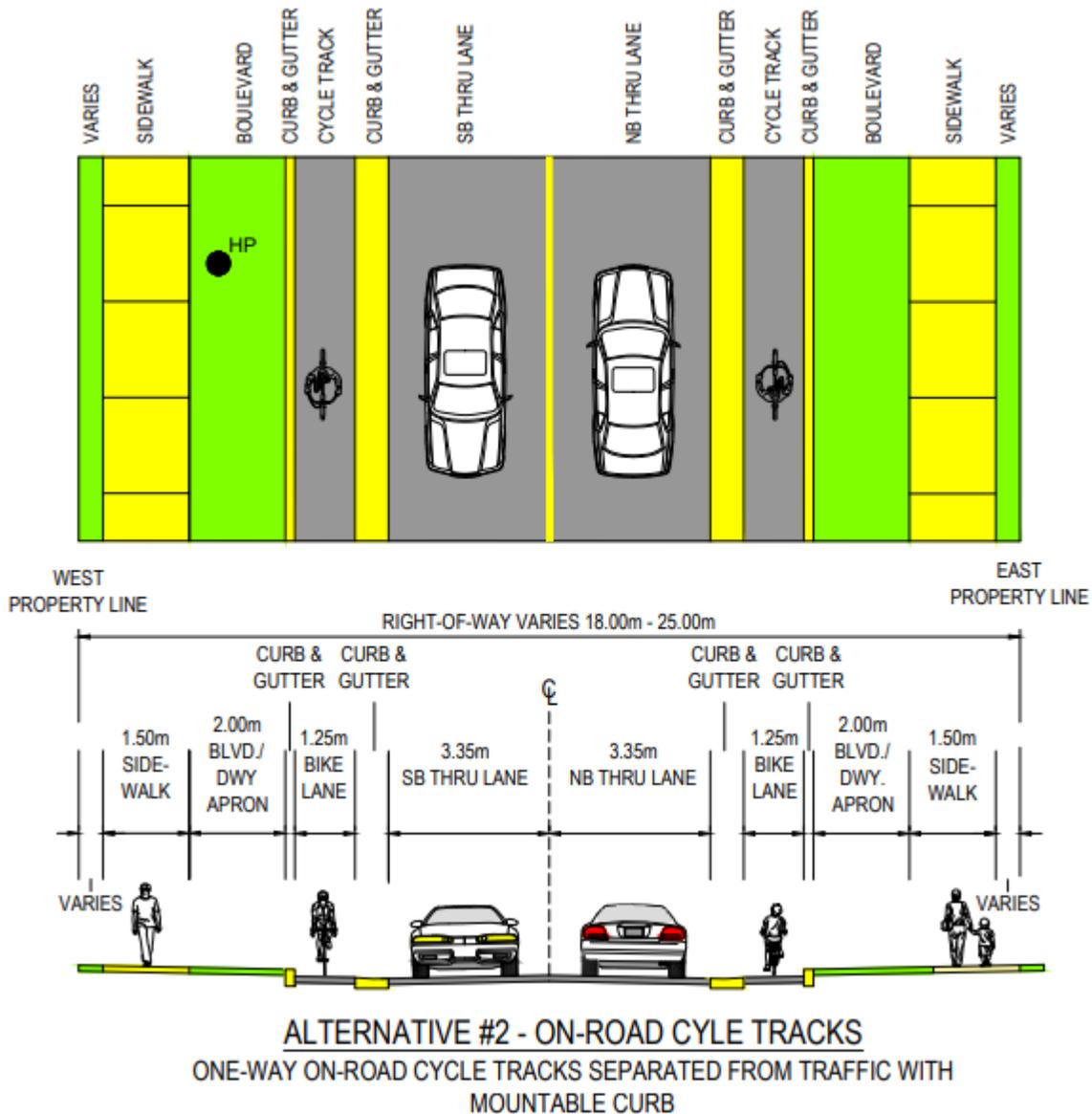
This alternative includes cycling lanes built a part of the asphalt road surface with the lane designated for cyclists demarcated with a painted line. Separate concrete sidewalks would be constructed between the curb and edge of the municipal right-of-way. This type of cycling facility conforms with the recommendations for cycling facilities on Lancaster Street contained in the Region's 2018 Transportation Master Plan. Alternative #1 would

be the least expensive to construct and maintain of the three alternatives being considered.



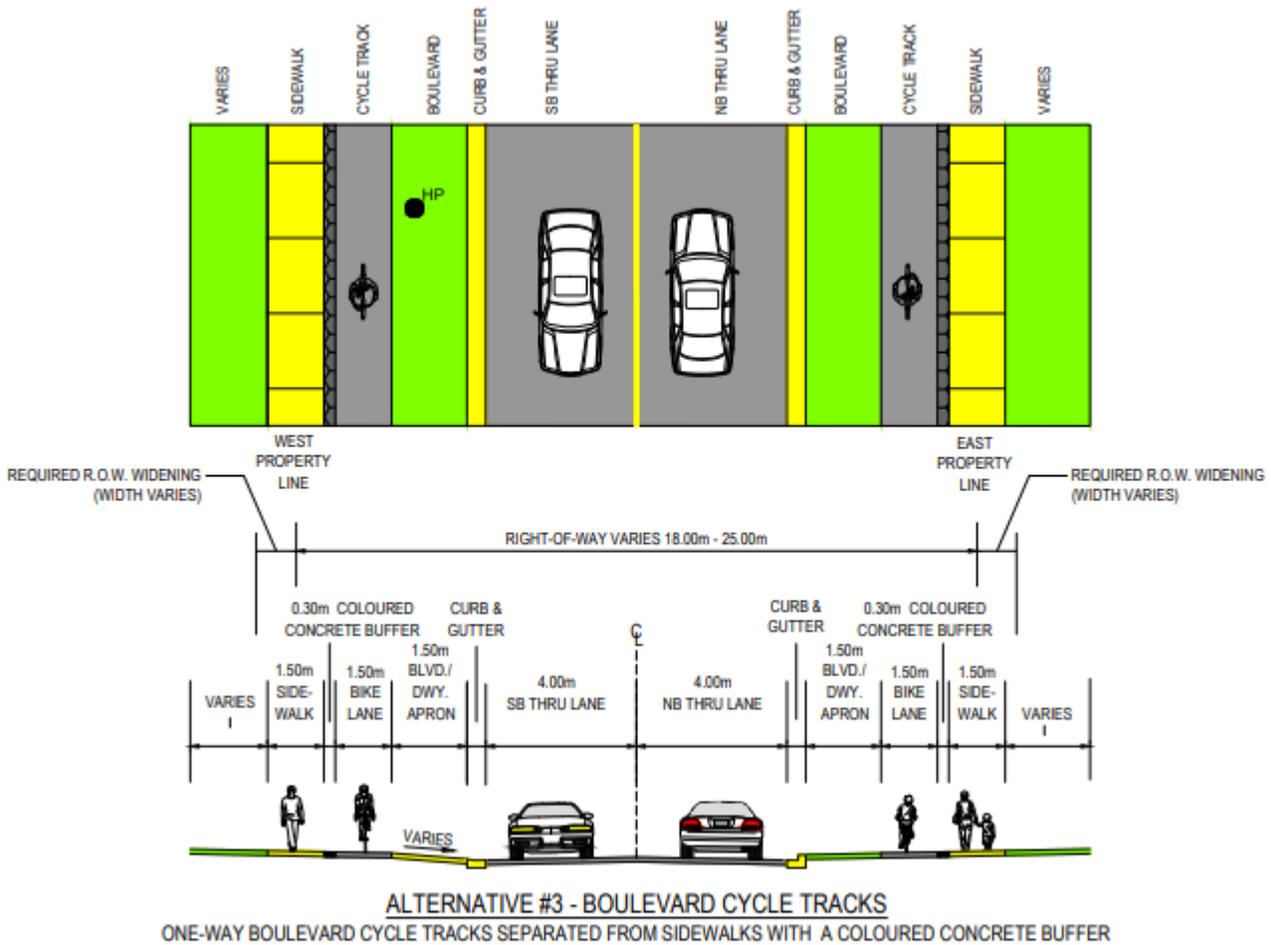
Alternative #2 – On-road cycle tracks

This alternative includes cycling lanes built as part of the roads pavement structure but separated from the motor vehicles lanes by a flush concrete curb. Separate concrete sidewalks would be constructed between the barrier curb at the edge of the cycle track and the edge of the municipal right-of-way. This alternative would increase the separation distance between motor vehicles and cyclists but would require utility relocation and limited property acquisition within the corridor.



Alternative #3 – Boulevard cycle tracks

This alternative includes cycling lanes built within the boulevard between the barrier curb at the edge of the road and the edge of the municipal right-of-way. The asphalt cycling lane would be built abutting the concrete sidewalk. A flush concrete buffer would be constructed between the cycling lane and the sidewalk. This alternative would maximize the separation distance between motor vehicles and cyclists. However the extra width required for this type of facility would require extensive utility relocation and property acquisition within the corridor. Alternative #3 would be the most expensive to construct and maintain of the three alternatives being considered.



The construction of cycling facilities on the Highway 85 overpass bridge has been discussed with MTO staff. The proposed reconstruction of Lancaster Street will provide an opportunity to reduce the number of vehicular lanes on the bridge from the existing four to two. This will create sufficient space for cycling lanes on the existing bridge deck. MTO staff have agreed with this configuration. In order to improve safety for cyclists on the bridge, the potential impacts of the elimination of the access ramps from Lancaster Street to Highway 85 is currently being studied by Regional and MTO staff.

9. Is there a preferred design alternative?

The project team has consulted with the Kitchener Cycling and Trails Advisory Committee and the Region of Waterloo Active Transportation Advisory Committee regarding the alternative designs being considered for the cycling facilities on Lancaster Street. Both committees and the project team have expressed a preference for Alternative #3-Boulevard Cycle Tracks due to the increased separation distance between motor vehicles and cyclists.

10. Who will be responsible for the winter maintenance of new cycle tracks and cycling facilities?

Maintenance of new active transportation (cycling) facilities constructed along Regional roads is the responsibility of the local municipality. On Lancaster Street, the City of Kitchener would undertake snow clearing operations on the proposed cycling facility.

11. How will traffic and access to properties be maintained during construction?

A detailed construction phasing and traffic management plan will be developed during the detailed design process for the improvements to be constructed. It may be necessary to close Lancaster Street to all but local traffic when construction is occurring. Detours would be put in place for through traffic and signs would be erected to detour through traffic around the construction area via adjacent roads. The Fire department, Waterloo Regional Police and Ambulance Service, as well as school boards for bus routing, will all be advised of the traffic restrictions and detour routes during the construction period. Motorists will be advised of the construction timing and traffic restrictions through advance signage and on the Region's web site.

During the construction, access to private driveways will be over temporary gravel surfaces and will be maintained at all times to the greatest extent possible. The contractor will be required to temporarily block access into and out of driveways and side streets when completing any deep excavations or concrete pours (for curb and gutter, driveway aprons and sidewalks) across each driveway/side street. Where a disruption to a residential driveway is expected, the contractor will be required to hand-deliver a notice at least 48 hours in advance advising of the time and duration of the driveway disruption.

For commercial properties, access for customers will be maintained at all times. For properties within the construction zone, "Name of Business" signage will be provided during construction to direct customers to the businesses. Please note that, the Region does not give tax relief or compensation to businesses within the work zone during construction.

Pedestrian access will be maintained via temporary paved sidewalks on at least one side of Lancaster Street for the duration of construction except for temporary situations where underground services or driveways are being replaced.

12. How will trees, driveways and lawns be affected?

It is expected that a number of trees will have to be removed during construction to accommodate the proposed improvements. In addition to new boulevard trees to enhance the streetscape, it is the Region's practice to plant two replacement trees for each tree removed as a result of any road projects where space permits.

There will be some work required at private driveways, retaining walls and front yards to tie into the new pedestrian and cycling facilities. Restoration of driveways and retaining walls will be done using materials which match or are similar to those which are existing. All driveway aprons between the sidewalk and roadside barrier curb will be completed in concrete.

The boulevard between the pedestrian/cycling facilities and the roadside curb will be sodded as will the area between the sidewalk and the edge of the municipal right-of-way.

13. How will garbage/recycling be collected during construction?

During construction property owners are asked to continue to place garbage, green bins and blue boxes at the end of driveways for pick-up as usual. When work is occurring in front of properties, the Regions contractor will deliver garbage and recyclables to an adjacent side street and return the empty containers afterwards.

14. What about dust during construction?

The Region will be monitoring the amount of dust generated by construction activities on a daily basis. When necessary, the Region will ensure that the contractor uses proper dust suppression measures (i.e. the application of water and/or calcium chloride) in accordance with the construction documents and specifications.

15. What about working hours?

In general, construction working hours will be from 7 a.m. to 7 p.m., Monday through Friday in accordance with the City of Kitchener's Noise Bylaw. There may be occasions where the contractor requests or is required to complete a critical work item after normal working hours. In these special cases, the work must be agreed to by the Region and the City of Kitchener and must be proven to be critical to the requirements of the project or to lessen public inconvenience associated with the work.

16. Is any private property required for this project?

Widening of the existing municipal right-of-way and the acquisition of sections of private property may be required for the construction of the improvements currently being considered. Temporary working easements may also be required on several properties. For more information on the property acquisition process, please refer to Appendix A of this package.

17. Will any heritage resources or the natural environment be impacted by this project?

Several heritage resources including a number of buildings are located in proximity to the study area. However, it is expected that disturbance due to the construction of the proposed improvements will be limited primarily to the existing municipal right-of-way so that no mitigating measures will be required to protect these resources.

18. What is the estimated cost of this project?

The current estimated cost for the construction of the improvements expected to be a part of this project is approximately \$9,100,000. This includes approximately \$500,000 for active transportation facilities. The estimated additional cost of sewers and watermains to be installed on behalf of the City of Kitchener is \$7,000,000.

19. What is the project schedule?

The Environmental Assessment and Preliminary Design Study is expected to be completed by December 2022. Detailed design drawings and phasing/traffic management plans will be completed in 2023. Utility relocations and property acquisition will be undertaken in 2023. Construction is expected to be completed in phases from 2024 to 2026.

20. What are the next steps for this project?

Prior to proceeding with the completion of the Environmental Assessment and Preliminary Design Study, the project team will consider public and stakeholder input regarding the improvements being considered. The project team will use the comments obtained during this public consultation process, in conjunction with other technical data, to refine the alternative design concepts.

Once the Environmental Assessment and Preliminary Design Study is complete, a report regarding the proposed improvements will be presented to Regional Council for approval before proceeding with the preparation of detailed design drawings. Notices will be circulated to the public and stakeholders prior to the Council meeting so that anyone interested in speaking to Council about this project can do so before approval of the recommended design concept.

21. How can I provide my comments?

In order to assist the project team in addressing any comments or concerns you might have regarding this project, we ask that you complete the online form on www.engagewr.ca/kitchener-lancaster-street, or the comment sheet available in the package and mail or email your comments to the project team members listed no later than Thursday November 10, 2022.

22. How can I view project information following this PCC ?

All of the Public Consultation Centre display materials and other relevant project information, notifications of upcoming meetings, and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit www.engagewr.ca/kitchener-lancaster-street.

**Lancaster Street Reconstruction
Wellington Street to Bridgeport Road
Comment Sheet**

Online review and comment period – October 17 to November 10, 2022

Please complete this comment sheet so that your concerns can be considered for this project.
Mail or e-mail your comments by Thursday November 10, 2022 to:

Mr. Peter Linn, P.Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
519-575-4757 x3773
plinn@regionofwaterloo.ca

Mr. Dave Weiler, P.Eng.
Senior Civil Project Manager
Walter Fedy
675 Queen Street South, Suite 111
Kitchener, ON N2M 1A1
519-576-2150 x242
dweiler@walterfedy.com

Comments regarding this project:

Name:

Address:

Postal Code:

Phone:

Email:

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

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the "Municipal Act", personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record.

Appendix A

Property Acquisition Process Information Sheet

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

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

Property Impact Plans

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

Initial Owner Contact by Regional Real Estate Staff

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

Initial Meetings

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

Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so

that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

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

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows;

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

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

Expropriation

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

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