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**APPENDIX A  
MUNICIPAL AND EXTERNAL AGENCIES  
CORRESPONDENCE**

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## MINUTES OF MEETING

**RE:** Highway 7 Environmental Assessment Study

**PREPARED BY:** Sandra Palmer, P.Eng.

**DATE:** October 14, 1999

**SUBJECT:** Presentation to External and Municipal Team in Kitchener, Ontario

**cc:** All in attendance

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On October 14, 1999, the findings of the review of the Highway 7 EA were presented to the External Team and Municipal Team by Southwestern Region MTO, McCormick Rankin and Ecoplans.

Those in attendance at the meeting were:

Graham Vincent	Region of Waterloo
Chris Gosselin	Region of Waterloo
Gary Cousins	County of Wellington
Rick Dale	County of Wellington
Don Snow	City of Kitchener
Brock Stanley	City of Kitchener
Rajan Philips	City of Guelph
Jim Forbes	City of Guelph
Dave Gosnay	Township of Woolwich
Hans Groh	Township of Guelph-Eramosa (Gamsby & Mannerow)
Wayne MacMillan	Grand River Conservation Authority
Dwight Boyd	Grand River Conservation Authority
Larry Roszell	Grand River Conservation Authority
Fred Natolockny	Grand River Conservation Authority
Carol Neumann	Ministry of Agriculture, Food and Rural Affairs
Helen Scutt-Wallis	Ministry of Citizenship, Culture and Recreation
Steve Robinson	Ministry of Environment, EA Branch
Art Timmerman	Ministry of Natural Resources
David Cooper	Ministry of Natural Resources
Peter Scanlon	OPP Cambridge Detachment
David Wake	MTO, Environmental Unit
Brian Goudeseune	MTO, Planning and Design, Project Manager
Geoff Gartshore	Ecoplans Limited
Laurie Wood	Ecoplans Limited
Martin Scott	MRC
Sandra Palmer	MRC

**PROCEEDINGS:****ACTION BY:**

1. B. Goudeseune started the meeting by introducing the study and providing background on the development of the EA documentation including the public consultation process. He indicated the EA was submitted to MOE in December 1997. Subsequent to that submission a planning study was initiated due to concerns and issues raised by the municipalities, interest groups and agencies involved.
2. D. Wake indicated the various issues of concern for the review of the study included traffic projections, wetland impacts and existing highway expansion options. He indicated the consultation phase of the study was underway and that presentation to councils, interest groups and the public would be occurring in the upcoming weeks.
3. M. Scott gave a brief overview of the original EA alternatives, traffic, natural environment and agricultural issues. He detailed the traffic projections and techniques originally used and presented the updated traffic volumes and issues. He demonstrated the requirement for a controlled access facility above the two urban cores.
4. G. Gartshore discussed the methodology undertaken (including discussions with MNR, GRCA, KW Naturalists, landowners, and surveys of birds, fish, etc) to update the environmental and agricultural information. He discussed all natural environment features as well as agricultural land use, ownership and crop types currently north, south and within the existing Highway 7 corridor.
5. M. Scott presented widening alternatives on the existing Highway 7 and impacts of a Right-In Right Out or 5 lane facility and a Controlled Access facility. He then detailed the wetland issues of concern on the EA recommended alignment and the modifications proposed to address those issues. He concluded the presentation indicating the next steps would be to present to councils, interest groups, specific agricultural owners, the public and then incorporate concerns into a report to supplement the original EA document. M. Scott opened the floor for discussion.

**PROCEEDINGS:**

**ACTION BY:**

6. D. Gosnay enquired to the order of next stage of presentations. D. Wake indicated interest groups then councils and finally public would be contacted. G. Vincent, D. Snow and D. Gosnay indicated that presentations should be made to councils, so that councillors are aware of the issues prior to the 'workshop' meeting.. D. Wake indicated councils could be given a presentation for information purposes only.
7. G. Vincent asked about the issue of Electrohome's access and interchange modifications. B. Goudeseune and M. Scott indicated that alternatives are being considered but there are no conclusions at this time. D.Snow questioned if direct access or north access was considered. M. Scott indicated that the main concern was not the north access but maintenance in some way of the existing direct loop access. The north move can be achieved through use of Lancaster.
8. G. Cousins stated that M. Scott had indicated that widening the existing Highway was adequate for about 10yrs and enquired as to the service life for the controlled access facility. M. Scott indicated the new controlled access facility's service life would be beyond the 40 year time frame.

9. G. Cousins requested a response to the issue of mass transit be added to the presentation as it is an issue with the public. M. Scott gave an outline of a response including train, bus and mixed flow consideration. He indicated it has been investigated and would be incorporated into the presentation. B. Stanley indicated that CN no longer owns the rail line, it is now owned by Railtex and freight traffic has increased.
10. B. Stanley enquired if the 40 year service life projection included traffic off loading from Highway 401. M. Scott indicated the predominant move is between the two urban centres. He stated it is difficult to predict the off loading that would occur but expects it not to be significant. P. Scanlon indicated that the general public is unaware of growth in the area and that the traffic is 30-35% truck flow. He stated that cars per household has increased, and that most people will take a short car trip as compared to a longer and more inconvenient transit trip. He suggested that growth in business is occurring and the highway needs to be built now. He indicated there was recently a fatality on Highway 7 which

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**PROCEEDINGS:**

**ACTION BY:**

could have been a serious injury only if it occurred on a controlled access highway.

11. G. Vincent requested an example be developed to indicate how much traffic would need to be shifted to transit for an upgrade to a new facility not to be required. He also indicated that the TTS survey was available with updated information. M. Scott indicated the issue of number required had been considered and he believed it was around 50%.
12. G. Vincent enquired if there was a simple way of explaining to the general public why expanding the existing Highway 7 would not be a sufficient alternative. He requested a more thorough evaluation of the alternatives to expand existing Highway 7 be undertaken to determine exactly how many businesses, entrances, farms, etc would be affected. P. Scanlon enquired as to the business development growth expected for that area as present Highway 7 will grow but if

McCormick Rankin

McCormick Rankin

have controlled access facility growth would not occur.

13. At this time, it has been assumed that the province would assume responsibility for the new facility and the region and county would be responsible for existing Highway 7. R. Philip enquired if there would be enough traffic still using the existing facility after the new facility is constructed. M. Scott indicated the existing would be in the 10,000 range while the new facility would experience 30-35,000 in the 2011 time frame.
  
14. W. MacMillan stated the woodlot on the southside of the Grand River where the proposed bridge is located was not addressed in the EA document. G. Gartshore indicated it would be re-evaluated for impacts. Ecoplans
  
15. W. MacMillan asked if the new crossing of Ellis Creek was constructed could the old crossing be removed and that section of Ellis Creek be restored. M. Scott indicated that the old crossing would still be required to maintain the continuity of the existing Highway 7 which still would be functional.

16. D. Gosnay enquired as to when an information package would be available in order to advise council. D. Wake indicated the information would be provided a week or two in advance of the council informational presentation

McCormick Rankin

**PROCEEDINGS:**

**ACTION BY:**

17. A question arose in regards to the comparison and whether new information was compared to original EA document. M. Scott indicated all evaluations were done by comparing to original EA evaluation for same area of concern.

18. D. Snow queried if the alternatives for the controlled access facility above Kitchener to rejoin existing Highway 7 had been reassessed. M. Scott indicated it had been considered and would be brought out more completely in the presentation.

McCormick Rankin

19. The meeting was concluded and all presentation boards were arranged around the room for participants to examine and ask any further questions of the MTO, Ecoplans or McCormick Rankin.



## NOTES OF MEETING

- PROJECT:** Highway 7 Environmental Assessment Study  
Kitchener to Guelph  
Our File: W.O. 2029-200
- DATE:** Monday, June 26, 2000  
1:00 p.m.
- LOCATION:** Regional Administration Headquarters  
Region of Waterloo  
8<sup>th</sup> Floor, 150 Frederick Street, Kitchener
- RE:** Presentation of the alternatives currently under study and the proposed evaluation process to the Municipal Team
- ATTENDANCE:** Graham Vincent, Region of Waterloo, Planning & Culture  
Nancy Button, Region of Waterloo, Planning & Culture  
Chris Gosselin, Region of Waterloo, Planning & Culture  
Barbara Steiner, City of Kitchener, Planning  
John McBride, City of Kitchener, Traffic  
Rajan Philips, City of Guelph, Engineering  
Jim Forbes, City of Guelph, Planning  
Dave Gosnay, Township of Woolwich, Planning  
Aldo Salis, County of Wellington, Planning  
Hans Groh, Township of Guelph/Eramosa, Engineering  
Brian Goudeseune, MTO Planning and Design  
Dave Wake, MTO Environmental Unit  
Cathy Giesbrecht, MTO Environmental Unit  
Geoff Gartshore, Ecoplans Limited  
Martin Scott, McCormick Rankin Corporation  
Denise Morneau, McCormick Rankin Corporation

### **PROCEEDINGS:**

### **ACTION:**

#### **1. INTRODUCTION**

- 1.1 B. Goudeseune briefly summarized the background of the study and the work completed since the presentations to Municipal Councils and the public in February/March 2000. He explained that the purpose of the meeting is to review the alternatives currently under study and the proposed evaluation process and obtain input.



**PROCEEDINGS:**

**ACTION:**

**2. RESULTS OF THE PUBLIC INFORMATION CENTRES**

- 2.1 D. Wake reviewed the results of the Public Information Centre (PIC) held on March 1 and 2, 2000:
- Approximately 400 attended, 230 comment sheets were submitted.
  - The comment sheet included a series of questions to help focus the responses.
  - Approximately 90% of respondents agreed that improvements are needed, these were evenly divided between a new alignment and improvements to the existing highway.
  - Most respondents indicated that they would use transit "occasionally" or "never".
  - The majority of respondents indicated that wetlands and agriculture were important issues; impacts to residences and businesses appeared to have lesser priority.
- 2.2 G. Vincent asked if other alternative solutions were identified by respondents. D. Wake replied that approximately 25% of respondents indicated that other solutions should be identified, however no specific recommendations were provided.
- 2.3 B. Steiner asked if the Project Team assessed the responses by address (i.e. Guelph residents vs. Kitchener residents). D. Wake indicated that the responses from each PIC were reviewed separately, but they were not compared in terms of the resident city of the respondent. M. Scott noted that there was a consistency in the responses to the major questions on the comment sheets submitted at each PIC.

**3. REVIEW OF ALTERNATIVES**

- 3.1 M. Scott reviewed the alternatives under study (as shown on the plan attached to the Information Package sent to the Municipal Team prior to the meeting), and explained the key constraints and anticipated impacts associated with each. He explained that the evaluation process will be carried out in the following sequence:
- new routes at the east end;
  - new routes at the west end;
  - connector links (compared over similar distances) either to other new routes or to existing Highway 7; and
  - right-in/right-out, controlled access Highway 7 options and new route (total length).
- 3.2 N. Button indicated that many people at the June 14, 2000 Regional Council meeting suggested that widening the existing Highway 7 would be sufficient and asked if the traffic forecasts have been updated. M. Scott

**PROCEEDINGS:**

**ACTION:**

replied that the actual 1999 counts have been found to exceed the forecasts generated during the original EA Study in the 1989/90, therefore the traffic forecast carried out in 1989/90 was considered to be valid. It was agreed that a more detailed discussion of the traffic forecasting methodology and results would be held at a separate meeting.

3.3 G. Vincent noted that the controlled access highway (CAH) option appears to have significant property impacts, and asked for an explanation of the various alternatives on the existing Highway 7 corridor. M. Scott explained that:

- a 5 lane Highway 7 (full access) will not meet existing needs or address deficiencies;
- a 4 lane Highway 7 with right-in/right-out (RIRO) access only is a short term solution and will be beyond its service life by 2021;
- a 4 lane Highway 7 with controlled access at interchanges provides better operations and a longer service life, but provides no flexibility for future expansion without causing a devastating impact on adjacent properties.
- a combination of controlled access on existing Highway 7 in some sections and RIRO access in other sections is not desirable because it affects driver expectation; consistency in access control promotes driver understanding and therefore improved safety performance.

3.4 G. Vincent and N. Button noted that there are a limited number of properties along Highway 7 within the study area and asked if access to all properties via continuous service roads is necessary. D. Wake explained that if access is not provided to a property, MTO is obligated to offer to purchase the entire parcel, and that MTO's preference is to minimize land taking. A discussion ensued about MTO's property acquisition policies, and specific opportunities for the Ministry to provide access from adjacent municipal roads in order to re-market excess lands. D. Wake stated that MTO's objective is to provide access where technically feasible and maintain as much of the existing land use as possible. It was agreed that for the CAH option on existing Highway 7, MRC will develop and assess a plan with discontinuous service roads, providing reasonable access to the affected properties.

Project  
Team

3.5 G. Vincent asked how farm vehicles will access the adjacent properties along existing Highway 7 under the CAH and RIRO alternatives. M. Scott explained that: for the CAH option, farm vehicles will travel along the service roads (and will not be permitted to travel on the controlled access highway); and for the RIRO option, the entrances will be designed to accommodate farm vehicles, which will be permitted to enter and travel along the existing highway in the direction of flow only (i.e. cannot travel in the opposite direction of traffic).

**PROCEEDINGS:**

**ACTION:**

- 3.6 J. Forbes noted that while it is evident that road improvements are needed, it appears that transit alternatives (in combination with road alternatives) have not been fully explored. M. Scott explained that an extensive review of road/transit alternatives has been completed as part of the current review, and that all road alternatives have the flexibility to accommodate inter-regional bus transit, if the municipalities wish to implement this service. Previous conclusions regarding rail transit feasibility were also discussed. D. Wake added that the issue of transit was discussed extensively at the January 2000 workshop and presented at the March 2000 Public Information Centres. The low transit modal split is likely because of the broad range of origins and destinations for travellers using this corridor. A. Salis asked if those who responded to this question at the PIC could be surveyed further to obtain a better understanding of potential transit use in the corridor. D. Wake replied that the Ministry did a detailed origin-destination survey for this area in the early 1990s, and are not planning to expand the survey as part of this study.

G. Vincent and N. Button suggested that although it is recognized that transit is no longer within MTO's mandate, the documentation for this project should address potential transit improvements for consideration by the municipalities, to demonstrate that transit is part of the solution to the identified capacity problems. G. Vincent further noted that the Region is planning to meet with bus operators to discuss increasing the frequency of inter-regional bus trips from Kitchener, and invited MTO to attend.

It was agreed that this issue will be reviewed by the Project Team as the documentation is prepared.

Project  
Team

- 3.7 R. Philips asked if consideration was given to the potential for "induced traffic" due to the proposed improvements, and if the improvements should be staged to spread out the demand. M. Scott explained that traffic forecasting had been completed to 2011 as the timeframe for improvements, using projected land use and employment from municipal Official Plans. N. Button suggested that providing a new freeway on a separate alignment (and thus a more "pleasant" driving experience) would tend to draw more traffic, while improvements to the existing Highway 7 might help to discourage people from commuting between Guelph and Kitchener and therefore possibly reduce demand. She noted that the existing Highway 7 functions at a much better Level of Service than the volumes would suggest, mainly because traffic flows smoothly with no passing and entry only at signalized intersections.

M. Scott noted that access to or across the highway was essentially impossible during morning and evening peak periods.

**PROCEEDINGS:**

**ACTION:**

3.8 J. McBride asked how traffic will be distributed at the west end of the project. M. Scott explained that a freeway-to-freeway interchange between Highway 7 and the KWE to maintain through traffic on the provincial highway system. He noted that the interchange ramps would essentially operate as freeway lanes providing the highest level of capacity, therefore minimizing traffic infiltration at Wellington Street. It was agreed that the preliminary plan of the interchange would be reviewed in detail following the meeting. (After the meeting, M. Scott reviewed the concept with G. Vincent and J. McBride. Both requested a copy of the plan for review).

MRC

3.9 R. Philips noted that there is an industrial subdivision proposed on the east side of the Silvercreek Parkway, and that it appears that the Highway 7 ramps and the proposed new access road to the subdivision are located too closely together. He indicated that Guelph Council has made a commitment to the local residents that no access to additional development will be permitted in this area and asked: (i) if local residents are aware of the Silvercreek Parkway ramp location; and (ii) if the option of placing an interchange at Woodlawn Road had been considered. M. Scott replied that: (i) local residents did attend the property owners meeting and PICs and therefore are aware of the ramps at the Silvercreek Parkway. Concerns were raised about traffic volumes on Silvercreek Parkway by the City of Guelph and the County of Wellington when the EA was formally submitted. There were no concerns raised by local residents at the March PICs; and (ii) a full interchange at Woodlawn Road was considered, however the close spacing of these intersections (two ramp terminals and Silvercreek Parkway) were considered to be a significant operational constraint.

It was agreed that MTO will review the location of the proposed access road at the industrial site and its proximity to the Highway 7 ramps as part of their review of the development proposal.

MTO

3.10 G. Vincent indicated that this is the first opportunity for the Municipal Team to review the RW4 alternative. M. Scott provided a brief summary of the key features and constraints:

- has a similar level of service as the CAH and RIRO alternatives for existing Highway 7
- requires realignment of the proposed Shirley Avenue extension, and does not provide a secondary access to the Bridgeport community
- requires new accesses for development of lands east of Bingeman Park
- requires two new bridges over the Grand River (twinning of the existing bridge and a new bridge for the Highway 7 W-Victoria Street W interchange ramp. The new bridges would be approximately the same elevation and length as the existing Highway 7 bridge

**PROCEEDINGS:**

**ACTION:**

- the horizontal alignment is less than current MTO design standards through Breslau
- requires closure of several roads at Breslau due to the realignment of Regional Road 17
- can tie in to either the CAH and RIRO alternatives on existing Highway 7 or any of the new route alternatives east of Woolwich Road

3.11 J. McBride asked about the potential impacts to development between Shirley Avenue and the Grand River with the RW4 alternative. M. Scott explained that future development would not be precluded assuming that access could be provided from Shirley Avenue. He noted that the City of Kitchener may need to consider modifying the alignment of the Shirley Avenue extension if this alternative is selected.

**4. REVIEW OF PROPOSED EVALUATION CRITERIA**

- 4.1 D. Gosnay indicated that the socio-economic indicators seem to focus on individual property impacts, and suggested that there is a need to address broader issues such as community isolation, fragmentation, continuity, circuitousness of access, etc. He noted that in particular, these indicators would address the significant impacts to Breslau as a result of the interchange between Alternative RW4 and Regional Road 17.
- 4.2 N. Button suggested that the air quality criterion be expanded to address the broader "air shed" as well as individual sensitive receivers.
- 4.3 N. Button asked if the potential pressure to develop lands between the existing Highway 7 and the new route alternatives has been incorporated into the evaluation criteria. M. Scott replied that the municipal Official Plans denote this land as agricultural use, and that the route alternatives were developed to maintain the agricultural operations to the extent possible. D. Gosnay noted that these lands are considered prime agricultural lands, and unless Regional Council fundamentally changes the land use policies, these lands will remain in agricultural use regardless of the alternative selected.
- 4.4 N. Button suggested that a qualitative indicator be included to address the issue of "induced traffic" discussed previously.
- 4.5 D. Gosnay recommended adding an indicator to address impacts to long established businesses with the existing Highway 7 CAH alternative due to the removal of direct Highway 7 access.
- 4.6 R. Philips and J. Forbes mentioned the need for an indicator to compare the impacts due to traffic distribution at the east and west ends of the project. D. Wake noted that traffic is delivered to an existing high level provincial

**PROCEEDINGS:**

**ACTION:**

facility at both the east and west ends of the project (Highway 6 and the KWE respectively) under all of the alternatives. M. Scott explained that the indicators 4.3 d), Compatibility with Existing Network and e), Compatibility with Future Network, are also meant to qualitatively address this issue.

- 4.7 R. Philips suggested that indicator 4.3 g), Ability to Accommodate Future Transit, should be a made a separate criterion.
- 4.8 D. Gosnay asked how any new land use initiatives implemented since the original study was completed in the early 1990s have been addressed in the evaluation (e.g. Cambridge Business Park). M. Scott explained that land use to 2011 was converted into trips and used in the demand forecasting. There was discussion which noted that some of the trips generated from the Cambridge Business Park would have been included in the forecasting.
- 4.9 R. Philips asked how the evaluation criteria differ from those used during the original EA Study. M. Scott explained that the natural environment and agriculture criteria and indicators have been updated to reflect current MTO and regulatory agency policies (for example, more qualitative measurements have been incorporated to provide a "bigger-picture" analysis).
- 4.10 C. Gosselin suggested that the potential re-creation of impacted natural features should be incorporated into the analysis, as ways to reduce the overall net impact.
- 4.11 C. Gosselin recommended that the type of wetlands impacted be more clearly defined in the evaluation, as this affects the feasibility of replacing the impacted areas.
- 4.12 C. Gosselin suggested including the presence of significant features in the criteria. G. Gartshore highlighted the various criteria and indicators that address this requirement.
- 4.13 C. Gosselin suggested incorporating conservation priorities for birds.

It was agreed that the Project Team would review all suggestions and update the evaluation criteria as appropriate.

Project  
Team

**5. WEIGHTING OF EVALUATION FACTORS/CRITERIA**

- 5.1 D. Wake described the proposed "reasoned argument" approach to the evaluation process. He indicated that those who submitted comments on the key factors at the Public Information Centre placed greater emphasis on the natural environment impacts and less on agriculture and socio-economic impacts. He requested input from the Municipal Team.

**PROCEEDINGS:**

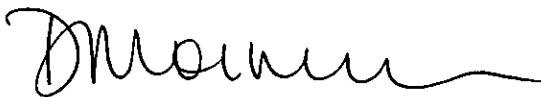
**ACTION:**

5.2 D. Gosnay suggested that a balance of natural, agricultural and business factors would be appropriate. He noted that security of tenure for agricultural operations is an important consideration.

D. Wake and M. Scott thanked the Municipal Team for providing their input, and indicated that all comments and suggestions would be considered as part of the evaluation process. This concluded the formal meeting.

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes at (905) 823-8500 or [dmorneau@mrc.ca](mailto:dmorneau@mrc.ca).*

Prepared by:  
**McCormick Rankin Corporation**



Denise Morneau, P.Eng.

cc: Attendees  
2029-200 DM Minutes - Mun. Team Mtg. 06-26-00.doc



## NOTES OF MEETING

- PROJECT:** Highway 7 Planning Study  
Kitchener to Guelph  
Our File: W.O. 2029-200
- DATE:** Friday, October 13, 2000  
9:30 a.m.
- LOCATION:** County of Wellington Office - Council Lounge  
74 Woolwich Street, Guelph
- PURPOSE:** Review the summary of the analysis of alternatives and seek input on alternative preferences.
- ATTENDANCE:** Graham Vincent, Region of Waterloo, Planning & Culture  
Nancy Button, Region of Waterloo, Planning & Culture  
Chris Gosselin, Region of Waterloo, Planning & Culture  
Brock Stanley, City of Kitchener, Business and Planning  
John McBride, City of Kitchener, Traffic  
Barbara Steiner, City of Kitchener, Business and Planning  
Rajan Philips, City of Guelph, Engineering  
Jim Forbes, City of Guelph, Planning  
Dave Gosnay, Township of Woolwich, Planning  
Gary Cousins, County of Wellington, Planning & Development  
Gord Ough, County of Wellington, Engineering  
Rick Dale, County of Wellington, Engineering  
Hans Groh, Township of Guelph/Eramosa, Engineering  
Donna Mundie, Ministry of Agriculture, Food and Rural Affairs  
Jackie Van de Valk, Ministry of Agriculture, Food and Rural Affairs  
Drew Cherry, Ministry of Natural Resources (part time)  
Wayne MacMillan, Grand River Conservation Authority (part time)  
Brian Goudeseune, MTO Planning and Design  
Cathy Giesbrecht, MTO Environmental Unit  
Geoff Gartshore, Ecoplans Limited  
Laurie Wood, Ecoplans Limited  
Martin Scott, McCormick Rankin Corporation  
Denise Morneau, McCormick Rankin Corporation



## 1. OVERVIEW AND GENERAL COMMENTS / DISCUSSION

Following introductions of the Project Team and External/Municipal Team Members, M. Scott briefly discussed the key features of the study area and the alternatives under consideration. He explained that the main purpose of the meeting was to review the results of the comparative analysis of the alternatives (as summarized in an information package distributed in advance of the meeting) and obtain feedback from the External/Municipal Team about preferences, as input to the upcoming Project Team evaluations.

A description of the work completed since the June 26, 2000 Municipal Team Meeting was provided. The discussion is summarized as follows:

- i) An independent review of the traffic analyses for the alternatives involving upgrading existing Highway 7 between Woolwich Road 66 and Guelph Road 3 has been completed by a senior transportation planner with no previous involvement with this project. The modeling inputs were reviewed, including incorporation of updated origin-destination forecasts from the 1996 "Transportation for Tomorrow" Survey (TTS), updated population and employment forecasts published by the Ministry of Finance in July 2000, additional population and employment information obtained from the Region of Waterloo, and parameters used in the capacity analysis (e.g. suburban versus rural adjacent land use). The review confirmed the demand forecasts developed previously. The capacity of various types of roadway configurations were developed, including: four lane undivided; right-in / right-out access control with a median barrier and grade separations at crossing roads; and controlled access with interchanges at crossing roads. The findings differed slightly from the previous study as a result of the change in parameters, and are summarized as follows:
  - a four lane undivided highway will not reasonably accommodate future demand;
  - a four lane divided highway with right-in / right-out access control will accommodate forecasted traffic at a Level of Service "D" or better to about 2028 (assuming control over the number of new entrances by MTO);
  - a four lane divided controlled access highway will accommodate forecasted traffic at a Level of Service "C" or better to beyond 2030.
- ii) Preliminary construction cost estimates have been prepared for each alternative based on the most current available unit costs for MTO projects in this area. The alternatives along existing Highway 7 and Alternatives RW4 and KC4 include an allowance for construction staging (i.e. minor overbuilding of the road platform to accommodate shifting of existing traffic during construction and placement and relocation of temporary concrete barrier through the work zone). Property costs are currently being developed and are therefore not included in the cost estimates presented. (The construction cost estimates are summarized in the attachment to these notes).

The Ministry of Agriculture, Food and Rural Affairs (OMAFRA) did not receive the information package until just prior to the meeting, and therefore did not have sufficient time to review the summary. It was agreed that the Project Team would review the information in detail with OMAFRA separately, following the main meeting.

M. Scott explained that the summary tables and plans included in the information package have been organized to follow the Project Team's evaluation process. This process will involve selecting a preferred new route alternative in the eastern and western portions of the study area (with a common match point located between Regional Road 30 and Townline Road) to develop one full new route alternative from the K-W Expressway to the Hanlon Expressway, which will then be compared to the preferred alternative chosen along existing Highway 7.

The rest of the meeting was spent reviewing the summary tables and discussing the analysis. (It should be noted that the following summary is intended to be a logical grouping of the various comments and discussion, rather than a chronological account.)

## **2. REVIEW OF EASTERN NEW ROUTE ALTERNATIVES (RE ALTERNATIVES)**

After reviewing the plans and summary tables, the following was discussed:

- The County of Wellington identified the Silvercreek residential community as an area potentially impacted by the RE3 alternative.
- There was discussion of the significance of the distance from the heronry at the Townline East Wetland.
- OMAFRA questioned the socio-economic criterion which measures "compatibility with land use", and asked how a new highway alignment which removes agricultural land would be considered "compatible". M. Scott explained that the intent is to address how the new highway will affect development or use of lands adjacent to the new highway (i.e. urban boundary change), which is an issue only in the eastern portion of the study area where the City of Guelph would likely annex up to the new Highway 7 right-of-way. He noted that although the direct loss of agricultural land, potential fragmentation, impacts to viability, etc. are acknowledged (and are addressed as part of other criteria), the municipalities have indicated no other plans to redesignate the existing agricultural lands in the study area.
- The issue of the extension of the municipal boundary in the eastern portion of the study area was discussed further. It was generally agreed that the selected alignment in the east will likely form a new Guelph/Wellington boundary. The City of Guelph suggested that since the Marden Wetland area will not be available for development, it should be excluded from any area calculations related to future non-agricultural or non-greenspace land use.
- OMAFRA inquired about the methodology for obtaining information about current farming

operations, access, potential significance of impacts, and other agricultural criteria. L. Wood explained that most of the information was based on windshield surveys, base mapping and aerial photography, and discussions with owners/operators as part of the ongoing consultation program for this study.

- OMAFRA suggested that the agricultural impact assessment should distinguish between owner-operated and tenant-operated facilities.
- The need for a weighting system for the factors and indicators was discussed. M. Scott explained that the Project Team prefers not to use a weighting system, as the importance of the factors will vary across the study area, and it is desirable to maintain flexibility when assessing the different alternative groupings (particularly new route alternatives compared to alternatives involving existing Highway 7).
- The nature and significance of the impacts on wetlands were discussed. It was noted that the RE2 and RE3 alternatives were developed to avoid the major wetland blocks, in response to comments from MNR and GRCA. It was clarified that the cost estimates do not specifically include mitigation of environmental impacts.
- The County of Wellington noted that some residents have expressed concern about potential traffic infiltration in the Silvercreek community due to increased volumes bound for Highway 7. Additional traffic from the Fergus area to the north was specifically mentioned.

The following summarizes the stated preferences:

- The City of Guelph prefers RE2.
- The County of Wellington and the Township of Guelph/Eramosa prefer RE1.
- MNR prefers RE3 but would accept RE2.
- OMAFRA indicated a preference for RE1, but wishes to review the project further.

A specific preference was not recorded for the Region of Waterloo or the Township of Woolwich, as there are no differences between the eastern new route alternatives within these municipalities. In addition, this alternative set is not located within the City of Kitchener, therefore no preference was stated by the Kitchener representatives. The GRCA was not in attendance at this time due to another meeting commitment.

### **3. REVIEW OF WESTERN NEW ROUTE ALTERNATIVES (RW ALTERNATIVES)**

After reviewing the plans and summary tables, the following was discussed:

- The Township of Woolwich suggested that the analysis needs to capture the "threshold" level that makes an alternative unacceptable for any particular criterion. It was noted that some alternatives create new circumstances that result in the need for additional studies (e.g. RW4 impacts the existing north access to Breslau), and that this needs to be addressed in the analysis.

- The impacts of the RW4 alternative on Breslau were discussed in detail.
- The Region of Waterloo noted that some Bridgeport residents have expressed concerns about potential noise impacts due to the Grand River crossing for RW1, RW2, and RW3.
- The natural environment impacts of each alternative were reviewed, particularly with regard to the Grand River and Hopewell Creek crossings, wetlands and the Weiland Tract.
- The Region of Waterloo suggested that the analysis should consider the "replaceability" of impacted natural areas, perhaps as a qualitative measure.
- The City of Kitchener noted that the removal of the Hindu temple with the RW1 alternative is of significant concern to Kitchener Council.
- The City of Kitchener requested additional information about the interchange at the K-W Expressway, particularly as it relates to their previously stated concerns about traffic impacts at Wellington Street. M. Scott advised that a preliminary interchange plan will be forwarded to the City for review. The City of Guelph noted that there are also concerns with traffic distribution on local roads at the eastern end of the highway.

The following summarizes the stated preferences:

- The Region of Waterloo and City of Kitchener prefer RW2 or RW3.
- The Township of Woolwich slightly prefers RW3 over RW2.
- MNR prefers RW4 but would accept RW2 or RW3 (RW3 slightly preferred over RW2).
- OMAFRA wishes to defer comment until a more detailed review of the information package has been completed.

A specific preference was not recorded for the City of Guelph, County of Wellington or Township of Guelph/Eramosa, as this set of alternatives is not located within these municipalities.

#### **4. REVIEW OF CONNECTOR ALTERNATIVES (KC AND GC ALTERNATIVES) AND EXISTING HIGHWAY 7 ALTERNATIVES**

There was general agreement that the analysis of the KC alternatives is similar to the associated RW alternatives. As a result, it was agreed that KC2 would be preferred in the west end. The following summarizes the additional discussion related to the KC2 alternative:

- The Region of Waterloo suggested that an interchange (could be partial) is required at Regional Road 17 to accommodate traffic from the Cambridge Business Park.
- The Region of Waterloo asked if the interchange with existing Highway 7 will affect the Woodland Christian High School on Woolwich Road 66. M. Scott replied that it is anticipated that the vertical alignment will tie in to the existing profile south of the school property.

In the east end, it was generally agreed that the GC2 connector is preferred over the GC1 connector, which crosses a sensitive area of the Ellis Creek wetland.

The alternatives on existing Highway 7 between Townline Road and Woolwich Road 66 (right-in / right-out, controlled access with continuous service roads and controlled access with discontinuous service roads) were reviewed. The following issues were discussed:

- The County of Wellington expressed caution about the ability to forecast with confidence as far as 2028 (the service life of the existing Highway 7 alternatives), and suggested that consideration should be given to also protecting a new route now (for future implementation), in addition to upgrading existing Highway 7 as presented. It was also suggested that the analysis and evaluation may need to be more specific in terms of the measurement of service life. The flexibility of staging this section of existing Highway 7 from right-in / right-out to controlled access was discussed, but it was acknowledged that future widening beyond a 4 lane controlled access facility in this section could result in additional property impacts. It was clarified that the construction cost estimates provided for the right-in / right-out options do not include future costs associated with implementing a controlled access facility (e.g. interchanges, service roads), but that consideration has been given to locating structures to allow this future upgrading. After discussion of this issue, there was general agreement that the projected service life of 2028 for the existing Highway 7 alternatives is reasonable given the uncertainty of future land use initiatives and origin/destination patterns. It was agreed that the natural environment and agricultural impacts of a new route compared to an alternative involving upgrading a section of existing Highway 7 make the existing Highway 7 alternative more attractive.
- The potential for out-of-way travel for vehicles using existing Highway 7 with the right-in / right-out alternative was discussed. In response to questions from the Township of Woolwich and OMAFRA, M. Scott noted that specific conversations with property/business owners and agricultural operators has not been undertaken regarding this issue. M. Scott also discussed potential safety concerns with agricultural equipment travelling along the shoulder of the highway with the right-in / right-out option. He explained that both access and safety issues could be addressed by providing service roads in selected areas.
- The Township of Woolwich suggested that the longer term survivability of businesses along the upgraded section of existing Highway 7 due to the change from full access to only right-in /right-out access should be considered, as well as temporary impacts/disruption during construction.
- Related to the above, the Region of Waterloo noted potential impacts to school bus use and mail delivery along the upgraded section of existing Highway 7 with right-in / right-out access control.
- The Township of Woolwich noted a concern with the addition of service roads to the municipal road network.
- It was suggested that the summary tables be reformatted to compare the new route alternatives with the alternatives on existing Highway 7. M. Scott noted that detailed tables summarizing the results of the analysis and evaluation will be included in the final documentation for the study.

There was general agreement among the municipalities that the right-in / right out alternative on existing Highway 7 is preferred over the controlled access alternative. Further, it was generally agreed that the right-in / right-out alternative on existing Highway 7 is preferred over a new route alternative, subject to further discussions with agricultural operators and business owners regarding use of existing Highway 7 in this area, accesses, and potential impact of upgrading this section of Highway 7 to right-in / right-out access or controlled access with service roads (i.e. out-of-way-travel, viability of existing operation, survivability of business).

The Project Team thanked the Municipal and External Agency representatives for their input.

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes at (905) 823-8500 or [dmorneau@mrc.ca](mailto:dmorneau@mrc.ca).*

Prepared by:  
**McCormick Rankin Corporation**



Denise Morneau, P.Eng.

Attachment

cc: Attendees  
D. Wake, MTO



**HIGHWAY 7 PLANNING STUDY - KITCHENER TO GUELPH  
ATTACHMENT TO THE NOTES OF THE JOINT  
MUNICIPAL / EXTERNAL AGENCY MEETING - OCTOBER 13, 2000**

**PRELIMINARY CONSTRUCTION COST ESTIMATES**

The following preliminary cost estimates include staging, but do not include property. Please refer to the summary tables and key plans in the Information Package for additional information about each alternative.

**1. NEW ROUTE ALTERNATIVES**

**EASTERN NEW ROUTE ALIGNMENTS**

- RE1: \$ 37.0 M
- RE2: \$ 33.7 M
- RE3: \$ 37.1 M

**WESTERN NEW ROUTE ALIGNMENTS**

- RW1: \$ 84.6 M
- RW2: \$ 92.2 M
- RW3: \$ 83.9 M
- RW4: \$ 76.7 M

**2. WESTERN CONNECTOR LINK ALTERNATIVES**

- KC1: \$ 66.7 M
- KC2: \$ 72.6 M
- KC4: \$ 63.9 M

**3. EASTERN CONNECTOR LINK ALTERNATIVES, INCLUDING ALTERNATIVES ON EXISTING HIGHWAY 7**

CONNECTOR	EXISTING HIGHWAY 7 ALTERNATIVE		
	CAH - CONTINUOUS SERVICE ROADS	CAH - DISCONTINUOUS SERVICE ROADS	RIGHT-IN/ RIGHT-OUT
RE1-GC1	\$ 63.8 M	\$ 57.5 M	\$ 52.7 M
RE1-GC2	\$ 59.5 M	\$ 55.9 M	\$ 50.3 M
RE2-GC2	\$ 60.0 M	\$ 56.3 M	\$ 50.7 M
RE3-GC2	\$ 58.1 M	\$ 54.4 M	\$ 48.8 M



## NOTES OF MEETING

**PROJECT:** Highway 7 Planning Study  
Kitchener to Guelph  
Our File: W.O. 2029-200

**DATE:** Friday, January 12, 2001, 9:30 a.m.

**LOCATION:** Regional Municipality of Waterloo  
Regional Administration Headquarters, Waterloo County Room  
1<sup>st</sup> Floor, 150 Frederick Street, Kitchener

**PURPOSE:** Review the results of the evaluation of alternatives and present the technically preferred alternative.

**ATTENDANCE:**

Graham Vincent	Region of Waterloo, Planning & Culture
Nancy Button	Region of Waterloo, Planning & Culture
Chris Gosselin	Region of Waterloo, Planning & Culture
John McBride	City of Kitchener, Traffic
Rajan Philips	City of Guelph, Engineering
Dave Gosnay	Township of Woolwich, Planning
Gord Ough	County of Wellington, Engineering
Hans Groh	Township of Guelph/Eramosa, Engineering
Jackie Van de Valk	Ministry of Agriculture, Food and Rural Affairs
Larry Halyk	Ministry of Natural Resources
Wayne MacMillan	Grand River Conservation Authority
Brian Goudeseune	MTO Planning and Design
Cathy Giesbrecht	MTO Environmental Unit
Geoff Gartshore	Ecoplans Limited
Martin Scott	McCormick Rankin Corporation
Denise Morneau	McCormick Rankin Corporation



## **PROCEEDINGS:**

### **1. COMMENTS ON THE MINUTES OF THE OCTOBER 13, 2000 MEETING**

D. Morneau summarized the comments received following circulation of the minutes of the October 13, 2000 External/Municipal Team meeting. The following clarifications were provided:

- The County of Wellington noted that their position was not correctly stated in the first and second sentences of Page 7 of the minutes. The County has clarified that they continue to support the new alignment previously recommended, with reasonable adjustments to reflect current knowledge of environmental features. The County does not feel that the right-in/right-out alternative reflects the best long term solution and will need to be replaced with a new route at a future time, leading to further increases in social and environmental costs.
- The Grand River Conservation Authority (GRCA) noted that a statement had been made by the Project Team during the October 13 meeting which indicated that comments from GRCA had not been received. W. MacMillan clarified that the position of GRCA's Board was forwarded to MTO in a letter of March 2000. The Board's position, which was based on GRCA Staff's summary of the January 2000 Workshop, was to recommend that the selected route be shifted to the north of the Ellis Creek Wetland and the Marden South wetland.
- The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) identified an omission in the minutes related to the discussion of the evaluation factors and indicators. OMAFRA had suggested that agricultural lands in non-agriculturally designated areas (of Official Plans) should not receive the same degree of agricultural consideration as agricultural lands in agriculturally designated areas. The Project Team will follow-up directly with J. Van de Valk to explain how this was integrated into the analysis and evaluation.

D. Gosnay also clarified the Township of Woolwich's preference for a new route alternative, but noted that they will consider an alternative involving widening existing Highway 7. This was not clearly stated in the minutes of the October 13, 2000 meeting.

### **2. REVIEW OF THE EVALUATION AND PRESENTATION OF THE TECHNICALLY PREFERRED ALTERNATIVE**

M. Scott gave a brief presentation summarizing the results of the Project Team evaluation and identified the preferred alternative (presentation notes are attached). The technically preferred alternative was summarized as:

- a new route alignment following the RE2-GC2 alternative between the Hanlon Expressway in Guelph and Townline Road at the Wellington/Waterloo Boundary;
- widening of the existing rural section of Highway 7 to a four lane divided, controlled access highway between Townline Road and Woolwich Road 66, including a continuous service road on the south side of the highway and a discontinuous service road network on the north side to provide access to properties currently fronting Highway 7; and
- a new route alignment following the RW3-KC2 alternative between Woolwich Road 66 and the Kitchener-Waterloo Expressway/Wellington Street in Kitchener.

Following the presentation, the following items were discussed:

- J. Van de Valk asked if the updated descriptions of the various indicators used in the evaluation had been provided to the External/Municipal Team. M. Scott noted that the descriptions have not been distributed, as they are currently being updated in preparation for the upcoming Public

## PROCEEDINGS:

### Information Centres.

- L. Halyk asked for further clarification about the reason for the minor alignment shift from RE2 to RE3 immediately east of Townline Road for the new route alternative carried forward to the final evaluation. M. Scott explained that during the Project Team evaluation for that group of alternatives, RE2 was considered equal to or better than RE1 or RE3 in all areas except impact to the Townline East wetland, and that a local shift closer to the RE3 alignment in this area was considered an improvement.
- In response to a question from G. Vincent, M. Scott discussed the differences between the controlled-access and right-in/right-out alternatives along existing Highway 7. He noted that the Project Team identified potential conflicts between through traffic and agricultural vehicles travelling along the shoulder for the right-in/right-out alternative as a significant concern, which would not be an issue with the controlled-access alternatives. In addition, he noted that the recommended controlled-access alternative, which would include a continuous service road on the south side of Highway 7 and local access roads on the north side, would result in less out-of-way travel and therefore more convenient access for agricultural and local vehicular traffic wishing to travel parallel to or across Highway 7.
- In response to a question from C. Gosselin, M. Scott confirmed that the preliminary cost estimates used in the evaluation included property costs, which were based on historical unit costs for various land uses in this area and not on individual appraisals.
- J. Van de Valk questioned whether interviews with farm operators had been conducted to verify that Highway 7 is currently being used to move farm vehicles, since this appeared to be a significant factor in the decision to recommend the controlled-access alternative over the right-in/right-out alternative. G. Ough commented that he has observed farm equipment using Highway 7. M. Scott noted that a property owner meeting was currently being arranged to allow for discussion of issues such as this. He also noted that one of the key benefits of the recommended controlled-access alternative is that the local access can be maintained via service roads, which will help to restore the convenience for farm operators who may have stopped using existing Highway 7 to move equipment due to conflicts with traffic. He also discussed that changing the highway function from controlled access with interchanges in each end of the study area to right-in/right-out direct access in the central section may result in driver confusion (leading to safety concerns as a result of unexpected vehicle entry and exit between the interchanges), therefore maintaining consistency in access control is a key consideration.
- Related to the above, D. Gosnay indicated the need to discuss with business owners whether the controlled-access alternative with service road access is preferred over the right-in/right-out alternative for convenience of access. M. Scott stated that this feedback will be sought at the Public Information Centres to be held in early February 2001, and that the service road configurations can be reviewed further in response to comments or concerns that are raised at that time. Mr. Gosnay asked what the Project Team's response will be if support for the right-in/right-out alternative over the controlled-access alternative is received at the Information Centres. Mr. Scott replied that this would need to be discussed further with MTO after assessing the types of comments received, in the context of the longer term transportation needs in this corridor.

## PROCEEDINGS:

- G. Ough asked how the new technically preferred alternative will be named in the material presented at the Information Centres, as it consists of sections of both new route and upgrading existing Highway 7. M. Scott replied that the new technically preferred alternative will be identified as a “combined” alternative (combination of the new route alternatives in the eastern and western portions of the study area and existing highway alternatives in the central rural section).
- D. Gosnay requested details about what information will be presented at the Public Information Centres. M. Scott explained that all alternatives will be presented, including the detailed analysis of each alternative, the evaluation process, and the results of each stage of the evaluation leading to the selection of the technically preferred alternative.
- G. Vincent requested clarification of why the controlled-access alternative on existing Highway 7 is preferred over the right-in/right-out alternative for the agricultural factors. M. Scott explained that the right-in/right-out alternative has greater direct property impacts than the controlled-access alternative (the grade separation and ramps at Woolwich Road 72 for the right-in/right-out option require more property than the grade separation only at this location for the controlled-access alternative, while the property requirements at Regional Road 30 for both options are similar). In addition, he noted that the Project Team considered the impact to the local farm community in general to be greater with the right-in/right-out alternative due to additional out-of-way travel and lack of convenient access, which is provided by service roads in the controlled-access alternative. In response to a request from Mr. Vincent, Mr. Scott agreed to provide a brief written summary of this issue (*note: this is addressed in the attached Information Package*).
- A discussion took place about the opportunities to stage construction from right-in/right-out to controlled-access along existing Highway 7, as well as staging the construction of service roads to reflect demand. M. Scott explained that the Project Team acknowledges that such a staging sequence may be appropriate, however MTO will be seeking EA Act approval for the controlled-access alternative with service roads to ensure designation and protection of property. Mr. Scott noted that a detailed review of the potential staging sequence has not yet been undertaken, but that issues such as designing structures in their ultimate locations would need to be considered. Mr. Scott also noted that MTO Senior Management has asked the Project Team to assess the implications of initially constructing four lanes with a 15 m depressed rural median rather than a 7.5 m urban median with tall wall concrete barrier, which would also impact the design of the structure openings.
- N. Button asked if existing Highway 7 had originally been constructed with a widened subgrade to accommodate future widening to four lanes. M. Scott noted that the Project Team is not aware if four lanes of subgrade was provided, however a widened 5 m shoulder was constructed to allow for agricultural vehicle use.
- In response to a request from J. Van de Valk, M. Scott explained how vehicles and agricultural equipment would enter, exit and cross Highway 7 with the right-in/right-out alternative, and movements along service roads with the controlled-access alternatives.
- D. Gosnay asked for clarification about why the controlled-access alternative with continuous service roads was shown as preferred over the right-in/right-out alternative for the socio-economic factors. M. Scott noted that for most of the indicators, the alternatives were considered approximately equal, however the controlled-access alternative was considered to have less

## PROCEEDINGS:

- significant impact on travel patterns and minimize inconvenience in access to existing properties. Mr. Gosnay and R. Philips noted that property owners (particularly the nursery properties) may perceive that the right-in/right-out alternative provides more direct access than service roads adjacent to a controlled-access facility.
- N. Button asked whether speed-change lanes would be provided for vehicles entering or exiting Highway 7 with the right-in/right-out alternative. M. Scott noted that speed-change lanes would be provided at crossing roads, but not at individual driveways. The potential safety concerns associated with vehicles entering and exiting with the right-in/right-out alternative were discussed.
  - G. Ough noted that approval of a controlled-access alternative will help to control development and asked whether the right-in/right-out alternative would encourage new development with resulting new accesses along this section of Highway 7. B. Goudeseune noted that in order to provide the level of service required to accommodate future demand, MTO would need to apply strict control over the number of accesses permitted.
  - J. McBride asked about the design speed for the recommended alternative. M. Scott explained that in the western portion of the study area, the limiting design speed is 100 to 110 km/h due to the radius of the horizontal curve between the Grand River and Bridge Street, and 120 km/h for the rest of the alignment. He noted that the posted speed would be 100 km/h, and that a right-in/right-out alternative would have a posted speed of 90 km/h within that section. Mr. McBride noted a concern with vehicles merging/diverging within a right-in/right-out alternative due to the high speed of the through traffic. Mr. Scott noted that at least one adjacent property owner has also previously raised this as a concern
  - D. Gosnay noted that other highways in Ontario operate as right-in/right-out facilities (Highway 35/115 and Highway 11), and asked if collision data are available for this type of cross-section. M. Scott replied that collision records are not kept for this specific type of facility, and that limited information on actual collision rates for Highway 35/115 and Highway 11 were available. He also noted that upgrading of Highway 35/115 to right-in/right-out access has resulted in some changes in land use, and certain design features (wider shoulders for vehicles to use when exiting/ entering, fencing on the barrier wall) have been incorporated to improve safety. B. Goudeseune noted MTO's intention regarding Highway 11 is that right-in/right-out is a temporary condition, and is considered an interim stage in the development of a fully controlled-access facility.
  - J. Van de Valk asked how the service road alignments were developed. M. Scott explained that typically, service roads are located adjacent and parallel to the highway, with some offset at interchanges to provide adequate spacing from the ramp intersections. He noted that for Highway 7, the Project Team developed service road alignments which follow lot lines and frontages to the extent possible, in order to maintain existing land uses and minimize property severances. D. Gosnay noted that the service road alignment on the north side of Highway 7 at Regional Road 30 may provide for non-farm residential lots where the existing land uses fronting Highway 7 are severed from the rear portions of the lots.
  - D. Gosnay noted that a developer in the Township of Woolwich had previously investigated the possibility of locating a road approximately in the area shown for the south service road east of Woolwich Road 72, but that the Grand River Conservation Authority had identified a sensitive wetland area. G. Gartshore confirmed that the Project Team did review this wetland area as part

## PROCEEDINGS:

- of the analysis of this alternative. M. Scott also noted that the south service road alignment between Woolwich Road 66 and Woolwich Road 72 has been located as close to Highway 7 as possible to minimize impacts to the Hopewell Creek and the Breslau Complex wetland area.
- C. Gosselin noted that the Region of Waterloo is currently reviewing a proposal for a golf course in the southwest quadrant of Highway 7 and Woolwich Road 72 which may be impacted by the proposed south service road alignment, and asked about the design speed of the service roads. M. Scott noted that the service roads will be typical local access roads with design speed of 50 or 60 km/h.
  - G. Vincent commented that it appeared to be feasible to consider a right-in/right-out facility as an interim stage of development, which would also provide property owners with an opportunity to assess how land use may need to change as implementation is staged. M. Scott expressed agreement with this, but reiterated that EA approvals must be sought and property must be protected for the ultimate controlled-access facility. D. Gosnay expressed a concern that by 2028, land use may change significantly, therefore the service road network as shown may not be appropriate. He noted that it would be desirable to explore staging possibilities and ensure there is sufficient flexibility in the plan to allow for changes to the service road network based on future development. It was agreed that the information presented at the Public Information Centre will clearly identify that approval is being sought for a controlled-access facility with service roads, but that a right-in/right-out facility may be an interim stage. In response to a question from R. Philips, Mr. Scott noted that this discussion will also be included in the presentations to municipal councils.
  - R. Philips commented that Guelph Council can be expected to ask about the impacts of the recommended alternative on the Hanlon Expressway, as well as future extension of the Hanlon Expressway. M. Scott explained that the plan as presented does not preclude the extension of the Hanlon Expressway, however they should be considered as separate projects.
  - D. Gosnay asked about the interchange between existing Highway 7 and the preferred alternative at Woolwich Road 66, particularly the need to provide a direct move for westbound Highway 7 traffic to the south on a separate structure. M. Scott noted that the objective was to provide a link to existing Highway 7 at both Woolwich Road 66 and Townline Road, however the Project Team is currently reviewing this area due to the close proximity to the Regional Road 17 Interchange. D. Gosnay suggested that existing Highway 7 could continue to Woolwich Road 66 through the partial interchange. This would eliminate the need for the Woolwich Road 66 structure shown on the plan.
  - In response to a question from N. Button, M. Scott explained that the addition of a service road on the south side of Highway 7 between Woolwich Road 66 and Woolwich Road 72 was considered by the Project Team to be an improvement to the preferred alternative, as it provides a continuous local east-west road link through the study area to replace the local function of existing Highway 7.
  - N. Button expressed basic support for the recommended alternative subject to addressing comments about specific design details, and asked for clarification about the position of the other members of the External/Municipal Team. The stated responses were:

## PROCEEDINGS:

- G. Ough stated that the County of Wellington does not support any alternative on existing Highway 7 (as noted previously).
  - D. Gosnay stated that the Township of Woolwich's concerns regarding the service road alignments are significant, and that they do not currently support the recommended plan. Mr. Gosnay noted that the Township of Woolwich's current formal position supports a new route, however a right-in/right-out alternative on existing Highway 7 may be acceptable given that this type of facility does exist elsewhere within the province. Mr. Gosnay requested continued discussion with the Project Team regarding service road alignments, and noted that this will be a key issue in terms of the Township of Woolwich's support for the project.
  - G. Vincent noted that the City of Kitchener and Region of Waterloo would like to review the plans for the interchange at the Kitchener-Waterloo Expressway/Wellington Street with respect to provisions to maintain local access to Frederick and Victoria Streets. He commented that the Region is supportive of the new technically preferred alternative.
  - W. MacMillan stated that GRCA is reviewing the most recent information provided by the Project Team, and that further presentations to their Board will be required. He noted that the coloured plans do not adequately reflect the importance of the natural resource features at the Grand River, and do not show the wetland features south of existing Highway 7 that are potentially impacted by service roads.
  - L. Halyk noted that MNR shares the concerns raised by GRCA about the potential impacts of the service roads on wetland features. Mr. Halyk advised that MNR requires further review of the plan prior to providing their position, but that he felt that MNR could accept the new alignment sections in the eastern and western sections.
  - C. Gosselin also noted his support for GRCA's comments regarding impacts to the Grand River and wetlands. He explained the Region's policy of 2:1 replacement of trees removed, and asked if there was information available about the potential number of trees to be removed at the Grand River crossing. M. Scott replied that the Grand River structure is anticipated to be a high level structure, approximately 420 m in length, and that vegetation impacts were not yet confirmed. It was agreed that a landscaping plan would be appropriate, and that it may be possible to provide compensation for loss of trees elsewhere within the Grand River valley in the area (to be discussed further with the MTO Project Team).
  - J. Van de Valk indicated that further review of the evaluation criteria and the analysis of alternatives will be required for OMAFRA to formulate a position.
- J. Van de Valk asked how agricultural information would be presented at the Public Information Centres. M. Scott noted that property lines and farm buildings are shown on the base plans, however property ownership information cannot be publicly displayed in accordance with the Freedom of Information and Protection of Privacy Act. It was agreed that the farm buildings would be highlighted. Consideration will also be given to distinguishing owner operated and tenant operated operations (i.e. shade in different colours).
  - N. Button requested a small scale plot of the RE2-RW3 alternative (the new route alternative carried forward to the final stage of evaluation), the right-in/right-out alternative along existing Highway 7, and the controlled-access alternative along existing Highway 7 with discontinuous service roads (the technically preferred alternative). D. Gosnay also requested plans indicating the new route, and the existing highway plan showing service roads and the right-in/right-out alternative. Three plots showing these alternatives are attached to these minutes.

## PROCEEDINGS:

- W. MacMillan noted that at the October 13, 2000 External/Municipal Team Meeting, potential impacts to the residential properties on Silvercreek Parkway were discussed, and asked for clarification of the limits of the industrial area. M. Scott identified that the industrial designation ends at the Guelph city limit, approximately one lot north of existing Highway 7 and that the residences are therefore located within the Township of Guelph/Eramosa. He further confirmed that there are no industrial designations within the Township in this area.

## 3. UPCOMING CONSULTATION

M. Scott summarized the planned schedule for the next phase of consultation as follows:

- Public Information Centres are planned for February 7 at the City of Kitchener (subject to confirmation of availability) and February 8 at the Guelph Banquet Hall.
- Presentations to municipal councils are currently being organized for January 25, February 5 and February 6.
- A property owner drop-in centre will be held on January 23, prior to council presentations. Letters will be sent to all previously and newly affected property owners to invite them to this session. Three different types of letters will be sent:
  - property affected by the previous route but not affected by the new technically preferred alternative (i.e. no longer impacted by the project);
  - property still affected by the project, but affected differently; and
  - property newly affected by the project as a result of the new technically preferred route.

Details of the date/time/location of the February 7 and 8 Public Information Centres will also be included in these letters. Individual meetings will be held with property owners most significantly affected.

M. Scott requested that the External/Municipal Team not share the information presented at this meeting until after the January 23 property owner drop-in centre.

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes at (905) 823-8500 or [dmorneau@mrc.ca](mailto:dmorneau@mrc.ca).*

Prepared by:  
**McCormick Rankin Corporation**



Denise Morneau, P.Eng.

Attachments: Presentation Notes, Information Package, three small scale plots

cc: Attendees  
External/Municipal Team Members not in attendance  
D. Wake, MTO

# HIGHWAY 7 PLANNING STUDY

Kitchener to Guelph

**Municipal / External Team Meeting**

January 12, 2001



# Last Meeting - October 13, 2000

- Reviewed Alternatives and Analysis
- Received comments
- Team provided input to evaluation

# Traffic

- Conclusions presented at last meeting
  - ◆ 5-lane cross section capacity not sufficient to 2011
  - ◆ RIRO would provide at least LOS D up to 2028
  - ◆ CAH would provide at least LOS D to well beyond 2028

# Alternatives

- New Route
  - ◆ 4 in west
  - ◆ 3 in east
- Existing Highway 7
  - ◆ RIRO
  - ◆ CAH
    - continuous service roads
    - discontinuous service roads

# Analysis

- Updated Factors and Indicators from previous work
  - ◆ changes in policy (e.g. provincial Wetland Policy)
  - ◆ public concern
  - ◆ previous evaluation in 1990
- Most changes in Natural Environment and Agriculture

# Groupings

- Socio Economic Environment
- Natural Environment
- Agriculture
- Transportation
- Cost

# Evaluation

- New Route - East (RE1, RE2, RE3)
- New Route - West (RW1, RW2, RW3, RW4)
- Connectors - East (GC1, GC2), West (KC1, KC2, KC4)
- Existing Highway 7 Rural portion (RIRO, CAHc, CAHd)

# Evaluation - New Route

- East
  - ◆ RE1, RE2, RE3
  - ◆ **RE2 considered best, but could be improved with minor alignment shift to address:**
    - Townline East wetland
    - agricultural impact (Guelph Road 3)

# Evaluation - New Route

- West
  - ◆ RW1, RW2, RW3, RW4
    - RW1 impacts Hindu Temple, Bloomingdale-Rosendale wetland
    - RW4 significant impact on Breslau
  - ◆ RW3 considered best
- New Route - RE2 / RW3



# Evaluation - Connectors

- EAST
  - ◆ GC1 impact on Ellis Creek
  - ◆ GC2 considered best
- WEST
  - ◆ KC2 considered best
    - KC1 impact on Temple, B-R wetland
    - KC4 impact on Breslau

# Evaluation - Existing Highway 7

	RIRO	CAHc	CAHd
Socio-Economic		✓	
Natural Environment	✓		✓
Agriculture			✓
Transportation		✓	✓
Cost	✓		

# Final Evaluation

- New Route (RE2 - RW3)
- Existing 7 (RE2 GC2 CAHd KC2)
- Surprisingly similar costs
- Existing 7 better than New Route for Natural Environment and Agriculture
- **Existing 7 considered best, but could be improved by:**
  - ◆ adding a service road connection across Hopewell Creek

# Preliminary Design Features

- Freeway to Freeway interchange with KWE
- High Level structure crossing of Grand River, potential backwater and ice flow issues can be mitigated with design
- Partial interchange access to Bridgeport
- Avoids Hindu Temple and most wetlands
- Single crossing of Hopewell Creek
- Limited disruption to Agriculture community
- Some disruption to properties along Existing Highway 7
- Service Life beyond 2028
- Cost

# Schedule of Events

- Property Owners Meeting
  - ◆ January 23
- Council / Committee presentations
  - ◆ January 25 - February 6
- PIC
  - ◆ February 7 and 8
- Councils - Resolutions



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## **NOTES OF MEETING**

- PROJECT:** Highway 7 Planning Study – Kitchener to Guelph  
Our File: W.O. 2029-200
- DATE:** June 1, 2001  
9:30 a.m. to 12:00 p.m.
- PLACE:** Regional Administration Headquarters, Region of Waterloo  
“Middle Room”, 8<sup>th</sup> Floor, 150 Frederick Street, Kitchener
- PRESENT:**
- |                  |   |
|------------------|---|
| Graham Vincent   | Region of Waterloo, Planning & Culture          |
| Nancy Button     | Region of Waterloo, Planning & Culture          |
| Chris Gosselin   | Region of Waterloo, Planning & Culture          |
| Brock Stanley    | City of Kitchener, Business & Planning          |
| Barbara Steiner  | City of Kitchener, Business & Planning          |
| Jim Forbes       | City of Guelph, Planning                        |
| Dave Gosnay      | Township of Woolwich, Planning                  |
| Gord Ough        | County of Wellington, Engineering               |
| Hans Groh        | Township of Guelph/Eramosa, Engineering         |
| Donna Mundie     | Ministry of Agriculture, Food and Rural Affairs |
| Larry Halyk      | Ministry of Natural Resources                   |
| Art Timmerman    | Ministry of Natural Resources                   |
| Wayne MacMillan  | Grand River Conservation Authority              |
| Brian Goudeseune | MTO Planning and Design                         |
| David Wake       | MTO Environmental Unit                          |
| Cathy Giesbrecht | MTO Environmental Unit                          |
| Geoff Gartshore  | Ecoplans Limited                                |
| Martin Scott     | McCormick Rankin Corporation                    |
| Denise Morneau   | McCormick Rankin Corporation                    |
- REGRETS:**
- |               |  |
|---------------|--|
| John McBride  | City of Kitchener, Traffic                   |
| Rajan Philips | City of Guelph, Engineering                  |
| Gary Cousins  | County of Wellington, Planning & Development |
| Ariane Heisey | Ministry of the Environment                  |
- PURPOSE:** To discuss the comments received at the Public Information Centres in February 2001 and to present the new alternatives under consideration in the central section of the study area.
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**DISCUSSION:**

**ACTION:**

**1. INTRODUCTION**

Following introductions of the Project Team, D. Wake provided a brief overview of the information to be presented at this meeting:

- (a) The issues that were raised at the Public Information Centres held on February 7 and 8, 2001.
- (b) The two new alternatives being considered in the central section of the study area (between Woolwich Road 66 and Townline Road) to address the comments received, in particular the strong response from local business owners on existing Highway 7 regarding the impacts of changing their accesses from existing Highway 7 to service roads.
- (c) The anticipated consultation program over the next several months. Mr. Wake noted that another round of Public Information Centres is not planned in the near future, and that consultation will focus on meetings with individual property owners.

**2. STUDY UPDATE**

M. Scott summarized the study's progress since the last Municipal/External Team Meeting on January 12, 2001:

- (a) Following presentations to Municipal Councils and a property owner drop-in centre, Public Information Centres were held on February 7, 2001 in Kitchener and February 8, 2001 in Guelph to present the study process and the Technically Preferred Alternative. In total, over 500 people attended and over 300 comment sheets were submitted. There were clear concerns raised by business/property owners along existing Highway 7 in the central section about the proposed upgrade of the existing highway to controlled access with a discontinuous service road network. In particular, the local nursery owners expressed concern that the socio-economic impacts associated with the change in access to these businesses from existing Highway 7 to a service road was not addressed, and suggested that a new route north of Highway 7 would be a more appropriate solution. The business/property owner group collected and submitted about 1500 of their own comment sheets to MTO at and following the Public Information Centres.
- (b) In recognition of the concerns raised by the business/property owner group, the Project Team undertook a review of the central section to identify possible refinements. Two new route alternatives have been developed between Woolwich Road 66 and Townline Road, which maintain Highway 7 as a continuous roadway through the study area (essentially as it exists currently):
  - **New Route 1** would be a fully controlled access highway (100 m right-of-way) located between existing Highway 7 and the previous RE2-RW3 alternative, with a realignment of Woolwich Road 66 (and a new intersection with existing Highway 7), and a modified interchange configuration at Regional Road 30. Some agricultural properties fronting on existing

**DISCUSSION:**

**ACTION:**

Highway 7 would be bisected by the new route, and would likely not be viable on their own as agricultural properties, resulting in possible opportunities/pressures for redevelopment. Two remaining agricultural operations would require new accesses. The rear portion of the Tillich nursery north of existing Highway 7 would be impacted, although the sales area would not be affected. The intrusion into the Hopewell Riparian and Townline West wetlands would be significantly reduced compared to the RE2-RW3 alternative, and a single crossing of the Hopewell Creek would be required.

- **New Route 2** would be a fully controlled access highway (100 m right-of-way) located immediately north of existing Highway 7. It would have the same realignment of Woolwich Road 66 and intersection with existing Highway 7 and a similar modified interchange configuration at Regional Road 30 as New Route 1. The grade separations at Woolwich Road 72 and Regional Road 30 would include both the controlled access highway and existing Highway 7, with connecting roads between existing Highway 7 and the crossing road. This alternative would remove all existing residences and businesses (Tillich nursery, gas station, coffee shop) on the north side of existing Highway 7 between Woolwich Road 66 and Regional Road 30 (Shantz Station). This alternative would require a single crossing of the Hopewell Creek immediately adjacent to the existing Highway 7 crossing. The new route would tie back into the previous RE2 alternative at the “neck” of the Townline West wetland, minimizing impacts to the wetland.

- (c) The business/property owner group has identified a preference for New Route 1 because:
- New Route 1 would maintain existing Highway 7 and all intersecting roads as they exist presently, requiring no changes to access or frontage, and
  - New Route 1 does not require removal of the Tillich nursery.
- (d) The Project Team is planning to move forward with an analysis of the two new central section alternatives and meetings with property owners. This will be followed by an evaluation process which compares the two new central section routes with the RE2-RW3 alternative (the new route alternative carried forward to the final phase of the previous evaluation) and the GC2-CAH(d)-KC2 alternative (the February 2001 Technically Preferred Alternative) in the central section. This approach will maintain continuity with the previous work for future study documentation. Based on the results of the evaluation, a recommendation regarding the Technically Preferred Alternative will be developed. The Project Team will then notify the public of the results of the review.

**3. COMMENTS / QUESTIONS**

The following summarizes the comments and questions raised by the Municipal/External Team members:

- (a) N. Button asked how access would be provided to the land locked parcels north of New Route 2, west of Regional Road 30. M. Scott replied that the option of providing a continuous service road immediately north of the Highway 7 right-of-



**DISCUSSION:**

**ACTION:**

way between Regional Road 30 and Woolwich Road 72 has been explored, and will be reviewed further with the Township and affected property owners. Mr. Scott noted that another option is for MTO to purchase the remaining lands and then combine the land into either a single parcel or several parcels with access from Regional Road 30. D. Wake commented that the February 2001 Technically Preferred Alternative showed a service road at the centre or rear of these properties, which was generally not supported by the property owners.

- (b) N. Button asked about the outcome of discussions with the property owner on Bridge Street west of Regional Road 17 about the partial interchange at Bridge Street. M. Scott replied that modifications have been incorporated in this area which include shifting the loop ramp to the east and connecting the ramp to a two-way service road, which provides direct access to the subject property and other privately owned lands to the east. Mr. Scott noted that the property owner has reviewed the modified plan, and continues to prefer the RW1 alternative because it is further away from the residence and does not directly impact the existing storage yard.
- (c) G. Gartshore described a field visit conducted at the request of this property owner to identify any natural environment features on the property, and noted that there are no unique species present, and that there is evidence of previous disturbance (aggregate removal). G. Vincent noted that the owner has previously raised concerns about potential impacts to springs on the property. M. Scott replied that some seepage due to previous aggregate removal and placement of fill was observed near the Grand River, and that this can be addressed as part of the design of the Grand River bridge and approaches. Mr. Scott noted that there is a large, deep “stormwater management pond” on the property as required to operate the business. He added that the “pond” is currently dry and would be at approximately the elevation of the future highway, therefore loss of water due to construction is not considered an issue.
- (d) D. Mundie asked what criteria were used to determine the viability of remnant agricultural parcels. G. Gartshore replied that individual parcels at least 10 ha in size were considered viable, and that the impacts of fragmentation or severance (i.e. mid-lot versus back-lot, loss of buildings/access, etc.) was considered. Ms. Mundie asked if the agricultural operators have been consulted, and M. Scott replied that discussions with individual operators about the new alternatives have not been undertaken yet, but are planned for this summer. Mr. Scott noted that discussions were held with some operators earlier in the study to identify the potential impacts associated with various route alternatives, and that many of the owners/operators attended the property owner drop-in centre and/or Public Information Centres in January/February 2001.

**DISCUSSION:**

**ACTION:**

- (e) D. Gosnay noted that the issue of whether to provide a service road on the north side of New Route 2 between Regional Road 30 and Woolwich Road 72 or purchase the land locked properties needs to be resolved and incorporated into the evaluation process, because providing a new service road would make the owners eligible for new building permits for non-agricultural uses (and therefore have an “induced development” impact). A similar discussion occurred later in the meeting related to the severed back lot portions north of New Route 1 west of Regional Road 30. In this case, D. Wake noted that because of the small size and relatively isolated nature of these parcels, MTO would likely determine that these would be full buyouts. There was a discussion about whether this land would be suitable for wetland enhancement (it is located at the edge of the Hopewell riparian wetland), if it is not viable for agricultural use. W. MacMillan noted that if the land could be identified a part of a “buffer plan”, a conservation easement could be registered on title. D. Wake advised that MTO will not want to hold these lands indefinitely if they are surplus to the highway needs, therefore sale/transfer to other owners would need to be explored. It was agreed that the implications of service roads/buyouts on specific remnant parcels would need to be considered further with respect to the potential for creation of new development opportunities (i.e. building permit/zone change issues).
- (f) The removal of the existing development along Highway 7 at Shantz Station with New Route 2, compared to the pressure for development on remaining parcels between existing Highway 7 and New Route 1, was discussed. M. Scott noted that the nursery owners have identified an opportunity with New Route 1 to develop the remaining parcels as a “Garden Mall”, including associated facilities such as a restaurant, market, etc. N. Button described a recent meeting between the representatives of the nursery owners and the Region of Waterloo, where the nursery owners expressed their preference for New Route 1, primarily because of the potential noise impacts to adjacent residences, loss of the Shantz Station community and loss of one nursery (Tillich) with New Route 2. Ms. Button noted that at this meeting, the nursery owners stated that a significant portion of traffic to the nurseries are planned trips, therefore maintaining visibility from the new highway is not a concern.
- (g) N. Button asked about the schedule for the study and any action on the part of the municipalities, and noted that Regional Council would prefer that the Council presentations not be the first public presentation of the new routes. M. Scott described the anticipated schedule/process as follows:
- Analysis of New Route 1 and New Route 2, and discussions with property owners between Woolwich Road 66 and Townline Road during the summer to review the new routes and get feedback on potential impacts or changes to impacts.
  - Evaluation of New Route 1 and New Route 2 against the February 2001 Technically Preferred Alternative and the RE2-RW3 alternative (between Woolwich Road 66 and Townline Road).

Project Team

**DISCUSSION:**

**ACTION:**

- Public consultation in Fall 2001. D. Wake noted that the scale and format of this round of public consultation (i.e. public information centre, newsletter, information package, etc.) will be determined based on the outcome of the evaluation process. N. Button suggested that the process as described is significant enough to warrant another round of Public Information Centres.
  - Further discussions are required with municipal staff about the timing of future Council presentations.
- (h) The natural environment impacts of the two new routes were discussed. C. Gosselin commented that the greater natural environment impacts of New Route 1 might renew some of the previous issues with the local environmental interest groups. G. Gartshore noted that New Route 1 is an improvement over the previous RE2-RW3 alternative because the southerly shift reduces wetland impacts, while the proximity of New Route 2 to existing Highway 7 further reduces natural environmental impacts in these areas.
- (i) G. Vincent noted that a service road adjacent to the February 2001 Technically Preferred Alternative was not supported by Regional Council, and asked which factor group has the most “weight” in the evaluation process. M. Scott replied that the three major criteria are the socio-economic environment, natural environment and agriculture, as the transportation/network service and cost are essentially the same. Mr. Scott stated that the approach to analysis and evaluation is the same as the previous process (i.e. a “reasoned argument” approach rather than a numerical weighting/ranking) to maintain continuity.
- (j) G. Vincent commented that New Route 1 appears to provide more opportunity for induced development along existing Highway 7 between Woolwich Road 66 and Townline Road through the severance of lots fronting the existing highway. M. Scott noted that many of these lots are not presently owner-operated, therefore pressure for development may already exist. G. Vincent noted that the Region of Waterloo is currently assessing longer-term future growth opportunities within the region, and that the new Highway 7 alignment may form the future urban boundary. D. Gosnay advised that all available agricultural land in the Township is in production, and that current municipal OP policies will not permit redevelopment of these lands for non-agricultural uses. Mr. Gosnay added that severance of existing agricultural lots is not justification for conversion to other land uses (i.e. lots smaller than 10 ha may still be considered “viable” when combined with adjacent parcels).
- (k) A. Timmerman asked if consideration could be given to shifting the alignment of New Route 1 to the south just west of Townline Road to reduce or avoid impacts to the Townline West wetland. It was agreed that this will be reviewed.
- (l) C. Gosselin asked if any of the homes in the Townline Road area have been designated as heritage structures. D. Wake replied that the farmhouses on both sides of Townline Road at existing Highway 7 are old stone houses, but neither has been formally designated as a heritage resource.

Project Team

**DISCUSSION:**

**ACTION:**

- (m) C. Gosselin suggested that opportunities for environmental enhancement and the relative ability to mitigate impacts be incorporated into the analysis of alternatives, if possible. Project Team
- (n) M. Scott confirmed that the results of the analysis and evaluation of the two new alternatives will be presented to the Municipal/External Team before public consultation. N. Button requested that the summary tables used in the evaluation and digital copies of the alternatives be provided sufficiently in advance to allow for review and comment. In response to a question from C. Gosselin, M. Scott advised that the digital plans cannot be referenced because the available base plans are two-dimensional scanned images (tif format). Project Team
- (o) D. Gosnay asked whether any further reviews of the RW4 alternative have been completed, as the Halt 7 group has made additional presentations to Councils since the February 2001 Public Information Centres about their preference for this alternative. M. Scott replied that the RW4 alternative was analysed in detail and evaluated as part of the last set of alternatives, and set aside in favour of the Technically Preferred Alternative because of the significant direct impacts to the community of Breslau. Mr. Scott noted that this was clearly presented at the February 2001 Public Information Centres and will be included in the study documentation.
- (p) D. Wake asked the Municipal/External Team to advise the Project Team in advance before sharing details with the public about the new alternatives and the issues discussed at this meeting. Municipal/ External Team
- (q) Exhibits showing the two new alternatives, the February 2001 Technically Preferred Alternative and the RE2-RW3 alternative (central section only) were distributed.

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned at (905) 823-8500 or dmorneau@mrc.ca.*

Prepared by:  
**McCormick Rankin Corporation**

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Denise Morneau, P.Eng.

cc: Attendees  
John McBride, Rajan Philips, Gary Cousins, Ariane Heisey – including Exhibits