



**Snyder's Road Improvements
Village of Baden,
Township of Wilmot**

- What:** Reconstruction of Snyder's Road
- Where:** From Christian Street to Gingerich Road
- Why:** To Repair Pavement, Underground Infrastructure and
Enhance Pedestrian and Cycling Facilities
- When:** Construction in 2018
- Who:** Region of Waterloo Project Manager
Mr. Ken Brisbois, C.Tech
Region of Waterloo
Phone: (519) 575-4606
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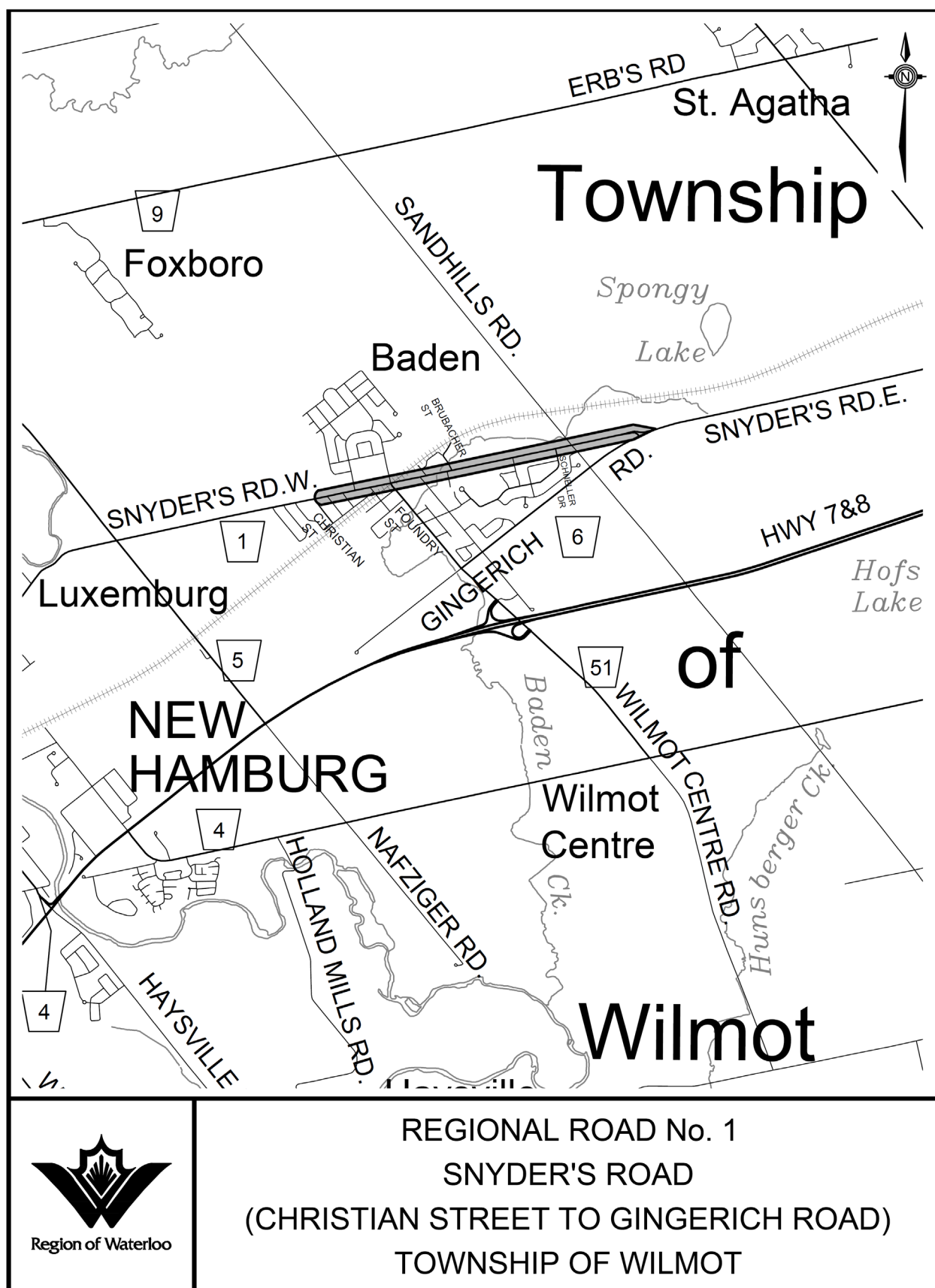
We Want Your Input!

**There's a Comment Sheet at the Back of this Package. Please Fill it
Out and Share Your Comments with Us.**

Public Consultation Centre #1

Thursday, November 5, 2015, 5:30 p.m. to 8:00 p.m.

Township of Wilmot Offices, Wilmot Community Room, 60 Snyder's Road, Baden



1. Why is the Region doing this Project?

The Region of Waterloo is currently considering improvements to Snyder's Road through the Village of Baden, from Christian Street to Gingerich Road in the Township of Wilmot. This project has been initiated to address the deteriorated condition of the roadway and the underground infrastructure. The need for this reconstruction also presents an opportunity to incorporate enhanced facilities for pedestrians and cyclists along this section of Snyder's Road.

2. Who is Directing this Project?

The planning of these infrastructure improvements is being undertaken by a "Project Team" consisting of staff from the Region of Waterloo, the Township of Wilmot and Township of Wilmot Councillor Barry Fisher. The Region has retained the consulting engineering firm of Walter Fedy to assist with the planning, design and contract administration of this project.

3. How is this Project Being Planned?

This project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process and is pre-approved to proceed to construction provided that appropriate public consultation is undertaken.

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

The public is invited to this Public Consultation Centre (PCC) to:

- review the improvements being considered for this project;
- ask questions of staff from the Region of Waterloo and the Township of Wilmot; and;
- provide comments and input regarding the planning and design of the improvements being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. All comments received will be considered along with other information received over the course of the project to assist the Project Team in completing the planning and design for this project.

5. What Improvements Are Being Considered?

The Project Team is considering the following improvements to Snyder's Road:

- Complete replacement of the pavement structure and most of the concrete curbs on both sides of Snyder's Road;
- Widening to accommodate the construction of new 1.50 metre wide "on-road" cycling lanes on both sides from Christian Street to Foundry Street (to match the on-road cycling lanes to the west on Snyder's Road);
- Widening to accommodate the construction of new 1.50 metre "segregated" cycling lanes (separated from traffic by a roll-over curb) on both sides from Foundry Street to Gingerich Road (to provide a traffic calming and speed reduction effect on this section of Snyder's Road);
- Replacement of the existing storm sewers from Foundry Street to Sandhills Road;
- Urbanization of Snyder's Road from Schneller Drive to Gingerich Road including the installation of new storm sewer and curb and gutter to replace the ditches and driveway culverts;
- Installation of new sidewalk on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road;
- Replacement of deteriorated sidewalk from Christian Street to Schneller Drive with new sidewalk;
- Construction of a centre refuge island immediately west of Schneller Drive to allow pedestrians to cross the road one half at a time and only have to wait for gaps in one direction of traffic at a time; and
- Installation of new boulevard trees where space permits.

Please refer to Appendix 'A' for drawings showing the Project Team's Preferred Design Concept for Snyder's Road.

6. How Do the Improvements Being Considered Relate to the Objectives of the Regional Transportation Master Plan, the Regional Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?

The Region of Waterloo's Transportation Master Plan (RTMP), updated in 2010, is a high-level strategic plan that assesses existing and future traffic patterns and volumes throughout the entire Regional road network to determine the short and long-term needs for road improvements. The RTMP does not identify any need to widen Snyder's Road in Baden beyond the existing two travel lanes. The RTMP, through its vision of sustainability, also supports measures that will improve the cycling and pedestrian networks in the project area.

The Regional Active Transportation Master Plan recommends that cycling lanes and sidewalks be provided on this section of Snyder's Road.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional Roads. The CDG identifies design parameters for necessary features within road allowances such as vehicular lanes, cycling lanes, sidewalks and boulevards. According to the CDG, the middle section of Snyder's Road (from Foundry Street to Brubacher Street) is classified as a "Neighbourhood Connector - Main Street". Under this classification, this section of Snyder's Road should be designed to include active transportation modes including walking and cycling. The other two sections of Snyder's Road (from Christian Street to Foundry Street and from Brubacher Street to Gingerich Road) are classified as a "Rural Village - Main Street" and the CDG states they should be designed to include a focus on moving vehicles, with provisions for cyclists and pedestrians to complete connections to other specific areas and routes.

As a fundamental part of these classifications therefore, Snyder's Road needs to be designed to support active transportation modes including walking and cycling. The implementation of the features identified in the Active Transportation Master Plan and the Corridor Design Guidelines will enable all road users, including cyclists and pedestrians, an opportunity to travel without obstructions within this community and beyond.

7. What Cycling Facilities Are Proposed?

On projects where new cycling facilities are being considered, the Project Team has a number of different options to consider including: painted on-road cycling lanes; “segregated” cycling lanes (separated from traffic by a wide roll-over curb); and multi-use trails which provide combined use for pedestrians and cyclists in the boulevards. The Region’s Active Transportation Master Plan recommends that cycling lanes and sidewalks be provided on this section of Snyder’s Road.

Multi-use trails provide the greatest separation to adjacent vehicles and accordingly afford the most comfort for cyclists. However, the presence of numerous driveways on Snyder’s Road precludes the use of a multi-use trail due to the conflict points with drivers exiting driveways and cyclists travelling in both directions on the trail.

Segregated cycling lanes are separated from the adjacent traffic lane, typically by a 0.7 metre wide mountable “roll-over” curb. Where space permits on Snyder’s Road, this type of cycling lane is recommended by the Project Team as the most appropriate type of cycling facility to provide cyclist comfort and encourage more cycling. The Regional right-of-way is wide enough between Foundry Street and Gingerich Road to accommodate segregated cycling lanes. In addition, speeding has been identified by the Project Team as an on-going local concern on this particular section of Snyder’s Road and the presence of curbs between the vehicle lane and the cycling lane will have a traffic calming effect on motorists and help to reduce speeds in this area. Segregated cycling lanes typically cost more to construct and maintain than on-road cycling lanes.

Between Christian Street and Foundry Street, the Project Team is recommending on-road cycling lanes to provide a consistent cycling facility to match the existing 5 km of on-road cycling lanes that currently exist from Christian Street westerly into New Hamburg.

8. How is On-Road Parking Affected under the Preferred Design Concept?

There are a number of commercial properties along Snyder’s Road where customer parking currently exists in a paved boulevard; at all of these locations, the Preferred Design Concept includes new boulevard parking spaces in front of these commercial establishments. So there would be no loss of parking in front of any of the commercial properties along Snyder’s Road.

In addition to the boulevard parking, on-road parking is also currently permitted on the south side of Snyder’s Road throughout the project limits. The south side parking is unmarked. In the urbanized area from Christian Street to Sandhills

Road, the south side lane width from centreline to curb averages 5.45 metres in width which is only marginally wide enough to allow an eastbound vehicle to pass a parked car without encroaching over the centreline.

As part of the planning for this project, the Project Team surveyed the existing parking usage to determine the current demand for parking. The results of this parking survey are summarized in Appendix 'B'.

The survey was completed over two separate periods (in May and September/October 2015) and included both weekday and Saturday parking counts. The survey counted parked vehicles every 15 minutes between 7:00 am and 7:00 pm.

The results of the parking survey show that the existing available on-street parking spaces are not heavily used. The peak usage at any one time was on a Saturday when there were 7 vehicles parked on the street (out of 40 available spaces) between Brubacher Street and Sandhills Road. Overall on average, the available parking spaces were in use only 1-5% on weekdays and only 0-12% on weekends. The Preferred Design Concept would require the elimination of all of the south-side parking to accommodate the proposed cycling lanes. The Project Team recognizes that the removal of the south-side parking may inconvenience adjacent residents; however, most of the fronting driveways are deep enough or wide enough to accommodate multiple parked cars. In addition, with the exception of the section east of Sandhills Road, there are numerous sidestreets that would be available for overflow parking.

9. How will the Proposed Improvements Enhance the Pedestrian Environment on this Project?

All old deteriorated sidewalk within the project limits will be removed and replaced with new concrete sidewalk to match the existing width. From Schneller Drive easterly, it is proposed that the rural cross-section be converted to an urbanized cross-section with new storm sewers and curbs replacing the ditches and culverts, along with the addition of sidewalk on the south side from Schneller Drive to the last residential driveway, west of Gingerich Road. In addition, a short section of new sidewalk will also be installed on the west side of Sandhills Road to connect internally to the existing subdivision sidewalk network. Raised tactile domes will also be provided at all intersection sidewalk ramps to assist visually impaired pedestrians.

10. Who will be Responsible for Winter Maintenance of the New Sidewalks?

As indicated in Section 9, there are some areas of new sidewalk proposed to be constructed as part of this project on Snyder's Road where no sidewalk exists today. As with all sidewalk installations in the Township of Wilmot, snow removal on all sidewalks is the responsibility of the abutting landowners as per Township of Wilmot By-Law 84-72.

11. Will the Posted Speed be Changed?

The posted speed limits will remain as they currently exist. The Project Team feels however that the introduction of the segregated cycling lanes east of Foundry Street, a pedestrian refuge island and new tree plantings will help promote slower speeds; research has shown that "vertical" elements (i.e. curbs, islands, trees) have a positive calming effect on driver behaviour.

12. How will Existing Trees, Driveways, Retaining Walls and Lawns be Affected?

It is expected that some existing trees would have to be removed during construction to accommodate the proposed improvements. The plans presented at this Consultation Centre show trees that likely will require removal or trimming. It is the Region's practice to plant two replacement trees for each tree removed where space permits in the road allowance. Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Any new landscaping typically occurs in a separately tendered landscaping contract in the year following construction. Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Some properties along Snyder's Road currently have hard landscaping features such as rock gardens, ornamental lights, underground sprinkler systems or similar landscape features which are currently situated on the road right-of-way rather than on private property. If your property is identified as having these types of features on the roadway right-of-way, you will be contacted well in advance of construction and be requested to relocate these items from the right-of-way prior to construction.

13. Is Any Private Property Required for this Project?

The intent of the design process is to minimize the need to acquire property; however, in order to implement the proposed improvements the Region will need to acquire some property from several abutting property owners.

In areas where property is required, the property owner would be contacted directly by the Region of Waterloo's Land Purchasing Officer. Compensation would be provided at fair market rates based on recent similar area sales. The plans presented at this Consultation Centre show the proposed property acquisition that will likely be required. Please refer to Appendix "C" for further information on the property acquisition process.

14. Will any Heritage Resources be Impacted by this Project?

A large number of designated and listed heritage resources, as well as many unrecognized pre-1900's homes/buildings along Snyder's Road were identified within the project limits at the onset of this project. The Project Team has developed the proposed improvements to avoid impacts to these structures.

The Regional Heritage Planning Advisory Committee will be providing heritage related comments as the project proceeds through public consultation, as well as preliminary and detailed design.

Finally, during detailed design and approaching construction, the Region will be working with a consultant to conduct a precondition assessment/survey of all homes/buildings, including those identified as heritage resources, that directly front Snyder's Road to document existing conditions of the structures prior to the works taking place in 2018. These surveys are very important in identifying and documenting the existing conditions prior to construction to help resolve any claims in the unlikely event that there is accidental damage of any kind as a result of the construction.

15. When will Construction Occur? Will there be Detours?

Construction on Snyder's Road is tentatively scheduled to commence in 2018. The Region's Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors.

Pedestrian access will be maintained at all times. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The Wilmot Fire Department, Waterloo Regional Police and Ambulance Services

will all be advised of the traffic restrictions during the construction period.

As is customary during Regional Road reconstruction projects, motorists will be advised of the construction timing and traffic restrictions through advance signage and through information on the Region's web site.

The overall length of the project is over 2.5km and construction will take a number of months to complete. The work would be undertaken in multiple stages to minimize the overall disruption to residents, businesses and their customers, and all other road users. At least one lane of traffic in one direction will be maintained at all times during the construction. Detours would be put in place as required via Gingerich Road, Foundry Street and Nafziger Road.

A detailed construction staging plan will be developed during the detailed design stage of this project and area property owners will be provided with details of the construction timing, staging and traffic management plans well in advance of construction.

16. How will Access to Properties be Maintained During Construction?

Access to residential/commercial driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily block access to and from driveways on Snyder's Road and side streets for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists, the Contractor will endeavour to complete the work across the driveway in two stages where feasible in order to maintain customer access.

Property and business owners are asked to contact the Project Manager if they have any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be made.

17. Can my Existing Water Service be Upgraded?

Replacement of the existing distribution watermain within Snyder's Road is not being proposed as part of this project and, as such, water service replacements are not planned. If property owners wish to increase the size of the water service to their property beyond the standard 19mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the Township of Wilmot and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner's expense.

If you do wish to discuss an increase in the size of your water service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

18. Can my Existing Sanitary Service be Up-graded?

Replacement of the existing sanitary sewer within Snyder's Road is not being proposed as part of this project and, as such, sanitary service replacements are not planned. If property owners wish to increase the size of the sanitary service to their property beyond the standard 100mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the Township of Wilmot and the property owner, existing sanitary services may be upgraded from the sanitary sewer main under the road to the property line at the property owner's expense.

If you wish to discuss an increase in the size of your sanitary service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the sanitary service on their private property (i.e. between the property line and their building) as part of this construction. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

19. What is the Estimated Cost of this Project? How will it be Funded?

The Region of Waterloo is funding the roadworks portion of this project from its Roads Rehabilitation Reserve Fund. The budget for the proposed roadworks including road reconstruction, new sidewalk, on-road and segregated cycling facilities as well as driveway and boulevard restoration, is \$5,755,000. The Township is funding the costs for replacement of deteriorated existing sidewalk replacement as well as a share of the storm sewer replacement at a total estimated cost of \$120,000.

20. What are the Next Steps?

Prior to finalizing the preliminary design of this project for Regional Council's approval, the Project Team is asking for the public's input on the improvements being considered. This Public Consultation Centre is your opportunity to ask questions, provide suggestions, and make comments. The Project Team will use the comments obtained from the public during this Public Consultation Centre to refine the proposed design in conjunction with other technical data.

21. When will a Final Decision be Made?

The Project Team will review the public comments received from this Public Consultation Centre and use them as input for identifying a Recommended Design for the Snyder's Road Reconstruction Project. In advance of this meeting, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at this Public Consultation Centre) so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

22. How will I Receive Further Notification Regarding this Project?

Adjacent property owners and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of any future meetings.

23. How Can I Provide My Comments?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than Friday, November 20, 2015

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

Ken Brisbois, Project Manager

Region of Waterloo

150 Frederick Street, 6th Floor

Kitchener, ON N2G 4J3

Telephone: (519) 575-4606

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Kitchener, ON N2M 1A1

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Fax: (519) 576-5499

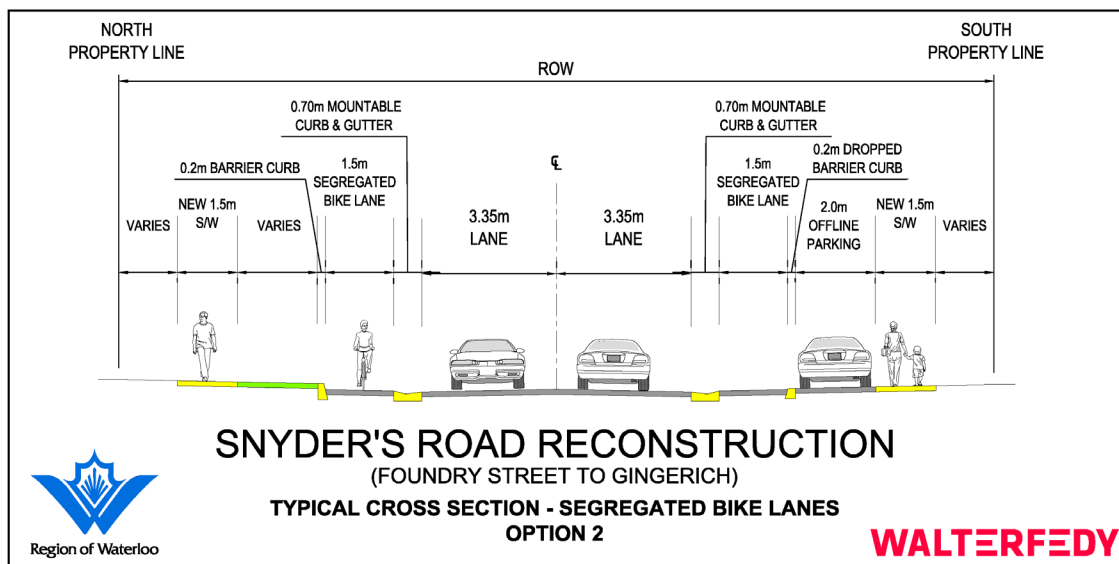
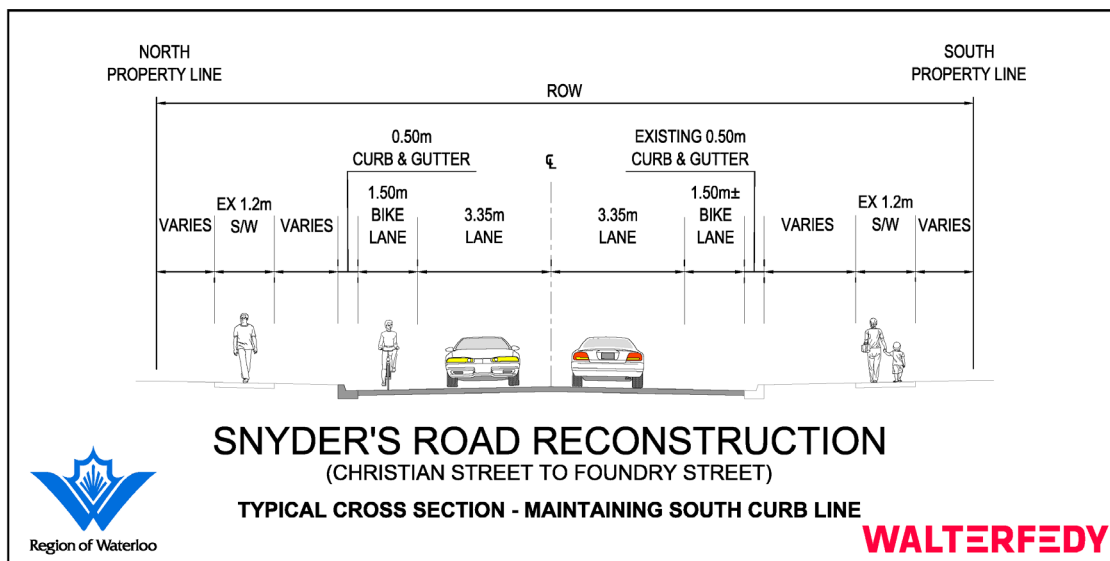
Email: dschipper@walterfedy.com

24. How Can I View Project Information Following the PCC?

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at www.regionofwaterloo.ca.

Appendix A

Cross Sections



Appendix B
Existing On-Street Parking Usage Study

Blocks Along Snyder's Road	Existing Number of Spaces	Weekday Usage **		Saturday Usage **	
		Daily Average (7am to 7pm)	Peak	Daily Average (7am to 7pm)	Peak
Christian to Foundry (South)	9	2%	22% (2/9)	7%	44% (4/9)
Christian to Foundry (North)	0	PARKING PROHIBITED			
Foundry to Brubacher (South)	20	3%	30% (6/20)	0%	0%
Foundry to Brubacher (North)	0	PARKING PROHIBITED			
Brubacher to Sandhills (South)	40	5%	10% (4/40)	12%	18% (7/40)
Brubacher to Sandhills (North)	0	PARKING PROHIBITED			
Sandhills to Gingerich (South)	30	1%	3% (1/30)	0%	0%
Sandhills to Gingerich (North)	30	1%	3% (1/30)	0%	0%

** Parking usage percentages for on-street parking on Snyder's Road are shown as an average or peak usage per 30 minute time interval between the hours of 7am and 7pm.

Christian Street to Foundry Street

From Christian to Street to Foundry Street, the frontage is predominantly residential with some commercial properties closer to Foundry Street. Parking is currently prohibited on the north side and permitted on the south side. The south-side parking is unmarked but there is space for approximately 9 vehicles. Over the period of the parking survey, the available parking spaces were only in use in this section less than 7% of the time. The Preferred Design Concept includes elimination of all of the south-side parking to accommodate the proposed on-road cycling lanes. The Project Team recognizes that the removal of the south-side parking between Christian Street and Foundry Street may inconvenience adjacent residents; however, most of the fronting driveways are deep enough or wide enough to accommodate multiple parked cars and there are numerous sidestreets that would be available for overflow parking.

Foundry Street to Brubacher Street

The frontage between Foundry Street and Brubacher Street is a mixture of residential and commercial properties. The commercial properties all have some boulevard parking which would be reinstated behind the cycling lane under the Preferred Design Concept. On-road parking is currently permitted on the south side only. The south-side parking is unmarked but there are approximately 20 existing on-road spaces available. Over the entire period of the parking survey, the available parking spaces were only in use in this section less than 6% of the time. The Preferred Design Concept includes elimination of all of the south-side parking to accommodate the proposed segregated cycling lanes. The Project Team recognizes that the removal of the south-side parking between Foundry Street and Brubacher Street may inconvenience adjacent residents; however, most of the fronting driveways are deep enough or wide enough to accommodate multiple parked cars and there are numerous sidestreets that would be available for overflow parking.

Brubacher Street to Sandhills Road

From Brubacher Street to Sandhills Road, the frontage is predominantly residential. In this area parking is permitted only on the south side. The south-side parking is unmarked but there are approximately 40 existing on-road spaces available. Over the entire period of the parking survey, the available parking spaces were only in use in this section approximately 12% of the time. The Preferred Design Concept includes elimination of all of the south-side parking to accommodate the proposed segregated cycling lanes. The Project Team recognizes that the removal of the south-side parking between Brubacher Street and Sandhills Road may inconvenience adjacent residents; however, most of the

fronting driveways are deep enough or wide enough to accommodate multiple parked cars and there are numerous sidestreets that would be available for overflow parking.

In addition to the on-road parking, there are approximately 23 boulevard parking spaces for adjacent businesses in this section which are heavily used both during weekdays and weekends. The Preferred Design Concept would provide an increase in the number of boulevard parking spaces to a total of 26.

Sandhills Road to Gingerich Road

From Sandhills Road to Gingerich Road, Snyder's Road is a rural cross-section with gravel shoulders and there are no parking restrictions on either side of the road. There is room for approximately 60 vehicles to park between Sandhills Road and Gingerich Road on the gravel shoulder. There are 15 residential properties fronting this section of Snyder's Road, all with long wide driveways. Over the 3 days surveyed in this section, only 6 parked vehicles were observed and all were parked for very short durations. It is proposed that parking be eliminated in this section to accommodate the segregated cycling lanes.

Comment Sheet

Regional Municipality of Waterloo

Snyder's Road Improvements

Christian Street to Gingerich Road

Village of Baden, Township of Wilmot

Public Consultation Centre

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by November 20, 2015 to:

Mr. Ken Brisbois, C. Tech
Project Manager
Region of Waterloo
Kitchener, ON N2G 4J3
Fax: (519) 575-4430

150 Frederick Street, 6th Floor
Phone: (519) 575-4606
Email: kbrisbois@regionofwaterloo.ca

Are you interested in upgrading your water service as part of this project? [optional]

☐ YES

☐ NO

Are you interested in upgrading your sanitary service as part of this project? [optional]

☐ YES

☐ NO

Comments or concerns regarding this project:

Name: _____

Address:

Postal Code _____

Phone: _____ Email: _____

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