

#1a

December 20th, 2012

Caren Wiatryzk
6685 Ellis Road
Cambridge, Ontario
N3C 2V4

The Township of Puslinch
7404 Wellington Road 34
Guelph, Ontario
N1H 6H9


Re: Collaborative Structures Limited's Proposed 401 Signage

To Puslinch Township Council Members

We have reviewed Collaborative Structures Limited's plans and intentions related to their proposed signage facing the 401 corridor.

We accept the proposed application.

Sincerely,



Caren Wiatryzk

December 20th, 2012

Phil Fletcher
6681 Ellis Road
Cambridge, Ontario
N3C 2V4

The Township of Puslinch
7404 Wellington Road 34
Guelph, Ontario
N1H 6H9

Re: Collaborative Structures Limited's Proposed 401 Signage

To Puslinch Township Council Members

We have reviewed Collaborative Structures Limited's plans and intentions related to their proposed signage facing the 401 corridor.

We accept the proposed application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phil Fletcher', written over a horizontal line.

Phil Fletcher

#2a

Brenda Law

From: Patricia Heft <PHeft@regionofwaterloo.ca>
Sent: December-13-12 3:14 PM
To: Brenda Law
Subject: Townline Road at Ellis Road/Sideroad 10

Dear Mrs. Law,

This is in response to your request for additional traffic control at the Townline Road/Ellis Road/Sideroad 10 intersection in the City of Cambridge. Our review focused on the need for traffic control signals to assist both vehicular and pedestrian movements entering/exiting the intersection.

A turning movement count was conducted on October 11th, 2012 to capture vehicular and pedestrian volume entering the Townline Road/Ellis Road/Sideroad 10 intersection during the busiest eight hours of a typical day. Traffic and pedestrian volume obtained from the turning movement count were applied to the Region's Traffic Control Signal Warrant. Criteria used to establish the need for traffic control signals includes main-street volumes, side-street volumes, pedestrian volumes, roadway characteristics and the collision history. The results of our warrant calculations are shown below.

Minimum Vehicle Warrant	- 94%
Delay to Cross Traffic Warrant	- 73%
Collision Warrant	- 0%

In order for traffic signals to be warranted one of the above warrants must satisfy 100% or the Minimum Vehicle Warrant and Delay to Cross Traffic Warrant must both satisfy 80%. Our assessment indicates that traffic and pedestrian volume currently entering the Townline Road/Ellis Road/Sideroad 10 intersection do not meet the need for traffic control signals at this time.

It is important to note that the function of traffic control signals is to assign the right-of-way between conflicting movements. Installing traffic control signals for reasons other than assigning the right-of-way may lead to a higher delay to vehicular traffic. In some instances, the collision frequency may increase with the installation of traffic control signals. Regional staff examined collisions that occurred before and after the installation of traffic control signals in urban areas within the Region of Waterloo. Although traffic control signals are generally successful in reducing angle collisions, overall collisions increased by approximately 20% and injury collisions increased by 70% after the installation of traffic control signals. Regional staff were also able to identify that most vehicle/pedestrian collisions occur at signalized intersections. For this reason, traffic control signals are rarely warranted as a safety measure alone.

A review of the 5-year collision history (2007 – 2011) at the Townline Road/Ellis Road/Sideroad 10 intersection does not indicate any unusual collision patterns. According to our records, there has been 3 collisions where 3 would be expected during this period. If we were to signalize this intersection we would expect this intersection to experience 20 collisions over a 5-year period based on collision data from other signalized intersections in the Region of Waterloo operating under similar conditions.

Based on our review, Traffic engineering staff are not recommending the installation of additional traffic control at the Townline Road/Ellis Road/Sideroad 10 intersection at this time. However, our assessment indicates that traffic volume entering the intersection is approaching the Region's signal warrant justification. As such, we will be scheduling a turning movement count at the Townline Road/Ellis Road/Sideroad 10 intersection in 2013 to reassess the need for additional traffic control. Please be assured that we will continue monitor traffic operations at the Townline Road/Ellis Road/Sideroad 10 intersection and recommend the most appropriate traffic control when Regional warrants have been met.

If you require any additional information please do hesitate to contact me.

Regards,

Patricia Heft

Engineering Technologist (Traffic)

(519) 575-4743

(519) 575-1676

150 Frederick Street

Kitchener, Ontario N2G 4J3

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#3a

Brenda Law

From: Martins, Trish <trish.martins@urs.com>
Sent: December-20-12 10:27 AM
To: project_team@niagara-gta.com
Subject: NGTA - Status Update and MTAG/RAAG Meeting Invitation
Attachments: NGTA- Status Update from Minister Chiarelli.pdf; MTAG RAAG Invitation (Jan 29 2013).pdf

Dear Sir/Madam,

As you are aware, the Ministry of Transportation (MTO) and the Niagara to GTA project team have been undertaking a planning study in the Niagara to GTA corridor to explore all modes of transportation to facilitate the efficient inter-regional movement of people and goods through the Niagara, Hamilton and Halton area.

In March 2011, MTO released the draft Transportation Development Strategy for public review and comment. The draft Strategy includes support for transit improvements, recommendations to optimize the existing transportation network as well as options for expanding the highway network. In response to the feedback received on the draft Strategy, MTO committed to completing additional analysis of highway expansion options throughout the Niagara to GTA study area.

Please see the attached letter from the Minister of Transportation for an update on the analysis of the options to expand the highway network as well as an outline of the steps required to prepare the final Transportation Development Strategy.

You are also invited to a Municipal Technical Advisory Group (MTAG) and Regulatory Agency Advisory Group (RAAG) meeting scheduled for:

Tuesday January 29th, 2013
1:30 p.m. to 3:30 p.m.
Casablanca Winery Inn – Reflections Meeting Room
4 Windward Drive, Grimsby, ON L3M 4E8

The NGTA project team will present a summary of the technical assessment and the preferred highway expansion options. The meeting will also include an opportunity for questions and answers. Please refer to the attached invitation for further details.

The project web site (www.niagara-gta.com) will be updated early in the new year to include more information on the assessment and evaluation of the highway expansion options. The website will also be updated with information regarding upcoming consultation events (e.g. Public Information Centres).

Thank you for your continued interest in this important transportation planning initiative.

Regards,
Trish Martins
on behalf of the NGTA Project Team

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Ministry of Infrastructure

Ministère de l'Infrastructure

**Ministry of
Transportation**

**Ministère des
Transports**

**Ministry of
Municipal Affairs
and Housing**

**Ministère des
Affaires municipales
et du Logement**



Office of the Minister

Bureau du ministre

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8

416-327-9200

www.ontario.ca/infrastructure

www.mto.gov.on.ca

www.ontario.ca/MAH

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)

M7A 1Z8

416-327-9200

www.ontario.ca/infrastructure

www.mto.gov.on.ca

www.ontario.ca/MAH

December 20, 2012

Dear Stakeholder:

The Ministry of Transportation (MTO) is completing Phase 1 of the Niagara to Greater Toronto Area (GTA) Corridor Planning and Environmental Assessment study to examine all options for meeting Ontario's long-term transportation needs.

In 2011, the Niagara to GTA study produced a draft Transportation Development Strategy with several recommendations including support for transit enhancements and new highway capacity. Transparent and open dialogue is an important part of the Environmental Assessment and we have responded to public feedback by undertaking additional analysis of the highway options.

At this time, the preferred highway expansion options include:

- Widening existing highways in the Hamilton to Halton area
- Widening the QEW in the Hamilton to St Catharines area to eight lanes
- A new highway corridor south of Welland, connecting Highway 406 to the QEW near Fort Erie.

These preferred options will be explained in more detail at upcoming Public Information Centres to be scheduled during February 2013, as well as at meetings with the Niagara to GTA advisory groups, municipal partners, First Nations and other organizations that are interested. Feedback received during these consultations will be used to complete the selection of the preferred highway expansion projects and finalize the Niagara to GTA Corridor Transportation Development Strategy in the spring of 2013.

Extensive outreach and consultation was a cornerstone of Phase 1 and will continue to be a key part of our process as we move forward.

Since 2003, the McGuinty government has made unprecedented investments to address congestion. We have invested more than \$13.4 billion in public transit across the province, including \$6 billion to improve GO Transit. More than \$17 billion has been committed to design, repair and expand provincial highways and bridges across the province, including almost \$600 million to improve the QEW such as widening through St. Catharines from Highway 406 to Garden City Skyway, and Mountain Road to Glendale Avenue, and various resurfacing projects along the highway. In addition, we added 16 kilometres of HOV lanes in the Oakville/Halton area.

Our ongoing commitment to improving Ontario's infrastructure and transportation network is vital to keeping our economy strong.

I would like to take this opportunity to thank you for your valued participation. Your continued interest will assist us as we move forward with our transportation plans for the Niagara to GTA Corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Chiarelli". The signature is fluid and cursive, with the first name "Bob" written in a larger, more prominent script than the last name "Chiarelli".

Bob Chiarelli
Minister

December 20, 2012

Dear MTAG/RAAG Member:

**RE: Niagara to GTA Corridor Planning and EA Study – Phase 1
MTAG/RAAG Meeting**

The NGTA project team is pleased to invite you to a meeting to discuss the status of the Niagara to GTA Corridor Planning and EA Study – Phase 1.

As you are aware, the Niagara to GTA draft Transportation Development Strategy was released for review and comment in March 2011. Consistent with the project team's "building block" philosophy, this strategy included recommendations for optimizing the existing transportation network (Group 1), providing new/expanded non-roadway infrastructure (Group 2), as well as options for providing additional roadway capacity (Groups 3 and 4).

In response to feedback received from stakeholders, the project team undertook additional analysis of highway expansion alternatives (Groups 3 and 4) to gain further insight into the complex issues and trade-offs associated with each portion of the study area.

The NGTA project team has now completed the technical assessment of the highway expansion options and a preferred strategy has been identified for each portion of the study area. The team will be reviewing the findings of this analysis with affected municipalities, stakeholders and the general public over the coming months through advisory group meetings, and a round of Public Information Centres. The feedback obtained will be used to finalize the highway expansion recommendations and the Transportation Development Strategy.

You are invited to a Municipal Advisory / Regulatory Agency Advisory Group meeting scheduled for:

Tuesday January 29th, 2013
1:30 p.m. to 3:30 p.m.
Casablanca Winery Inn – Reflections Meeting Room
4 Windward Drive, Grimsby, ON L3M 4E8

The NGTA project team will present a summary of the technical assessment and the preferred highway expansion options. The meeting will also include an opportunity for questions and answers. Please confirm your attendance by contacting Leslie Leamen (leslie.leamen@urs.com, T: 905-882-4401). Your response by Monday January 21st, 2013 would be appreciated.

Please note that for this meeting, we are not planning to circulate any meeting materials in advance. You will have the opportunity to further review these materials and provide us with your comments after the meeting. Please contact me if you have any questions or require further information.

NGTA Project Team

c/o URS Canada Inc.
4th Floor, 30 Leek Crescent
Richmond Hill, ON L4B 4N4
Tel: 905.882.4401
Fax: 905.882.4399
www.niagara-gta.com

- 1 -

Regards,



Mr. John Slobodzian
Team Lead
Provincial Planning Office
Ontario Ministry of Transportation



Mr. Paul Hudspith, P. Eng.
Consultant Project Manager
URS Canada Inc.

cc. E. Flora - MTO
P. Puccini - URS

#4a



LEGISLATIVE ASSEMBLY OF ONTARIO

Queen's Park
Toronto, Ontario

December 12, 2012

The Hon. Bob Chiarelli
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 1Z8

Dear Minister:

I am writing to bring to your attention a letter I received from Rob Leone, MPP for Cambridge, in support of the Highway 6 Morriston bypass project.

In his letter, which is enclosed, Dr. Leone notes that moving forward with the Morriston bypass would have economic benefits, not only his riding of Cambridge, but also the rest of the province. He has travelled down Highway 6 many times and has experienced the traffic conditions firsthand.

I once again urge you to commit to putting the Morriston bypass on your Ministry's 5 year plan and to begin moving forward with this important project.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Arnott".

Ted Arnott, MPP
Wellington-Halton Hills

TA:dr

Encl:

Cc: Mayor Dennis Lever, Township of Puslinch
Brenda Law, CAO/Clerk-Treasurer for the Township of Puslinch





Rob Leone, MPP

Cambridge
Official Opposition Critic for
Training, Colleges and Universities

Constituency Office:

49B Eagle St. N
Cambridge, ON N3H 1C2

Tel. (519) 623-5852

Fax: (519) 650-3918

E-mail: rob.leoneco@pc.ola.org

Queen's Park Office:

Room 328, Legislative Bldg.
Toronto, ON M7A1A8

Tel. (416)-325-8451

Fax: (416) 325-8413

E-mail: rob.leone@pc.ola.org

DEC 04 2012

December 3rd, 2012

Ted Arnott, MPP, Wellington-Halton Hills
Room 420, Queen's Park
Toronto, ON
M7A 1A8

Dear Mr. Arnott,

Thank you for your letter concerning the Morriston bypass.

Your characterization of Highway 6 as it passes through Morriston is correct. I used to drive this stretch of highway on my way to McMaster University and my experience was that traffic jams were quite common.

Efficient transportation through corridors like this one is crucial to economic growth. Targeted investments in infrastructure will not only be vital to ensure businesses continue to want to do business in Ontario but also that families spend less time commuting and more time with each other.

My riding and the rest of the province would most certainly benefit from this project and I support you in your bid to request the Minister to endorse it.

All the best,

Dr. Rob Leone
MPP, Cambridge
Critic for Training, Colleges and Universities





LEGISLATIVE ASSEMBLY OF ONTARIO

46

RECEIVED

DEC 31 2012

Township of Puslinch

Queen's Park
Toronto, Ontario

December 21, 2012

Brenda Law
CAO/Clerk-Treasurer
Township of Puslinch
7404 Wellington Rd. 34
RR 3, Guelph, ON
N1H 6H9

Dear Brenda:

Thank you for sending me a copy of the Resolution passed by Township Council on November 7, 2012 in support of my resolution on the Morriston bypass. I have written to Transportation Minister Bob Chiarelli in order to bring Council's resolution to his attention. Please find a copy of my letter enclosed.

I would appreciate it if you could bring it to the attention of Township Council.

Sincerely

A handwritten signature in black ink, appearing to be "Ted Arnott".

Ted Arnott, MPP
Wellington-Halton Hills

TA:dr

Encl:

TED ARNOTT, MPP • WELLINGTON - HALTON HILLS

Room 420 • Queen's Park • Toronto • Ontario M7A 1A8 • Tel. (416) 325-3880 • Fax (416) 325-6649
E-mail: ted.arnott@pc.ola.org • Website: www.tedarnottmpp.com





LEGISLATIVE ASSEMBLY OF ONTARIO

Queen's Park
Toronto, Ontario

December 21, 2012

The Hon. Bob Chiarelli
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 1Z8

Dear Minister:

I am writing to bring to your attention a resolution passed by the Township of Puslinch Council on November 7, 2012 in support of a resolution which I tabled in the Ontario Legislature on October 4, 2012. A copy of the Township of Puslinch's resolution is enclosed.

My original resolution read: *That, in the opinion of this House, the Minister of Transportation should prioritize the Highway 6 Morriston Bypass project by placing it on the Southern Highways Program, the Ministry's five-year investment plan in highway construction for Southern Ontario; and in the short term, support immediate measures to calm highway traffic though Morriston in the Township of Puslinch.*

While my resolution died on the Order Paper, along with all the other bills that were before the House when your Government prorogued the Legislature on October 15, I would like to once again reiterate the importance of this project to our community. I urge you to put it on your Ministry's 5 year plan so that we can begin moving forward with this project.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ted Arnott'.

Ted Arnott, MPP
Wellington-Halton Hills

TA:dr

Encl:

Cc: Brenda Law, CAO/Clerk-Treasurer for the Township of Puslinch



4c

Heather Krouskie

From: Dennis Lever
Sent: Thursday, December 20, 2012 10:25 AM
To: Heather Krouskie
Subject: Hwy #6 proposal
Attachments: hwy6prop_woudsma2012.pdf

Hi Heather,

Here is the draft proposal from Dr. Woudsma. Can you please add it to the next council package.

Thanks,

Dennis

Dennis Lever
Mayor
Township of Puslinch
226-971-2067
www.puslinch.ca

A Proposal for the Estimation of Highway 6 Traffic Impacts

A project for the Township of Puslinch

Submitted By

**Dr. Clarence Woudsma
University of Waterloo, School of Planning**

Dec. 17th, 2012

Letter of Introduction

Mr. Dennis Lever,
Mayor, Township of Puslinch
7404 Wellington Road 34
Guelph, ON N1H 6H9

Dear Mr. Lever

I am pleased to submit the following proposal for your consideration. Following up on our conversations earlier this Fall, I have established a project course (running from January 7th 2013 to April 30th, 2013) within our program to facilitate the work described herein. The project team consists of five, fourth year planning students who collectively have over 10 years of relevant transportation project work experience (co-op) working with major firms and governments in Ontario.

At this stage, the proposal presented is preliminary in the sense that our team will revisit the specifics in January when we are underway for the term. However, this does represent the central elements of the approach to be taken. Our team is excited at the opportunity, but our ultimate success is in part contingent on timely access to the quality work that has already been undertaken by various public bodies. I'm confident we'll be able to work together to address this important need.

I look forward to working with you and your council on this project. It's an exciting opportunity and one that represents the best of what we aspire to in the School of Planning – applying our passion, expertise and skills to real world challenges in our communities and working with them to achieve the most effective outcomes.

Sincerely,



Clarence Woudsma, PhD, MCIP, RPP
Director, School of Planning,

University of Waterloo
200 University Ave. West
Waterloo, ON, Canada
N2L 3G1

Phone 519-888-4567 ext. 33662
Fax 519-725-2827
Email cwoudsma@uwaterloo.ca

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1.0 Project Introduction

The Highway 6 bypass (see Figure 1 below) in the Township of Puslinch, specifically around the Village of Morriston has been proposed for decades. Considerable work has been undertaken to move the project forward, including engineering studies on the proposed route and a related environmental assessment. There have also been various studies, policy implementations, and other analyzes conducted by a variety of stakeholders.

There is consensus on the need for the bypass, but there remain contentious questions on the level of urgency and timing for initiation. To date, various efforts to quantify the traffic levels and related safety, environmental, and societal impacts have been undertaken. This proposal represents an effort to consolidate the understanding captured in these efforts and to provide a comprehensive economic evaluation of costs related to the current traffic context and forecasts over future time horizons.

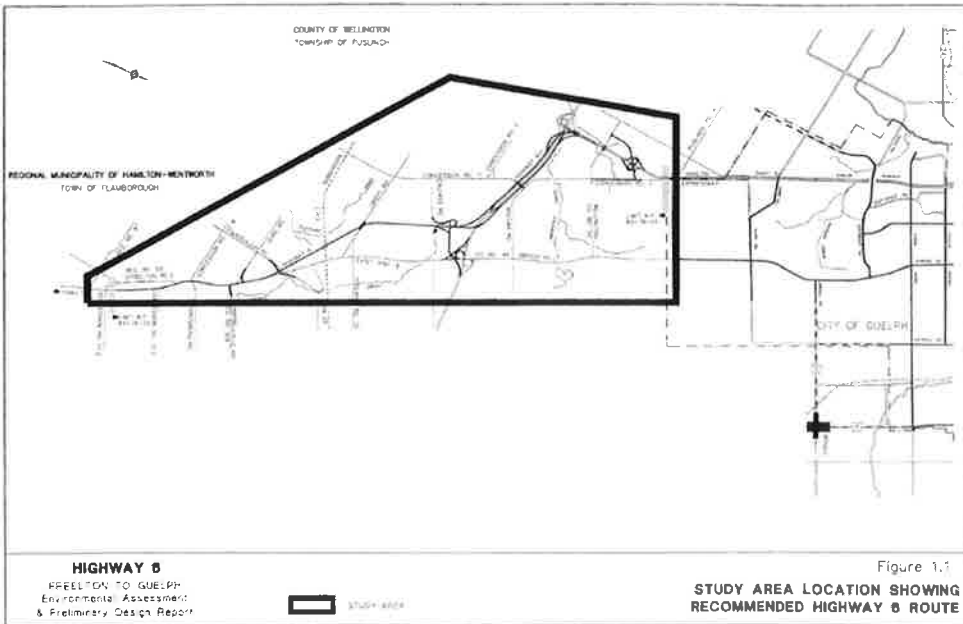


Figure 1 Highway 6 Recommended Route

The primary goal of this project is as follows:

to estimate the comprehensive economic impact of the present Highway 6 (Freelon to City of Guelph section) infrastructure and traffic levels based on current and forecasted corridor conditions

In order to address this goal, our team will need to work with the best available secondary data sources and employ a methodology that is consistent with engineering projects of this magnitude within the Province of Ontario. There will be limited scope to undertake primary data collection, although discussions with stakeholders will be an important element of our approach.

1.1 Objectives

Objective 1: Critical Evaluation of Available Evidence and Research

The goal of this review is to provide:

- a) Background context and understanding (project and methods)
- b) Analytical needs assessment
- c) Data requirements

An up to date understanding of relevant studies 1) on the bypass project specially and 2) the broader field of transportation project evaluation will be established to provide further justification and support for the methods we have proposed as well as providing key baseline information necessary to scope and conduct our proposed work. It is vital to know what has been done already and to incorporate that knowledge, data, and related findings into our work as appropriate. The analytical approach and related data needs will be finalized based in part on the outcomes of this objective.

Objective 2: Impact Assessment - Multiple Account Evaluation (MAE)

Multiple Account Evaluation is similar to traditional benefit cost analysis (usually monetizing all impacts expressed in net present dollar value) with an overall aim of providing a systematic assessment of project impacts. However, rather than being focused solely on generating a single outcome like a benefit cost ratio, it involves consideration of a suite of “accounts” – typically in areas such as

- I. Transportation User Benefits
- II. Financial Impacts
- III. Environmental Impacts
- IV. Economic Development Impacts
- V. Socio-Community Impacts

A key aspect of the MAE is that it allows for the inclusion of a broader range of factors, including those that are qualitative, and perhaps not amenable to monetization. Rather than providing decision makers with single outcomes for their consideration, this approach allows for numerous accounts to be presented, and tradeoffs explored.

Objective 3: Recommendations and Communication

Based on the critical examination of Objective 1 and the practical development of Objective 2, we will offer a supported, recommendation for estimated costs associated with the impacts of current traffic and infrastructure on Highway 6. A clear and defensible method which will allow integration with existing data sources will be delivered along with the comprehensive analysis, results discussion, and recommendations.

2.0 Methodology

2.1 Addressing Objective 1: Critical Evaluation of Available Evidence and Research

Our assembled team will utilize their existing knowledge and resources in an initial scoping of the conceptual and practical issues associated with this project. Subsequently, a listing of issues will be developed and project resources devoted to carrying out a comprehensive review of existing and ongoing studies and reports related to the current highway conditions and proposed bypass. Consultations with council representatives will be a necessary part of the project at this and subsequent stages. Following this review, a portion of the final report will be written as a critical review of the state of understanding. Further, the analysis plan and data needs will be presented.

2.2 Addressing Objective 2: Impact Assessment - Multiple Account Evaluation

In brief, our method is built on accepted approaches to MAE. Current traffic conditions will be used to establish a baseline on which to comparatively estimate traffic conditions under the proposed bypass configuration. This will be extended using growth forecasts in terms of economic and population changes in the region over 5, and 10 year time horizons initially. The comprehensive listing of impacts under the five account areas will be developed and criteria measured and where possible expressed in monetary terms. In addition to traditional measures such as value of time costs associated with congestion related delays for both commercial and passenger vehicles, this project will consider broader regional impacts in areas such as economic and community development. Within this approach, there are a number of optional methods for measuring the impact in terms of environment, health, and economic impact that are subject to debate. Where ever possible, accepted approaches endorsed by the MTO will be employed, and always, justification from reliable research will be provided for choices made.

2.3 Addressing Objective 3: Recommendations and Communication

The results of our analysis in Objective 2 will form the central materials to be delivered in a final report to the project partner. This report will detail our methods, outline the results in the various impact accounts and under the various forecast conditions, and provide recommendations on the assessment of impacts and utility of the results of this study.

3.0 Workplan and Deliverables

January 2013

- initial meeting with client to establish scope and provide input to study team
- Site visits by study team
- Review of existing studies, relevant research
- Follow up meeting with client to present analysis plan (results of scoping)

February 2013

- Data gathering and initial assessment of impacts
- Establishment of growth forecasts
- Application of MAE method – establishment of benefits, costs, and related impacts

March 2013

- Continuation of analysis
- Preparation of draft report
- Presentation of draft report and request for feedback from client

April 2013

- Final Report completion and Delivery

4.0 Budget Considerations

The draft nature of this proposal presents challenges in terms of establishing an accurate budget. What is proposed here is open to discussion.

Travel – 3 survey trips (day long) for project team – 500.00 (vehicle rental, food)

Data storage – 100.00 (secure capture and storage of project materials)

Report Preparation – 400.00 (panel preparation, copies of report reproduced as needed)

Budget total – 1000.00

Note: There is a significant amount of inkind services provided by the project leader and through the University of Waterloo's School of Planning (administrative support, phone, etc.). This is a unique project opportunity for our students and hence the willingness to present a budget to cover the most basic of project expenses.

5.0 Project Leader Profile and Experience

Our assembled team is very well qualified to undertake this project. Dr. Clarence Woudsma brings expertise in transportation planning, land use, economic development, and analytical methods. Dr. Woudsma is currently Director of the University of Waterloo's School of Planning. Prior to joining Waterloo in 2004, he's had appointments with the University of Calgary and the State University of New York (Buffalo), and is a Past President of the Canadian Transportation Research Forum. He has broad experience with transportation policy issues and has previously published on subjects including climate change policy and freight impacts, urban freight planning and infrastructure, regional freight assessment, transportation demand management, freight emissions forecasting and deregulation of transportation provision. Recent research projects include DC location analysis, innovation in logistics, the potential for truck only infrastructure and alternative fuel infrastructure provision. He is an award winning instructor, teaching methods and substantive courses with a transportation emphasis. Dr. Woudsma has degrees from McMaster (Ph.D.), Wilfrid Laurier (M.A.) and Laurentian (Hon. B.A.) Universities.

Bibliography

Metrolinx (2010), Metrolinx “Benefits Case Analysis” reports – accessed at http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits_case_analyses.aspx, Dec., 2012

Shaffer, M., (2010), Multiple Account Benefit-Cost Analysis: A Practical Guide for the Systematic Evaluation of Project and Policy Alternatives, University of Toronto Press, Toronto,

#5a

Brenda Law

From: Ken Dance <dancenv@sentex.net>
Sent: December-11-12 3:45 PM
To: Brenda Law
Cc: sdenhoed@hardenv.com; gwsefs@sympatico.ca; apepping@gamsby.com; sconway@gamsby.com; aldos@wellington.ca; fnatolochny@grandriver.ca; ngarland@grandriver.ca
Subject: Re: FW: 0424 Maltby Road E.I.S. Draft Terms of Reference
Attachments: DE-387_Maltby Rd EIS_Terms of Reference_3Dec12.pdf

Persian Investments Ltd.

424 Maltby Rd
W.

The attached is the Draft Terms of Reference for the 424 Maltby Road E.I.S. for which we seek your review and comments.

Regards,
Ken

On 11/12/2012 2:36 PM, Brenda Law wrote:

Hello All,

Please see attached. Please review and provide any comments to the Township.

Thank you,
Brenda

From: Ken Dance [<mailto:dancenv@sentex.net>]
Sent: December-11-12 1:50 PM
To: Brenda Law
Cc: Marlene Walker
Subject: 0424 Maltby Road E.I.S. Draft Terms of Reference

Brenda,

We have been retained to undertake an E.I.S. at 0424 Maltby Road, Puslinch Township. Attached is a draft Terms of Reference. Please have review and comment on this document.

Thank you,
Ken

--
Ken Dance, M.Sc.
President
Dance Environmental Inc.
807566 Oxford Rd 29
RR#1 Drumbo, NOJ 1G0
Tel. 519-463-6156

--
Ken Dance, M.Sc.
President



**DANCE
ENVIRONMENTAL
INC.**

DE-387
December 3, 2012

**DRAFT
Terms of Reference for
Scoped E.I.S for
0424 Maltby Road,
Puslinch Township,
Wellington County.**

Address: #807566 Oxford Rd. 29, R.R. #1 Drumbo, ON N0J 1G0
TEL (519) 463-6156
Email: dancenv@sentex.net

1.0 INTRODUCTION

The following Terms of Reference has been prepared as the initial step in completing an E.I.S. for the 0424 Maltby Road property. Persian Investments Ltd. desires to develop the 0424 Maltby Road property for industrial/commercial use. The 0424 Maltby Road study area contains areas which have been designated as Rural Industrial, Greenlands and Core Greenlands, in the County of Wellington Official Plan.

2.0 BACKGROUND

The purpose of the E.I.S. is to inform the GRCA, Township of Puslinch, and County of Wellington of the potential impacts, both direct and indirect, of the proposed development application on the Natural Heritage system of the area. The E.I.S. will identify and discuss the Wellington County OP Sections, PPS, Township of Puslinch, GRCA and Mill Creek Subwatershed policies and guidelines which are relevant to the proposed development of the site for industrial/commercial use.

3.0 RATIONALE

The rationale for the proposed undertaking will be provided in the EIS.

4.0 DESCRIPTION OF THE PROPOSED UNDERTAKING

The EIS will summarize and include the following general information on the proposed undertaking.

- Location map;
- Existing zoning;
- Purpose of the development proposal;
- Conceptual plan showing locations and boundaries of areas which are identified as being potentially developable.
- Activities associated with the proposed undertaking that may have direct or indirect, short term or ongoing environmental impacts during construction and post-construction.
- General areas of any proposed grading, or drainage alterations.

5.0 STUDY METHODS

Existing information sources will be obtained from GRCA, the County of Wellington, MNR, and will be reviewed in the EIS. Data sources which will be used include:

- NHIC –Biodiversity Explorer Species at Risk query
- 2nd Ontario Breeding Bird Atlas
- Ontario Herpetofaunal Atlas
- County of Wellington Official Plan (2009)
- City of Guelph Natural Heritage Strategy –Phase 2 Volumes 1 and 2 (Dougan & Associates 2009)
- South Wellington Environmentally Sensitive Areas Study (September 1977)

In order to complete a thorough EIS for the proposed study area a number of specific inventories and surveys will be completed including:

- Breeding bird surveys
- Snake cover board inventory
- Turtle inventory & nest searches
- Vegetation inventory (spring, summer, autumn)
- Flag wetland edges and have these confirmed by GRCA staff
- Delineate ELC vegetation communities
- Butternut inventory and assessment
- Delineation of wetland boundaries
- Jefferson Salamander inventory
- Assessment of winter deer concentrations
- Wintering raptor inventory

Any wildlife heard or observed during field surveys was recorded, as well as any signs of the presence of any species of wildlife (ie. tracks, scat, dens etc.)

6.0 DESCRIPTION OF EXISTING NATURAL ENVIRONMENT CONDITIONS

The existing conditions within the study area proposed for industrial/commercial use will be described based on the background information collected on the site and the findings of the biological inventory site visit(s). Description of the proposed development concept in relation to existing soils, geology, hydrogeology, vegetation, fauna, site topography, drainage, habitat areas and other applicable matters will be discussed.

7.0 POLICY FRAMEWORK

A description of adjacent land uses and the existing regulations affecting the proposed land use change and zoning will be discussed in the EIS eg. applicable DFO, GRCA, Mill Creek Subwatershed Study, PPS, and County of Wellington policies.

8.0 IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

The E.I.S. will identify whether there are any opportunities to enhance wildlife habitat, corridors or vegetation communities within the study area, as a result of the proposed undertaking. Constraints which can influence where potentially suitable areas for industrial/commercial use occur will also be discussed in the E.I.S. eg. wetlands, Species at Risk, topography, and groundwater conditions. Buffers and setbacks would also be addressed.

9.0 ENVIRONMENTAL IMPACT ANALYSIS

A description of all natural features and their ecological functions that might directly or indirectly be negatively impacted as a result of the proposed undertaking will be prepared. This section will also include a description of the

negative impacts that might reasonably be caused to any natural heritage features and its associated ecological and hydrologic functions by the development proposal, including a statement of the significance of the natural heritage features and significance of anticipated impacts.

10.0 MITIGATION/COMPENSATION MEASURES

The EIS will describe the necessary mitigation actions to prevent, change, mitigate or remedy any expected negative impacts upon the PSW, Greenlands, Core Greenlands or any significant wildlife habitat or communities which are identified through the collection of the baseline data. Where relevant a description of methods to protect the ecological functions of the areas affected will be provided. Buffers and setbacks will be addressed.

11.0 RESTORATION AND ENHANCEMENT OPPORTUNITIES

The E.I.S. will describe whether there is a need for restoration or enhancement of wildlife habitat or vegetation communities within the study area as a result of the proposed development activities. If restoration or enhancement activities are recommended then the conceptual locations of where it should take place, when it should be conducted, and how restoration concepts should be completed will be provided, along with the rationale for these recommendations.

12.0 RESIDUAL IMPACTS AND CONCLUSIONS ON DEVELOPMENT POTENTIAL

The EIS will summarize the nature and magnitude of impacts after mitigation actions are taken and provide conclusions regarding County of Wellington, MNR, and GRCA policies and the advisability of allowing the undertaking.

13.0 MONITORING

Any monitoring recommended during construction and after including any specific compliance and performance monitoring will be described in the EIS.

14.0 BIBLIOGRAPHY

The E.I.S. will include a bibliography which will detail the sources of information which were utilized to prepare the E.I.S..

15.0 STUDY TEAM

The C.V. of E.I.S. authors will be provided in the EIS report.

Prepared by:

Kevin Dance

Terrestrial Biologist
Dance Environmental Inc.
Phone: (519) 463-6156
Email: dancenv@sentex.net

Brenda Law

From: Stan Denhoed <sdenhoed@hardenv.com>
Sent: December-13-12 8:37 AM
To: Brenda Law
Subject: Re: 0424 Maltby Road E.I.S. Draft Terms of Reference

cc Ken D.
#56 Greg
Aldo.
Amanda
Steve
Nathan

Brenda

During our review of the Southgate development located on the north side of Maltby Road we realized that water originating on the 424 Maltby Road lands contributes to wetlands on the north side of Maltby Road. Thus, the scope of the EIS must include potential impact to wetland area on the north side of Maltby Road.

Stan Denhoed, M.Sc. P.Eng.
Senior Hydrogeologist
Harden Environmental Services Ltd.
Phone (519) 826 0099
Cell (519) 994-6488
Toll Free 1-877-336-4633
Fax (519) 826-9099
Website: www.hardenv.com

From: [Brenda Law](#)
Sent: Tuesday, December 11, 2012 2:36 PM
To: sdenhoed@hardenv.com ; gwsefs@sympatico.ca ; apepping@gamsby.com ; sconway@gamsby.com ; aldos@wellington.ca ; fnatolochny@grandriver.ca ; ngarland@grandriver.ca
Cc: dancenv@sentex.net
Subject: FW: 0424 Maltby Road E.I.S. Draft Terms of Reference

Hello All,

Please see attached. Please review and provide any comments to the Township.

Thank you,
Brenda

From: Ken Dance [<mailto:dancenv@sentex.net>]
Sent: December-11-12 1:50 PM
To: Brenda Law
Cc: Marlene Walker
Subject: 0424 Maltby Road E.I.S. Draft Terms of Reference

Brenda,

We have been retained to undertake an E.I.S. at 0424 Maltby Road, Puslinch Township. Attached is a draft Terms of Reference. Please have review and comment on this document.

Thank you,
Ken

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Ken Dance, M.Sc.
President
Dance Environmental Inc.
807566 Oxford Rd 29
RR#1 Drumbo, NOJ 1G0
Tel. 519-463-6156



CC stand
#5c
Bry
Amanda

400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519.621.2761 Toll free: 866.900.4722 Fax: 519.621.4844 Online: www.grandriver.ca

Steve
Aldo

December 20th, 2012

Township of Puslinch
7404 Wellington Road 34
Guelph, Ontario
N1H 6H9

Attn: Brenda Law

**Re: Draft ToR for Scoped EIS for 0424 Maltby Road
Township of Puslinch**

We have reviewed the Draft Scoped Terms of Reference (ToR) submitted to this office. The following comments are provided.

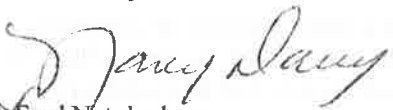
1. The information submitted in the scoped EIS does not reference a specific area or development proposal. Based on site conditions, topography and the information submitted, we request that the ToR acknowledge that both off site and on site direct and indirect impacts will be evaluated as part of the EIS.
2. We would request that specific inventories and surveys proposed as part of the ToR include further details on methodologies and protocols to be used as part of the inventory and delineation work. For your reference we have included the following acceptable protocols and surveys.
 - a. The use Ontario Wetland Evaluation System methodology for delineating the wetland boundary.
 - b. The completion of one complete Marsh Monitoring Program survey.
 - c. One complete breeding bird Study based on Ontario Breeding Bird Atlas methodology.
 - d. Incidental mammal and reptile surveys.
 - e. Ecological Land Classification following OMNR (Lee et al. 1998) methodology
 - f. Jefferson salamander surveys as per MNR protocols/recovery documents onsite and any known populations within 300m from the subject property.
3. Under Section 7.0 – We recommend the inclusion of MNR.
4. Under Section 10.0 – We recommend the removal of “Compensation” from the subject line.

The proponent is to provide studies that indicate the results and interpretations of the soils (surface and subsurface, surface drainage pattern (including all permanent and intermittent watercourse), groundwater recharge/discharge areas and hydrogeological conditions. The scope of the EIS should include potential impacts on wetland hydrology both on and off site.

As part of a complete submission/application details on Stormwater Management, Soils, Hydrology, and the Biological impact evaluation and assessment be submitted and incorporated in to a comprehensive document.

The Draft ToR do not include reference to a specific plan, nor is it part of a planning application. Therefore we reserve the right to re-evaluate the ToR at such time as a formal application has been submitted.

Yours truly,



Fred Natolochny
Supervisor Resource Planning
Grand River Conservation Authority
FN/ng

cc: Ken Dance, Dance Environmental

#50d

Brenda Law

From: Greg Scheifele <gwsefs@sympatico.ca>
Sent: January-02-13 12:39 PM
To: Brenda Law
Cc: Stan Denhoed (Stan Denhoed); Steve Conway; Aldo Salis; Ken Dance; ngarland@grandriver.ca
Subject: 424 Maltby Road EIS Draft Terms of Reference

Brenda,

I have reviewed the Draft TOR for the scoped EIS and offer the following comments based on my familiarity with the study area.

1. Jefferson salamanders have been found inhabiting nearby wetlands and the culverts installed on Maltby road have been specifically designed to facilitate their movements. Mr. Dance should contact Graham Buck at the Guelph District Office of MNR for specific details on the proximity of known breeding ponds. On-site wetlands may have to be assessed for their potential suitability to support Jefferson salamander breeding even if this salamander is not found on the subject lands. It may also be beneficial to conduct salamander trapping in adjacent wetlands, subject to landowner approval, if development is proposed in close proximity.
2. During the spring, amphibian calling surveys should be carried out in accordance with the Marsh Monitoring Protocol. It may also be desirable to record amphibian utilization in adjacent wetlands.
3. Although it may now be premature to identify the proposed land use, specific details on the location and type of commercial/industrial development must be supplied in the EIS in order to effectively assess potential impacts on the natural environment.

Aside from the above noted items, the proposed TOR seem appropriate for this property.

Regards,

Greg