

# INTRODUCTION

---

- ✖ Roger Will, long time resident of Puslinch for 33 years
- ✖ Here today to present an alternative that is seen as being more cost effective, environmentally friendly, provides opportunity for economic development, at the same time reducing community issues and concerns

# HISTORY

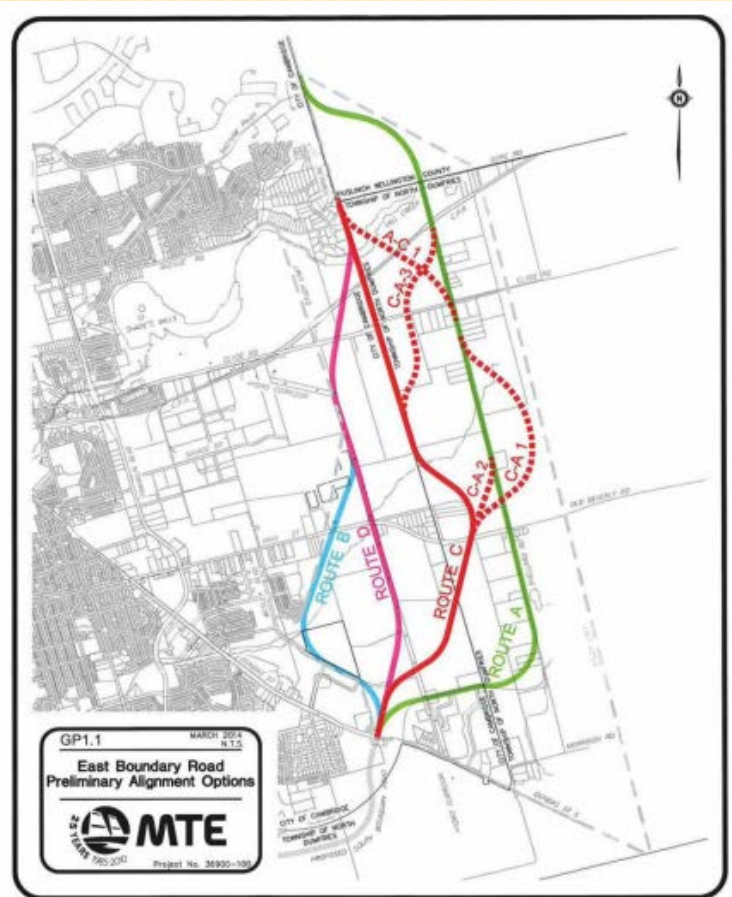


Figure: ES1.2: Five (5) Preliminary Alignment Alternatives

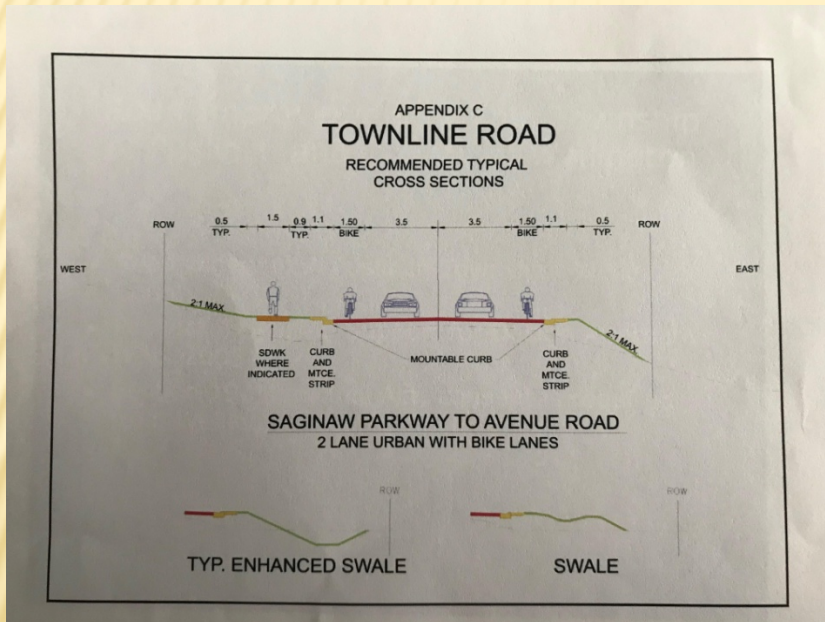
- Townline Rd was a 2 lane road which was equally divided between Cambridge and Puslinch Township - It was and still is a “No Truck Route”
- As per the Environmental Study Report 1.1 – shown as Route A (green line) previous studies from the 1960’s, shows Shellard Side Rd, as the preferred route to align with Townline Rd, near what is now known as Saginaw Pkwy, the triangular portion in the north part of the study
- 1980’s – Deercrest and Cedarbrook subdivisions were developed; setback requirements were based on a municipal road
- 1990’s – Mattamy Homes and Saginaw Pkwy subdivisions were developed



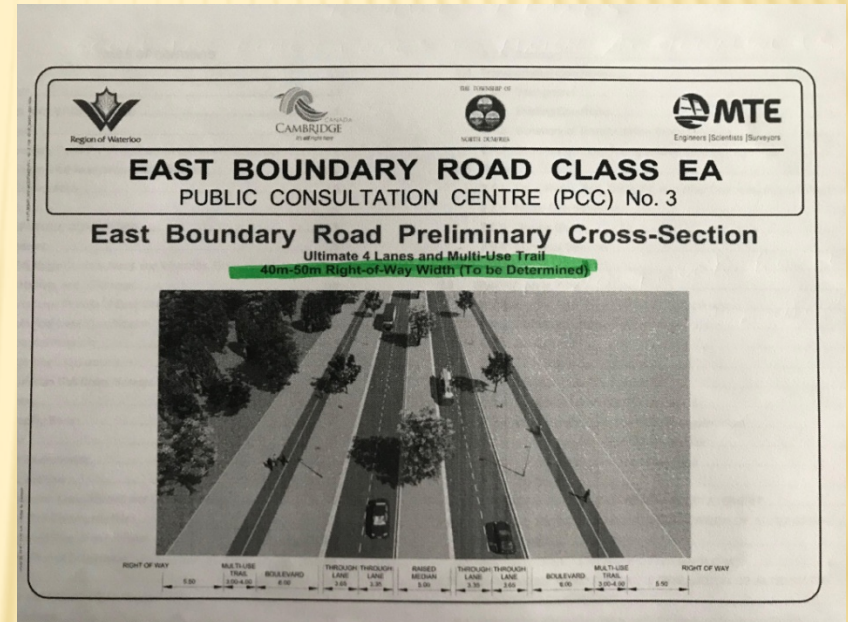
# HISTORY CONT'D

- ✖ Dec 2001 – Letter from Regional Municipality of Waterloo - regrading of Townline Rd at a cost of \$2 million
- ✖ Puslinch Township and Wellington County transferred ownership of Townline Rd to Region of Waterloo resulting in the following discussions:
  - + Access and severance policy protected
  - + 4 lanes not proposed
  - + Widening to be on Cambridge side
  - + Hydro to be on Cambridge side
- ✖ Aug 16, 2006 – Townline Rd Improvement Plan selects alternative 2 as the preferred design, which allows 4 lanes (30 m right of way) north of Saginaw Pkwy and 2 lanes (20 m right of way) south of Saginaw Pkwy
- ✖ April 3, 2007 – Noise Barrier Report No: E-07-019/P-07-009
- ✖ Sept 15, 2008 – Ministry of Environment response to a Part II Order Request (ENV1283MC-2008-1064)
- ✖ Sept 15, 2008 - Ministry of the Environment made a decision “with respect to the issue of greater potential for contamination due to spills from increased truck traffic, the truck ban has not been lifted on Townline Rd and may not be lifted in the future”
- ✖ 2010 – Townline Rd reconstruction completed
- ✖ 2019 – Water Source Protection Area expansion into Puslinch
- ✖ 2019 – Notice of Completion for East Boundary Rd – B4 Route preferred

- ## EXISTING ROAD CROSS SECTION



- ## PROPOSED ROAD CROSS SECTION



# CROSS SECTIONS OF ROAD DESIGN



# CONCERNS:

- ✗ The Environmental Study Report is inconclusive
- ✗ Route A is the only route that extends north of Avenue/Gore Rd to align with the 4 lanes at Saginaw Pkwy and Townline Rd
- ✗ The scope of the study area for both Routes B and D, fail to extend past Avenue/Gore Rd, leaving out issues and concerns resulting from the 2 lane portion of Townline Rd up to Saginaw Pkwy – these concerns need to be addressed now and not later in 2025 as proposed as per Sept 15, 2008 Ministry of Environment response
- ✗ 2.0 - states that there is a responsibility “to identify alternative solutions to address the problem or opportunity”, which has not been done
- ✗ 2.1.1 – refers to Mill Creek as an Environmentally Sensitive Area (ESA)
- ✗ The addition of raised curbs and the elimination of ditches has caused a build up of water flooding low lands around and near wells and septic beds, flooding in resident’s homes and killing vegetation in ponds with the road runoff

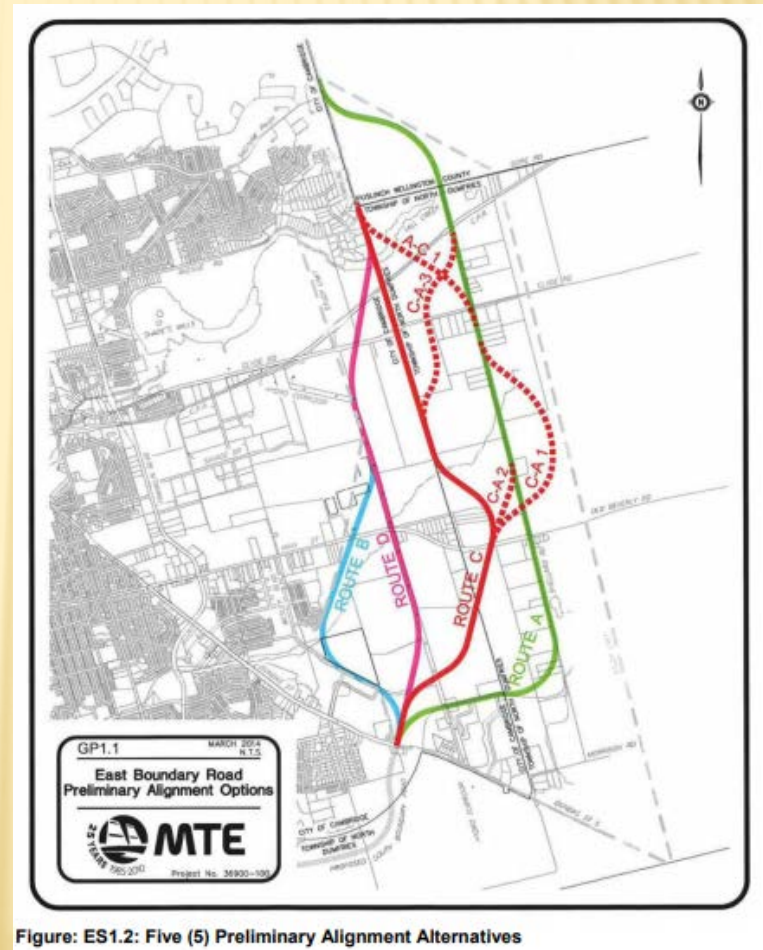


Figure: ES1.2: Five (5) Preliminary Alignment Alternatives

## ISSUES

- ✘ Route B4 ignores past studies that preferred Route A
- ✘ Developments adjacent to Townline Rd was based on past studies with the preferred Route A, whereas Route B4, does not reference these past studies or preferred route
- ✘ Route B4 crosses Mill Creek at the widest part, creating greater harm to the environment
- ✘ Cost of the bridge is most expensive with Route B4, a span of 90 m at a cost of \$8.6 million

## SOLUTION

- ✘ Route B4 to join Route A prior to CPR tracks, and continue through Puslinch to join with Townline Rd in the area of Saginaw Pkwy
- ✘ Route A crosses Mill Creek at an existing and narrowest point at a span of less than 10 m at a cost of less than \$1 million – a savings of over \$7.6 million
- ✘ Resolves numerous concerns not addressed in the report due to lack of scope in the study

# ROUTE COMPARISONS



# BENEFITS WITH ALTERNATIVE SOLUTION

- ✗ The environmental concerns having a negative impact to Mill Creek would be significantly reduced
- ✗ A savings of over \$7.6 million dollars with the bridge design
- ✗ The 40 to 50 m right of way can then be extended, with no issues, to Townline Rd and Saginaw Pkwy
- ✗ Eliminates future costs and need for a 2025 study for Townline Road between Avenue/Gore Rd. and Saginaw Pkwy – there was one already completed in 2006
- ✗ With an alternative route, there would not be concerns from the existing 2 streets and 11 residential access points on Townline Rd, between Saginaw Pkwy and Avenue/Gore Rd
- ✗ Most landowners effected with this alternative are in favour
- ✗ Noise is further removed from residential neighbourhoods
- ✗ Creates an economic development opportunity for the “Triangle”
- ✗ Keeps ALL traffic, including commercial vehicles out of the “red zone” of the water protection source area of Cedarbrook
- ✗ Alternative route resolves all Townline Rd issues around setbacks, encroachment on wells and septic systems
- ✗ Eliminates the need for potential sound barriers along Townline Rd, as indicated in Report E-07-019/P-07-009 from the Region of Waterloo, in accordance with the Regional Implementation Guideline for Noise Policies.

# IN CONCLUSION



- ✗ These lands, as seen in this 1977 photo, are zoned Class 7 Agricultural
- ✗ Can no longer meet MSD requirements for farming due to residential developments
- ✗ Perfect opportunity for Economic Development and Growth



# NEXT STEPS



- ✘ In order to identify alternative solutions to address the problem or opportunity, I request of council, to contact Region of Waterloo with the issues, concerns and solutions presented here today
- ✘ I ask of Council to write a letter to the Region of Waterloo with direction to NOT finalize the East Boundary Road approvals until such time all issues, concerns and matters have been resolved