

TPA Process Phase Consultation and Engagement

C5 – Public Correspondence

Online Engage Survey Comments

Email Comments

STAGE 2 ION: LIGHT RAIL TRANSIT FROM KITCHENER TO CAMBRIDGE

Online Engage Survey

Comments Received between December 10, 2020 – February 12, 2021

Information identifying individuals or specific addresses has been redacted as noted in square brackets, e.g. [...]. The comments are presented here verbatim as received from respondents to the Engage survey (including any typos and/or grammatical errors), with the exception of profanity or offensive language which has been removed.

Comment #	Question 1: What comments do you have related to issues of Provincial importance (i.e. natural environment, cultural and built heritage) and constitutionally protected Indigenous or treaty rights?	Question 2: Do you have any comments on the draft Environmental Project Report?	Other Feedback Received	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If “Yes”, how is this addressed in the EPR?
1.	N/A	N/A	Please very carefully consider any restrictions which might otherwise decrease the speed at which LRV's can operate on Stage II. With very long sections between stations, trains should be able to travel at high speed for many sections. On Stage I, trains are significantly hampered by the overly-protective ATP system or ridiculously slow speed limits (15 km/h departing Block Line heading to Mill - trains crawl all the way from Block Line, to Hayward, and cannot accelerate until they're past the bridge).	No	
2.	It helps with people getting around	It helps the environment		No	
3.	N/A	N/A	This project is hugely expensive and will never have the payback expected. Stage 1 is ugly and slow and doesn't go where people want to go. It seems very short sighted to be going forward with this into Cambridge when on demand transit and autonomous vehicles are just around the corner. The Stage 2 route will be hugely disruptive with negative consequences, but it seems the horse is out of the barn. Too bad for the taxpayers who will foot the bill to destroy what is I. The path of the ION.	No	
4.		N/A	Link up with places that people need to access like hospitals, why are the malls getting all the best treatment, you obviously have something against small businesses.	No	
5.	Respect them by all means, but negotiations can be fruitful by positioning thos development as more environmentally friendly and conducive to easier mobility while supporting businesses across the region i.e. Able to dine and have a few drinks in Waterloo while not worried about driving home.	Due diligence is needed.	Ensure ability (schedules match up) to use LRT to GO station to continue to Toronto. Especially important now that the region has seen an influx of people moving from Toronto.	Yes (Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work

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					<ul style="list-style-type: none"> Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
6.	Well, since there is a pandemic going on. The money should be used elsewhere.	What happens if there are business shutting down because of the virus/pandemic and then the latest construction again closes more businesses.	Maybe hold off and spend the money for pandemic related issues since this has been going on for almost a year.	No	
7.	The next generation is just going to rip it out! So don't bother touching the environment.	You can buy anyone off with tax dollars	Wasting money trying to force people not to drive their car	No	
8.	N/A	This project will destroy properly made existing infrastructure and cause extra wastage.	Considering the negative financial impact of Covid-19 on businesses and the disruption building the iON caused to businesses during the Waterloo to Kitchener phase I do not think choosing the route with the most businesses should be chosen. Ideally the project should be scrapped as businesses can't sustain the immense losses due to the current COVID-19 crisis as well as incur further losses and disruption to businesses. The spending during COVID will need to be recovered and constructing the ION only leads to further deficit.	No	
9.	I hope that we will protect the built heritage along the ion path.	N/A	<p>Please move forward on this asap. I feel like this project has been stalled for far too long. Feel like it will be generations from now who will finally get to use the ion in Cambridge. Regional councillors should be ashamed of how they have once again shut Cambridge out of major projects.</p> <p>Nothing... time to stop the consultation process and get to finally constructing it!</p>	Yes (Cultural and Built Heritage)	<ul style="list-style-type: none"> Section 5.2: Existing Conditions; Cultural Environment Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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10.	N/A	Last time i was in cambridge was back when all the construction was going on and the cars were backing up for miles near the sites. Air quality was awful we had to roll up the windows. Take into consideration traffic choke points and the exhaust pollution those cars are going to add being backed up at construction sites while idling.	doing good.	No	
11.	I have concerns where the train is coming through main st downtown Galt	N/A	N/A	No	
12.	N/A	N/A	I think a station at Soper Park needs to be planned. It would of sufficient distance from the stations on either side, and and helping people get to parks promotes activity, fitness and health.	No	
13.	The proposed ION route will cut right through a historic and quiet area in Preston near the Speed River. I am also very concerned about the location of the tracks crossing the river and its potential destruction/disruption of natural habitats. I think it will ruin the beautiful natural area around the river, which houses many animal and plant species. This area is a quiet neighbourhood and will be completely changed by the ION route cutting through it.	<p>I live on Eagle St S. I am concerned about the mention of one-way traffic on this street. It is a busy two way street, used as an entrance/exit from the neighbourhood by many, as it has a stop light with an advanced green left turn, and for busses from all schools. There would need to be a new stoplight added to King St at a road like Dover or Waterloo, to funnel traffic in and out of the neighbourhood (especially those turning left onto King St) without causing traffic to travel unnecessarily further south and away from the highway, etc.</p> <p>The mention of the number of heritage properties, and other properties, that would need to be bought out partially or fully is also concerning. Demolishing homes and residential buildings to build ION tracks or stations will negatively impact that neighbourhood.</p> <p>Noise pollution in residential areas, like the Queenston/Chopin area is also an area of a concern, as municipal noise by-law exemptions was mentioned. If</p>	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Planning Phase)

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		the ION is loud enough to require this, that could seriously affect the lives of those in the surrounding areas, as well as negatively affect future property values for homeowners nearby.			
14.	The plan is to go down the path in Soper Park. This path is used and would be sorely missed and it would displace wildlife.	I dont think Cambridge needs the train. Our buses are not well used and there is nothing to say that a train would be used more	Taking away the Path in Soper Park would have a negative effect for the Galt core	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix A: Functional Design Plates for the Transit Project • Appendix B1: Natural Heritage Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Planning Phase)
15.	You need to use the money for something better then this [redacted] LRT system.	You want to run the LRT through some nice park land in Cambridge. Leave the parks alone and [redacted].	If you really want to build more on to the LRT have it go to the airport.	No	
16.	Natural environment preservation is of high importance during construction (operation appears as though it will not be very damaging to the natural environment). Cultural and built heritage is of slightly lower importance, but heritage buildings and the sort should preferably remain. Indigenous and treaty rights are already so blatantly ignored (the tri-cities are all on wrongly occupied treaty land) that I have no ideas for how Stage 2 ion can possibly improve the situation.	No, as after having read a portion of it, I do not feel qualified to comment.	None at the moment, I would simply like to voice my support for the project!	Yes (Natural Environment, Cultural and Built Heritage, Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work

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					<ul style="list-style-type: none"> • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Planning Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
17.	We don't want this in Cambridge	We don't want this in Cambridge	N/A	No	
18.	Absolutely agree that these are important steps to be taken for all stakeholders.	N/A	<p>Please tread carefully as you proceed on the next phase of this project. You are aware obviously that other communities got the other levels of government to fully pay for the project by delaying a decision. That would dramatically have reduced the tax burden for all people in the Region.</p> <p>I would also suggest that you proceed slowly due to the added strain that the pandemic has added to funding at all levels of government. Please do not make rash moves that will further add more cost to homeowners and businesses at these difficult times.</p> <p>Is this a prudent and wise time to consider new projects when many are barely making ends meet?</p> <p>Present it when the time is right, not during a pandemic.</p>	No	
19.	The EPR and TPA Process should look beyond the boundaries of the preferred route, to include adjacent areas in or upon which the LRT will have an impact. For example, the LRT will likely have a major impact on the Preston downtown section of Cambridge, as developers acquire properties for	N/A	The redevelopment of the SmartCentre commercial lands at Hespeler Road and Pinebush require the Region to rethink how the LRT will engage with this property. City of Cambridge indicates that there will be approximately 10,000 residential units on this property - accommodating 20,000 to 30,000 people. In light of this recent development, the LRT route should (somehow)	No	

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	construction, resulting in the demolition of several buildings that are or could be considered historically significant. Look for example at all the existing commercial buildings and churches between the King/Eagle Street intersection, to the King/Dolph Street intersection.		connect directly into the middle of the SmartCentre lands.		
20.	None	None	<p>Where is the cost benefit analysis for the project??? What is ridership of the existing service and what was the cost? This is THE most basic information that should be available to anyone before anything is done. In addition, what is the estimated impact on taxes? The Region of Waterloo is a MODEL of lacking taxing transparency. I live in Cambridge and my taxes are exorbitant and there is absolutely NO disclosure on my City of Cambridge taxes of the portion that goes to the Region. Can you imagine on your income tax return having no disclosure of the portion of your income taxes that go to the Province? That is what we deal with on property taxes though. Far too much revenue generation and budgeting behind closed doors. Too much lack of taxing transparency. Far too much spending on projects that a bunch of people think are great ideas that don't generate the users to warrant them.</p> <p>Present a cost benefit analysis.</p>	No	
21.	No Comment	No Comment	<p>1. The route should follow right along Eagle Street then turn south Hespeler. This would inspire retail and condo along Eagle Street and save several million in addition to track being built. 2. Secondly the route should follow along with Water Street North instead of veering off east probably near City Hall. The aim should be to attract development into the City of Galt, which has been a prime example of Urban Decay and Cambridge City Council's inability to deal with more complex problems. In the end, none of these comments from the public will seriously be considered as the decision has already been made and this is an</p>	No	

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			exercise in a fake democracy by the residents of Cambridge.		
22.	N/A	N/A	Running the LRT down hwy 24 is just plain wrong,, this is a people mover, not a shopper mover,,, look at the LRT in Waterloo,,, yes it runs from the mall,, but it runs uptown, moving all the people that are living there, likely people that don't have a vehicle,, Look at Kitchener,, yes it runs to the mall,, but it runs downtown moving all the people living down there, again those that might not have a vehicle , and look,, from either city, you can travel to the Hospital, Cambridge,, lets bypass the people and take you to the mall,, and no where near the Hospital,,, who ever has come up with this route should find another job,, btw I am in favor of the LRT	No	
23.	As a geoscientist, I trust that the technical staff at the Region and any of your consultants have assessed the environmental effects of the new tram corridor and will design it to minimize impacts and put in appropriate mitigation measures as necessary.	N/A	I think the Region does all it can to give all residents a chance to comment, i.e. public presentations and meetings, online input, telephone contacts. It is up to individuals to actually make the time to read and understand what is being presented and then respond in a constructive manner. That is out of the Region's control. I've attended meetings and provided input online and at public meetings to various projects over the past 15 years so nobody has any reason to think the Region is not doing enough.	No	
24.	Make sure that the environmental impact is minimized	N/A	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5: Existing Conditions • Section 6: Impact Assessment, Mitigation and Monitoring • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B: Specialist Reports • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
25.	Project seems intrusive and expensive	N/A	N/A	No	

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26.	Complete respect for each and all of these components must be firmly adhered to at all stages even in any further consideration.	The alignment must follow existing transportation routes.	N/A	Yes (Natural Environment, Cultural and Built Heritage, Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5: Existing Conditions • Section 6: Impact Assessment, Mitigation and Monitoring • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B: Specialist Reports • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
27.	This is a complete waste of taxpayers money. The current ION is so underused that trains go past with less than a dozen passengers. I saw one the other day that had a driver, 2 security and 1 passenger	It will say just what the Region wants it to say, as usual, so any comments are a waste of time	N/A	No	
28.	None.	<p>In earlier phases of consultation, I stated that I believe that additional stations need to be provided at Highway 401, Speedsville Road and Beverly Street/Dundas Street. I still believe these stations should be added since these locations provide significant additional benefits to the ION and overall GRT system.</p> <p>At Highway 401, a station would provide a park and ride facility and inter-city bus passenger facility (to replace the</p>	During the design of Stage 1 of the LRT opportunities were missed for pedestrian connections across the corridor in the vicinity of Fairway Road, this was a mistake that was only corrected after very vocal neighbourhood protest and by the construction of a new pedestrian crossing after the ION was complete. Care needs to be taken to ensure adequate pedestrian connections across the corridor along Stage 2 are provided (for example, Russ Street to Riverside Park in Preston and Roxboro Road in Galt). Care should be taken to identify any existing informal pedestrian crossings to determine if formal	No	

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		<p>existing Sportsworld bus facility) that will give Highway 401 travellers easy access to public transit in and out of Waterloo Region. Even with the long-term planned Highway 8/401 interchange there is amply room for a park and ride lot and bus facility between Highway 8, Highway 401 and the rear of the properties along Gateway Park Drive. Access could be provided with a new signalized intersection halfway between the north ramp terminal at Highway 401 and Gateway Park Drive (the station could be located at the new intersection). In addition, since the Gateway Park Drive commercial area is struggling with numerous vacant buildings that area could be revitalized with a nearby LRT station.</p> <p>At Speedsville Road, a station would not only provide access to the existing neighbourhood south of the station around the area of Eagle and Speedsville but would also provide easy access to the east end of Riverside Park and provide for the possibility of easy bus connections across the 401 to the east side of the Cambridge Business Park, the new residential areas along the south side of Maple Grove Road and the Hespeler area.</p> <p>At Beverly Street/Dundas Street, a station would provide a significant opportunity to revitalize the many brownfield sites around the Dundas Street, Beverly Street, and Samuelson Street area. This area is ripe for redevelopment possibilities and still holds the long-term potential to connect to an extension of the GO Transit Milton line to Cambridge. In addition, the</p>	pedestrian crossings of the ION can/should be provided.		

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		Dundas and Beverly Street/Samuelson Street/Clyde Road corridors provide for more convenient bus connection opportunities to the south and east sides of Galt than other station locations.			
29.	Will the crossings of the rivers be using existing bridges or will new bridges be required? Obviously, if there are new bridges I have concerns about the impact on the rivers.	N/A	N/A	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 4.3: Project Description; Proposed Route • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix A: Functional Design Plates for the Transit Project • Appendix B1: Natural Heritage Report • Appendix B2: Fluvial Geomorphology Report • Appendix B3: Drainage and Stormwater Management Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
30.	The ion system is not wanted in Cambridge and will only tear up more of our greenspace and environments.	N/A	By having rail thru the downtown cores you impeded thousands of cars and raise travel times and exhaust output. Either stick to the very outskirts and industrial areas or cancel the project.	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase)

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					<ul style="list-style-type: none"> Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
31.	Cuts down the trees and impacts wildlife along the grand river. Natural conservation areas will be ruined.	N/A	There is a proposed route by the citizens that should be strongly considered. Will not impact natural conservation areas or impact peoples' homes.	Yes (Natural Environment)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
32.	N/A	N/A	You should really put in a stop between Main station and Delta. You're missing out on a lot of residents in this area that would take the ion if they didn't have to walk so far.	No	
33.	<p>I really do hope you make every effort to keep trails through riverside and the bob mcmullen trail. Access to the river is something that drew me to this community (Preston) and something that my family and I really cherish.</p> <p>At the corner of Queenston and Eagle St South, there is a heritage home, featured in many project updates for Stage 2 iOn. With this forecasted at becoming a one way road, and speeding already a factor on this road, could we look at pulling the curbs out a bit to narrow the street? This would allow access to the Preston stop, while potentially keeping the speed down in this area.</p> <p>The plan calls for the complete removal of the building currently housing</p>	<p>I have concerns regarding the potential hidden contaminations found at the 3 (that I could count) gas stations being acquired. I hope the risks are accounted for.</p> <p>Could the Region plan the building of bridges during normal temperatures to avoid having to build temporary tents to keep the elevated spans warm to dry?</p>	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 5.2: Existing Conditions; Cultural Environment Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase)

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	<p>Cambridge Surplus. This is a loss. Preston Springs will also likely be torn down. Is it possible to incorporate some lost treasure of Cambridge in the Preston stop? Instead of a concrete stop, maybe have it blend with some unique architecture? Riverside park is at that stop, I would love to see it blend into its surroundings</p> <p>Coming down Shantz Hill, could the design of the bridge have some character? Weber street has the exposed metal bridge. This area of Preston had a history of barley, could the concrete have options for side mounted wall gardens or some other feature to add some diversity to the concrete?</p> <p>I am also concerned that over the Grand River (near hidden valley), and along the Spur line trail, there will be new lights. Will the Region look at options of dimming the lights until a trail is near or focusing the lights to minimize impact on wildlife in the area?</p>				<ul style="list-style-type: none"> Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
34.	Cambridge does not want the ion stop wasting tax payers money	Cambridge does not want the ion stop wasting taxpayers money	N/A	No	
35.	N/A	N/A	The report states "Eagle Street South will be reduced to a single lane with one-way southbound only traffic south of King Street. " This intersection is heavily used for transportation of school children (buses and parent cars) and neighborhood residents to exit the neighborhood. Restricting Eagle to one-way will force traffic pattern changes, most likely the use of Dover St. This will disturb the homeowners on Dover between Hamilton and King. As the Dover/King intersection has restricted views due to the road incline, mitigation should be considered to facilitate turns from Dover onto King. Possibly the installation of traffic lights, however these would	No	

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			further exasperate traffic congestion during rush hours.		
36.	N/A	<p>While I understand this report is more engineering-heavy than a social planning report, I am concerned about the lack of discussion about retaining housing affordability, especially in Cambridge. I reviewed the community consultation documents and feedback and there were several mentions about affordable rental areas (e.g. along Beverley) and the loss of those properties through the land acquisition process. However, in addition to this, and as we have learned through Stage 1 LRT in K-W, the subsequent TOD that occurs removes affordable housing units from the market and replaces them with high-end luxury units, resulting in the displacement of individuals who would benefit the most from an improved transit system. We know this is happening in K-W through the abundance of research conducted at UW and at the Social Development Centre. The lack of housing affordability in the CTC is finally being recognized by local governments because it is beginning to impact the middle class, and the cities are now reactively implementing affordability strategies to create affordable units moving forward. We know that without municipal involvement, developers will not create affordable housing, and that the idea that increasing housing stock will improve affordability is simply false. How will the Region and the local municipalities work proactively to ensure the retention and creation of affordable housing units? Again, this is especially an issue in Galt, as we have a homeless shelter and several organizations that work with these</p>	N/A	No	

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		marginalized groups located downtown. These organizations were not included in the consultation record appendix, but should be part of this conversation moving forward to ensure their voices are heard.			
37.	The route does not appear to effect the Grand or Speed Rivers themselves, but the floodplain of the Speed appears to be vulnerable. What protections will be in place during construction and use? Wildlife may be effected.	Risks to the river systems appear to have been recognized. Can the construction be managed properly? A great deal of oversight is required as this area is delicate.		Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B3: Drainage and Stormwater Management Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
38.	All treaty rights should be respected.	N/A	N/A	Yes (Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 7.6: Consultation and Engagement; Indigenous Engagement • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
39.	Build the line and plan future extensions	No	need to build asap	No	
40.	N/A	N/A	Cancel the next design phase	No	
41.	The report is comprehensive and thorough and has identified issues and mitigation strategies	It is very thorough and it is well done.	I think the team should implement the ION stage 2 as quickly as possible.	Yes (Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement

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			I think you need to identify the indigenous community stakeholders and determine if they are impacted.		<ul style="list-style-type: none"> Section 7.6: Consultation and Engagement; Indigenous Engagement Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
42.	I think great care should be made with preserving the "Grand View Woods North" greenspace.	N/A	The possibility of moving the alignment that crosses the grand river at "Grand View Woods North" to run down the centre of Hwy 8 instead.	Yes (Natural Environment)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix B3: Drainage and Stormwater Management Report Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
43.	Do not destroy green spaces along rivers and thru speed River. Rivers in Cambridge are an important part of our city and heritage. The LRT with its electrical posts damages the overall aesthetics of any area that it goes thru. The concrete bridge coming down Shantz hill changes the whole landscape of the Preston area, and does not enhance the northern entrance to Cambridge. There is a lot of wildlife in the Speed River crossing area. Deer, fox, beaver, weasels, ducks, Canadian geese, swans, turtles, lots of wildlife. Do Not Destroy This Area which was the first original	Very difficult to understand and comprehend unless you are totally involved with this project. The general public will not take the time or understand it.	Read all comments under Number 1. Also add the following: due to the Covid 19 pandemic when people are trying to stay safe, not being able to be with family, adhering to lockdowns, burying their relatives without being with them or saying goodbye, loosing jobs, closing businesses, loosing life savings, teaching children from home, working from home is not the time to add more stress by continuing on with this project and causing worry about increasing our taxes to cover this and all the unexpected costs that will come when the downfall from the pandemic happens. There needs to be a hold on this project .	Yes (Natural Environment)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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	settlement in this area. It was the stagecoach centre for all points.				
44.	N/A	N/A	<p>Why not consider using Electric Buses, rather than the huge expense of implementing an LRT. Buses cost 1.2 million with maintenance less than 400,000 over the life of 15 years. A far cry from 1.4 Billion plus maintenance costs. The route is unmovable and expensive to maintain going forward. You are taking away peoples homes and making the city ugly with cables hanging everywhere.</p> <p>Should we really continue with this project as it is a huge cost to our Tax base. The money could be better spent on water and sewage, which is in dire need of repair in the near future.</p>	No	
45.	<p>If environmental reports have any meaning whatsoever, this report indicates that the LRT should not do ahead in the currently proposer route. The environmental assessment confirms that the new LRT will split existing Natural Heritage areas in Kitchener and in Preston. It will cut across the largest Natural Heritage area in Kitchener. It will destroy significant areas (10 acres) of the protected Grandview, Hidden Valley and Speed River Wetlands and forest. The other areas of cultural meadow that will be lost are used by a diverse and abundant wildlife population.</p> <p>The report admits that many endangered, protected and rare species are likely to be impacted. This includes two species of turtles, a total of 60 species of birds which are either Regionally significant or protected and 12 species of mammals which are protected. Although the report "recommendations" to mitigate the acknowledged impact on these species, these are only</p>	<p>This public consultation should NOT be happening now in the middle of an epidemic and when there is a lockdown in progress. This has the effect of taking away the voice of anyone who does not have a computer with an internet connection and therefore is unconstitutional and cannot fulfill the requirements of the public consultation process.</p>	<p>STOP the process now, as we do not have money because of the COVID expenses to be spending on further assessments. There are more important things that both provincial and federal governments should be considering and also the current deficit will take many years to reduce.</p> <p>Do not do it during a pandemic. Do not continue with public engagements in which segments of the community cannot engage in e.g those without internet access. This public engagement should be done again once people can congregate.</p> <p>There is no comment box here for general comments!!!</p>	Yes (Natural Environment, TPA process - consultation)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B3: Drainage and Stormwater Management Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)

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	<p>recommendations - there is no guarantee that they will be followed.</p> <p>The report also makes the (false) argument that because some of the land has common vegetation to other areas in Ontario, it is not important. ALL areas of woodland and cultural land is important. Constantly eroding this for human convenience is bad for green house gas emissions and decreases habitat for plant and other animal life. We erode non-built up land at our own peril.</p> <p>The LRT, which is proposed as a green transport alternative, will in fact eat up green space, at a time when the climate and species extinction crisis is becoming urgent. This is one opportunity to STOP.</p>				
46.	retain natural environment, don't destroy and respect heritage properties, and respect indigenous and treaty rights.	N/A	as it pertains to the LRT, cancel the LRT all together as we can not afford it and based on what I have observed in the W-K area very few people use the thing now and the cars are empty	Yes (Natural Environment, Cultural and Built Heritage, Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report

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					<ul style="list-style-type: none"> • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
47.	The reduction of air pollution from autos when many including students use the ION instead of cars moving city to city. Tourists will also find this transport very useful when exploring the region for its heritage & natural siteseg. a visit to rare etc.	No.	N/A	No	
48.	You are taking away the limited green space this area has left	This will present much backlog of traffic increased idling and waiting at light and reduce safety in our neighborhood	You did the study during a pandemic all results and data will be skewed	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
49.	N/A	Busses should not run along the same routes of LRT it adds to the environmental degradation of our planet	More emphasis needs to be given to all stakeholders, cars, bicycle etc	No	

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50.	natural environment is honestly my biggest concern. I think the LRT is a great idea and will help with the overall transporation/pollution footprint in W region	I think the team has tried to find a good balance between progress and conservation	N/A	No	
51.	It's very important to protect the natural environment & have it close by so everybody has access to it. Once it's lost it's lost forever! Same goes for places of historical or cultural significance.	Seems okay but how much of it would actually be implemented.	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
52.	N/A	N/A	I know this is late, but, if we really want to help the environment, and take cars off the road, the route from Kitchener to Cambridge is wrong. It should run with the existing tracks, and at Fountain St. N. Have a large terminal where there are small shuttle buses to take workers to Toyota, and all the other industries in the area. This way when the industries want to expand, they just use up unneeded parking lots. I know the railway put up road blocks. I say give them so much grief that they succumb. This route would be far less costly, and environmentally sound. Not to mention having to expropriate lots of properties in Cambridge (Preston). We should have learned that the ION and cars do not mix, yet the planned	No	

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			route follows King St. to old #8, down to Preston. It will be accidents waiting to happen. Cars at higher speeds will do major damage compared to the collisions that have happened in Kitchener and Waterloo.		
53.	N/A	N/A	safe and direct pedestrian and cyclist access to stations	No	
54.	It completely bypasses major employment districts so the overall value is severely diminished.	N/A	The plan should be weighted as much towards major industry as it is towards retail. The line should follow Maple Grove and Fountain and enter Preston from the north, then it might actually be useful.	No	
55.	This summer we neighbors in Preston witnessed the old railway be removed from under King Street. History is of good way of seeing what is going to work and what is a good way to spend money. Seems to me during this unprecedented times, we should be able to find sometime better to do with a billion of dollars.	Rivers and its banks are wildlife corridors for wildlife. Crossing them and partial destroying them hinders the natural flow of wildlife. With so many roads bridges , and paths crossing them, Can we not find a better solution than to cross it yet again in a new location?	Use the money wisely, a billion of other options can be found than to spend it on something that may or may not be really necessary.	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
56.	None! Get it built!	Make work project for bureacrats - Get it built and get it done. Stop wasting taxpayers money!	<p>How to get it done faster and quicker before costs accelerate out of control.</p> <p>Stop the nonsense and get it built. Also please make sure that it goes to other destinations such as major employers other than shopping centres.</p>	No	
57.	None	You need to be seriously honest about traffic flows during and after this proposed project. If my house is on fire or I need emergency medical help during or after this process it will be considerably impacted and may lead to	N/A	No	

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		serious consequences for those who live in the area for the sake of ending up with a train whose benefits will be to a few who need to go shopping when they all currently have options either closer to home or on an existing bus route. But these mega projects always sound so cool to those of you in politics that really don't care about outcomes as long as it gives you some reason to exist and look like big shots in your otherwise unproductive lives.			
58.	None	There is mention that one of the limitations of the Downtown Cambridge terminal is that it could hamper future expansion. What are the intentions of the Region expanding or extending the LRT route?	N/A	No	
59.	None	N/A	<p>There is no requirement for LRT right of way to run in the middle of River Rd extension at a slower speed and no requirement for two multi-use trails on either side of that corridor. A side-running right of way can run at a faster speed with ATC on the south side of River Rd without needing to slow down. There are few accesses on the south side of the road and none east of the proposed highway 8 ramp.</p> <p>A multi-use trail on the north side of the river road extension is redundant, is an undesirable place to be for a pedestrian (between a road and a highway) and expands the road envelope.</p> <p>Consider options for a future park and ride/carpool station at/near the 401 interchange.</p>	No	
60.	We don't need the LRT.	Why didn't the LRT go to Conestoga College.	No thank you as not worth ridership.	No	
61.	This project can be built while respecting Indigenous rights and the environment. Probably better than most roads and development in sensitive areas that currently exist.	It is more than acceptable...please move on this project.	I feel we are spending too much time trying to satisfy the few that oppose this. This is a huge benefit for Cambridge, the 'poor cousin'. Cambridge should have been included with phase 1.	No	

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			Try to show those in Preston that are opposed how this will benefit their part of Cambridge. Preston needs this more than the rest of Cambridge.		
62.	N/A	N/A	Stage 2 will replace the current bus service with a slower train at great expense. There are routes in Cambridge where a train would be more useful than the proposed route. I am very passionate that Stage 2 as currently designed does not occur.	No	
63.	None	Looks pretty good.	N/A	No	
64.	Good idea for bridges not to have in-river struts.	N/A	N/A	No	
65.	You should be consulting with the local indigenous groups and ensure that their lands are not being violated or treaties are not being violated. Remember, everything within a certain number of kilometers on each side of the River that runs through Cambridge is indigenous lands as per a treaty signed a long time ago. A full archeological dig should be completed on all sections of this line running through Cambridge.	Not really.	Rethink the route. I know you don't want to or are not willing to because someone somewhere has it in their mind it has to run along Hespeler. It would be far cheaper to run it along Dundas/Coronation/King. You already have the wide road and the boulevard there and you would link up 2/3 hospitals in the region. Not everything has to go on Hespeler Road. Use your heads. It's cheaper to run/install a train line on a STRAIGHT line, instead of numerous curves requiring special work to build them.	Yes (Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.2: Existing Conditions; Cultural Environment (includes Archaeology) • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment (includes Archaeology) • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B6: Stage 1 Archaeology Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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					<ul style="list-style-type: none"> Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
66.	I appreciate that currently unused tracks near Eagle St are being used (unless they aren't, in which case CP Rail should be ashamed)	N/A	N/A	No	
67.	I do not see any negative impact of the project on any cultural and built heritage, neither would this impact on the natural environment.	No comments at all.	N/A	No	
68.	Environmental protection is paramount.	N/A	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> Section 5: Existing Conditions Section 6: Impact Assessment, Mitigation and Monitoring Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B: Specialist Reports Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
69.	I have great concerns regarding natural environment, cultural and built heritage homes and constitutionally protected Indigenous or treaty rights.	N/A		Yes (Natural Environment, Cultural and Built Heritage, Indigenous or treaty rights)	<ul style="list-style-type: none"> Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement Section 5.1: Existing Conditions; Natural Heritage Section 5.2: Existing Conditions; Cultural Environment Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 7.6: Consultation and Engagement; Indigenous Engagement Section 8: Approvals, Monitoring and Commitments to Future Work

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					<ul style="list-style-type: none"> • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
70.	N/A	N/A	have you ever considered having the whole track elevated from the top of Shantz hill to a point where the track cross Eagle S t. near Hespeler Rd. looking at the terrain the elevation at the top of Shantz hill and the crossing on Eagle has little difference. The Preston station could be elevated to the track level, with access by elevator on the river side and a closed (windowed) ramp starting at Dover St that would only have a rise of a few feet to connect with the raised station. this would eliminate the need for traffic lights at King St. Rusk St. Speedsville Rd. No need to buy up properties along this stretch of the track.	No	
71.	<p>Preston has worked hard to maintain the natural untouched land that will be affected. With so much natural land being scooped up for building, it is increasingly important to maintain what we have especially in our residential/city areas.</p> <p>Also, it is completely unacceptable to sacrifice a 120 year old building for something that is going to cause so many traffic concerns in the area of Fountain, King and Eagle streets. There is only one real way out of</p>	N/A	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work

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	Preston and the LRT alone will snafu traffic but construction will be the worst nightmare possible.				<ul style="list-style-type: none"> Appendix B1: Natural Heritage Report Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
72.	You can avoid most the issues by having a gondola system, see #3	N/A	Consider a gondola system for the Cambridge portion of the lrt, somewhat the the capital of Boliva (La Paz) has, see video of it here. https://youtu.be/fUL011b7z2s	No	
73.	The first thing to consider is this: Is it successful in KW are all trains running at 60%plus ridership	Environment issues are prime. Construction creates the most then it narrows	Don't run lines close to major roadways. This creates more proplems during high traffic times. LEARN FROM K_W	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> Section 5: Existing Conditions Section 6: Impact Assessment, Mitigation and Monitoring Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B: Specialist Reports Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
74.	Please do not disrupt the nature areas, green spaces, rivers just for a transportation system that already exits with buses. How can you disrupt these areas & the massive number of people in the town for the few that use the LRT	Under estimated! The report is pro-LRT so they aren't going to report the full extent of the damage this will cause.		Yes (Natural Environment)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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75.	N/A	The Environmental Project Report (EPR) for Stage 2 acknowledges the aspirational goals of responsible economic growth and development, but does not address the present accomplishment and available tax revenues of Stage 1. Is the increased assessment (cited at 3.1 Population and Ridership Forecasts) of \$5B - 2011 at \$10B to 2018 at \$15B - accounted for in the project cost and taxation assessments? Each city Waterloo, Kitchener and Cambridge has made investment in Stage 1. Section 5 - Existing Conditions does not include Uptown Waterloo or Downtown Kitchener, the existing condition has changed and has significant impact on the ability to complete Stage 2. This change and condition should be accounted for in Stage 2 completion.	I see a certain dissonance in the ION presentation is that Stage 2 is forward looking without presenting or accounting for the realized experience of Stage 1. It is as if the project, while a continuation does not want to acknowledge the effort, implementation and investment of Stage 1. The project seems to have taken a snapshot in 2011, but nothing has changed - except Stage 1 has been built, Uptown Waterloo is well serviced and benefiting from increased assessment, Downtown Kitchener is well serviced and benefiting from increased assessment, meanwhile in Cambridge having made an estimated \$70M capital investment in Stage 1 gets continued planning and no benefit. A public utility with a mandated 8% return on investment would yield Cambridge \$5.6M each year. .00112 of the \$5B Increased Assessment in Waterloo and Kitchener would be fair and equitable distribution of the realized benefit of Stage 1. As such the Stage 2 Draft EPR is incomplete.	No	
76.	I oppose the route planned through Preston green space. Also route along sportsworld king street is major access to 401 and increased congestion will have significant impact on environment	Environmental assessment does not accurately capture the devastation impact on environmental in Preston and along king street. Significant impact around grand river. The route should not be along king street and 401 access	The route needs to not be along king street and interfere with major 401 access. This would have a devastating impact on environment and huge increase in congestion which also drives significant environmental impact You should be actively reaching out to property owners. If you can send us a tax bill you can ask us for feedback and input	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 7: Consultation and Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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77.	Why are property rights of citizens being ignored? Appropriating land for the sake of "public transit" is wrong.	None	I find it disheartening that both Shantz Hill and Fountain St underwent recent reconstruction and will have to be reconstructed again to facilitate the LRT. Why are we throwing good tax payer money after bad? Would the region chair or members of council spend their own money on their own properties this way?	No	
78.	Natural Environment is most important to protect	N/A		Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
79.	Cutting through an area governed by GRCA flood restrictions and environmentally sensitive area is ridiculous when better options exist.	The impact on one of the oldest areas in the region with existing traffic problems slated to become worse because of proposed intensification will cripple the Preston Towne Centre core area.	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B2: Fluvial Geomorphology Report • Appendix B3: Drainage and Stormwater Management Report

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					<ul style="list-style-type: none"> • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
80.	No protected or unprotected water or natural habitat should be destroy. No homes, cultural or heritage buildings should be destroyed.	N/A	N/A	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B2: Fluvial Geomorphology Report • Appendix B3: Drainage and Stormwater Management Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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					<ul style="list-style-type: none"> Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
81.	Impacts previously protected natural heritage areas and destroys green space. Also destruction of heritage homes.	Need to have in person consultation which is not Available during covid	There is a petition that over 90 people have signed to pause this process and NEEDS to be considered before more money is used https://www.change.org/SuspendStage2ION	Yes (Natural Environment, Cultural and Built Heritage, TPA Process - consultation)	<ul style="list-style-type: none"> Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement Section 5.1: Existing Conditions; Natural Heritage Section 5.2: Existing Conditions; Cultural Environment Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 7: Consultation and Engagement Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C4: Consultation Record; Notice of Commencement (TPA Process Phase) Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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82.	Order of importance: heritage, environment, treaty rights	no	N/A	Yes (Natural Environment, Cultural and Built Heritage, Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5: Existing Conditions • Section 6: Impact Assessment, Mitigation and Monitoring • Section 7.6: Consultation and Engagement; Indigenous Engagement • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B: Specialist Reports • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
83.	Please look for waste in the first phase and do not take as long to do your construction this time. The longer you take the longer people are stuck in idling cars which is terrible for the environment.	No	Try to plan a better route. You know where the accidents are in Waterloo and Kitchener. Avoid similar intersections in Cambridge.	No	
84.	I think all natural and heritage space should be kept and lrt should not expand as we have already lost so much of our historical value in Waterloo region and the natural environment is very poor	N/A	By not doing it, waste of time and money and causes more traffic and problems then benefiting the community	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work

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					<ul style="list-style-type: none"> • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
85.	I believe the protected lands should remain that way.	No.	I often use the LRT and am excited to see stage 2 as I go from the North end of Waterloo to the south end of Cambridge often. I believe this will make my ride much faster and more productive as I won't have to change busses.	Yes (Indigenous or treaty rights)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 7.6: Consultation and Engagement; Indigenous Engagement • Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) • Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
86.	My back yard butts along the Speed River. You're going to take this nature and kill it dead. No place of us to walk. The wildlife where do they go? Stupid Idea from the start. Drop it!!!	No.	Scrap it!!	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase)

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					<ul style="list-style-type: none"> Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
87.	<p>Too much impact to the natural environment in hidden valley, grand river at freeport near highway 8, speed river in preston, and running along mill creek. The construction will significantly impact the river and tributaries in all of these areas and will be devastating to habitats, wildlife. It is going through sensitive areas that play a significant role in our regions ecological diversity. On top of that the construction is going to create massive impacts to traffic flow and will be gridlock for years while being constructed and increasing pollution.</p>	<p>This project should be stopped. Rapid buses are better options. There is not enough ridership to justify the cost of this project. The project is going through flood plains and going to hurt wildlife of the region, and impact water quality from construction.</p>	N/A	Yes (Natural Environment)	<ul style="list-style-type: none"> Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
88.	<p>Definitely environmental issues as it crosses 2 rivers and goes through some trails. The loss of habitats and aquatic loss is a big problem. I didn't read anything about the Six Nations land that is 10 miles on either side of the Grand River. I think it's more a waste of money for only 8 stops and it doesn't service ALL of Cambridge. The traffic issue is going to be insane, especially if there are issues on the 401. Cambridge doesn't need it.</p>	<p>It's horrible! The water birds are going to be directly impacted, especially during nesting. The vibrations are also going to affect the food source for the owls at Riverside Park. It's destroying too much habitat for something that's not needed or wanted.</p>	<p>Six Nations treaty land is 10 miles on either side of the Grand River for its entire length. I didn't see anything reported on that. The waterways are sacred. It should not cross or be near the 2 rivers and Mill Creek.</p> <p>Mailers to provide information that they exist! Many people I know don't check out the city websites or do not have access to computers. I have never seen anything about this report until today! This is actually really bad. The people I deal with have no clue of these.</p>	Yes (Natural Environment, Indigenous or treaty rights, TPA Process - consultation)	<ul style="list-style-type: none"> Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement Section 5.1: Existing Conditions; Natural Heritage Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage Section 7.6: Consultation and Engagement; Indigenous Engagement Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B1: Natural Heritage Report Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase)

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					<ul style="list-style-type: none"> Appendix C3: Consultation Record; Indigenous Correspondence (Pre-Planning Phase) Appendix C4: Consultation Record; Notice of Commencement (TPA Process Phase) Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) Appendix C7: Consultation Record; Indigenous Correspondence (TPA Process Phase)
89.	I don't have any issues	No so far looks good	so far so good I think your doing a great job	No	
90.	These issues need to be addressed	Why can you not follow the CPR ry. alignment to come under the 401 and avoid Shantz hill entirely?		No	
91.	I think going against public opinion on this train will be the death of Cambridge the route skips key areas and it will destroy the culture of downtown Galt and Preston	N/A	<p>The whole city does not want this the residents will fight this every step of the way after we watched you destroy the bit of heritage culture waterloo had left and only provided the service to part of the town cutting off most the regular buss service for the half that isn't on its direct route</p> <p>Let the public have a say and stop forceing this useless train down are throats you delayed service in waterloo it's derailed twice in the last year on flat ground it's not faster then a buss and it destroys so much to just lose money you can't fix the ion terminal for 7 months and you expect us to let you maintain a train what a joke let it go it was a waste of money</p>	Yes (Cultural and Built Heritage)	<ul style="list-style-type: none"> Section 5.2: Existing Conditions; Cultural Environment Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 8: Approvals, Monitoring and Commitments to Future Work Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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92.	N/A	N/A	The project is disruptive, prioritizes one segment of society above others and should not even be a consideration.	No	
93.	None	None	Has the preferred route, and in particular the stops chosen, taken into account neighbourhoods or areas that are underserved or would best benefit from the service? I would hope that wherever the route bisects a neighbourhood, that pedestrian crossings have been planned.	No	
94.	I think putting the ION over the river and a station at King and Eagle St will cause a lot of problem, with traffic flow and beauty of the area. I don't agree with the ION coming into Preston area, if it is only going to have one stop and give an already area more traffic problems. It is one of the main veins into Cambridge and it see enough traffic already.	as for environmental aspect, there is the river and walking trails that the ION would going over and that takes away from the plant and animal life in the area.	I really think they should look at taking the ION over the Toyota planet and then over the Hespler Rd. I not sure if needs to go all the way to Mall or downtown Galt.	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
95.	I am very concerned, is the LRT really necessary here?	I am very concerned re the environmental damage.	From news reports, seems like a lot of damage will be done in many areas.	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5: Existing Conditions • Section 6: Impact Assessment, Mitigation and Monitoring • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B: Specialist Reports • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
96.	N/A	We don't need it in Cambridge big waste of money	Please stop wasting our money and causing traffic we don't need it in Cambridge it's causing so	No	

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			many accident in Kitchener big waste of our money		
97.	Natural environment, cultural and built heritage are all of vital importance as they give people a sense of place and community, however these need to be balanced against any Indigenous concerns and treaty rights.	At this point I do not believe Cambridge has the density or community will to support the ongoing operation of the ION system, but we will grow into it over time. My main concern is the portion of the route through Preston. Great strides have been made since the initial draft of the preferred route however more work needs to be done to minimize the impact on homes and businesses in the historic Cambridge Mills section of Preston.	I would like the team reconsider the section of the route from the top of Shantz Hill Road to the base of the hill west of Laurel Street. Using the old rail line from the base of this hill on Eagle Street to Hespeler Road was brilliant. Building the proposed "ski ramp" down Shantz Hill crossing the Speed River seems weird, however taking the lon line along the river makes sense. Can it not be extended all the way to King Street to save an existing neighbourhood. If the Preston station was then built at King Street next to the River it would take the pressure off the King/Eagle intersection. This would still be within the preferred transit corridor and be more appealing to the people in Preston. Another concern I have is creating an overpass on Eagle Street to accommodate the existing rail line, which is costly and absolutely unnecessary .	No	
98.	I am concerned that heritage properties along the Right of Way may be affected. These building give Cambridge its character, and to remove them (Avenue Rd Deco-style building for example) is wrong.	N/A	I am wondering if the LRT turn right from Hespeler to Jaffray Ave, and then used the current used car lot to curve under the Hespeler Rd overpass, that might save properties along Norfolk Ave? My main point though, is that I disagree with the idea of having the terminus at Bruce and Water St. The terminus should use the vacant land at the old Dickson's Bowl site along Wellington to Bruce St, which is almost 200 metres, just as long as the current switching terminus at Fairview Mall. The new LRT terminus should be adjacent to the current Ainslie Street Terminal, with linkages, just like Conestoga Mall's terminal connection. I also understand that the Dickson's Bowl property would be very costly to redevelop for any other use. Part of this process should be to be fiscally responsible. The current Ainslie Terminal should not be torn down, only to build its replacement - which will have to be about the same size for staff and transit riders, a half-block away! That's a waste of public funds!	Yes (Cultural and Built Heritage, TPA Process - consultation)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.2: Existing Conditions; Cultural Environment • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C4: Consultation Record; Notice of Commencement (TPA Process Phase)

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			<p>The only benefit that I can possibly see of the Water Street site is it's closer to the yet to be built "Gas Light" condos. I think building an attractive walking path to the Ainslie Street terminal, possibly close to the Galt Little Theatre from the Doug Craig Pedestrian Bridge would be less costly, less disruptive to current traffic patterns, and capture the same assumed market-share. Moving the main terminus further away from the CBD as proposed is going to detract from the long-term economic impact that the LRT might have for the Downtown Galt core.</p> <p>If it wasn't for the Record articles over the past week, I would not have known about this part of the process. To do this process during the Pandemic without a major promotional blitz on local mainstream media, strikes me as underhanded. Were there on-line presentations? If so, I didn't know about them, and I'm fairly well informed about transit issues.</p>		<ul style="list-style-type: none"> Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
99.	N/A	N/A	<p>COST!!!! Hespeler road.</p> <p>All governments are extremely deep in debt. Federal debt is \$1T, or \$28k per capita. Ontario debt is \$361B or \$23k per capita. Sooner or later taxes will be hiked to pay the debt. Now is not the time to start another white elephant project. \$1.5B to run a tram line from Fairview mall to Cambridge is extremely excessive.</p> <p>Hespeler road is a major artery through Cambridge, used by private vehicle and transport trucks. Removing 2 lanes from this road will create a traffic nightmare.</p> <p>Find another route. I would say the majority of the region's population thinks the tram is unaffordable, unneeded, and unwanted. If you insist on building it, try charging (taxing) only those within a 1/4 mile radius of the stops. Don't saddle the rest of us (and the country) with it's bills. We already have enough to pay for.</p>	No	

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			I want to see ridership numbers for the LRT. I also want to know the total of development charges waived for the downtown cores, and the promised increase in downtown core tax assessments.		
100.	In my travels to Kitchener, I have been stopped by the Traffic/LRT lights at several locations, guess what, there aren't many passengers traveling on these vehicles, which makes me Question the utility/financial impact of the project.	It appears to have avoided or evaded the Financial/Economic Impact of Stage 1 construction, Stage 1 operation and Stage 2 Planning and Construction.	Other than the construction/political/green folks who are gaining/loving the idea, what are the user generated incomes/financial results from these huge municipal/transportation undertakings. What are the effects on the taxpayers of this Region, its three cores - Uptown Waterloo, Downtown Kitchener and Galt City Centre Cambridge? As we will be PLANNING this project for the next 9 years, what 's are anticipated per diem and yearly costs of Staff Time and Consultant Fees for the Planning of Stage 2 ION? These costs will fill out the Financial/Economic Impact to a complete Environmental Project Report.	No	
101.	I do not want to see built heritage and significant architecture demolished	I would like to see better preservation of built heritage and significant structures in the area.	To avoid as much demolition as possible	Yes (Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.2: Existing Conditions; Cultural Environment • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
102.	Too many Heritage, homes going to be torn down and way too much expropriation of homes and land.	Crossing the rivers in two places will injure ducks and geese at night when they can't see the wires as they transverse the river corridors.	Go down Maple grove instead of Preston Shantz Hill	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage

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103.	There are no statistics on how many cars are no longer used since Phase One has been existence. Conestoga Expressway and other major roads show no signs of less congestion: therefore air pollution is largely the same.	Thousands of new homes have or are being built in south Kitchener, Hespeler section of Cambridge, West Galt of Cambridge off Blenheim Rd and south Cambridge. There are no multi story towers in these areas. Intensification is occurring in the downtowns of Kitchener and Waterloo only. LRT is having minimal impact to address any Region or provincial goals of intensification: major urban sprawl is still occurring.	N/A	No	
104.	N/A	N/A	Bruce Street from Ainslie to Water Street is restricted to LRT and bus operations only, and it is one way eastbound from Ainslie to Wellington. What about cyclists? Bruce street is an important cycling route. It is part of by far the safest cycling route to get through the core from west to east. The route goes across Craig's Crossing, up Bruce Street to Wellington, and across Wellington to Main Street and the Mill Creek trail. Can that route be maintained with two way cycling access?	No	
105.	N/A	The Delta station is blocking what I believe was the plan for cyclists to bypass the constrained area of Dundas Street north of the Delta intersection. What is the plan to make that bypass	N/A	No	

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		<p>now? When the Dundas bike lanes and Coronation route (probably MUT) are finished in 2024, there will be a constrained gap with no cycling facility between Roxboro and Water Street. The plan (I believe) was to divert cyclists up Roxboro to Norfolk, across Norfolk to Brooklyne/Hespeler, and then somehow a new facility south on Hespeler to get back to Coronation. That bypass is important. Do you have a plan to maintain it when the LRT goes in?</p>			
106.	N/A	<p>The Draft Environmental Project report is incomplete. On the question of what has been the cost of LRT, it should be appreciated that Waterloo, Kitchener, Cambridge and the Townships property taxpayers have paid the Region of Waterloo capital contributions to LRT. The Cambridge Tax Levy contribution to LRT from 2011 to 2020 is \$70,245,000.00. This is 26% of the Region of Waterloo capital contribution to LRT. Fairness and equity in financing of the LRT was apparently achieved in this distribution of costs. When LRT was first approved the intention for the targeted development areas of Uptown Waterloo, Downtown Kitchener and Galt City Centre Cambridge was to Plan and Build Stage 1 while Planning Stage 2. The Planning of Stage 2 ION is only now in 2021 underway. The economic impact of the LRT in Uptown Waterloo and Downtown Kitchener is touted as being an increase of \$5Billion in assessments from 2011 to 2019, yet there is no mention of any Assessment values in Galt City Centre Cambridge. A reading of the Draft Environmental Project Report (DEPR) cites this change, but does not study and incorporate the</p>	<p>The economic impact and net revenue or cost of operation of Stage 1 should be considered in the design and construction phase of Stage 2.</p>	No	

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		<p>effect of staged implementation in financing the whole LRT project. LRT DEPR cites a positive impact on the assessment in Uptown Waterloo and Downtown Kitchener, the value is not expressed because the Draft Environmental Project Report is incomplete. Until a study of the assessments on the targeted development areas has been conducted we only have speculation about the impact and effect of LRT. Fairness and equity in the distribution of the costs has been established at the outset. The delay in Stage 2 may be focusing and limiting the benefits of Stage 1 creating advantage for some and disadvantage for others. Detailed study is required to determine if the distribution of benefits is reflective of the distribution of costs.</p>			
107.	N/A	<p>It's overwhelming. I downloaded the parts and tried to read them, but a hard copy would have been much better for me. Also I would have liked to talk to someone in person, which is not possible under the Covid restrictions. This project will significantly affect my property on Shantz Hill, but the Points of Reception for noise study purposes are on the opposite side of the tracks. I'm concerned about airborne noise and ground borne vibration. The report indicates that noise impacts will be examined more closely in the next design phase; I'm hoping there will be opportunity to consult in person during that process. The 2017 Shantz Hill Road reconstruction caused some slope and safety issues for us which have not been addressed by the Region; I would like to see those issues addressed in the design phase for this project. I'd like to be consulted during the design phase in regard to any new</p>	<p>I don't know whether this is new. I noticed that a multi-use trail is proposed for the future. To me it makes no sense to have it in the road/rail corridor. It would make more sense to place it in the ravine behind my property. I don't relish the increase in trespassing that would be likely to result. However it would be a much nicer place and environment for a trail, and the trail slope would be more gradual. I'm open to discussing this when that phase of design or planning is reached.</p> <p>Make it viewable and searchable online, like a web site with different pages that can be visited, rather than forcing me to download large pdf files which I have to scroll through.</p>	No	<ul style="list-style-type: none"> Note that hard copies of the report were made available for review at the offices of the Region of Waterloo, City of Kitchener and City of Cambridge. Hard copies of the final EPR will also be available at these locations for review when the Notice of Completion is published in early April 2021. Although in-person meetings are not currently possible due to the COVID-19 pandemic, contact information for the Region's Project Manager (phone and email) is provided in the notices and on the project website; the team welcomes verbal feedback.

Comment #	Question 1: What comments do you have related to issues of Provincial importance (i.e. natural environment, cultural and built heritage) and constitutionally protected Indigenous or treaty rights?	Question 2: Do you have any comments on the draft Environmental Project Report?	Other Feedback Received	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If “Yes”, how is this addressed in the EPR?
		issues that can logically be expected to arise, and address them as part of the design phase rather than trying to react to them after the fact.			
108.	<p>a) environmental concerns surrounding crossing over Speed River.</p> <p>b) heritage concerns over demolition of heritage properties and development adjacent to older foundations</p> <p>c) reports that clearly display that the carbon footprint will take over 30 years to be offset from the construction of this rail system...there are better alternatives that are also more economical that are being overlooked in this process to move forward</p> <p>d) compounds existing congestion issues</p> <p>e) interferes with bike lanes and trails of an active lifestyle</p>	<p>The Draft Environmental Project Report (DEPR) briefly alludes to but does not fully present the benefits of Stage 1 in Uptown Waterloo and Downtown Kitchener.</p> <p>The DEPR is not complete. It does not address the impact of Stage 1 in each of Uptown Waterloo, Downtown Kitchener and Galt City Centre in Cambridge. Nor does the DEPR discuss the equity and fairness in the distribution of the benefits of Stage 1 operations within the region in each of the City Centres – Uptown Waterloo, Downtown Kitchener and Galt City Centre in Cambridge.</p> <p>Further Study is required to fully elaborate the impact of Stage 1 and the opportunity for the Region to instill the true spirit of co-operation that is embodied in Cambridge’s financing of Stage 1.</p>	<p>Region of Waterloo airport expansion would be a more adequate location to direct any type of rail system and further review and consideration for better transportation, preferably GO train services, is needed</p> <p>The LRT does not reach all areas of Cambridge, due to our unique layout, and where the backbone/rib infrastructure is not representative of efficient and cost effective services</p>	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B2: Fluvial Geomorphology Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
109.	<p>I am concerned about the potential impact of the planned route across and along the floodplain, wetlands, and river in Preston, which is part of heritage designated Grand River and its major tributaries.</p> <p>I am concerned about the as yet undetermined impacts on built heritage in Preston in particular.</p> <p>I am concerned about the potential impact on the cultural heritage streetscape in Preston, particularly views and vistas along the river.</p>	<p>I do not agree with the use of an expedited 5 month approval framework, particularly in a pandemic when public access and participation is potentially limited/restricted. This is an extremely complex project with a lot of public interest. I would like to see the timeframe extended into 2022.</p> <p>The public meetings I previously attended felt somewhat prescriptive in nature, limiting the scope of options for consideration and not fully taking into account ongoing changing land use e.g.</p>	<p>I've noticed you've been updating your communications and web site throughout the process, which can be confusing as you adjust messaging. And now there is a further Engage site. Why so many sites? Also, as a Cambridge resident, I couldn't find any ION project info on the City web site. Please streamline and simplify so it is easier to find and navigate.</p>	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment

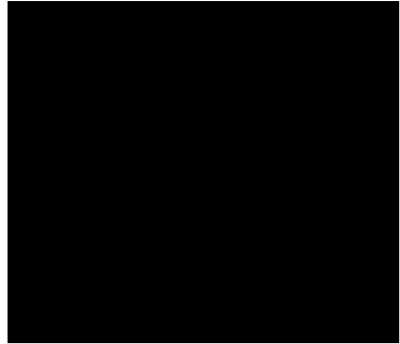






Comment #	Question 1: What comments do you have related to issues of Provincial importance (i.e. natural environment, cultural and built heritage) and constitutionally protected Indigenous or treaty rights?	Question 2: Do you have any comments on the draft Environmental Project Report?	Other Feedback Received	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		<p>inclusion of more residential in nearby East Side Lands.</p> <p>I continue to fear that instead of development following the best LRT route for future growth in Preston, the LRT route is being selected to accommodate existing development interests in Preston, with great potential cost to our heritage and environment. I am very concerned about an overall design approach that seems to recommend approval first, design details later. It is very concerning that so little is known about the exact extent and nature of impacts at this time; that so few properties have had a thorough assessment (CHERs for 12); and, that we are proceeding with approval before this information is clarified i.e. HIAs will only be done later, after overall approval.</p> <p>This is compounded by the proposed process to only refer to Cambridge Municipal Heritage Advisory Committee and Cambridge Council built heritage impacts mitigated by demolition; any other impacts would be reduced to a mere notice.</p> <p>Lastly, the proposed process seems to suggest dealing with any potential built heritage impacts on privately owned properties as exclusive conversations between the region and property owner without any recognition of public interest or place for public comment - I see this as a worrisome trend in local planning and development.</p>			<ul style="list-style-type: none"> • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B2: Fluvial Geomorphology Report • Appendix B3: Drainage and Stormwater Management Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase) <p>The Transit Project Assessment (TPA) Process is defined in Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings) and is approved under the Environmental Assessment Act for public transit projects. The steps in the TPA process are specified in the Regulation and must be completed within a specified timeframe. The TPA process for Stage 2 ION builds on an extensive pre-planning study which commenced in 2015 and involved multiple opportunities for public engagement, including five rounds of Public Consultation Centres.</p>
110.	Regarding historically important buildings - I reviewed the article in the Record and a was not impressed with the lack of value for money spent on some outside consultants.	Mussels are mentioned as special but no mention of protection	Have you considered that with an increase in electric vehicles there actually be an increase in the total number of cars on the road because they are considered environmentally friendly. Why would I walk to a bus to get to the LRT to get to bus when I can drive in an environmentally	Yes (Natural Environment, Cultural and Built Heritage)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 5.2: Existing Conditions; Cultural Environment

Comment #	Question 1: What comments do you have related to issues of Provincial importance (i.e. natural environment, cultural and built heritage) and constitutionally protected Indigenous or treaty rights?	Question 2: Do you have any comments on the draft Environmental Project Report?	Other Feedback Received	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
	<p>For example Brooklyne Coffee shop, long time supporter of minor softball in Galt. Achitecture style is rare in entire region. Article also seemed to be surprised that there was a Synagogue in Galt. I for one went to school with Jewish students that attended here. This building also had a life as bar. People who have not lived in Galt for decades have rather shallow view of 'historical' value. If you have considered a European river travel you are presnted with UN historical sites. If those cities and villages had taken the short term view that a 50 year old building has no historical value then these UN locations would be shopping malls and high rise apartments. Preserving the past takes real effort. Witness the lack of commitment to preserve the Preston Springs Hotel and compare the relentless pursuit of a Cambridge LRT line that has never been approved by a referendum.of Cambridge taxpayers.</p>		friendly vehicle and arrive quickly in nice weather and bad..		<ul style="list-style-type: none"> • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

Stage 2 ION - Draft EPR Public Email Tracking Table
(Emails Received between Dec. 2020 - Feb. 2021)

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

Note: Comments are reproduced verbatim including typos and/or grammatical errors

#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
1.		<p>Email correspondence received on November 3, 2020 via MONeil@regionofwaterloo.ca:</p> <p>Hello Mr. O'Neil,</p> <p>I'm wondering if you could point me to any information that would provide an update on the above subject project. I have been to the RoW ION website but it appears to be a bit dated. I'm interested in understanding the timing of the TPAP process for the project and news about potential funding approval.</p> <p>Any updates you could point me to would be greatly appreciated.</p> <p>Best regards, </p> <hr/> <p>Response provided on November 3, 2020:</p> <p>Hi Matthew,</p> <p>Will take your advice and sign-up for the project updates. Greatly appreciate your quick, informative response. Thank you.</p> <p>Stay safe!</p> <p>Best regards, </p>	No	
2.		<p>Email correspondence received on December 10, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>You can plan all you want but there is no way we can afford this for awhile. Without federal and provincial money which they have to borrow which we have to pay how can this go forward?</p> <p></p> <p>Sent from my iPad</p>	No	
3.		<p>Email correspondence received on December 10, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>PLEASE NOTE: I no longer use this email address. Please change my Contact information to</p> <p>Thanks. </p>	No	


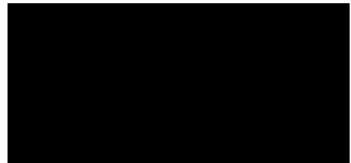

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
4.	[REDACTED]	<p>Email correspondence received on December 10, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>In the future, please use the following email address as this one will be discontinued in the near future: [REDACTED]</p>	No	
5.	[REDACTED]	<p>Email correspondence received on December 10, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>Dear stage2ion@regionofwaterloo.ca,</p> <p>Please note that I am transitioning to a new email address. Your email has been forwarded to my new email address at [REDACTED]. Please update your contacts.</p> <p>Regards, [REDACTED]</p>	No	
6.	[REDACTED]	<p>Email correspondence received on December 11, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>Good Morning, how will traffic flow be maintained on Hespler Road during construction and once the LRT is in operation? Will there be pickup and drop off areas? What side of the road will the LRT travel on Shantz Hill? How is the LRT powered and how noisy is it? What are the anticipated hours of operations and frequency of service? What is the cost and how will it be funded? Has the funding been committed? What is the anticipated construction schedule?</p>	No	
7.	[REDACTED]	<p>Email correspondence received on December 11, 2020 via ion@regionofwaterloo.ca:</p> <p>Hi,</p> <p>I noticed in the documentation for Stage 2 for Cambridge LRT work the Delta is on the preferred route. In looking at the latest information packages, I do not see an impact statements on the traffic for that area. In particular, given it is a key route to our only hospital, what is the expected impact of ambulance response times during the prolonged construction phase? Any documents would be appreciated.</p> <p>Thanks, [REDACTED]</p>	No	


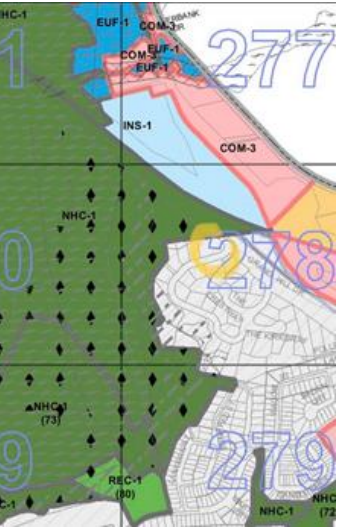
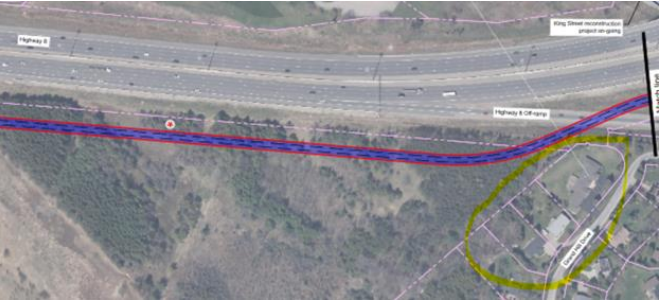
Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If “Yes”, how is this addressed in the EPR?
		<p>Response provided on February 20, 2021:</p> <p>Matthew,</p> <p>Thanks for the response. I have read the traffic impact assessment. There are a significant number of intersections that will require additional investigation in order to mitigate unacceptable delays (LOS E/F). I am rather distressed that this route was approved relying on future plans. Aside from that, the assessment does not address the impact on traffic during times of construction, in particular, emergency route access to the only Cambridge Hospital. Your approach of communicating with dispatch does not address what the actual impacts are to response times. I can reasonably expect there will be a degradation as alternate routes will be equally congested with people trying to avoid areas of construction. Can you please point me to the results of those studies? I was not able to locate them in reviewing some of the other documents, nor in the YouTube videos.</p> <p>Thanks, </p>		
8.		<p>Email correspondence received on December 13, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>To who it may concern, </p> <p>We have to admit, we were not aware of the process that has been going about the route. After some research and discussing with neighbors we have concerns as the preferred route is much different than what had been initially proposed (See pic below Engineer’s Plan A)</p>	<p>Yes (Natural Environment)</p>	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)


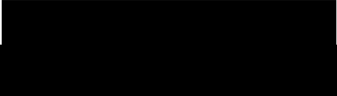

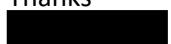


Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		 <p>The preferred route directly affects a natural heritage conservation zone directly behind our home. This will create new natural hazards, affect wildlife and conflicts with the natural heritage conservation zone in addition to creating traffic, noise and disturbance to the area. (Please see attached photos)</p>  		

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		<p>According to section 13 of the City of Kitchener Zoning Bylaw – 2019-051 the land behind our home is a Natural heritage zone.</p> <p>"No person shall, within any NHC zone, use or permit the use of any lot or erect, alter or use and building or structure for any purpose other than those permitted uses within Table 13-1: Existing agriculture or natural heritage conservation.</p> <p>We thank you for reading our concerns, </p> <hr/> <p>Response provided on February 18, 2021:</p> <p>Hello Matthew,</p> <p>Thank you for your response.</p> <p>May you please omit my address in my comments </p> <p>I believe you are now able to see the pictures that I have attached in this email as you had requested.</p> <p>Best regards, </p> <hr/> <p>Response received on February 20, 2021:</p> <p>Hi Matthew , I would still like my comments to be made available please just omit the first paragraph with my address. Thanks </p>		
9.		<p>Email correspondence received on December 13, 2020 via RegionalClerk@regionofwaterloo.ca:</p> <p>Dear Waterloo Regional Council, </p>	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report




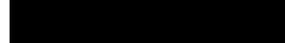

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		<p>We have to admit, we were not aware of the process that has been going about the route. After some research and discussing with neighbors we have concerns as the preferred route is much different than what had been initially proposed.</p> <p>The preferred route directly affects a natural heritage conservation zone behind our home. This will create new natural hazards, affect wildlife and conflicts with the natural heritage conservation zone in additional to creating traffic, noise and disturbance to the area. (Please see attached photos)</p> <p>According to section 13 of the City of Kitchener Zoning Bylaw – 2019-051 the land behind my home is a Natural heritage zone. "No person shall, within any NHC zone, use or permit the use of any lot or erect, alter or use and building or structure for any purpose other than those permitted uses within Table 13-1: Existing agriculture or natural heritage conservation.</p> <p>We thank you for reading our concerns, [REDACTED]</p>		<ul style="list-style-type: none"> • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)
10.	[REDACTED]	<p>Email correspondence received on December 14, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>Details Type of Issue: General Feedback/Inquiry Additional details: [REDACTED] receives mail with updates about Stage 2 ION and she wishes to unsubscribe she does not want to receive updates. The letters are sent to her address at [REDACTED]</p> <p>Caller Details Name: [REDACTED] Address: [REDACTED] Preferred contact method: phone Phone Number: [REDACTED]</p>	No	
11.	[REDACTED]	<p>Email correspondence received on December 14, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>Greetings,</p>	No	

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		<p>In reading the stage two report I noticed that Eagle St will be made one-way, southbound only, south of King St. There was no mitigation that I read. I would point out that Eagle north-bound is heavily used at various times of the day. In particular, by buses and parents of school children and neighborhood residents leaving for work. At times, traffic backs up on Eagle north-bound back past Hamilton and traffic down Queenston, attempting to turn right onto Eagle, past Dover. Making Eagle one-way will force traffic along Dover most likely. Left turns onto King will be greater than the left turns from Eagle onto King, as traffic that normally goes straight through King along Eagle will also need to make a left from Dover onto King. Mitigation might require traffic lights at Dover and King, as turns at this corner are difficult due to limited sight lines caused by the road incline and the bus lane. Regardless, homeowners along Dover between King and Hamilton will be justifiably annoyed as traffic is moved from Eagle to their street.</p> <p>I trust some consideration will be given to this traffic pattern change.</p> <p>Respectfully, </p>		
12.		<p>Email correspondence received on December 15, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>Mathew O'Neill</p> <p>I have reviewed the materials available through the Notice of Commencement. I live at  and I'm very interested in the progress of this project.</p> <p>Can you please</p> <p>a) forward in hard colour copy of Sheet 34 and Sheet 35 of the Appendix to the Draft Environmental Project Report to me at the above address, and b) can you also forward any information that you have on how the stations on the ION will be handicapped accessible?</p> <p>Thanks </p>	No	
13.		<p>Email correspondence received on December 16, 2020 via Stage2ION@regionofwaterloo.ca:</p> <p>I would like to make several comments on ION LRT Stage 2:</p>	No	

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If “Yes”, how is this addressed in the EPR?
		<p>1. Would it not be possible to advance construction and completion earlier? What would hold back an earlier start/finish date, and could these obstacles be worked around and if so, how?</p> <p>2. Could the construction be staged so as to permit segments to open, so that the Region begins to realize the benefits of the investments sooner, rather than waiting until the entire Stage 2 is finished?</p> <p>3. There has been studies and talk about extending GO to Cambridge by way of Guelph. Will there be/can you make a provision in the Delta station to permit an easy connection with GO, based on where such a station can be located? This would provide swift and convenient access to downtown Galt and to Preston.</p> <p>4. The long distance from Cambridge to Waterloo may make ION uncompetitive with driving. Have you/could consider peak-period express operation and make provisions for it? There are examples. NJ Transit operates the Bayonne Flyer peak-period expresses on the Hudson Bergen LRT. I had lived on Staten Island and use to ride the Flyer to the park/ride at 34th Street in Bayonne.</p> <p>5. There may be Cultural-Heritage opportunities to create a positive community connection for ION LRT. The same cities ION serves and will serve had been linked by the Grand River Railway (GRR). It ran electric interurban trains to Paris, Brantford, Simcoe, and Port Dover with the Lake Erie & Northern (LE&N); the CPR owned both railways, which connected at Galt. ION uses, and will use, portions of the GRR right-of-way.</p> <p>There is a preserved LE&N combine, No.797, plus a LE&N electric locomotive and maintenance equipment at the Halton County Radial Railway (HCRR) in Milton. There is also a preserved powerhouse in Preston that fed electrical current to the GRR/LE&N.</p> <p>Could there be an opportunity to fully restore 797 for a weekend/holiday heritage operation on ION in partnership with the HCRR? The restoration could also generate revenues through movie/TV film production by taking advantage of the historic Main Street in downtown Galt. The HCRR museum itself has been used for many shoots, notably the <i>Murdoch Mysteries</i> series, which also shoots in Galt.</p> <p>“What’s past is prologue”—William Shakespeare, <i>The Tempest</i></p>		

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#	STAKEHOLDER	CORRESPONDENCE RECEIVED	Do the comments potentially address issues of Provincial importance, constitutionally protected Indigenous or treaty rights? (Yes / No)	If "Yes", how is this addressed in the EPR?
		[REDACTED]		
14.	[REDACTED]	<p>Email Correspondence received January 3, 2021:</p> <p>Good Afternoon Matthew. I'm wondering if you can provide some information regarding the preferred route for the Cambridge ION2. According to your map route it appears that the LRT will travel on the north side of Shantz Hill. Do you know the approximate commencement time of construction and which properties may be affected. Can you identify which properties and whether they will be a partial or full expropriation.</p> <p>Your quick response is most appreciated. [REDACTED]</p> <hr/> <p>Response provided on January 3, 2021:</p> <p>Matthew, Thank you for your quick reply. Those homes having a full expropriation on Shantz Hill. What will that land be used for? [REDACTED]</p>	No	
15.	[REDACTED]	<p>Email correspondence received on January 10, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>[REDACTED]</p> <p>Chair Redman of Region of Waterloo Premier of Ontario Ford Prime Minister of Canada Trudeau</p> <p>Dear Chair Redman, Premier Ford and Prime Minister Trudeau</p> <p>The citizens of Waterloo Region have been asked to comment on an environmental assessment for the extension of the LRT from Kitchener to Cambridge. Several groups submitted detailed comments at the last public session and the opinion about the design of the route has not changed. The section from Fairview Mall to Eagle Street and Concession in Preston (which is the most costly portion) is totally unacceptable from both a design and an environmental point of view. Our position is that no further staff employment</p>	Yes (Natural Environment, TPA Process – consultation)	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C4: Consultation Record; Notice of Commencement (TPA Process Phase) • Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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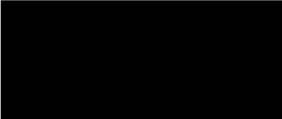
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		<hr/> <p>Response provided on February 9, 2021:</p> <p>Dear Matt,</p> <p>Thank you for your follow up email.</p> <p>There is one other issue that I would like to raise about the public consultation process regarding the Environmental assessment for the LRT. I noticed when I did the on-line survey that I could not see any other person’s comments. I could only add mine, in isolation. I think that this is different from previous practice, where everyone’s comments were visible and one was adding to a public discussion. In the current format there is no public discussion. The information just flows to you and your colleagues. This is NOT ideal as I think citizens should see each other’s comments and views. We may want to agree with certain comments, or we may see points of view that we had not thought of, and add them to our comments.</p> <p>I strongly urge you to move back to the more open discussions as were done in the past.</p> <p>██████████</p> <hr/> <p>Response provided on February 10, 2021:</p> <p>Good evening Matt,</p> <p>I am glad that you will make all comments available after the process. However, this still doesn’t engender discussion. It is important for citizens to see other’s comments DURING the process, so that they can agree/disagree/add similar comments/be made aware of aspects that they may not have thought of. This is what makes a DISCUSSION. The argument regarding privacy is not valid because it would be very easy to make it anonymous.</p> <p>This is particularly important this time around, as there is no public meeting in person, when this interaction can take place. And I am sure that you saw in our letter that we feel that it is inappropriate to undertake a public consultation when there cannot be in-person meetings. One reason is that it disenfranchises anyone without a computer and internet connection AND it</p>		

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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		<p>prevents discussion between people. So in your public consultation process there is no discussion between citizens either in-person or on-line.</p> <p>██████████</p> <hr/> <p>Response from ██████████ to ██████████ provided on February 12, 2021:</p> <p>Hi ██████</p> <p>Thank you for keeping Matthew ONeil on his toes. I am glad that you point out all the reasons why this isn't a good time to move forward. I feel too, that with the document being 210 pages long, there will not be a lot of people who even attempt to read it.</p> <p>I hope you got a chance to hear Gord on the Brian Burk show on Friday. Terry will be on the Mike Farwell Show at 10.00 on Tuesday, February 16, 2021.</p> <p>Every little bit counts.</p> <p>██████████</p>		
19.	██████████	<p>Email correspondence received on January 17, 2021 via MONeil@regionofwaterloo.ca:</p> <p>January 17, 2021 Chair Redman of Region of Waterloo Premier of Ontario Ford Prime Minister of Canada Trudeau</p> <p>Dear Chair Redman, Premier Ford and Prime Minister Trudeau</p> <p>Just recently, the citizens of Waterloo Region have been asked to comment on an environmental assessment for the extension of the LRT from Kitchener to Cambridge. This seems inappropriate timing, as at this time, the whole world is dealing with a pandemic.</p> <p>In the past, several groups submitted detailed comments at the last public session and our opinion about the design of the route has not changed. The section from Fairview Mall to Eagle Street and Concession in Preston (which is the most costly portion) is totally unacceptable from both a design and an environmental point of view. Our position is that no further staff employment or expenditures on the LRT Phase II is justified for the next 10 years and that all further development expenditures be suspended for that duration.</p>	<p>Yes (Natural Environment, TPA Process – consultation)</p>	<ul style="list-style-type: none"> • Section 3.4: Pre-Planning Activities; Public, Stakeholder and Indigenous Community Engagement • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C4: Consultation Record; Notice of Commencement (TPA Process Phase) • Appendix C5: Consultation Record; Public Correspondence (TPA Process Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)


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		<p>Here are the reasons for this request to suspend any expenditures on the LRT extension.</p> <ol style="list-style-type: none"> 2. In the past ten months Canada has faced the serious problem of dealing with the COVID-19 pandemic. We applaud the federal government for the measures taken to help finance the people most affected by COVID-19. However, there is long road to recovery and no one knows the fallout that is yet to come. 4. Since both the provincial and federal governments will be asked by Waterloo region to each contribute at least \$500 million to finance the LRT project, we feel all three levels of government must be informed about what the taxpayers who will pay the bills think about spending tax dollars on this project at this time. In our opinion all levels of government should focus on developing a long term plan to reduce the potential federal deficit of \$350 billion and the growing national debt. During this time we must not be spending \$1.5 billion on a project that is questionable. 5. The COVID crisis has revealed several important aspects of city planning that have failed the citizens during this crisis period: <ol style="list-style-type: none"> (i) There has not been enough park and natural area space for citizens to easily access. Surely the planners in Waterloo Region know this and yet they continue with a proposal to destroy green space in Hidden Valley in order to build the LRT down the west side of Highway #8. Additionally, the environmental assessment confirms that the new LRT will split existing Natural Heritage areas in Preston and that many endangered, protected and rare species are likely to be impacted. The LRT, which is proposed as a green transport alternative, will in fact eat up green space. (ii) The purchases of homes and town houses has increased dramatically as people preferred to isolate in houses rather than in high rise buildings during the COVID crisis. We cannot be sure if this trend will continue, but it means we must allow a period of time to see if this is the case. The whole demographics of this area may significantly change. (iii) For better or worse, COVID-19 has also increase people’s desire to travel independently and has also caused a trend for people to work at home (either full or part-time). Thus transportation needs are likely to change and city planners will need time to adapt to these changes. (iv) Additionally, because of COVID restrictions, proper in-person public consultations cannot be undertaken at present, leaving many people with no voice. <p>Before spending \$1.5 billion to transport people between separate areas for shopping, work, entertainment, housing etc, we think the cities should hire planners to do a total rethinking of how to convert our cities back into self</p>		


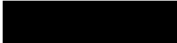

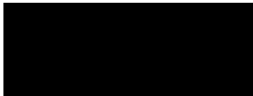
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		<p>contained neighbourhoods where residents could either walk or bike to schools, food stores, banks etc. Such a plan would not be served well by the proposed LRT and would further entrench us into the current type of city plan. Buses (either electric or hydrogen), rather than trains, have the flexibility needed for this.</p> <p>Considering these significant uncertainties and the controversy involving the proposed route, we think a 10-year hiatus where no further money is spent on a fixed route LRT would give the planners and elected politicians the opportunity to evaluate the following:</p> <p>(i) Compare the operating cost of the current LRT to the revenue generated by paying passengers over a 3 to 5 year period. This cost will be shouldered by local tax payers, even if the construction is partially paid by the provincial and federal governments.</p> <p>(ii) Determine if either Canadian manufactured electric buses or hydrogen buses could be used to provide the connection between Kitchener and Cambridge at a significantly lower cost than the estimated \$1.5 billion for an LRT extension.</p> <p>(iii) Undertake a full traffic assessment along King Street and Shantz Hill to Cambridge, where the LRT will be routed. The groups are not aware of any recent survey, and this must be undertaken at a time not affected by COVID restrictions.</p> <p>(iv) If our elected Councillors decide to instruct the planners to study the creation of self-sufficient neighbourhoods in Waterloo Region, then in the future it would be quite easy to change the bus routes to serve both redesigned neighbourhoods and new building areas without any extra cost. One such new area is the major commercial development in Cambridge that will be on the east side of Hwy #8.</p> <p>We thank you for your attention to my very serious concerns and ask you to share this letter with your planners and all members of your council or cabinet.</p> <p>We request a detailed reply about the concerns we have raised.</p> <p>Yours respectfully, </p> <p>CC Mayor Vrbanovic Mayor Jaworsky Mayor McGarry Mr Matt O'Neil Min of Transport Garneau</p>		

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		Min of Finance Freeland MP Chaggar MP Saini MP May MP Tabbarra Min of Transport Mulroney Min of Infrastructure Scott MPP Fee MPP Lindo MPP Fife MPP Karahalios		
20.		<p>Email correspondence received on January 22, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Good day</p> <p>Just want to get more information on the path and construction of the proposed Lrt.</p> <p>I just purchased the above property and my neighbour just mentioned that construction will start in the next few months and that my property frontage will be expropriated to accommodate the Lrt. I would like to get information on this matter on how much expropriation are we looking at and will I be compensated for this?</p> <p>Thank you </p>	No	
21.		<p>Email correspondence received on January 24, 2021 via MONeil@regionofwaterloo.ca:</p> <p></p> <p>January 24, 2021</p> <p>Chair Redman of Region of Waterloo Premier of Ontario Ford Prime Minister of Canada Trudeau Dear Chair Redman, Premier Ford and Prime Minister Trudeau</p>	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C1: Consultation Record; Public Correspondence (Pre-Planning Phase, includes Public Consultation Centres) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

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		<p>Dear Chair Redman, Premier Ford and Prime Minister Trudeau</p> <p>The citizens of Waterloo Region have been asked to comment on an environmental assessment for the extension of the LRT from Kitchener to Cambridge. Several groups submitted detailed comments at the last public session and the opinion about the design of the route has not changed. The section from Fairview Mall to Eagle Street and Concession in Preston (which is the most costly portion) is totally unacceptable from both a design and an environmental point of view. Our position is that no further staff employment or expenditures on the LRT Phase II is justified for the next 10 years and that all further development expenditures be suspended for that duration.</p> <p>Here are the reasons for this request to suspend any expenditures on the LRT extension.</p> <ol style="list-style-type: none"> 1. In the past ten months Canada has faced the serious problem of dealing with the COVID-19 pandemic. We applaud the federal government for employing Keynesian economic theory in the form of deficit financing to help both unemployed people and businesses in difficulty during this very difficult time. We must realize, however, that soon attention will have to be given to fixing major problem areas revealed by the pandemic. The cancellation of the global intelligence work done by GPHIN, the lack of Canadian capacity to produce vaccine, the shortage of PPE equipment for several months until manufacturing could be restarted and the dreadful problems with Long Term Care homes must NOT be allowed to happen again. Solutions to fix these problems must be given priority so that if and when our people are threatened by a future pandemic Canada will be self-sufficient and able to respond quickly. 2. Since both the provincial and federal governments will be asked by Waterloo region to each contribute at least \$500 million to finance the LRT project, we feel all three levels of government must be informed about what the taxpayers who will pay the bills think about spending tax dollars on this project at this time. In our opinion all levels of government should focus on developing a long term plan to reduce the potential federal deficit of \$350 billion and the growing national debt. Attention to the debt problem as well as correcting the problems listed in point 1 above will require changes in many government priorities and actions for years to come. During this time we must not be spending \$1.5 billion on a project that is questionable. 3. The COVID crisis has revealed several important things about city planning that have failed the citizens during this crisis period: 		


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		<p>(i) There has not been enough park and natural area space for citizens to easily access. Surely the planners in Waterloo Region know this and yet they continue with a proposal to destroy green space in Hidden Valley in order to build the LRT down the west side of Highway #8. Additionally, the environmental assessment confirms that the new LRT will split existing Natural Heritage areas in Preston and that many endangered, protected and rare species are likely to be impacted. The LRT, which is proposed as a green transport alternative, will in fact eat up green space.</p> <p>(ii) The purchases of homes and town houses has increased dramatically as people preferred to isolate in houses rather than in high rise buildings during the COVID crisis. We cannot be sure if this trend will continue, but it means we must allow a period of time to see if this is the case.</p> <p>(iii) For better or worse, COVID-19 has also increase people’s desire to travel independently and has also caused a trend for people to work at home (either full or part-time). Thus transportation needs are likely to change and city planners will need time to adapt to these changes.</p> <p>4. ██████████ advanced the idea several decades ago that a city should consist of many self-contained neighbourhoods. Instead the planners followed the California automobile model and expanded our cities so that shopping is concentrated in large malls and housing is separated from all facilities such as entertainment, work and food/pharmacy/banking stores.</p> <p>Before spending \$1.5 billion to transport people between these separated areas , we think the cities should hire planners to do a total rethinking of how to convert our cities back into self contained neighbourhoods where residents could either walk or bike to schools, food stores, banks etc. Such a plan would not be served well by the proposed LRT and would further entrench us into the current type of city plan. Buses (either electric or hydrogen), rather than trains, have the flexibility needed for this.</p> <p>Considering these significant uncertainties and the controversy involving the proposed route, we think a ten year hiatus where no further money is spent on a fixed route LRT would give the planners and elected politicians the opportunity to evaluate the following:</p> <p>(i) Compare the operating cost of the current LRT to the revenue generated by paying passengers over a 3 to 5 year period. This cost will be shouldered by local tax payers, even if the construction is partially paid by the provincial and federal governments.</p> <p>(ii) Determine if either Canadian manufactured electric buses or hydrogen buses could be used to provide the connection between Kitchener and Cambridge at a significantly lower cost than the estimated \$1.5 billion for an LRT extension.</p>		

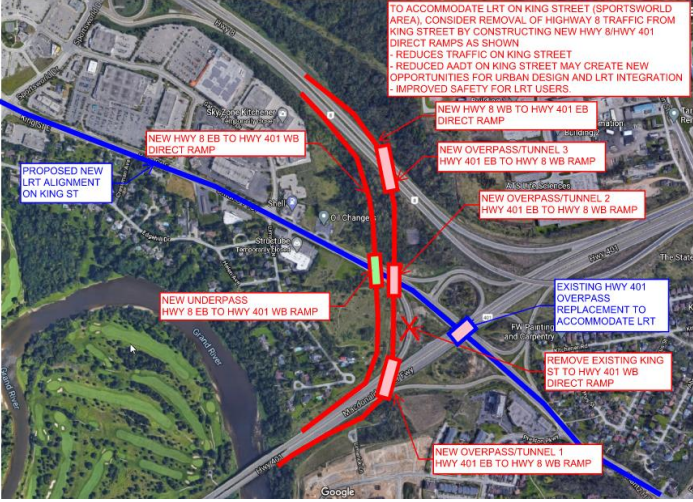
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		<p>I thank you for your attention to my very serious concerns and ask you to share this letter with your planners and all members of your council or cabinet. I request a detailed reply about the concerns I have raised.</p> <p>Yours truly </p> <p>CC Mayor Vrbanovic Mayor Jaworsky Mayor McGarry Mr Matt O'Neil Min of Transport Garneau Min of Finance Freeland MP Chaggar MP Saini MP May MP Tabbarra Min of Transport Mulroney Min of Infrastructure Scott MPP Fee MPP Lindo MPP Fife MPP Karahalios</p>		
22.		<p>Email correspondence received on January 25, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Dear Matthew O’Neil,</p> <p>As you know, currently the link between Highway 401 (west) and Highway 8 is via King Street. Has the Region of Waterloo and the Ministry of Transportation reviewed the feasibility of constructing new Highway 8 to Highway 401 direct ramps, providing a direct connection from Highway 8 to Highway 401 (to the west). This approach would reduce traffic volumes on King Street in the Sportsworld area which may better accommodate the LRT on King Street (sketch attached).</p> <p>Has a traffic study been completed for the current and future projected traffic volumes on this portion of King Street, considering the combined effect of local traffic, through traffic from Highway401-Highway 8, and additional needs of the LRT? Can an acceptable level of service be provided both in the short term and in the future?</p>	No	

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		<p>Are there any safety or operational concerns for the LRT, considering the ultimate traffic volumes on King Street?</p> <p>Thank you,</p> 		
23.		<p>Email correspondence received on January 25, 2021 via engagerow@regionofwaterloo.ca and MONeil@regionofwaterloo.ca:</p> <p>hi - don't want it - won't use it - someone is getting rich on this. Is making a mess of wherever built. not worried about giving our opinion - after the mess the Region made of Preston Springs - you don't listen or help where needed. My opinion, we are seniors & really tired of the waste of money in this region. And raises at this time of covid - people don't have jobs - stores closed - no one seems to have common sense any more.</p> <p>Itotal greed,</p> <p>- Hespeler - part of South-kitchener that really does not have a rep or feel a part of anywhere.</p>	No	
24.		<p>Email correspondence received on January 26, 2021 via engagerow@regionofwaterloo.ca:</p> <p>Hello, would it be possible to have a copy of the report mailed to my house at</p>	Yes (Cultural/Built Heritage)	<ul style="list-style-type: none"> Section 5.2: Existing Conditions; Cultural Environment Section 6.2: Impact Assessment, Mitigation and Monitoring; Cultural Environment Section 8: Approvals, Monitoring and Commitments to Future Work


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		<p>[REDACTED]</p> <p>I would appreciate this very much. Thank you [REDACTED]</p> <hr/> <p>Response provided on January 29, 2021:</p> <p>Hi Matthew, thank you for getting back to me. I do not have a workable printer, so I would appreciate it if you could print some of the pages for me.</p> <p>Re Project description #6...I would like pages 113 to 144 including those pages.</p> <p>Re # 7, Impact Assessment Mitigation and Monitoring...pages 153 to 162, 166to 168, 173, 180 to 183, 187, 199.</p> <p>Also I had come across a few maps that you were explaining verbally. I couldn't find them again. Would you be able to tell me how to locate them again. I also noticed that there is very little mention of the demolitions that will need to be done for the King and Eagle Station. If I have missed those descriptions, please print them for me or explain where they are. It was interesting to see that the bridge over the Speed will not have any abutments in the water. They will definitely be in the water at flood time. I would assume that when that happens, the structures will not allow more water to flow on neighbouring properties.!</p> <p>If you can get these together, and would rather not mail the above, I will arrange to pick them up, if you tell when and where!</p> <p>Sleepless nights again, due to this mess. I pray that somehow King and Eagle can be resolved in some other way. There must be a way to cross high over King street and put the station down further near McGarry's old office. You could piggy back the exsisting rail line behind Cambridge Surplus or use the dead tracks that are back there. If you go high over King , you do not hamper the exsisting traffic congestion that we already have here, you eliminate an extra bridge on Eagle at William, you don't have to use the bell crossing signals at King that will disturb the residents in the area especially in the three apartment towers. Although your station would be two blocks away from King, it is still walkable to downtown Preston and your buses would have less</p>		<ul style="list-style-type: none"> • Appendix B5: Cultural Heritage Report and Cultural Heritage Evaluation Reports (CHERs) • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)


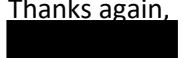

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		<p>congestion to deal with in a larger area. This would also eliminate destroying more of the heritage of Preston. Now that the Preston Springs are gone, we are all in mourning down here. We feel that our total existence is at stake here.</p> <p>Our Preston area is a large part of Cambridge too. It is the entrance to our part of Cambridge. Do you realize that the side bordered by Eagle South, King Street, the Speed River South, Rose Street, Preston High School area, all the way down to Bishop street only has Eagle St and Bishop Street as a thoroughfare to Hespeler Rd?</p> <p>This area is completely blocked off by the Speed and Grand Rivers behind it and King in front of it. So we all use King to get to Kitchener and points North and we all use Eagle or Bishop to get to Hespeler Rd. Far more work and time needs to go into this, and that is why a delay of ten years has been requested. Being in a major pandemic, our tax dollars will be needed in places of extreme importance such as survival, to say the least.</p> <p>I look forward to receiving the above requested pages and information.</p> <p>Sincerely, </p> <hr/> <p>Response provided on January 29, 2021:</p> <p>Hello Matthew, thank you for your quick reply to my email. I appreciate you being able to print the pages for me. I would also be very interested in copies of the maps and the plate drawings .</p> <p>If you wouldn't mind dropping them in my mailbox, I would appreciate that very much.</p> <p>I realize you already know that I wish the train could go over King and Eagle. That is a major thorn in my side because of the congestion and the traffic at this corner on a daily basis. Also upsetting is the one way on Eagle St. S. That fact means the residents on this side that wish to go north toward Kitchener have to travel a few streets further to then turn left onto King, before they can continue their daily commute. Why is it, that in today's world, man made projects cause more disruption rather than streamlining traffic congestion and providing safety measures, i.e. the amount of families with small children that walk back and forth to Riverside Park, that will have to cross this king and eagle intersection. I guess this is progress? I never wanted to live in Toronto, but I guess Toronto is forcing itself on us.</p>		

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		<p>Thank you for your explanations and your comments.</p> <p>Looking forward to getting the papers from you. </p> <hr/> <p>Response provided on February 1, 2021:</p> <p>Hi Matthew, re the maps I would like to receive are from the design plans, maps A, B, C, D. The plates I would like copies of are from the plate plans, pages 7 to 23 inclusive.</p> <p>Also could you tell me where in the program, I can find the part where you were verbally explaining the route. I watched it once, and I can't find it again.</p> <p>Thank you for your help. Diane.</p> <hr/> <p>Response provided on February 2, 2021:</p> <p>Hi Matthew, thank you for dropping that off. I am sorry, I had no idea it was such a large bundle. I will get the pages that I need printed at Staples if they are open.</p> <p>I will get these back to you as soon as I can. I will text you when I am thru. I apologize for asking you to do this.</p> <p>Thanks again, </p>		
25.		<p>Email correspondence received on February 3, 2021 via MONeil@regionofwaterloo.ca:</p> <p>Good morning,</p> <p>It is our pleasure to provide comments to the Transit Project Assessment and Draft Environmental Project Report as posted on the Engagewr.ca/Stage2ION website.</p> <p>See attached:</p> <ol style="list-style-type: none"> 1. <i>PVDC comments to draft ION 2 EPR Feb 2020 final.pdf</i> 	No	

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		<p>2. 38797-104_ltr_ROW_2021-02-03_Review of ION LRT Design.pdf</p> <p>Should you have any comments, please do not hesitate to contact me. I look forward to your response to our technical questions part of this submission in the near future.</p> <p>Sincerely,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>		
26.	[REDACTED]	<p>Email correspondence received on February 8, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>We are against the continuation of the light rail transit. Cambridge residents should be spending their time and money in Cambridge not Kitchener. When we did the reconstruction of King Street, there were railway lines. This proved that railway lines are an antiquated and unrealistic idea. The traffic is bad enough now, the city wasn't designed for a rail system. It didn't work then and will not work now. At this point in time only essential trips are allowed!! Will residents go back to riding the bus line? I don't think so. Why waste any more of the tax payers hard earned money on another one of Kitchener's ridiculous ideas.</p>	No	
27.	[REDACTED]	<p>Email correspondence received on February 8, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Hello</p> <p>The LRT route would be better served going through Preston on King Street. More direct route to Ainslie terminal - trip is not direct enough for commuters to and from Kitchener More ridership from adjacent neighbourhoods - nobody lives on Hespeler - it is a mall zone and suburban car serviced - not friendly to cycling/walking/commuters More seniors and people who don't own cars More medical offices and hospital if more direct route is used - King/Coronation/water Schools would be better served</p> <p>Hespeler is a poorer choice</p>	No	

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28.	[REDACTED]	<p>Email correspondence received on February 10, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Hello, I am looking to find out what the future impact of the Stage2Ion looks like for the property that I lease and run my business at.</p> <p>We have been here for 53 years and hope to continue!</p> <p>I am located at [REDACTED] and lease the land/building to run my [REDACTED] Dealership.</p> <p>I am looking at a 10 year renewal in the year 2022, and need to get an idea what the future looks like with the planned construction.</p> <p>If you are able to provide some information on this, or where I can get this type of information, that would be greatly appreciated.</p> <p>Thank-you, [REDACTED]</p>	No	
29.	[REDACTED]	<p>Email correspondence received on February 10, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Dear ION Stage 2 Team: The proposed Stage 2 ION project is very ambitious. There is lots of work to be done. I would like to express several concerns. I am very concerned about the environmental impacts that the use of so much concrete will create. Do you know how much concrete will be needed to construct the elevated supports for the tracks? Where will the raw materials for the concrete be obtained? My second concern is the long distances between the Fairway Mall station, Sportsworld, Preston and Pinebush stations. The route does not provide many opportunities for access to the ION. The environmental impacts of extensive use of concrete, river and wetland encroachment, limited access to the system, incredible disruptions during the construction phase are very serious concerns. The use of electric, modern buses would seem to be a more user friendly, environmentally responsible, less disruptive alternative. I look forward to receiving your response to my concerns. Thank you for this opportunity to express my concerns.</p>	Yes (Natural Environment)	<ul style="list-style-type: none"> • Section 5.1: Existing Conditions; Natural Heritage • Section 6.1: Impact Assessment, Mitigation and Monitoring; Natural Heritage • Section 8: Approvals, Monitoring and Commitments to Future Work • Appendix B1: Natural Heritage Report • Appendix C2: Consultation Record; Agency Correspondence (Pre-Planning Phase) • Appendix C6: Consultation Record; Agency Correspondence (TPA Process Phase)

Stage 2 ION Light Rail Transit: Draft Environmental Project Report Comment Tracking Table (Public Email Correspondence)

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		[REDACTED]		
30.	[REDACTED]	<p>Email correspondence received on February 10, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Hi</p> <p>I am looking at the map for the planned route of stage 2. The document that I am viewing does not enlarge big enough for me to locate the area of my interest which is Grantham Avenue. Can you please tell me where in relation to Grantham Ave the route will pass by? Or direct me to a map that clearly enlarges and labels the smaller streets.</p> <p>Thank you very much [REDACTED]</p> <hr/> <p>Response provided on February 11, 2021:</p> <p>Thanks Matthew. That is exactly what I was wanting. If there is any list that you have of residents requesting updates as these become available, can you please add me to the list?</p> <p>Can you tell me if any expropriation for this project has taken place, or could possibly take place, at [REDACTED]? As my daughter is purchasing this property, we are trying to determine if the current back wooden fence line remains the property line.</p> <p>Would you anticipate that there will be any significant noise factor once the line is up and running? Will there be audible signals at the Beverly – Dundas intersection? What speed would the train be likely to travel behind [REDACTED]?</p> <p>What would a general estimate be for duration of construction from start to finish? This question I ask only with respect to behind Grantham Ave and also the Beverly-Dundas intersection.</p> <p>Thank you very much for your info! [REDACTED]</p>		

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31.	[REDACTED]	<p>Email correspondence received on February 12, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Hello,</p> <p>Please see attached comments from [REDACTED] in regards to the Draft Environmental Project Review for the ION 2. We have also completed the survey and look forward to working with you going forward.</p> <p>Thank you, [REDACTED]</p> <p>Attached Letter:</p> <p>Dear Mr. O'Neill,</p> <p>[REDACTED] is the owner of lands municipally known as [REDACTED], as shown in Attachment 1. These lands are currently operating as a commercial shopping centre with notable tenants such as Walmart, Winners, Best Buy, Bed Bath & Beyond and many others. Totalling approximately 73 acres, these lands represent significant redevelopment opportunity and will over time contribute a significant new population to this fast growing city and to the Hespeler/Pinebush corridor.</p> <p>Recently, with the support of Cambridge City Council and the Province of Ontario, these lands were granted a Minister's Zoning Order, allowing for up to 10,000 housing units to be built, including townhomes, purpose built rental and condominium units. The concept plan is shown in Attachment 2.</p> <p>[REDACTED] is actively proceeding with the first phase of development and looks forward to working with the City and the Region on implementing the full vision of a mixed use, transit supportive, connected community. We remain committed to supporting the community in its growth and being a partner in it's development.</p> <p>Through meetings that took place on April 30, 2020 and January 29, 2021, [REDACTED] communicated our desire for the location of the Pinebush LRT Station to be reconsidered. We continue to believe that the LRT station should be situated within our planned 73 acre vibrant urban mixed use community, and [REDACTED] at the doorstep of the ultimate users of the transit system. However, we understand that the preferred location for Pinebush LRT station (just south of</p>	No	

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		<p>Pinebush on Hespeler) and alternative locations in the immediate area have been evaluated and studied at length, and that the Region is now moving forward to finalize the EPR which supports the preferred location as endorsed by Regional Council in June 2019.</p> <p>██████████ remains supportive of this important transit project and is eager to see the ION 2 LRT line extended into Cambridge. We look forward to a continued dialogue with your team in this regard and will be pleased to furnish any information you require to assist with the next phase of the Environmental Assessment. We appreciate your work to date and the engagement thus far with our team.</p> <p>Regards, ██████████</p>		
32.	██████████	<p>Email correspondence received on February 12, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Please find attached a letter regarding comments to be provided by ██████████ related to the Draft EPR for the Stage 2 ION: LRT. We are requesting an extension on the review period so that we may provide formal comments that can be considered and incorporated into the final EPR prior to release of the Notice of Completion of the EPR.</p> <p>If you have any questions please feel free to contact me directly, ██████████</p> <p>Attached Letter:</p> <p>██████████ has recently been retained by ██████████ to review the Draft Environmental Project Report for the Stage 2 ION LRT from Kitchener to Cambridge. ██████████ purchased the property on August 30, 2019. As such, they were not part of any previous pre-planning activities. They have only recently become aware of the status of the Transit Project Assessment Process (TPAP) that is being undertaken by the Region of Waterloo (Region).</p> <p>██████████ owns land with the street addresses of ██████████ ██████████ and ██████████ in Cambridge. The</p>	Yes (TPA Process – notification)	<ul style="list-style-type: none"> The Region confirmed that the Notice of Commencement was mailed on December 10, 2020 to the owner identified for the subject property in this comment. The Notice was not returned as unknown or undeliverable.

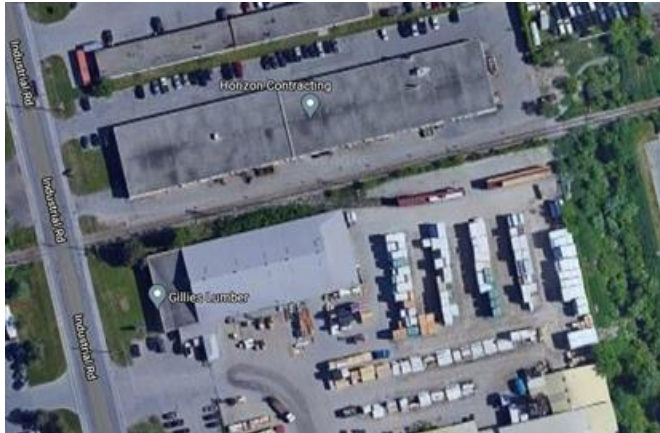
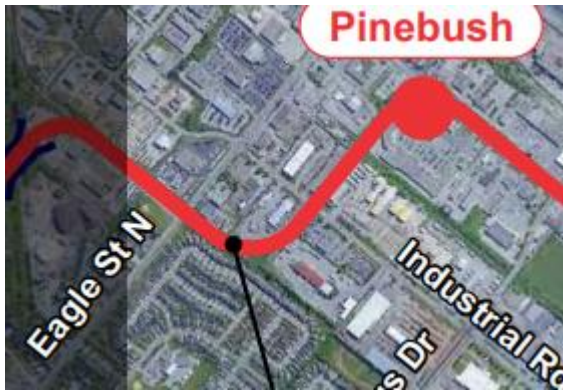
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		<p>lands are located in downtown Cambridge and are identified as being adjacent to, or incorporated into, a proposed LRT station with buses.</p> <p>As an adjacent landowner they did not receive any consultation material and specifically a copy of the Notice of Commencement. They recently became aware that the draft EPR was available for review and that comments were due on February 12, 2021. It is for this reason that a virtual meeting was requested with the Region. I understand that the virtual meeting was held on February 8, 2021 between you, [REDACTED] and others. At that time concerns were raised about the project and as well as the fact that they did not receive notices making them formally aware of the TPAP process that was ongoing. We understand that the Notice of Commencement was published in the newspaper however we are not part of the circulation list for those newspapers. As an adjacent landowner to a station I would have expected them to have received formal notification of the project including receipt of the Notice of Commencement and more importantly discussions regarding the proposed station and the impact the station would have on their property.</p> <p>From a cursory review of the Draft EPR, it is apparent that the proposed infrastructure would have significant impacts on the future use of their lands and as such we would like to review the Draft EPR more fully and provide formal comments to the Region.</p> <p>Since we were not made aware of the TPAP that was being undertaken for this project until recently we are unable to meet the timeline for providing comments by February 12, 2021. We would ask that the Region provides us with the opportunity to submit our formal comments on or before February 22, 2021 on the Draft EPR for consideration in the TPAP.</p> <p>Sincerely, [REDACTED]</p>		
33.	[REDACTED]	<p>Email correspondence received on February 13, 2021 via Stage2ION@regionofwaterloo.ca:</p> <p>Hi, I'm a big fan - I can't wait to see LRT in Cambridge!! I was walking through the Section 6 Project Description and looking closely at the map.</p>	No	

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		<p>How do you see the LRT getting past the little spur at Gillies Lumber?</p>  <p>The project description has been really thorough when it comes to rail crossings but this one wasn't addressed.</p> <p>Stage 2 ION follows an existing CN Rail industrial spur line from north of Eagle Street, crossing Eagle Street at grade, and through an existing industrial area to Hespeler Road. The LRT runningway is located adjacent to and fully independent of the CN Rail corridor, providing required horizontal separation to avoid operational conflict.</p>  <p>Thanks, [REDACTED]</p>		

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		<p>Response provided on February 13, 2021:</p> <p>Hi,</p> <p>I guess I'd like it in the formal comments. It's the only rail crossing I could find that didn't have a plan against it and I really want this project to succeed.</p> <p>Thanks,</p> <p>[REDACTED]</p>		
34.	[REDACTED]	<p>Email correspondence received on February 15, 2021 via MONeil@regionofwaterloo.ca:</p> <p>Dear Chair Redman, Premier Ford and Prime Minister Trudeau,</p> <p>Further to our letter of January 13th 2021, which you can see below, we would like to bring a petition to your attention, which raises the same concerns and has been signed by 100 people.</p> <p>Please go to https://www.change.org/p/chair-redman-of-region-of-waterloo-suspend-stage-2-ion-lrt-from-kitchener-to-cambridge-10d75c1b-b78e-4568-84a9-8db958a89608?redirect=false</p> <p>CC Mayor Vrbanovic Mayor Jaworski Mayor McGarry Mr. Matthew O'Neil Ms Paula Sawicki Min of Transport Alghabra Min of Finance Freeland Min Environment and Climate Change Wilkinson MP Chaggar MP Saini MP May MP Tabbarra Min of Transport Mulroney Min of Infrastructure Scott MPP Fee MPP Lindo MPP Fife</p>	No	

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		MPP Karahalios Respectfully, 