

STAGE 2 ION: LIGHT RAIL TRANSIT KITCHENER TO CAMBRIDGE

PUBLIC CONSULTATION CENTRE NO. 4 SUMMARY REPORT

MAY 8, 9 AND 10, 2018





TABLE OF CONTENTS

| | |
|---|-----------|
| EXECUTIVE SUMMARY | 1 |
| 1 INTRODUCTION..... | 4 |
| 1.1 Project Overview | 4 |
| 1.2 Transit Project Assessment Process Consultation Requirements | 4 |
| 2 CONSULTATION PROCESS | 5 |
| 2.1 Purpose..... | 5 |
| 2.2 Consultation Method | 6 |
| 2.3 Outreach and Notification | 7 |
| 2.4 Participation..... | 9 |
| 3 FEEDBACK AND INPUT | 10 |
| 3.1 Positive Feedback | 10 |
| 3.2 Issues and Concerns..... | 12 |
| 4 NEXT STEPS | 22 |
| APPENDICES | |
| A NOTIFICATION MATERIAL | |
| B COMMENT SHEETS AND EMAIL SUBMISSIONS | |
| C ONLINE SURVEY | |



Executive Summary

Public Consultation Centre No. 4 (PCC No. 4) for the Stage 2 ION LRT project was held in May 2018. Hosted by the Region of Waterloo's Rapid Transit team, these public consultation centres were held on three dates in different venues located across the study area:

- » May 8, 2018 – Holiday Inn Kitchener, 4 p.m. to 8 p.m.
- » May 9, 2018 – Preston Memorial Auditorium, 4 p.m. to 8 p.m.
- » May 10, 2018 – Hamilton Family Theatre Cambridge, 4 p.m. to 8 p.m.

Residents were notified of the public consultation centres through emails, letters, on-street advertising, social media posts, and newspaper advertising.

PCC No. 4 included the following;

- An overview of comments received at PCC No. 3 and how those comments contributed to the route evaluation process
- An explanation of how the alternative routes were compared in the Kitchener, North Cambridge (Preston) and South Cambridge segments
- The Project Team Preliminary Proposed Route (2018)
- 35 large format display boards, and to take home an information package with more detailed information.

The information from PCC 4 is all available on the project website www.stage2ION.ca. Participants could provide comments by submitting a comment sheet at the venue, sending an email to the project team, or completing an online survey.

In total, 380 people signed in at the three venues and 232 comments were submitted as of May 24, 2018. Comments covered a wide range of issues, encompassing both positive feedback and concerns. All written comments received are included in Appendix B (comment sheet and email submissions) and Appendix C (responses to the online survey) of this report.

Consistent with the feedback received at previous PCCs, many residents who provided written feedback were generally supportive of LRT as the Region's rapid transit strategy and of the overall alignment and station locations. Support was also noted for the project team's efforts to review additional route alternatives. Other positive feedback included:

- » Support for the F2b-K3b alternative in the Kitchener segment, as it is more direct and reduces travel time, reduces potential for congestion and traffic impacts on a congested section of King Street, and reduces property requirements.
- » Support for maintaining a station in Preston, with comments in support of the Project Team Preliminary Proposed Route (2018) through Preston, particularly



for the reduced property impacts, minimized impact on traffic operations on Eagle Street and faster travel time.

- » Strong support for the Project Team Preliminary Proposed Route (2018) along the Mill Creek corridor in South Cambridge, as it avoids property and traffic impacts along Beverly Street.
- » Recognition of the benefits of the proposed location of the Downtown Cambridge terminal station, in terms of its ability to support redevelopment and revitalization of the downtown core, and better access for areas south and west of downtown via the City's new pedestrian bridge.

Most of the comments expressing issues or concerns were area specific, including:

- » Continued concern about impacts on the established residential communities in the Preston area, particularly property acquisition and displacement of heritage buildings.
- » Uncertainty about the route connecting to and location of the Preston station and its potential impacts to the King/Eagle/Queenston/Chopin block.
- » Concern that the introduction of LRT on existing roadways, particularly Eagle Street, would reduce access for vehicles, increase congestion, and/or increase delays at traffic signals.
- » Preferences for different routing and/or different station locations, including routes to the Toyota Manufacturing Plant (Maple Grove and Fountain Street), Grand River Hospital – Freeport and Cambridge Memorial Hospital, Conestoga College, and Hespeler Village.
- » Importance of coordinating planning for an LRT station with a potential future GO Station in Cambridge.
- » Concern that Alternative J, as developed by the project team, was not consistent with the alignment brought forward by the citizens group. It was refined to meet the project requirement for a station in Preston and to reduce impacts on key features.

Other comments identified general concerns, including:

- » Lack of ridership to justify LRT in the Region of Waterloo and whether LRT represents the most appropriate technology.
- » Misconceptions regarding the Transit Project Assessment Process and questions around the evaluation process used for the study.
- » The lack of information about specific property impacts at this stage of the study.
- » Environmental concerns, including direct impacts to sensitive natural features and floodplains, and potential impacts on walking trails and parks.
- » Concerns about disruption to traffic and business during construction.

Responses to frequently raised issues are included in Section 3.2 of this report.



The project team will be reviewing and incorporating feedback received at PCC No. 4 and proceeding with finalizing the Project Team Preliminary Proposed Route (2018) for presentation to Regional Council for endorsement on June 19, 2018. Pending Council endorsement, the next steps include completion of preliminary design and impact assessment, development of mitigation strategies, confirmation of preliminary property requirements and preparation of the business case for the project. This information will be presented at PCC No. 5 in 2019.



1 Introduction

1.1 Project Overview

Technical studies prepared in 2004-2005 concluded that rapid transit was a feasible transportation alternative and a strategic financial investment that would support the Region's economy, competitiveness, and growth plan over the next 30 years, while meeting Provincial and Regional planning goals. The ION LRT project started as an individual environmental assessment in 2006. The Region subsequently transitioned the project from individual environmental assessment to the Transit Project Assessment (TPA) Process (Ontario Regulation 231/08).

In June 2011, after completion of the Stage 1 ION TPA process, the Region of Waterloo Council approved LRT from Waterloo to Cambridge in two stages. Stage 1 ION (currently in testing/commissioning) includes LRT from Waterloo to Kitchener. Stage 1 ION also includes ION bus service between Kitchener and Cambridge, a service that was launched in September 2015, as the first step in implementing Stage 2 ION.

Stage 2 ION will extend LRT from Kitchener to downtown Cambridge, replacing the ION bus service constructed in Stage 1. This will create a continuous LRT system across the Region's three urban centres: Waterloo, Kitchener and Cambridge. When approving the staged approach to the ION system in 2011, a Stage 2 ION LRT route and station locations were endorsed by Council.

The Stage 2 endorsed route is currently being re-evaluated by the Stage 2 ION project team to prepare for the formal commencement of its own TPA process. The process involves stakeholder and public consultation that will help define and develop the project and ultimately form part of the Environmental Project Report (EPR).

1.2 Transit Project Assessment Process Consultation Requirements

The Stage 2 ION project is following the TPA process (Ontario Regulation 231/08), an environmental assessment process which exempts proponents of certain transit projects from the requirements of Part II of the Environmental Assessment Act if they adhere to the requirements of the TPA process. The focus of the TPA process is to assess the project's potential impacts to the environment and to propose measures to reduce those impacts (i.e. avoid, remove or minimize). In preparation for the formal TPA process, background studies are being completed and shared with stakeholders and residents. This advance work is examining the entire 'environment' in four categories: natural, cultural/social, economic, and transportation environments.

Identification of the selected project is completed within the pre-planning phase (before the TPA process starts) and may include feasibility studies, master planning, preliminary environmental reports (inventories, potential effects), consideration of project



alternatives, and pre-consultation activities with the public, regulatory agencies, Indigenous communities and other interested parties.

Public consultation is a major component of the TPA process, which requires that the Region consult persons or parties who are interested in the project. Consultation allows the Region to:

- » Properly identify, inform or notify persons, including those who are potentially affected.
- » Identify and assess the range of potential environmental impacts.
- » Respond to the concerns of interested persons, which include adjacent property owners and others who may be affected.

Public Consultation Centres (PCCs) are an essential component of the Stage 2 ION pre-planning phase to ensure interested stakeholders are consulted early and throughout the route alternatives assessment and selection process. PCCs also provide interested persons an opportunity to ask questions of and interact directly with members of the project team.

2 Consultation Process

2.1 Purpose

Four rounds of Public Consultation Centres (PCCs) have been held for the Stage 2 ION project.

PCC No. 1 introduced the Stage 2 ION project to the public, including the planning and approvals process, study area, and proposed evaluation criteria. Input was gathered at PCC No. 1 on the various LRT routes and station locations.

Input collected at PCC No. 1 was used to screen the potential route alternatives and station locations to a short list for evaluation, and finalize the evaluation criteria. The evaluation criteria were then applied to each short-listed alternative in order to identify a Preliminary Preferred Route.

PCC No. 2 presented the short-listed route and station alternatives, explained how the alternatives were compared and evaluated, and presented the “Preliminary Preferred Route” for comment, subsequently referred to as the “Preliminary Potential Route”. The Stage 2 ION project team received comments during and following PCC No. 2 on many aspects of the project, including the evaluation and the rationale for the Preliminary Potential Route. Most notably, considerable feedback was received on the section of the route from Sportsworld to Hespeler Road, primarily regarding the alignment and station location in the community of Preston.

In response to this feedback, the Region initiated a review of additional alternatives in the Preston area, and examined refinements to route alternatives in the southern Kitchener and Downtown Cambridge areas. The Region hosted PCC No. 3 to provide



an overview of comments received at PCC No. 2 and how these have provided input to the route selection process, present refinements and additional route alternatives in the Kitchener, North Cambridge (Preston) and South Cambridge segments, explain how the routes will be evaluated and hear feedback from the public and other interested stakeholders. At PCC No. 3, public and stakeholders were given the opportunity to draw new routes that met certain scoping requirements.

Following PCC No. 3, the Stage 2 ION project team reviewed the comments submitted and added the new routes for consideration that met the objectives of the review. The Region hosted PCC No. 4 to present the results of the evaluation of new alternatives, and the Project Team Preliminary Proposed Route (2018). PCC No. 4 was also held to hear feedback from the public and other interested stakeholders in advance of presenting the Project Team Preliminary Proposed Route (2018) to the Planning and Works Committee and Regional Council.

2.2 Consultation Method

The fourth round of Public Consultation Centres was held on three separate dates in different venues located across the study area, to accommodate local residents to the greatest extent possible. The dates, times and locations of PCC No. 4 were:

- » May 8, 2018 – Holiday Inn Kitchener, 4 p.m. to 8 p.m.
- » May 9, 2018 – Preston Memorial Auditorium, 4 p.m. to 8 p.m.
- » May 10, 2018 – Hamilton Family Theatre, Cambridge, 4 p.m. to 8 p.m.

Participants were invited to view 35 display boards, arranged to:

- » Summarize the comments received following PCC No. 3 regarding the additional alternatives presented and identify the alternatives being carried forward for detailed evaluation;
- » Explain how the alternative routes were compared in each segment;
- » Present the Project Team Preliminary Proposed Route (2018); and
- » Encourage discussion and feedback.

Stage 2 ION project team members, including the Region's Project Manager, were in attendance and were available to answer any questions or concerns. Many of the attendees engaged in one-on-one or small group discussions with members of the project team.

Information Packages containing a more detailed discussion of the information summarized in the display boards were made available for residents to take and read at their convenience, as well as copies of "The ION Story".

PCC No. 4 material, including the display boards and Information Package, were also made available on the project website: www.stage2ION.ca.



2.3 Outreach and Notification

In order to provide access to residents throughout the study area, three different dates and venues were selected for the Public Consultation Centres. Residents were notified of opportunities to participate using emails, letters, on-street advertising, Twitter postings, Facebook postings, and newspaper advertisements, as summarized below.

Project Website

Details about the public consultation opportunities were posted online at www.stage2ION.ca.

Letters

Notices were distributed by mail to 1,219 stakeholders and residents on April 13, 2018, and 403 notices were sent on April 27, 2018. In addition, 326 notices were hand delivered on May 2, 2018 to various residential properties along the route that could potentially be impacted by the 2018 route. The notice is included in Appendix A.

Emails

In advance of PCC No. 4, two emails were distributed:

- » To 902 addresses on April 28, 2018
- » To 2,471 addresses on April 28, 2018

The emails included details on the date, time and location of each venue, and the opportunity to provide input either in person or online. The content of the emails was similar to the notice included in Appendix A.

It should be noted that there is some overlap in the distribution lists for these two emails.

On-Street Advertising

Eight road signs were placed across the study area detailing the place, time, and date of the Public Consultation Centres. Two road signs were placed at each of four locations, one in each direction, to ensure that motorists travelling in both directions were informed of the meeting. The signs were installed on April 30, 2018 and remained in place until approximately May 11, 2018 in the following locations:

- » Fairway Road between Wilson Avenue and Wabanaki Drive, adjacent to Fairview Park Mall, in Kitchener
- » King Street East between Highway 8 and Deer Ridge Drive, in Kitchener
- » King Street on each side of Eagle Street in Cambridge (Preston)
- » Water Street North at Ainslie Street North in Downtown Cambridge

Figure 1 provides an example of the road signs placed at each of the locations.



Figure 1: On-Street Advertising

Twitter Postings

The Region of Waterloo has a Twitter account for the LRT ION project, @rideIONrt. Several tweets were posted prior to Public Consultation Centre No. 4 advising followers of the upcoming PCCs. Figure 2 provides examples.



Figure 2: Tweets Announcing PCC No. 4

Facebook Postings

The Region of Waterloo has a Facebook account and posted a number of newsfeeds advertising the public consultation centre including the following:



Figure 3: Facebook Postings Announcing PCC No. 4

Newspaper Advertising and Media Release

Advertisements were printed in the following publications:

- » Waterloo Region Record – May 2, 2018
- » Kitchener Post – April 26, 2018 and May 3, 2018
- » Cambridge Times – May 1, 2018

In addition to the advertisements, a media release was also issued on April 30, 2018.

The advertisements and media release were consistent with the notice, which is included in Appendix A.

2.4 Participation

Attendance at PCC venues

In total, 380 people signed in at the three venues:

- » Kitchener: Holiday Inn Kitchener (May 8, 2018) – 97
- » Preston: Preston Memorial Auditorium (May 9, 2018) – 203
- » Cambridge: Hamilton Family Theatre Cambridge (May 10, 2018) – 80

Comments and Online Survey

Residents were provided with an opportunity to offer their written feedback in the following ways:

- » complete and submit a comment sheet



- » submit comments by email: ION@regionofwaterloo.ca
- » submit comments through an online survey on the project website: www.stage2ION.ca

The PCC No. 4 comment sheet is found in Appendix B. The questions posed in the online survey are found in Appendix C. Comments through all of these methods were accepted until May 24, 2018.

3 Feedback and Input

In total, 224 written submissions were received as of May 24, 2018 and evaluated for this summary report:

- » Comment sheets submitted – 79
- » Email submissions –8
- » Responses to the online survey – 145

Comments were received through May 24, 2018. Input will continue to be received and reviewed by the Stage 2 ION project team, however comments received after this date may not form part of the public record.

The following sections provide an overview of the comments raised most frequently, and how these issues are being addressed. Comments in support of the project or specific elements of the project are highlighted in Sections 3.1 and 3.2, followed by concerns and potential issues in Sections 3.3 and 3.4. The full details of all written comments received are provided in Appendix B (comment sheets submitted at the venues and emails) and Appendix C (responses to the online survey).

3.1 Positive Feedback

Consistent with the feedback received at previous PCCs, many residents who provided written feedback were generally supportive of Light Rail Transit as the Region's rapid transit strategy, and the overall Project Team Preliminary Proposed Route (2018) alignment and station locations. Key reasons included the ability to link major urban centres and provide good coverage and connectivity throughout the region, and support growth and development. Many attendees noted support for reduced property impacts in comparison to the Preliminary Potential Route presented at PCC No. 2. Key feedback included:

- » Lessens property and traffic impacts;
- » Shorter travel time;
- » Allows for good integration of LRT with bus routes; and
- » Incorporates comments received from residents during previous PCCs.



Many residents recognized the project team's efforts to review additional alternatives following feedback received, and re-evaluate the relative benefits and impacts within key segments, even if they were not in fully in support of the outcome.

Support was also noted for elements of the project within specific areas. This is summarized in the sections below.

Kitchener Segment

The comments received were strongly in favour of the Project Team Preliminary Proposed Route (F2b-K3b) from Fairway to Sportsworld. Consistent with the comments received during PCC No. 3 with respect to the F2b-K3b route, the attributes most commonly noted by the public were that the route:

- » Provides a more direct route from Fairway to Sportsworld;
- » Allows for shorter travel time between stations;
- » Has less property impacts than the F2a-K2 route (2017 Preliminary Potential Route);
- » Avoids King Street between Fairway Road and the Highway 8 interchange, and thus reduces potential for congestion and traffic impacts;
- » Has less risk of traffic incidents impacting LRT service, as LRT is on a fully separate right-of-way; and
- » Avoids potential construction impact on existing roadways and traffic.

Many people who had expressed the need for a station at the Grand River Hospital – Freeport were reasonably satisfied that the introduction of improved bus service from Fairway Mall to the hospital would provide a quality service for patients given the closer proximity of the bus stop to the hospital entrance.

North Cambridge (Preston)

Many of the comments received were in support of an LRT station in Preston as it provides access to rapid transit for local residents, supports existing businesses and encourages economic growth, and provides opportunities for redevelopment. Although some concern remained within the community of Preston about potential impacts, many of the comments received at PCC No. 4 expressed agreement that the best alternative through the Preston area is the Project Team Preliminary Proposed Route (2018).

Comments received regarding the N3e segment through downtown Preston were that it:

- » Minimizes property impacts, particularly in residential areas;
- » Lessens impacts to residents and traffic by avoiding large section of Eagle Street; and
- » Allows for faster travel time.



Feedback regarding E2 was that it:

- » Minimizes property and traffic impacts to a significant residential section on Eagle Street;
- » Avoids impacting Riverside Park; and
- » Allows faster travel speed and shorter travel time.

Comments also included support for the station in Preston to be off-street in order to further reduce impacts, although there were concerns raised that an alignment has not yet been confirmed and thus potential property and environmental impacts have not been presented.

Significant feedback was received about the photographic rendering of the LRT on Shantz Hill Road. Many residents who indicated that they were either uncertain or unhappy about the idea of an elevated structure on Shantz Hill Road were at ease after seeing the rendering.

South Cambridge

Feedback received was strongly in support of the Project Team Preliminary Proposed Route (2018) through South Cambridge including S3d running along Mill Creek and the terminal station location T2 at Bruce Street and Water Street.

Positive feedback received regarding S3d was mainly focused on:

- » Significantly lessened property and heritage impacts by avoiding Beverly Street;
- » Practical use of a former railway corridor along Mill Creek trail; and
- » Addition of a station at Main Street in an area with strong development potential.

With regard to the Downtown Cambridge terminal station, the majority of the comments recognized the benefit of the terminal being located at T2 to support redevelopment and revitalization of downtown Cambridge. Other supportive comments included:

- » Provides additional access for areas south and west of Downtown Cambridge, including on the west side of the Grand River via the City's new pedestrian bridge; and
- » Opens up the lands where the existing Ainslie Terminal is located for redevelopment.

3.2 Issues and Concerns

There was a wide variety of issues and concerns raised, ranging from more general concerns about the introduction LRT in the Region to impacts associated with specific segments. The following sections highlight the most frequently raised issues, and summarize how these have been addressed and/or future action to be taken by the project team. Many of these issues have also been raised at previous Public Consultation Centres.



Need for LRT

Concern Raised: Some comments still reflect the perception that there is not sufficient ridership to warrant LRT in the Region of Waterloo, and question whether LRT represents the best value for money based on existing bus ridership.

Project Team Response: LRT has been selected by the Region as the best way to manage growth by encouraging development and growth in existing urban areas, limiting urban sprawl and protecting the environment. The idea of a rapid transit corridor in Waterloo Region was first presented in 1976, when it was highlighted in the Regional Official Policies Plan. Planning for ION began in 2000, and in 2003, rapid transit was included in the Region's Growth Management Strategy. In 2011, Council's decision to implement LRT in two stages was made following six years of technical studies and an extensive, unprecedented public consultation process.

Moving people more efficiently in and around the community, limiting urban sprawl and saving farmland through the protection and preservation of the environment are three of the fundamental goals of ION. ION will help local businesses attract new talent to the region, assist with job creation and stimulate new business growth. It will also help with traffic congestion and reduce the need for costly road improvements in some areas.

The purpose of this study is to finalize the LRT alignment and station locations from Fairway to Downtown Cambridge, as endorsed by Regional Council in 2011, considering updated information development and intensification initiatives, environmental conditions and engineering challenges.

In the Regional Official Plan, Major Transit Station Areas (lands within 600-800 metres of an ION stop) are to be planned to support rapid transit with increased densities and a mix of land uses such as residential, office, institutional and retail (ROP policy 2.D.6). The proposed ION stop at the intersection of King Street and Eagle Street (and the surrounding lands), are identified in the Cambridge Official Plan as part of the Preston Towne Centre, Community Core Area as well as a Regeneration Area.

The Preston Towne Centre is one of the historic business centres of Cambridge, which in is planned to maintain its historical role as a community focal point with a concentration of diverse land uses and density (COP policies 2.6.3.2 and 2.6.3.2). It currently has a range of housing types including high-rise and mid-rise apartments, townhouses and single detached houses, as well as a wide variety of land uses such as specialized commercial uses, offices, and community facilities. As a Community Core Area, the City's objective is to continue encouraging higher residential densities and mix of land uses in the Preston Towne Centre, promoting things such as infrastructure renewal, enhanced transportation opportunities for pedestrians, cyclists, and transit users, as well as development supportive of transit such as sensitive infill, intensification and mixed use buildings (COP policies 2.2.g and 2.6.3.2).

To encourage intensification within walking distance of the Preston Towne Centre, the Cambridge Official Plan has identified a Regeneration Area which is planned to transition from one use such as industrial, to another use such as commercial and multi-



unit residential by 2031. Regeneration Areas are planned to transition to a higher density, transit supportive uses.

To help achieve the goals of the Preston Towne Centre Community Core Area and Regeneration Area, the proposed Major Transit Station Area will be subject to further studies. However, the existing land uses and planning framework make it an ideal location for rapid transit.

Rapid Transit Technology

Concern Raised: Concerns were expressed regarding the choice of LRT as the preferred technology for the project. Many residents thought that buses would do an adequate job of meeting growth needs in the area, that LRT represents outdated technology, or that other emerging technologies should be considered. Consistent with comments received in the past, some members of the public believe that a system comprised entirely of elevated tracks such as monorail would cause fewer impacts and provide better service.

Project Team Response: As part of the 2006 Rapid Transit Environmental Assessment (EA), the Region completed a transit technology review and considered both BRT and LRT. The study concluded that LRT was the preferred technology for the following reasons:

- » LRT is more likely to achieve the objective of the Region's Growth Management Strategy than BRT;
- » LRT provides greater benefits despite having higher capital and net operating costs;
- » LRT vehicles can carry more passengers – the full standing capacity of standard and articulated buses is approximately 75-115 passengers compared with up to 400 passengers on a two-car LRT vehicle;
- » LRT has a greater potential to attract transit ridership than BRT – it is faster, quieter and offers a more comfortable ride;
- » LRT is a stronger catalyst for development and investment than BRT, as LRT infrastructure is viewed as more permanent. Bus routes can be moved, limiting their long-term development potential;
- » LRT has proven influence on land values and is recognized as a planning tool that can support and encourage development of more sustainable land use patterns; and
- » The number of buses required to meet ridership demand by 2031 would overwhelm the system north of the transit terminal at the Fairway LRT station.

Grade separated systems such as elevated trains and subways have the advantage of improved reliability due to avoidance of traffic impacts or conflicts with other transportation modes. However, both capital and maintenance costs for these types of



systems would be significantly higher than constructing at-grade designated LRT rights-of-way which have been proven to provide reliable service by reducing limiting interactions with vehicle traffic to major signalized intersections. Other challenges associated with elevated systems include providing passenger access to and from raised station platforms.

Evaluation Process

Concern Raised: Residents were interested in understanding how the evaluation process worked and whether criteria were weighted differently for various segments. Some feedback was received that the evaluation process should have been undertaken using a numerical weighting and ranking process.

Project Team Response: The project team, which includes specialized technical and environmental experts from a variety of fields, carried out an analysis of how well each route meets the evaluation criteria objectives. Rather than assigning numerical weighting to different criteria within each segment, the project team considered what has been heard in terms of public, businesses and stakeholder priorities and technical analyses. Routes were compared relative to each other in terms of their ability to meet project objectives while minimizing impacts, thereby identifying a preferred alternative in each segment. The ability to articulate the benefits and impacts of each alternative relative to the others, and the reasons why one alternative is preferred, is a more robust and transparent approach to evaluation as compared to a numerical score.

Transit and Parking Connections

Concern Raised: Comments were received that the Region needs to consider connecting buses to stations along the future LRT. Many comments also addressed the need for commuter park and ride along the route, including at the Downtown Cambridge terminal station, T2.

Project Team Response: The project team has been working with Grand River Transit throughout the planning stages to date and will continue to work together with the goal of creating an integrated transit network with convenient connections between buses and LRT and an overall more efficient, streamlined transit network. Potential for commuter park and ride facilities was one of the criteria considered during the evaluation process, there is potential for passenger park and ride facilities at a number of the stations along the Project Team Preliminary Proposed Route (2018) that will be further explored and developed during the preliminary design stage.

Potential for a park and ride was not considered to be a driving factor in selecting a preferred station location in downtown Cambridge as it's considered to be an urban centre and therefore providing convenient transit and active transportation connections were prioritized. The City of Cambridge is currently undertaking a parking study in downtown Cambridge that will take into account opportunities to provide convenient LRT parking connections.



Property Requirements

Concern Raised: Similar to the feedback received at previous PCCs, a number of the comments touched on property impacts and when more information will be available. Residents remain concerned as to why property impacts will not be available until 2019, and why these details were not part of the route evaluation process. Residents were also interested in knowing how impacted property owners will be compensated for property acquisition and/or construction impacts. Some residents expressed concern regarding potential impacts to the value of their property as a result of proximity to the LRT corridor.

Project Team Response: The potential for property impacts was a key criterion in the evaluation process. The assessment of property impacts was approached very conservatively, capturing the greatest area of potential property impacts, direct or indirect, required to implement the project. As the project is still in the route planning stage and at a conceptual level of design, refinements are still being incorporated and thus property impacts are subject to change. Once the recommended route has been endorsed by Regional Council, the project team will proceed to the preliminary design stage which will include a more detailed engineering study to identify the impacts to individual properties. The project team believes that it would cause undue concern within the community to identify property impacts now that may change or even be avoided in preliminary design, and thus impacts on specific properties are not being specified at this stage.

With regard to potential impacts on property values for lands not directly affected by the project, there is a wide variety of factors that can affect property value. Experience in other jurisdictions has indicated that proximity to a rapid transit station can have a positive effect on land value, particularly in areas experiencing traffic congestion and where new development is occurring.

Impacts on Traffic Operations

Concern Raised: Many comments were received that expressed concern that the introduction of LRT on existing roadways would reduce access for vehicles, increase congestion, and/or create delays at traffic signals. In particular, concerns were raised about King Street in the Sportsworld area, Shantz Hill Road/Fountain Street, Eagle Street and Ainslie Street. Queries were also received whether a traffic study has been undertaken to date.

Project Team Response: In most cases, LRT is added in existing roadway corridors by widening the road and creating new lanes for LRT in the middle of the roadway. The number of traffic lanes in each direction is maintained. The Project Team Preliminary Proposed Route (2018) as presented at PCC No. 4 was designed in this way, and does not involve any segments with shared LRT and traffic lanes.

Signalized intersections with dedicated left turn phases provide access to crossing roads and adjacent development. Left turns are restricted between signalized intersections for safety reasons, and therefore U-turns are permitted at signalized intersections. At intersections where LRT travels straight through, LRT goes at the



same time as through traffic and therefore no delays are incurred. Separate phases may be required where LRT turns onto a crossing street, however the time required to accommodate LRT is minimal and thus does not significantly delay general traffic.

With regard to concerns about specific locations:

- » Based on the Project Team Preliminary Proposed Route (2018), the existing traffic lanes on King Street in the Sportsworld area will be maintained and left turn movements will be provided at signalized intersections with permissible U-turns at Deer Ridge Drive, Sportsworld Crossing Road, Sportsworld Drive and Tu-Lane Street. This will result in some minor detours for left turning traffic but will reduce delays caused by vehicles turning left to and from King Street at non-signalized intersections.
- » As shown in the photographic rendering displayed at PCC No. 4, LRT is planned to be grade separated above Shantz Hill Road from Preston Parkway to the Speed River, and therefore will have no impact on traffic at the intersection of Shantz Hill Road and Fountain Street.
- » Similar to King Street, the current lane configuration along Eagle Street is planned to be maintained with the Project Team Preliminary Proposed Route (2018). A traffic study will be undertaken as part of the Preliminary Design to determine the best solution for moving trains through the King and Eagle intersection to maintain vehicular traffic flow.
- » The Project Team Preliminary Proposed Route (2018) would introduce a new signalised intersection at Ainslie Street and Bruce Street. The Region of Waterloo has identified truck traffic travelling through Downtown Cambridge to be a major cause for congestion and is currently studying a new South Boundary Road and Franklin Boulevard Extension to divert heavy vehicles away from the downtown core.

LRT Alignment in Kitchener

Concern Raised: Many PCC No. 4 participants voiced that the Region's planned King Street Improvements project should be completed ahead of LRT to minimize construction impacts during construction.

Project Team Response: The King Street Improvements project is currently scheduled to be completed within the next five years, which is in advance of the anticipated timeline for Stage 2 ION construction. The Stage 2 ION project team will work with the King Street project team to include provisions for LRT in their plans where possible. This can only occur after a preferred route has been endorsed by Regional Council.

Concern Raised: Some local residents were unsatisfied about the missed opportunities to serve residents near Fairway Road and River Road, and provide an LRT station near the Grand River Hospital – Freeport.

Project Team Response: The potential for a station in this area was reviewed in detail with Grand River Transit and planning officials, and it was found to not be warranted. Pedestrian access between an LRT station and the hospital and area residences faces



significant challenges due to the need to cross the CP Rail tracks and a very long uphill climb along Morrison Road from King Street to the hospital entrance. Grand River Transit concluded that a more suitable approach is to provide more frequent bus service from the Fairway LRT station into this neighbourhood, which would enable passengers destined to the hospital to access the bus closer to the hospital entrance, and provide more places for residents to access the bus. The travel time by bus from Fairway would be significantly less than the walking time from a LRT station on King Street.

Alternative J

Concern Raised: The citizens group and members of the public responsible for developing the route option that resulted in the project team re-examining and evaluating the alternative route between Kitchener and North Cambridge were concerned that Alternative J as presented was not consistent with the alternative submitted by the citizens group. Some residents voiced preference of Alternative J over the Project Team Preliminary Proposed Route (2018).

Project Team Response: The route as proposed by the citizens group would cross Highway 8 on the future River Road interchange (as approved through a separate study), follow the east side of Highway 8 and then continue primarily running along the CP corridor, to Speedsville Road, then south across Highway 401. This did not meet the objective of serving Preston, and therefore the project team modified the alignment to travel through Preston. The route was also modified by the project team following initial review to reduce major impacts along the route, including significant Hydro One tower relocations, direct impact on Park Lawn Cemetery and the Hagey Mennonite Cemetery, and intrusion into active CP Rail lands.

The project team's goal in modifying the route was to develop and evaluate a route within the scope of the project that still met the intentions of the group that proposed it, thereby making it competitive with other routes.

LRT Alignment in Preston

Concern Raised: Consistent with comments received at PCCs No. 2 and No. 3, a number of residents remain concerned about impacts to properties in Preston, as well as on the established residential community. In addition to direct property impacts, concerns were raised about impacts on heritage buildings, and general noise and vibration concerns with the proximity to the residential community.

Project Team Response: Following the comments received at PCC No. 2 and PCC No. 3 regarding impacts to properties and heritage buildings, the project team developed and sought suggestions from the public on refinements to the route. Refinements met the project objective of bringing LRT to the core of Preston and sought to reduce the number of impacts. These refinements were carried through the evaluation process, which resulted in the selection Project Team Preliminary Proposed Route (2018). The evaluation process consisted of criteria relevant to the concerns raised, including impacts to property and cultural heritage resources, impacts on sensitive environmental features, traffic operations and floodplain impacts. The Project Team Preliminary Proposed Route (2018) greatly reduces impacts to the established



residential neighbourhood and heritage homes, specifically along Moore and Eagle streets. Design refinements will be explored to further reduce these impacts during preliminary design.

Noise and vibration studies will be undertaken as part of the TPA process, and where levels exceed the regulatory limit, mitigation measures will be implemented to minimize impacts to the adjacent communities.

Concern Raised: There was confusion regarding the undefined route and station approaching the King/Eagle intersection and the potential impacts to the entire King/Eagle/Queenston/Chopin block. Some residents stated concerns that the entire block would be impacted by the N3e alignment. In addition, some residents raised concerns about potentially being newly impacted compared to route alternatives presented previously.

Project Team Response: The route through the King/Eagle/Queenston/Chopin block was shown as a wider area because more analysis and design needs to occur to determine the best alignment and station orientation. Property and cultural heritage impacts will be considered further as part of this design refinement. Further details through this area will be shown at PCC No. 5.

LRT Alignment in South Cambridge

Concern Raised: Some comments were received suggesting that the Mill Creek Trail should remain in its current location and the LRT location should be relocated to the east side of the Mill Creek.

Project Team Response: There is not sufficient room between the edge of the Mill Creek and Galt Arena Gardens on the east side of the creek to fit the LRT alignment without impacting the arena structure.

Concern Raised: Some local residents raised concerns about the selection of T2 as the preferred terminal station in South Cambridge. Challenges brought forward at PCC No. 4 regarding the South Cambridge terminal location T2 included additional traffic congestion caused by on-street bus transfers, potential impacts on downtown businesses due to changes in pedestrian movements, perceived limitations on extending LRT in future ION stages, and contamination in the downtown area from previous industrial land uses.

Project Team Response: The project team has been working with Grand River Transit to ensure that all of the potential terminal station locations could be serviced efficiently by buses and that there is sufficient opportunity to accommodate LRT-bus transfers on the street. The project team believes that moving bus transfers out of the Ainslie Terminal and on to the street network, in combination with route changes to reduce the number of transfers required, will energize the downtown core by activating more pedestrian movements, particularly when connected with the City's waterfront walking trail and pedestrian bridge. Changes in bus routes associated with the implementation of LRT, along with the new South Boundary Road and Franklin Boulevard Extension, are anticipated to reduce overall vehicle demand in the downtown core, although it is acknowledged that new signals at Bruce Street and Ainslie Street will affect vehicle



movements in this area. A more detailed traffic impact study, including signal timing to optimize travel in this area, will be carried out during the design phase.

With this alternative, an additional station is provided at Main Street, which offers another opportunity to access LRT in the downtown core and supports the City's and the Region's vision for a vibrant, sustainable community.

With regard to future extensions, the T2 configuration will not preclude opportunities to expand the LRT network.

Contamination in the downtown area is a significant issue given the area's industrial history. Minimal property acquisition will be necessary for the T2 alignment and station, and cost estimates have included an allowance for remediation.

Connection to Potential GO Train service to Cambridge

Concern Raised: Many comments were received indicating that provision of GO Rail service to Cambridge should be a higher priority, and that planning for LRT should include a multi-modal hub at the future GO Rail station.

Project Team Response: GO Transit service is planned, constructed and operated by Metrolinx, an agency of the Province of Ontario. Metrolinx has a comprehensive strategy for expanding rapid transit service (bus and train) through the GO Transit network, as outlined in their Regional Transportation Plan. Expansion of the GO Milton Line, which would enable rail service extension to Cambridge, is a longer-term initiative and will require significant improvements to the railway line in association with CP Rail, who owns much of the line. The Region is initiating a separate feasibility study to explore the potential to use CN tracks along the Fergus subdivision which would run trains from Cambridge to Guelph and connect to the existing GO Kitchener service. The Region and the City of Cambridge will continue to work with Metrolinx and the Province to see extension of GO Rail service to Cambridge to fruition and coordinate a potential future connection between the two transportation networks.

Environmental concerns

Concern Raised: Comments were received about potential impacts on river corridors, noise and vibration impacts in both the Preston and Downtown Cambridge areas, walking trails, heritage buildings and flood prone areas.

Project Team Response: The evaluation presented at PCC No. 4 considered impacts on environmentally sensitive areas, floodplains and heritage resources, in consultation with specialists and regulatory agencies. Further studies to assess impacts and potential mitigation measures, including noise and vibration analysis, will be undertaken as part of the TPA process. Walking trails may need to be relocated where they cross the LRT alignment, but the intention is to maintain or enhance continuity and access. These details will be developed in preliminary design and presented at PCC No. 5.



Impacts during construction

Concern Raised: Consistent with PCC No. 3 feedback, concerns were expressed regarding local business closure due to lack of access during construction and if there will be alternate traffic routes during construction to ease congestion. Comments also inquired if the Region learned any lessons during the construction of Stage 1 to aid in minimizing construction impacts, cost and/or loss to businesses that can be applied to Stage 2.

Project Team Response: A staging plan for construction of the project will be developed during the design phase. Construction will be managed to maintain access to adjacent properties and businesses, however detours may be required. Planning for this work will include consulting with business owners in advance and minimizing disruptions as much as possible. The business support program established during Stage 1 will also be maintained during implementation of Stage 2, including refinements to the program to reflect experiences with construction staging and sequencing during Stage 1 construction, and the effectiveness of specific business support initiatives.

Environmental Assessment / Transit Project Assessment Process

Concern Raised: Some comments were received that suggested misconceptions about the Transit Project Assessment Process. Some residents articulated concern that a preferred route should not be selected until the EA has been completed.

Project Team Response: The TPA process differs from the traditional environmental assessment process in the sense that it does not require proponents to investigate alternatives, therefore feasibility and planning work is undertaken in advance. This pre-TPA planning work, which includes the route and station planning work underway at present, includes input from various technical specialists including cultural heritage, natural environment, archaeology, and others. Once a route is endorsed by Regional Council, more comprehensive specialist studies will be undertaken to verify site conditions, determine potential impacts of the project to a higher degree of detail, and outline proposed mitigation measures in order to minimize effects. The Transit Project Assessment Process will formally begin with the “Notice of Commencement”, which is anticipated following PCC No. 5 subject to Council authorization. The Environmental Project Report (EPR) will summarize the pre-TPA planning work, and will be made available for public comment.

Alternative Routes and Stations

Concern Raised: Some residents remain strongly in favour of an alignment along Maple Grove Road and Speedsville Road as opposed to the LRT travelling through Preston. The perception is that LRT ridership will be better supported through this area by the Industrial development (including the Toyota manufacturing plant) and planned residential development in the Maple Grove/ Speedsville area.

Project Team Response: The Public Information Package for PCC No. 2 summarizes the reasons why a route on Shantz Hill Road and Eagle Street is preferred over the Maple Grove/Speedsville alternative. While the Maple Grove Road area has many



employees, the distance from the roads and sidewalks to the buildings is too far for transit users and the density of employees is too low. The area is being preserved for large lot industrial as per planning policy and is not planned to contain transit oriented development. The display information for PCC No. 4 includes maps showing the Region's existing (2016) and projected (2041) density of people and jobs per hectare, which help to show that the Project Team Preliminary Proposed Route (2018) connects areas with the greatest concentration of existing and planned residents and jobs.

Concern Raised: In addition to the Maple Grove/Speedsville area, some residents continued to question why other destinations in Kitchener and Cambridge are not being considered to be serviced by the Stage 2 LRT route. The most commonly noted examples included:

- » Region of Waterloo International Airport
- » Homer Watson Boulevard (Conestoga College)
- » Hespeler Village
- » King Street/Coronation Boulevard
- » Water Street to Downtown Cambridge

Project Team Response: The project team started with the 2011 Council endorsed route and stations. Several challenges were identified with this route after more detailed study. In order to maximize the opportunity for transit-supportive development and create the most cost-effective solution (both in terms of construction and operating costs) a number of alternative routes were added. The Public Information Packages from the four rounds of PCCs (PCC No. 1 in November 2015, PCC No. 2 in February and March 2017, PCC No. 3 in November 2017 and January 2018, and PCC No. 4 in May 2018) provide details on how these alternative routes were developed, evaluated and refined. While the project team is not examining other routes such as to Waterloo Regional Airport, Hespeler Village, Cambridge Memorial Hospital or Conestoga College, future expansion of LRT is not precluded, and would be the subject of separate studies.

Pending Regional Council endorsement of the Project Team Preliminary Proposed Route (2018), the project team will proceed to the preliminary design stage which will include a more detailed engineering study to identify items such as additional stations along the preferred route, in addition to those shown on the PCC No. 4 displays.

4 Next Steps

The project team will be reviewing and incorporating feedback received at PCC No. 4 and proceeding with finalizing the Project Team Preliminary Proposed Route (2018) for presentation to Regional Council for endorsement in June 2018. Pending Council endorsement, the next steps include completion of preliminary design and impact assessment, development of mitigation strategies, confirmation of property requirements and preparation of the business case for the project. This information will be presented at PCC No. 5 in 2019.



Following the completion of preliminary design and the business case, the project will be presented to Regional Council, and the formal TPA process will commence. The Environmental Project Report is anticipated to be available for public review later in 2019.

APPENDIX

A NOTIFICATION MATERIAL

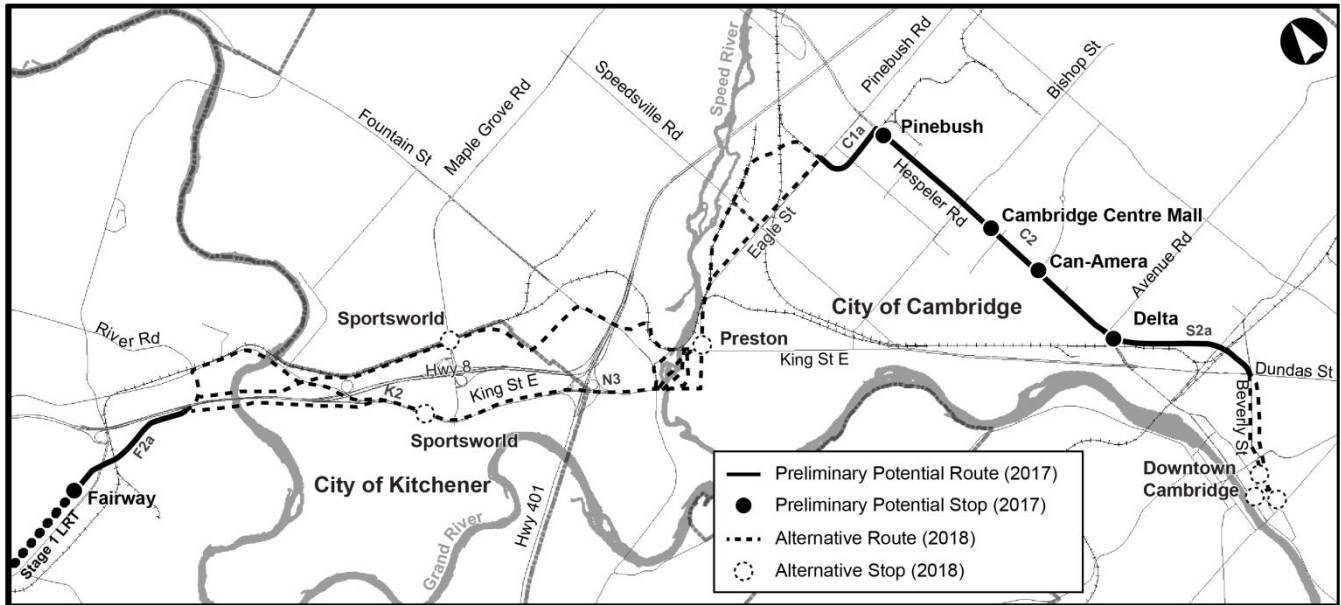
Notice of Public Consultation Centre No. 4



Stage 2 ION: LRT from Kitchener to Cambridge

In June 2011, Region of Waterloo Council approved a staged approach to light rail transit (LRT). Stage 1 ION (in testing phase) includes LRT from Kitchener to Waterloo and ION bus between Cambridge and Kitchener. Stage 2 ION will see ION bus service replaced by LRT.

Public Consultation Centre (PCC) No. 3 (Nov. 2017/Jan. 2018) introduced a number of additional route alternatives to the public. The Region has further considered localized route alternatives and refinements, shown as dashed lines on the map below:



The evaluated alternative routes will be presented to the public at an upcoming Public Consultation Centre, along with the evaluation results, and a single project team preliminary proposed route through the study area based on these results. Please join us at one of the following Public Consultation Centres to provide feedback on the Project Team Preliminary Proposed Route:

| Date | Time | Location |
|------------------------|----------|--|
| Tuesday, May 8, 2018 | 4–8 p.m. | Holiday Inn, 30 Fairway Rd S, Kitchener |
| Wednesday, May 9, 2018 | 4–8 p.m. | Preston Memorial Auditorium, 1458 Hamilton St, Cambridge |
| Thursday, May 10, 2018 | 4–8 p.m. | Hamilton Family Theatre, 46 Grand Ave S, Cambridge |

After collecting and summarizing the feedback from the public, a project team preliminary proposed route recommendation will be presented to Regional Council for endorsement.

The environmental impact of this transit project will be assessed in accordance with the Transit Project Assessment (TPA) Process as outlined in Ontario Regulation 231/08. As part of the TPA, an Environmental Project Report will be prepared and will be available for public review in 2019. All information on Stage 2 ION is available at www.stage2ION.ca, and from the Region’s Administrative Headquarters located at 150 Frederick Street, Kitchener.

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

APPENDIX

B

COMMENT SHEETS
AND EMAIL
SUBMISSIONS

APPENDIX B – COMMENTS SHEETS AND EMAIL SUBMISSIONS

Those who attended the PCC in person were given the opportunity to submit comments using a comment sheet, either at the venue or by mail. Comments were also accepted by email.

The tables starting on Page B-4 present the comments submitted using comment sheets (Tables B1, B2, and B3) or sent by email (Table B4). Information identifying individuals or specific addresses has been redacted as noted in square brackets, e.g. [...]. Best efforts have been made to replicate comments as written. The comments are presented here as received from the public. The original of each submission has been retained on file by the Project Team.

Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

Public Consultation Centre No. 4

Comment Sheet – We want to hear from you!

The Region of Waterloo is seeking input on the Project Team Preliminary Proposed Route (2018).

Public consultation for this project is a two-way process between the Region of Waterloo and stakeholders.

Please provide your input so that your ideas can be considered during this stage of the ION Rapid Transit Project.

Thank you for your participation!

Completed comment sheets may be placed in the comment box or sent by mail, fax, or email no later than **May 24, 2018** to:

Region of Waterloo, Rapid Transit
50 Queen Street N, Suite 830
Kitchener, ON, N2H 6P4

Fax: 519-745-4040

Email: ION@regionofwaterloo.ca

An online comment sheet is also available at: www.stage2ion.ca

Questions? Call 519-575-4400 or TTY 519-575-4608

What do you like about the Project Team Preliminary Proposed Route (2018)?

What challenges do you see with this route?

What new issues or information do we need to consider?

Your Name

Mailing Address

City

Postal Code

Phone Number

Email

All comments and information received from Individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making decisions on this project. The project follows Ontario's Transit Project Assessment Process. Under the *Environmental Assessment Act* and the *Municipal Act*, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record and may be released if requested. If you have questions about the potential release of your information or about the collection of personal information, contact Rapid Transit.

The Region of Waterloo, Rapid Transit Division, 50 Queen Street North, Suite 830, Kitchener, ON N2H 6P4
T. 519-575-4400, TTY: 519-575-4608; Fax: 519-745-4040, Email: ION@regionofwaterloo.ca

TABLE B1 – COMMENT SHEET RESPONSES TO QUESTION 1**Question 1: What do you like about the Project Team Preliminary Proposed Route (2018)?**

| Comment No. | Response |
|--------------------|---|
| 1 | More direct route through Cambridge, less impact on residents |
| 2 | The repositioning of the K2 section to the K3b following the Hwy 8 corridor coming into Kitchener from the Sportsworld Dr. area, overhead (raised route) from Fairview Mall to not affect Fairway Rd. traffic |
| 3 | The new route is better, cheaper and affects less property owners. It is a good choice and erases any previous worries we had regarding traffic and inconvenience. It greatly benefits us personally, but seeing that the community prefers the new route as well aligns our individuals desires with the community desires makes the change an easily supportable amendment. |
| 4 | The changed route for Kitchener should be the preferred route. Minimizes the residential impacts during construction and during operation for daily life. Minimizes travel time on LRT and vehicle traffic issues where road and rail meet. |
| 5 | Lower cost, less property impacts, less impact on business while under construction. ION team did a good job coming up with the new alternative route. |
| 6 | We like (2018) K3b, along Hwy 8, not along old King Street. |
| 7 | I like all of it |
| 8 | A good route through Preston. Off-street station location in Preston very good idea to reduce impacts. Use of dedicated ROWs will help improve speed. |
| 9 | The new route does not impact as many properties in Preston and in Galt. Like using the abandoned spur line. Like using the walking trail over Mill Creek in Galt. |
| 10 | <i>Attachment provided. Retained on file.</i> |
| 11 | Umm. Nothing. Yes, I understand that this is for the future - but it is being put in without regard to current population. |
| 13 | The E2 route I fully support, however, I do not like the route going through the King, Chopin, Queenston block. If you take out Kelehers, the Beer Store and the old bagel store you could put a station by the river and not lose house. |
| 14 | Nothing |
| 15 | The only thing I can appreciate is the willingness to reconsider. The route in question will still not work. |

| Comment No. | Response |
|-------------|--|
| 16 | Not happy with this expensive LRT. The proposed route by the citizens group was and is the best choice. You need to have a good look at the combined citizen's group proposal for the LRT. |
| 17 | The fact that there is a stop in Preston and I could get onto a train and get to Union Station in T.O. by walking from my house. |
| 19 | The old spur line behind Eagle. The whole route is too disruptive, costly with little return, although I suspect condo taxes is the main reason to try to boost density |
| 20 | Less property impact, the reduction in property impact has been noted. Less traffic impact. Shorter travel time. Modifications to King/Eagle (Preston) area, Rail spur by Hespeler Road. New location of Preston stop. Thank you for considering the feedback about the Preston Stop from homeowners. |
| 22 | I like the idea of a stop near Preston and understand the value of it but not at the expense of the oldest block in Preston. |
| 23 | The entire project can best be described as INSANITY. The cost at 1.3 billion is approx. 1,000/person in Ontario and if you filter out children and seniors, over \$2,000 per person. There is insufficient interaction between Cambridge & Kitchener /Waterloo to warrant this project. |
| 24 | I like that it bypasses Eagle St. I like that they are using old railways. |
| 25 | Less impact on property - may be less cost to complete. Lot of work done in preparing resources - easy to read and understand. Good to hear the link between LRT and passenger service to Toronto - will benefit commuters. |
| 26 | It takes fewer homes than last year's proposed route. Less of a turn onto Eagle. |
| 27 | Do not like period. Impact on properties not good. |
| 28 | Less impact on properties and traffic. Away from some properties to avoid noise of train travelling. |
| 29 | Minimal impact to current development |
| 30 | Nothing, vagueness about route to Beverly St. Too much disruption in Preston. Stick with buses, <i>[profanity redacted]</i> . |
| 31 | Which version??? My choice is to go past Conestoga College (any consideration for them???) and down Shantz Hill along Fountain to King. N3B route. |
| 32 | I really appreciate the extra thought that went into changing the route. It makes so much more sense for the neighbourhood. As a member of "Stop the LRT Through Preston" I am happy with the change in N3 to N3e. I know not everyone agrees but I feel the region has listened and made the changes that could be done. Thank you! |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|---|
| 34 | Nothing. Why do you not get people who live and know the area to work on this project???? <i>[profanity redacted]</i> |
| 35 | Keeping off Eagle Street |
| 36 | Reduced impact on homes. Elevated stretches reduce impact. Riverside Park is untouched. |
| 37 | I can't comment on the route until it gets to Preston. If you honestly think that the new location of the Preston station is a lot better than the previous one I'm not going to protest. However, the Project team should seriously reconsider the LRT running along Hespeler Road. It's an excessively ugly road and if the LRT were to run along King St it can serve the Cambridge Memorial Hospital. Maybe you could throw in another stop between Preston and the hospital. That way you could avoid 3 stops along Hespeler Road, where nobody wants it in the first place. |
| 38 | Nothing |
| 39 | Less impact on housing. N3c + N3e - best options |
| 40 | I like the effort of trying to reduce residential impacts in North Cambridge but I feel more could be done. i.e. why not expropriate the flour mill? The land that the flour mill has could create a nice terminal and give the LRT more options to access Preston (Cambridge). |
| 41 | Nothing really sadly, trying to be open minded |
| 42 | I think you have nailed it this time with the N3e for the residents of Moore + Eagle streets |
| 43 | Greatly reduces impact on Moore/Eagle neighbourhood. LRT station on King St. |
| 44 | I don't |
| 45 | It helps some home owners but others have to lose there's so not too happy. |
| 46 | Keep reducing the damaging impact of the project on heritage, environment and the citizens. Using existing unused rail lines an improvement. |
| 47 | I do not like anything about it. I don't think it's a good idea. |
| 48 | The new route does not destroy Eagle St or block the intersection with King as well. Loss of homes and business is significantly lowered. |
| 49 | Fewer properties to be purchased |
| 50 | Not much all I can see is traffic bottleneck for years while LRT is being built and after it is done. |
| 51 | Change the route! I am not happy with this. This is not acceptable coming down Shantz Hill. Such a bottle neck/jammed traffic nightmare. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|---|
| 52 | Nothing! Based on the progress of the K-W routes, we are not likely to see it in Cambridge in my lifetime. |
| 53 | The modifications and suggested "N3e" route option seems less "impacting/impactful" to the residents of Preston/Cambridge. |
| 54 | If the Preston "station" is a foregone conclusion it seems that the "J" route is the least invasive to the Preston core. The river/linear trail would be negatively impacted. "J" route would service the businesses out in the industrial park. |
| 55 | I am happy that the proposed route has been removed from Eagle St. N as I would have most likely lost my house. I don't understand, however, why the LRT has to come through Preston at all as it is only making one stop. Why not utilize Maple Grove? There are new houses being built and mature industry. Buses will still be running through Preston for those customers. |
| 56 | The route proposed is another government white elephant. A very expensive one at that. Take the LRT down Maple Grove Rd., past the 2500 new builds for Toronto, stop at Speedsville at a bus stop, drop off the passengers, let the buses take them to Preston, Galt + Hespeler, but maybe that is too close to common sense. |
| 57 | In Preston - making a transit hub off Eagle St. Eagle is not wide enough. Having it off, makes sense. Allows the neighbourhood to keep most of its character/heritage homes. It keeps Riverside Park entrance open, & train off King. Spur line - it keeps traffic flowing, & train is quicker. A fast train will lure passengers that would be stuck on road. Still allows redevelopment of area. N3e - it doesn't affect a large line of properties & heritage homes along a long street like N3/N3a does. N3e could allow for parking. Picture of elevated span!!! Thanks! Project team listened! Seemed to embrace new ideas! |
| 58 | I think a lot of effort has gone into addressing the concerns of people on Moore Ave & along Eagle Street. Grade separation & partial or whole taking of property will continue to demand solutions. |
| 59 | I strongly don't like this route! |
| 60 | T2 requires crossing Ainslie St. at Bruce. This area is now "stop and go" during peak periods. The "stop and go" collects from the Main St. lights to Bruce St. The T2 option requires crossing lights and a further slowing of traffic through the downtown core every 8 to 15 minutes. The additional buses servicing the Bruce and Water site will again, with narrow streets and bus turning radiuses, slow and congest traffic. Do a traffic study of Ainslie, the additional stop can be easily modelled. THIS OPTION IS THE PREFERRED? |
| 61 | Main Street stop is near an area with lots of land that could be developed. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 62 | The route is in line with getting the LRT into Cambridge. The project will make sense if the rail line could be built parallel to CP rail and take as little damage as possible to existing properties and land masses. |
| 63 | Alternative route E2 along abandoned railway route preferred. Stops at Eagle/King Streets and Hespeler/Pinebush roads are too far apart distance-wise. Prefer to see one additional stop in the vicinity of Spedsville/Eagle Sts. |
| 64 | Nothing!!! Stick with buses! |
| 65 | Like the new route through Preston. |
| 66 | Integration & streamlining of bus routes & LRT. Elimination of central bus stations. Relocation of terminal to Bruce/Water. Using the Mill Creek trail as a route using the old rail line - very practical use of available land. |
| 67 | There is a lot of old houses. My 1887 but I love it. I have put a lot of work it. I am in vote for S3d proposed route. |
| 69 | This is a lot of old homes along Beverly St. My house was built in 1887 - I have put a lot of work into it. To see an impact on my property would not be good. I am in vote for S3d proposed route. |
| 70 | It's better than it was, but what about the people that own homes on Eagle that will have to leave? |
| 71 | The proposed route shows that the project team has given significant weight to feedback from the previous PCCs. The location of the terminus point makes a lot of sense and makes it accessible to West Galt. The speed enhancements are a significant positive. I like that the route does not involve mixed traffic. |
| 72 | All my questions answered. I may not have liked answers but I felt it true. |
| 74 | Like use of rail spur rather than Eagle St. |
| 75 | Appreciate the focus on transit efficiency + pedestrian ease of access. Also appreciate the transparency with which the project team has presented the options + justifications for/against each. |
| 80 | Has a stop on King Street Will encourage future development in the core – Places to live and work Help Keep the core (Preston) alive |
| 81 | We prefer the alternative route. |
| 82 | Less old homes torn down in the Preston area. |
| 83 | I agree with the evaluation results that alternative 'J' should be rejected "because it doesn't require high-voltage hydro line burial/relocation, a new bridge over Maple Grove Road, or a new dedicated bridge over Highway 401" even though my perspective is undoubtedly biased with a pecuniary/personal interest in not otherwise wiping out my family's home and longstanding business. |

TABLE B2 – COMMENT SHEET RESPONSES TO QUESTION 2

Question 2: What challenges do you see with the Project Team Preliminary Proposed Route (2018)?

| Comment No. | Response |
|--------------------|---|
| 1 | Missed opportunity to serve residents near Fairway and River Road with LRT |
| 2 | Construction during or after River Rd. extension??? As in 2 construction times and expense |
| 3 | Possibly highway closures, but this is much preferred over the previous plan, as it is very minor compared to the challenges that would be caused by the previous plan. |
| 4 | This improves many of the route problems |
| 5 | Access, need connecting bus |
| 6 | Not many, as there is space along Hwy 8 |
| 7 | Running along Speed River could be flooding ICE dams. Stop at Speedsville Rd. |
| 8 | Greater expense of large bridge structures at Grand River and Speed River. Station location in Galt should support eventual system expansion south. |
| 9 | It still runs along already congested King St. It misses the industrial area to the east at Hwy 8. It requires an enormous trestle to be built down Shantz Hill. Extremely disruptive to King/Eagle - huge traffic problem. Tears down historical properties. |
| 11 | Shantz Hill - bridge will be unfortunate in size, far too expensive. Traffic - traffic - traffic - Eagle Street is so small - 2 street cars 2 lanes of car/motor traffic + 2 lanes of bicycles is a tight recipe for accidents. Where does the money for these far out bridges come from. How much are fares? Is it affordable? Is it accessible to everyone? |
| 12 | Expropriation of homes for families where getting "fair value" for their home doesn't matter if they can't remain living in the neighbourhood they desire. The LRT will disrupt the trail that runs along the river and is used by many in the community for health & recreation |
| 14 | Money waste. 40,000 tax payers in Cambridge can't afford this. Go back to buses. |
| 15 | You are still going to be negatively impacting the underlying neighbourhood fabric of this community. |
| 16 | Eagle and King stop and also Shantz Hill bridge. |
| 17 | My house will be gone. I don't understand why the route can not go along King St. and take out the Pines, Napoleons, P&M, Kelehers, Empty City Bakery...or go along Fountain and through Riverside Park? You are destroying THE oldest block in Preston. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|---|
| 18 | Do not want transit bridge over Shantz Hill – congestion. The block bordering Chopin, King, Queenston is not acceptable - too large a section. Homes already should not be in jeopardy. |
| 19 | General cost (taxation). Potential for high-rises near Preston stop, affecting the heritage character of the area (regulations to limit high-rises would be ideal, as seen in other locales e.g. Europe) |
| 20 | <i>[location redacted]</i> should not be torn down! My home is considered a very SIGNIFICANT part of Preston history based on its architecture and previous owners. Look it up on ideaexchange.org |
| 21 | This route takes my house <i>[location redacted]</i> which is considered one of the most prominent historical houses in Preston. We are not officially listed as historical (yet?). This route also removes at least 5 other houses the city wants as historical houses. |
| 22 | If you drop people off around Eagle St, they have a hill and 3 blocks to arrive at the 1.5 blocks of worthy businesses in Preston. I do not see the Kevin Costner movie "Field of Dreams" working here. |
| 23 | Vehicle traffic on Hespeler Rd. Will there still be 2 lanes north & south? Traffic is already heavy on Hespeler. I don't see ridership going up. |
| 24 | Still issues to obtain required property. How many stations are there in Phase 1 and Phase 2? Are there more in P1 or P2? Cambridge has higher % of residential areas than KW. Multi-use sections - LRT and auto mobiles - how practical is that - where are they being used successfully now? |
| 25 | Still affects traffic @ King + Eagle. Don't like the high bridge coming along King (Shantz). |
| 26 | Low ridership. City buses are not filled now. The LRT will only go Cambridge to Conestoga Mall. This is not an enticing trip. |
| 27 | Impact on natural area and historic buildings. Cost of building new route. |
| 28 | Loss of green space. Noise/vibration. Cut off from Riverside Park. Impact (negative) to property value. |
| 29 | Built-in obsolescence. And more drawn-out construction in the same areas that have already seen too much drawn-out construction. |
| 30 | Disruption of the river/greenbelt/nature along Speed River. Expropriation of homes and ruination of neighbourhood (Eagle St/Moore St). There will not be much ridership gain from this area - except the condo towers (maybe) at King + Eagle. Area cannot be densified so minimal ridership growth. Home owners in area have cars + will continue to use them. Schools are here - kids walk to school - LRT won't benefit them for school. |
| 31 | Dealing with the remaining members who are just looking to fight with the region. |
| 32 | Too costly. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 33 | Still cutting down too many trees (King & Eagle intersection & along Eagle South) |
| 34 | How is the Trail from Preston to Hesp along the Speed R. impacted? |
| 36 | Any route will cost the taxpayers millions of dollars and be a major disruption for residents and businesses. |
| 37 | wetlands + animals |
| 38 | I still can't see how Preston could hand all the traffic. It's bad enough as it is now without the LRT. |
| 39 | The wetlands. We live in a heritage home, can it be saved? It's right on the corner of [location redacted]. The interruption of the quiet residential area of Preston. I see no positive to the congestion already on the roads, especially if there are emergency vehicles. |
| 42 | Disrupt traffic that it did in Kitchener |
| 44 | Need to reduce impact even further. |
| 45 | Traffic issues. Many issues. I do not want my property to be affected. |
| 46 | Financing - Premier Ford will not finance this project because it is not in Toronto he'll cancel it!!! |
| 47 | Floodplains - will GRCA allow the bridge over the Speed River on Route N3 or even line E2 within the floodplain? Will the bridge be structurally sound? These questions should not still exist. GO Train is our priority! Where will the station be? If in Preston then Line E2 needs to be planned appropriately. T2 should stop at Bruce St. or use T2 and expand Ainslie Station. |
| 48 | The total traffic nightmare on King St. going to and from Kitchener. At least when the LRT was being built in Kitchener, while Charles St., Ottawa St., King St., Courtland Ave., etc were under construction there was always an alternative route not too far out of the way to get around. King St. going to/from Preston there is no alternative route without going 15 km out of the way. |
| 49 | Just because you are sparing some homes on Eagle - why take a whole block on King/Chopin/Eagle + Queenston |
| 50 | Bottlenecks + more bottlenecks - Just look at the LRT routes in K-W. Leave Shantz Hill as is. Traffic is finally moving, and the last thing we need is more upset to traffic. |
| 51 | The environmental assessment has not yet been done - so to suggest a route prior to the process seems rather shady and misleading to the public. The bridge section from Shantz Hill to Eagle/King is a huge maintenance requirement into the future. Building a bridge of this magnitude on a flood plain, nonetheless is a recipe for millions more that will not be budgeted for. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 52 | Still too much impact on an entire block in Preston, including a heritage property, trail, essential core area of Cambridge. ALSO GRT is so dysfunctional, adding this LRT will add further disconnected transit. |
| 53 | The challenge is I do not think this service is needed at all in Cambridge. Let's wait and see how it runs in KW first before we keep wasting tax dollars on all these surveys and proposals. |
| 54 | Well, tell me what the decision is + let me know. As a senior I am not looking forward to another 10-15-20 years of construction. I will probably have to move. |
| 55 | You are building on a flood plane. Cost & perception that the new route is "100 million" more expensive. Delay in ION Train deliveries making it seem like ION missed all go live targets. Short timeline to go to council with (june 2018) & a potential council change. |
| 56 | The extended distance. The impact on Riverside Park (crossing). The impact on the Speed River. |
| 57 | The King Street is our only way to go outside. During the construction period, it will greatly affect our routine life. It will also affect the value of our property. |
| 59 | 1) Crossing of Ainslie Street will be problematic as Ainslie is very heavily travelled with lots of "back ups" currently. Adding another signalized crossing will sevely impact travel. 2) I don't see a bus route to Conestoga College! |
| 60 | The challenge will be dividing highway 8 at the 401 to run the train overhead Shantz Hell. The amount of traffic that would have to rerouted could end up snarling traffic for longer periods of time. |
| 61 | Very little impact on adjoining properties. |
| 62 | Always has to be subsidized apparently. How can anything be worthwhile if it requires subsidies? This province is broke. This type of pipedream should be shelved. |
| 63 | I like the use of the spur line in Preston - makes sense to use land that is originally designed for trains but site overgrown with weeds currently. I see Toyota being a problem as they do not want to have their line impacted by the spur line. (Conflict of interest really as they want us to buy cars!) |
| 64 | Actually getting approval & seeing it built. Possible land available for future development? |
| 65 | No challenges with S3d. There used to be a train go along that path anyways. |
| 67 | No challenges with S3d. There used to be a train go along that path anyways. |
| 68 | Is this going to cost 100 million more. When are you going to get the money for this project? |
| 69 | I do not see any challenges that haven't been addressed by the project team. |
| 70 | People and homes displaced, visual distraction and pollution, i.e. wires, poles, concrete |

| Comment No. | Response |
|-------------|--|
| 72 | Need a station located in Preston. Construction down Hespeler Road. King St. Preston just finished a long construction project. Businesses might not survive a second disruption for traffic. |
| 73 | Greater resident resistance due to increased property impacts in some sections. Also potential for greater impacts on natural features in several sections, adding risk of greater time required for environmental due diligence + greater costs due to mitigation measures during construction. |
| 74 | Cost, building ridership in Cambridge overall, encouraging density along route |
| 81 | <ol style="list-style-type: none"> 1. Impact on centre turn lane on old Highway 8. 2. 401 west bypass ramp should be completed first; otherwise, traffic on old Hwy 8 is too heavy to disrupt. 3. Access to Cambridge Hospital? |
| 82 | <ol style="list-style-type: none"> 1. There seems to be a fixation with Eagle St/King St to have a terminal. Note that of the three down town areas, Preston has the busiest by far with the most pedestrians (shoppers) and vehicle traffic. The point made that it has intensification opportunities denies this fact; is the intent to tear down the retail stores and replace it with high-rise residences? This would destroy the downtown – why ? Note that I’m not a resident of Preston and therefore I have no bias. I have lived in West Galt for most of my life (over 55 yrs). I’ve travelled most of the city over the years; I pay attention to what’s going on. 2. Eagle St is not wide enough to accept LRT and motor vehicle/cyclists traffic. Eagle St is as an overloaded route taking traffic from Toyota workers off Speedsville Rd, workers from the Lowell industrial area and resident’s travel. The eventual major bottleneck occurs @ the Fountain/Shantz Hill intersections; which have changed little in over 50yrs. This is in despite of the development of the Fountain/Maple Grove industrial area and the increase in population of Cambridge. 3. LRT travelling on the old railroad tracks reduces the opportunities to pick up passengers and any intensification can only occur on one side of the tracks; as the river is on the other side. 4. LRT crossing Hespeler Rd before the Delta; the Delta at certain times of the day is backed up: <ul style="list-style-type: none"> • 2 kms starting at Dunbar Rd to the Delta • 1 km back up on Coronation Blvd at the hospital and beyond • 1 km back up on Water St at GCI and beyond • Dundas St to the Delta; I don’t know but likely lengthy line ups <p>In addition at the Delta, there are (3) bus stops out of (4) which block traffic. The fourth (only) has a dedicated lane with the bus being able to control the stoplight. The point I’m making here is that there needs to be no more delays</p> |

| Comment No. | Response |
|-------------|---|
| | <p>to the Delta; a major intersection in Cambridge.</p> <p>5. The LRT ending at the Gas Light District:</p> <ul style="list-style-type: none"> • Little opportunities to pick up passengers, as bus use is light in West Galt. • Intensification is limited due to the flood control initiatives beside the river • There are historic buildings on Grand Ave and the immediate area; are they subject to potential demolition to build apartment/condominium towers? <p>The LRT needs to end at the Ainsle St terminal to link up with buses; to do otherwise is totally impractical to expand the transit system. The system has to encourage increased ridership!</p> |
| 83 | <p>There is difficulty justifying that this higher-order form of transit will help manage the unsustainable phenomenon of induced demand in the broader regional transportation network. As explained by transportation professor Dr. Clarence Woudsma from UW's school of planning on a November 14, 2017 CTV newscast @ http://kitchener.ctvnews.ca/cambridge-could-have-full-10-lane-highway-401-by-2021-1.3677961</p> <p>"It's impossible to sort of build your way out of congestion; the more capacity you provide, there's a proportional increase in the amount of traffic."</p> |

TABLE B3 – COMMENT SHEET RESPONSES TO QUESTION 3**Question 3: What new issues or information do we need to consider when evaluating the Project Team Preliminary Proposed Route (2018)?**

| Comment No. | Response |
|--------------------|---|
| 1 | N/A |
| 2 | If Route J is to be considered (in the industrial area) then why not consider continuing a route out by Toyota - (800 new jobs just declared) and avoid Shantz Hill/Eagle St. entirely! |
| 3 | N/A |
| 5 | Timing and speed of the construction. Stage 1 construction disrupted many businesses around it. |
| 9 | WHY KING EAGLE - move the stop to another area of Preston. What % of capacity will King St. be at by 2025? |
| 11 | There needs to be honest dialogue with communities. There needs to be regional people working the engineer circuit. Having someone go on about how important that changes need to be made in our town/streets and live in Oakville? Not a home owner and has no idea what it is to lose something you've worked hard for. |
| 12 | I'd like to see some evidence of research on whether the demand for LRT is there or will ever be there. I don't believe there is or will be the demand, however, I think if this can be demonstrated people may be more receptive. I am not against LRT I just don't think a blue collar town like Cambridge can sustain it. |
| 14 | Alternate route that doesn't disrupt Preston. Nobody I've talked to wants the LRT on this new choice either. |
| 15 | The fact that residents of Preston do not want this LRT project to go through this neighbourhood whatsoever. This is a completely stable neighbourhood. Please listen to the citizens of Preston. |
| 16 | Do not expropriate homes. Do not ruin neighbourhoods. |
| 17 | People's houses are more important than businesses and a lot harder to relocate. Our house was the residence of one of Preston's first majors and is recognized as a heritage property. It is the most prominent house on the street and possibly in all of Preston. |
| 18 | Unfortunately, I feel the Region has already decided the route and citizen are going to be ignored. Is this democracy? |
| 19 | Note: Nice to have King St. incentives/funding for business/commercial development (e.g. similar to Kitchener downtown - potential for technology companies and universities/college to use King St. buildings for offices) |
| 20 | "231 Queenston Rd. --> Queen Anne built in 1895. Once home to Frederick Clare was --> alderman, reeve, mayor and chief magistrate for Preston. The two storey home incorporated angled chimney pots, dentilated cornices, a large turret and leaded glass windows in a unique application which sets this home apart" --> IDEA EXCHANGE - Preston - Architecture - Cambridge Times This house has not been designated but is considered SIGNIFICANT |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| | based on its architectural and historical merits. |
| 21 | This new route will devastate at least five + historical Preston homes. Businesses can move to a new location easily but those of us who bought our house several years ago will never be able to find equal size houses/property and FYI Queenston Rd. between Chopin and Eagle is the oldest block in Preston. |
| 22 | You are also planning this at the same time driverless electric cars and even <i>[illegible]</i> drones will become a reality. There is no way you can offer a comparable service. Finally, what is the estimate of the transportation deficit to be encountered year by years. |
| 23 | I would rather see more focus and money spent on transportation to Toronto/London get traffic off the 401. |
| 24 | Distance from parking (for those that drive part way)? Will there be parking for them to access (hopefully without cost)? Hours of operation. Proposed route by team is quoted as most expensive and having high impact on property. What is ratio of this cost to next expensive route - dollars or by % (i.e. 20% higher?) |
| 25 | You should look at Route J |
| 26 | When there is an accident on the 401 Hwy all vehicles use Eagle St to bypass accident. Where will traffic go when building overpass over CP rail line at Cambridge Surplus. Use smaller buses in industrial areas. New subdivisions on Speedsville + Maple Grove. "The cost is exorbitant" Look at extra costs incurred in Waterloo already. |
| 27 | Route lighting in naturalized areas, the impact it will have on wildlife. |
| 28 | Loss of green space, noise/vibration, cut off from Riverside Park, impact (negative) to property value |
| 29 | Political and bureaucratic accountability. If this Seiling Legacy Project doesn't pan out, how many so-called public servants will be fired? |
| 30 | Listen to those who live here |
| 31 | Thank you for listening. |
| 33 | Don't knock down our parking garage. |
| 36 | Consider the major issue. We don't need LRT in Cambridge. You can improve the bus service at a much lesser cost and provide effective transportation for those who need it. |
| 37 | Have an open forum or town hall to have everyone ask questions |
| 38 | Consider having a real townhall + meetings soon. |
| 39 | Widening of the intersection @ King + Eagle |
| 42 | Scrap it |
| 43 | Shantz Hill. |
| 44 | Board #1 - no mention at all of economic development, which is a prime reason for the project |
| 45 | I think people in charge should consider the property owners and the long term. |
| 46 | Can connections to Hespeler be improved? |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 47 | Floodplain + wetlands - can you build there? GO Station in Preston is now being studied. GO Train comes first! |
| 48 | Look at how Charles St., Ottawa St., Courtland Ave., and King St. in Kitchener used to run before the LRT and look at them now. 4 lane roads down to 2 lane roads equals traffic nightmares. Kitchener roads are a disaster now and I don't want to see it happen in Preston which is already hard to get around. |
| 49 | Shantz Hill is such a tough sell. Change the route. We can do better! I oppose! |
| 50 | Alternate routes that don't encroach on the limited space in Preston. Ridership will be minimal for Preston people, as stations are not convenient. Preston people will never walk to Eagle Street. |
| 51 | Noise concerns affecting natural habitat/wildlife, get the GRCA out to the public information sessions and commit to an environmental assessment, with the crazy congestion of traffic in the Cambridge Area, commuters will cause an uproar, with the proposal under 401 on King/Hwy 8 - the bridge would need to be rebuilt causing 401 corridor traffic to be qualmed. This ultimately leads to more cost as taxpayers. |
| 52 | That the projections of future density for 2041 are hypothetical and adding the proposed route just adds further congestion to an area that is already mayhem. |
| 53 | Where is the true understanding of cost? It cost KW millions more than predicted. |
| 54 | Maybe we should just say no, the idea was great 10 years ago, the whole world was different then and in another 20-30 years, what can I say. |
| 55 | Shape our Community Board doesn't seem to show development & pop changes at Speedsville & Maple Grove |
| 56 | The location of the terminal - in Galt - more work needs to be done. |
| 57 | I would suggest the Alignment J route. |
| 58 | See above! <i>[refer to Comment No. 58 in the previous table re Question 2]</i> |
| 59 | The preferred terminal at T2 will impact businesses in Galt core. Riders that are going to theatre or gaslight district will not have to walk through the Galt core to reach their destination. This will decrease the visibility of these Galt core businesses. |
| 60 | I think CP Rail should be consulted again to possibly incorporate their lines and bridges, to cut down on expenses of new bridges and expropriation of existing properties. |
| 61 | Advancing the implementation. 2028 is too far down the road. |
| 62 | How well will the trains run if we get a power failure, or bad weather that brings down wires, trees and parts of buildings? |
| 63 | I wonder if they could use the block that has the Beer Store, City Café on Chopin-King instead. Not as many houses would be impacted. |
| 64 | Appears to have real possibilities |
| 65 | Noise. This house was my dad's. It means a lot to me. |

| Comment No. | Response |
|-------------|---|
| 66 | I don't understand why T2 is part of the preferred route. All three potential terminal locations are within three minutes of walking distance of each other. The choice of T2 or T3 over T1 seems irresponsible when there is available land and a full functioning transit hub at T1. |
| 67 | Noise, noise and more noise. |
| 68 | Keep going after Canadian Pacific Railway to use their line. Remember that the Canadian Government gave them all the land to built railways across Canada. They have the power to force C.P.R. & C.N.R. Railways to change their minds. |
| 69 | In the design phase, pedestrian access to the stop near Pinebush and Hespeler Rd. should be a strong consideration. The area currently is not pedestrian-friendly and this could be an opportunity to remedy it. |
| 70 | Should have more stops, but not needed to be all car size, just single car stops. |
| 71 | The LRT proposals for Cambridge ignore the simple facts 1) Express buses currently do the same job better; and at no additional cost 2) This is taxpayer money poorly spent to no effect; and massive disruption |
| 72 | Any thought on connection to Hespeler area? |
| 73 | I think your process has been extremely thorough and collaborative with residents. No major concerns. |
| 74 | Make sure downtown (Galt) end of line connects well with other GRT bus routes. |
| 80 | Stop at Speedsville Road – lots of land area for park and go. Large developing catchment area that would use the LRT |
| 81 | <ol style="list-style-type: none"> 1. The reason for the essential centre turn lane on old Hwy8 is that years ago two women were killed while waiting to make a left turn off the highway. 2. It is very important to have the 401 west ramp completed before LRT construction begins. Current traffic on the highway during rush hours is so heavy that any construction would be impossibly disruptive. |
| 82 | <p>The project cost of over a billion dollars is a staggering amount of money to spend for Phase 2, so the following questions come to mind:</p> <ul style="list-style-type: none"> • The route from Kitchener travels through several highways, the river & natural areas; none of which can be developed. The commercial area on highway 8 would require major private investments to transform it to some high-rise developments. Who has stepped forward to take on this future intensification? • How many residences have formally indicated that they will use Phase 2 and therefore stop or reduce the use of their cars? <p>The intensification developments in Kitchener/Waterloo have been credited to the LRT; this a skewed view. Development fees paid by developers have</p> |

| Comment No. | Response |
|-------------|---|
| | <p>been waived or reduced in the downtown areas for a no. of years. The real estate market has changed in recent years and there is much more demand for high-rise condominiums style living. Take away these factors and LRT will not alone intensify downtown areas in the three big cities of the region; this isn't Toronto or Calgary.</p> <p>The main purpose of expanding the transit system must be to offer a practical alternative to residents whereby they can see an advantage to taking transit. You can hop in your car and go at any time; smaller buses at increased frequencies are the only potential to compete with cars. Dedicated bus lanes, traffic light control ability also need to be part of the mix to reduce travel time and be competitive.</p> |
| 84 | <p>Future construction requirements will depend directly on this study's EPR, thus Region of Waterloo Public Health ought to be taking leadership of regionwide responsibility for consistently regulating the duration and intensity of temporary environmental noise exemptions for region-initiated projects. This is especially important with vibratory operations, whose side effects travel into even the best insulated homes. Most of those living in close proximity to similarly proposed infrastructure projects think primarily about operational noise, and are less mindful about noise that will be created during construction, so they opt not to share their early thoughts. Except, there's no formal opportunity to express comments after the Transit Project Assessment process is complete, once things proceed to the constructing stage.</p> <p>*Kindly excuse the length of detail that follows, and remark that Kitchener's mayor has himself acknowledged that the number of noise exemption requests is increasing dramatically: "In 2016 we had 10 noise exemptions and in 2017 we had 44" @ www.kitchenerpost.ca/news-story/8017858--kitchener-2-0-continues-to-see-growth-transformation/</p> <p>Realistically, the oft-interrupted River Road extension will be built years before LRT is extended to Cambridge, causing a back-to-back construction zone on Highway 8 between Fairway Road and the Grand River. As is, construction noise exemptions in Kitchener are regularly approved by cityhall, without any objective review by medical staff, and carrying on with this lack of scrutiny is not an acceptable practice, given what I've experienced as a consequence. Both Kitchener and Cambridge's noise regulations are very loose compared to Waterloo and elsewhere. One could argue that recommendations from transportation officials and by-law staff alone are not sufficient to evaluate the public health tradeoffs (say, nuisance vs. harmful) of permitting unconditional, prolonged construction noise exemptions. Typical such motions, when tabled by lower-tier municipalities, are single sentence blanket approvals, legally unrestricted, with placating courtesies contained outside the language of the motion itself that have no bearing after it's passed. Agencies then knowingly go about scheduling some of the loudest construction activity between 10PM & 5AM, refusing to hear any ideas for adjustment brought forward by neighbours impacted by the worksite.</p> |

| Comment No. | Response |
|-------------|--|
| | <p>Continuing to follow this bare minimum noise policy is simply not good enough.</p> <p>Recall that the Highway 8 corridor from Fairway Road to Sportsworld Drive has undergone three huge provincial group work projects (GWPs) in the last decade, and now the Region is essentially planning two more: River Road extension/interchange, followed by building out Stage 2 ION. At face value, this is not a problem. However, on reflection of past construction noise issues that caused unreasonable sleep disruption grief to my family, it triggers a personally visceral reaction, after being repeatedly treated poorly when consecutive overnight construction noise became intolerable.</p> <p>Irrespective of who commissions new construction within the highway's right-of-way, it will surely be done on MTO's terms, pursuant to an ineffective noise protocol, whose objective is primarily to deflect conflict by assigning cagey contractors as unempowered PR representatives. Hired consulting engineers have gone on record stating, for example, that they will send notification letters and construction schedules to all those residing within (i.e.) a localized 400 metre radius, but my home has unapologetically never been voluntarily served any upfront notice for three such projects. This fundamental communication ignorance represents the utmost inconsiderate form of public-corporate negligence. When I have previously submitted likewise polite-but-firmly-critical comments about impending night-scheduled construction noise, during the detailed design stage of a class EA for a provincial project, I was personally mailed a dismissive reply letter, that was suspiciously/intentionally excluded from the brief correspondence with other stakeholders published in the final report. Creative applications for noise exemptions followed, such as downplaying paving operations as not involving "percussive work" despite using common vibratory compactor machinery, and singling out refrained use of hammer pile driving at night, that crews followed with weeks of night shifts using monstrous vibratory pile driving rigs that resonated much worse than the hammer. This illusion of giving a damn about upsetting the locals set the tone for uncooperativeness devoid of all empathy, thereafter.</p> <p>Apparently other Region of Waterloo projects, such as the 2013-2015 Weber Street West widening with road-under-rail grade separation, had police escort overnight construction workers, to avoid confrontations with irate neighbourhood residents -- really? Resorting to police protection of noisy equipment operators? It's not right to subject any resident to prolonged sleep deprivation from all-night construction vibration, loud enough to penetrate into well-insulated dwellings, unabated by wearing custom-fitted earplugs. We can surely find better ways to work together as a community, such as consulting with Public Health well in advance. Let's imagine if there was a pro-rated fee attached to obtaining municipal noise exemptions for construction: suddenly, applicants would be a lot more careful what work activity they claim "must" be</p> |

| Comment No. | Response |
|-------------|---|
| | <p>scheduled during off-hours.</p> <p>By observation, MTO already opposes temporarily closing lanes on Highway 8 during daylight hours for paving activities (and, presumably any non-emergency work) citing high traffic volumes in the area, even though it was only seven years ago that the capacity (width) of the highway was doubled. It seems the new normal is that closing any lanes on a provincial highway is forbidden except after dark, even when year-round construction operations, without winter shutdowns, are increasingly favoured. The only exception is when cities exercise their rights under Section 129 of the Municipal Act, and refuse to grant certain overnight noise exemption requests (Sarnia's council has done this) or impose strict conditions like those written into strong City of Waterloo bylaws. Therefore, it is incumbent on the Region's Public Health to guide such decision-making, so that individual residents aren't forced to independently lobby multiple tiers of government to protect their own well-being. Far too much attention is disproportionately given to vocal citizens bothered by the occasional airport noise, and those oh-so-inconvenienced by a few hours of a once-a-year music festival. Yet, those living near busy highways often face continuous uninhabitable conditions for weeks, months, or years, when construction contractors carelessly undertake irritating site work dusk-to-dawn. Because government contractors usually have no legal obligation to accommodate personal wellness concerns expressed by ordinary members of the public, systemically over-generous nighttime noise exemptions represent a reckless disregard for the health of those living nearby.</p> <p>All said, I worry about the incremental reduced quality of life that will likely result during building of Stage 2 ION, owing to inevitable multi-year heavy construction activity with extensive unnecessary consecutive nightwork. Speaking to the Kitchener section, the route is okay, it's building it that will be troublesome without Public Health actively advising how to mitigate disturbing everyone's right to sufficient rest. For added clarity, this concern is with construction noise at night, nothing else. Please understand the context that I've lived in the same neighbourhood for decades, never complained about traffic noise, tolerate recurring noise pollution from engine braking, and I'm fine with any amount of construction noise during daylight hours, even on weekends: rumble, jackhammer, and pound as much as needed. Just stop the vibrations from excessively loud machinery like pavement rollers and foundation drills/hammers at night when people are trying to sleep.</p> |

TABLE B4 – EMAILED COMMENTS

| Comment No. | Response |
|-------------|--|
| 76 | <p>My preference for the route would be T 3, not T 2 which is the indicated proposed route. My reasoning is as follows:</p> <p>1) Ending the route headed directly at the flood protection berm as Bruce St means that without a future rebuild and reroute in that area, this is the absolute end of the line. Using T 3 means that the line could easily be extended (now or in the future) further south along Ainslie St to pick up the abandoned CN line which would take the route to Myers Rd, or along the abandoned Lake Erie and Northern line which crossed Water St adjacent to the Petro-Canada gas station and becomes the walking trail to Paris. Between Water St and the river - via the L E & N - adjacent to the sewage treatment plant, there is significant open land that could be used as a park and ride (flood proofed if necessary) which would give LRT access to all of Waterloo Region for commuters from the south and east via Hwy 24 and/or Hwy 8 and Myers Rd. Ending the LRT at the corner of Bruce and Water leaves no available commuter parking at the south end of the LRT - as there is at Fairview Mall and I assume at Conestoga Mall. I understand trying to attract people crossing the new foot bridge, but the only riders you will get at the corner of Bruce and Water are those who cross that bridge and those who arrive by GRT. No parking at that location is a detriment to use.</p> <p>2) Main St/Concession St/Cedar St is the only continuous east/west cross Cambridge route other than the 401. Placing a terminal at the corner of Concession St and Ainslie St (which ties directly in to a major north south route gives more direct access to GRT routes than what I would call the convoluted box of Concession/Ainslie/Bruce/Water that GRT buses would have to use to access the terminal at the corner of Bruce and Water.</p> <p>The distance between the corner of Bruce and Water and the location of an Ainslie/Concession terminal is, I believe, less than 300 meters; well within walking distance. Putting the terminal there allows for easier future expansion to potential park and ride facility and better current access to major east/west and north/south traffic routes.</p> <p>Thank you for your consideration to my suggestion to using alternate T 3.</p> |
| 77 | <p>I have a question regarding the new proposed LRT route, which almost certainly will result in the buyout or expropriation of property at <i>[location redacted]</i> - a property that has been in our family for well over 100 years and where my 98 year old aunt still resides. This is one of the nicest pieces of private land in Preston with significant market and sentimental value attached to it. What is the process for this going forward? What is the likelihood of this route going forward? What is the timeline if this route goes forward? Can you</p> |

| Comment No. | Response |
|-------------|--|
| | <p>please send me the information on which pieces of property will attempt to be bought out? From my understanding using both the maps and 'Potential Property Impacts' table, N3c impacts the least amount of properties so why wouldn't this be the preferred route, especially given that the entire neighbourhood is against disruption (Stop the LRT through Preston)? I understand cost is a factor but isn't the difference between routes marginal when all 2018 proposed routes are +\$100m already? <i>[Location redacted]</i> is a double lot that backs onto the Speed River. The part that will almost certainly be acquired is the most desirable feature of this property, regardless of whether or not acquisition will impact the house itself.</p> |
| 78 | <p>I live at <i>[location redacted]</i> in Cambridge and want to know what road allowance you need for the track (will this be 2way track) and 2 lanes of traffic running north from King St. to Concession. Your map on the update you sent shows a significant curve to Pinebush and Hespeler Rd and I could not enlarge your map to see any detail.</p> <p>Where will the riders come from, where are they going and how many stops will there be on the line from King to Hespeler Rd?</p> <p>Will there be a different policy of compensation for building the ION through Cambridge than there was in Kitchener/Waterloo because the system in that case was a total failure. What will the policy be and why can it not be changed if it is to be the same.</p> <p>I would like the answers before the public meeting on May 8th and 9th.</p> |
| 79 | <p>Is there a way to stop this ion rail from coming to cambridge? I feel you have all missed the boat. No one wants this. I will be paying taxes out of my ads for a system i will never use and that NO One wants <i>[profanity redacted]</i>.</p> |
| 84 | <p>I support the route going through Preston. I do feel that the ION stop should be the original stop on the east side of King Street, to service the existing high rises on that side. This allows for redevelopment on the west side of King street where the proposed 2018 map stop is located. The goal of lrt is to spur development, and this leaves some space for it. I am a property owner In Preston.</p> |
| 85 | <p>I won't be around when the preliminary consultations happen next week. However, I believe there is huge value in bringing the train south from Fairview Mall to Conestoga College, then crossing the 401 to Conestoga College on the south side of the highway and then running down the west side of Grand River to Cambridge (without actually crossing the Grand River). As much as there is a push to connect the train with the Cambridge Centre, I don't think it is that necessary. As long as we can get it downtown Galt even if it is on the west side of the Grand River. My guess is that it would end up costing a lot less. I know that a lot of people along the existing</p> |

| Comment No. | Response |
|-------------|---|
| | <p>proposed route are not too happy about the plans to build in their area.</p> |
| <p>86</p> | <p>I have just attended the meeting at the Preston Memorial Auditorium on May 9th re the newly proposed ION route through Preston Cambridge. Following that, I have thoroughly read the booklet hand out.</p> <p>My biggest concern (and complaint) is your neverending insistence to completely destroy Preston by incapacitating the King-Eagle intersection. This is probably the busiest and the most backed up intersection in Cambridge and the planners ????? want to add a train to the mix. I live <i>[location redacted]</i> and have real difficulty getting home between 3 and 6 without taking a myriad of back streets.</p> <p>Now to the section of Eagle St. between King and William. Already the sidewalk on one side butts up against the street. The boulevard on the other side is quite narrow. Now you want to widen the street to accommodate a train. May I inquire where the cyclists (which you promote), the walkers, and, most of all, the EMERGENCY vehicles are supposed to go. <i>[location redacted]</i>. I know you don't care about my particular situation (and I can always move even though I have been very happy here until now) but I have to wonder how the owner of this year old building feels about being given permission to build on this site and then having the front appearance and usefulness ruined. Who would rent an apartment with a balcony that almost touches the street?</p> <p>I am sure that all your great minds can find a solution that does not involve the King-Eagle intersection or the section of Eagle from King to William. Once again, this is not because I live nearby (in another 5 years I'll be in a retirement home) but because it is a dangerous, <i>[profanity redacted]</i> plan.</p> <p>On that note I am very happy that I am in my twilight years and not starting out- where I would have to pay for this astronomical venture for the rest of my life. By attending last week's meeting I could see the money spent simply on presentation (these booklets printed on shiny paper) and the number of people who are employed to simply do ALL these studies. Wow!!!Perhaps one of these study groups could sit weekdays near the Eagle bus stop and watch the brand new, expensive ION buses with Wi-Fi travel past with 2 passengers at most, quite often zero.</p> |
| <p>87</p> | <p>I support the concept of LRT, understanding all of the potential benefits it can bring. But as numerous examples around the world have shown, the success is in the details, or in this case, the route.</p> <p>ION was originally introduced as a means of connecting communities, which is wonderful. Yet, stage 2 from Kitchener to Cambridge has focused on</p> |

| Comment No. | Response |
|-------------|--|
| | <p>supporting future development, leading to what I believe is a misguided insistence on a route that travels down Shantz Hill and across the river.</p> <p>I appreciate the level of consultation you have undertaken, but have been disheartened by the ongoing prescription of route options. Since undertaking this process the East Side Lands have shifted from light industrial use to mixed use, with an emphasis on whole communities. We now see extensive subdivisions along Speedsville to Maple Grove and between Riverbank and Fountain Street. And yet, the LRT process has ignored this and continues to insist on a station at Eagle and King via a route down Shantz Hill. As a resident of Preston since 2005, and as someone who has attended meetings and read all of the materials, it simply doesn't make sense to me, even with the understanding of future transportation plans relating to the airport.</p> <p>I fear that economic environment has become the over-riding, if not sole, criteria for route evaluation. Not long ago, I heard a guest speaker lament about how governments have become so driven by the economic environment in the age of consumerism that they have lost sight of their original purpose i.e. providing the basic needs for citizens - safety, food, water, shelter, etc. I fear that this is the fate of the route in Preston; all other criteria are secondary.</p> <p>In this context I can appreciate that the revised preferred route impacts less properties, although with some important details pending this needs to be further clarified. I continue to advocate for minimal impact on built and natural heritage, and would encourage that any river crossing be coupled with an existing one.</p> <p>In addition to hearing more about the proposed impact of the latest route, I'd like to know how the LRT in Preston integrates with the surrounding community. What is the broader vision for Preston, particularly in this area? We have heard pieces - potential development at the old Kress Hotel site, talk of affordable housing at Preston Springs, potential rebuilding of the dam, initial plans for the park....I think it would be very helpful if the Region and/or Cambridge present a vision for this community, one that clearly shows the intended role of LRT, and a vision that we can all get behind.</p> <p>Thank you for the opportunity to comment and for your work to date.</p> |

APPENDIX

C ONLINE SURVEY

APPENDIX C – ONLINE SURVEY

The Engage Waterloo online survey was available to members of the public through the Stage 2 ION project website, to provide comments on the project. The survey was available from April 27, 2018 to May 24, 2018. The landing page for the survey is shown below:

Introduction

At our last public consultation centre (PCC No. 3) the project team introduced a number of additional route alternatives to the public. After receiving and considering the public feedback from PCC No. 3, the project team has evaluated the additional route alternatives. A single route through the study area has been identified, presented here as the Project Team Preliminary Proposed Route (2018).

This route has been evaluated using several criteria in four categories:

- Economic environment (e.g. opportunities for adding more residences and jobs in existing urban areas)
- Natural environment (e.g. impacts to the plants and animals)
- Social/cultural environment (e.g. properties impacted)
- Transportation and engineering (e.g. integration with local transit service)

Your input today will be used to identify issues that may need further consideration in the preliminary design stage of the route. ... [read more](#)

The questions posed the survey were the same as those on the PCC No. 4 Comment Sheet (see Appendix B):

- What do you like about the Project Team Preliminary Proposed Route (2018)?
- What challenges do you see with the Project Team Preliminary Proposed Route (2018)?
- What new issues or information do we need to consider when evaluating the Project Team Preliminary Proposed Route (2018)?

Responses were entered directly into the online tool. In total, 145 submissions were received, all of which were reviewed by the project team.

The tables below present the responses to the online survey. Information identifying individuals or specific addresses has been redacted as noted in square brackets, e.g. [...]. The comments are presented as received.

TABLE C1 – SURVEY RESPONSES TO QUESTION 1**Q1: What do you like about the Project Team Preliminary Proposed Route (2018)?**

| Comment No | Response |
|-------------------|--|
| E1 | I don't like very much as Cambridge doesn't need the LRT. This is a city of 130,000 and will never increase to the levels needed for a train system. The people of Cambridge can live with an improved bus system and be a lot happier than losing lanes of the Hespeler Rd and creating traffic chaos. The bus is more flexible for areas that have room for development. |
| E2 | The changes to the LRT route through Preston have less impact on property owners along Eagle Street. Having the major stop in the block bordered by King, Queen, Chopin and Eagle Street will provide a central connection to residents of Preston. Traffic shouldn't be impacted by this location. The road down Shantz Hill and into Preston should not be a thoroughfare for trucks or vehicles just passing through the area. People who are complaining about traffic congestion should realize that there are other roads like Franklin and Townline for this purpose. Using the old railway corridor back of Eagle Street is a good idea. |
| E3 | Better than running down Eagle Street. |
| E4 | Faster |
| E5 | Stupid. Are you trying to avoid servicing actual people as much as possible? |
| E6 | Why not look at a completely different route from Fairview Mall, running SE along Wilson Ave, going by Conestoga College, along Blair Road until across the River from the Preston Arena, install a bridge to link up with Bishop Street which will run to Cambridge Centre and the route to downtown Galt. |
| E8 | Pinebush to Main street ok |
| E9 | I like that it has a stop in Preston; supports hwy24 commercial corridor, and links to current GRT hub in Galt. |
| E10 | faster, hopefully, than the bus will be to get to Kitchener/Waterloo from Cambridge |
| E11 | I think its a great route. We need an easily accessible stop in Preston. This is nicely and centrally located between the park and 'downtown Preston.' |
| E12 | I think the Preston section is ludicrous. There isn't room for it along Eagle St unless the entire section is elevated which is both noisy and ugly. If the GO Shuttle station is going at Eagle and Speedsville, have the LRT next to highway 401, down Speedsville and have the GRT buses fan out to Preston from there. |
| E13 | I don't like anything about this option. Most people who want to use transit want to go to work and not shopping. |
| E14 | nothing |
| E15 | Nice that the disruption due to construction to Preston residents has been |

| Comment No | Response |
|------------|---|
| | minimized by routing along existing rail line. |
| E16 | That there will be a stop on the west side of Preston |
| E17 | I like how it mimics the current IExpress Route |
| E18 | Nothing |
| E19 | It saves a lot of houses. |
| E20 | I like that it connects a route from Fairview mall to Cambridge mall and goes through preston |
| E21 | I don't like it. And don't want it in Cambridge. |
| E22 | nothing |
| E23 | Nothing. I live in Waterloo and the 3 plus year disruption has been ridiculous. How about the over-the-top costs? Bombardier trains? What a joke. Have we paid for the big RIM Park error yet or is that still coming from tax payers' dollars? Who is going to ride the ION from mall to mall to mall? And nowhere have I seen it written how much the fare will cost. How about the buses? They are mostly empty and now we are putting in place more public transportation...all so some politicians can have their name on a plaque. Tell me, when do the politicians take responsibility for excessive spending? As for the ION in KW, the decision was made in 2012 or 2013 and town hall meetings were held in 2015: A smokescreen to let tax payers think they had a say when it was already a done deal. |
| E24 | Preserves Preston stop and routing; reduces housing impacts; did not select a less useful and longer routing through the industrial park area. |
| E25 | It bypasses some of the old areas of Preston |
| E26 | Seems to be being sold as a seamless transition to quicker and easier travel. |
| E27 | Much better route with fewer issues |
| E28 | Covers a wide <i>[comment not completed]</i> |
| E29 | Everything |
| E30 | Nothing |
| E32 | NOT in favour of the Shantz Hill route. There is more than enough congestion in the area with increased population from new subdivision, 401 access, and the ongoing construction for two years, plus being the only direct route from the downtown. The installation of a barrier (not well thought out) at Chopin St reducing the traffic from the downtown to one lane causing delays heading north from Preston to Kitchener. Having ongoing construction at the bottom of Shantz Hill area, Fountain St bridge closed and 401 improvements There has been more than enough construction and work for this area. A flyover is not accessible for people in the area without going to a station it would be of more use a ground |

| Comment No | Response |
|------------|--|
| | level for boarding and seems that the alignment 'J' route would be more beneficial. |
| E33 | Linkage with the proposed Go Station, and T2. |
| E34 | It goes to cambridge. |
| E35 | That it goes down Hespeler rd |
| E36 | Nothing |
| E37 | why not choose Franklin instead of Hespler Rd. The Hespler is the main street, should avoid the construction. |
| E38 | I think the changes appease many of the concerns in the Preston area that were identified in the first round of consultations. |
| E39 | it passes by much of preston, so people dont have to leave their homes for a train |
| E40 | It passes through mainly through industrial and merchant areas. |
| E41 | nothing |
| E42 | Nothing |
| E43 | I think LRT is a waste of money.. why would anyone with a job and a car use public transportation? It isn't going to save me time going to work or events. |
| E44 | Covers good portion of Cambridge in a "simple" A-B line. |
| E45 | The access it gives to Cambridge while avoiding the 401 bottleneck |
| E46 | It makes a pretty direct route to the far side of Cambridge. |
| E47 | it appears to be a quick and direct route into the heart of Cambridge |
| E48 | Stops in most main locations |
| E49 | Connecting KW to Cambridge is important |
| E51 | If there is an issue on the 401 Shantz Hill, Fountain Street, King Street and Eagle are always inundated with traffic, now add in the huge pillars to hold up the LRT will make it a nightmare. |
| E52 | Route has a stop to pick up passengers coming from the 401 |
| E53 | Nothing |
| E54 | If you really paid attention to the people of the city you would know there is nothing we like about LRT - so proposing more work to get it to Cambridge is another waste of money |
| E55 | The route is now faster and more direct - even with the E2 diversion, it means the trains have less potential to be delayed by speed limits or traffic signals. The N3e option helps avoid disrupting too much of Preston neighbourhoods, while still ensuring that this important community receives rapid transit service. |

| Comment No | Response |
|------------|--|
| | Keeping the alignment on one side of highway 8 allows for a more useful Sportsworld stop and transfer point with intercity buses. Connection to the pedestrian bridge in Galt will ensure greater access from the far side of the river. |
| E56 | It should give downtown Preston a big boost. |
| E57 | it is a reasonable compromise to the previous route and makes good use of some existing resources |
| E58 | I like that it isn't as invasive to Preston and now ties KW to the more major business areas of Cambridge: Pinebush Power Ctr and Cambridge Ctr Mall, as well as downtown Galt. |
| E59 | Only a moderate amount of property impacts |
| E60 | the proposal is inclusive, connecting all of ROW |
| E61 | appears to cover all the major transit concentration spots w/lots of room for growth around the route in already-developed areas. |
| E62 | Preserves many Preston features. Retains traffic flow at SHanley [<i>Shantz?</i>] / Fountain. Good high-speed corridors. 2 Stations in Galt. Provides an alternative transit route for residents of Preston through an area that is difficult to navigate a car through. Will help bring access and investment to downtown Preston as we've seen in Kitchener and Waterloo. |
| E63 | connecting the cities is great for all of us |
| E64 | to be honest I do not like it at all or the looks of it |
| E65 | The only part about the 2018 route is that it saves the loss of so many homes and properties along Moore and Eagle streets in the Preston area because it utilizes the spur line and takes the rail off of Moore and Eagle Streets. This also eliminates a lot of safety concerns with children in these residential areas. |
| E66 | Great efforts have been made to reduce the property impacts of the LRT route in Cambridge, this should be commended. |
| E67 | I like the fact that there is interest to extend Ion tram service into Cambridge. |
| E68 | I think using the HW85 right-of-way to bring the system from Fairway to Sportworld is clever, and I commend the team in pursuing this option. Further, keeping the LRT off the narrow Preston streets as much as possible should speed the system as well as reduce Preston complaints. It seems obvious that some houses will need to be purchased to make room for the LRT station, but that affects far fewer people than claiming the front yards of half of Eagle street. Avoiding narrow Ainsley and Water Streets seems a good idea, and adding a downtown Galt station should relieve the awkwardness of the proposed terminus relative to downtown Galt, while also providing a close link to Southworks via the pedestrian bridge. |
| E69 | Hespeler road to Galt terminal is a no-brainer; straight down 24. The problem in |

| Comment No | Response |
|------------|---|
| | Preston; why would you want to build an elevated track to come down Shantz Hill? |
| E70 | Lots of stops |
| E71 | I like that it runs through the center of the main commercial part of Cambridge. For the LRT to be used it must cut through the main parts of the city and not be pushed to the outskirts. |
| E72 | I am ambivalent on the route. It seems OK. I have concerns on how it relates to bus and car traffic, which I will comment on below. |
| E73 | I like that many properties are being avoided, that nature is being heavily considered, unused rail lines are being incorporated etc. |
| E74 | That it extends into Cambridge |
| E75 | Issues with Eagle street backlash were addressed. Sportsworld stop, which will connect nicely to the GO station there as well as the Cambridge Business park. |
| E77 | I think this route is a large improvement over the previous route proposed earlier. The changes in Preston area seem idea for the situation and I agree with all of them. I am not as aware of the section near highway 8 and Fairway road but I trust that satisfies the concerns in that area as well. Thanks for the improvements that make sense. |
| E78 | The team seems to recognize that success lies in integrating multiple modes, from bike trails, to new bus routes, to connections with GO. |
| E79 | Route down Hespeler to downtown Galt minimize traffic disruption while optimizing stops/stations |
| E80 | It has decreased the amount of property impact |
| E81 | I appreciate the changes that have been made to the route through south Kitchener, and into and through the Preston neighbourhood of Cambridge. |
| E82 | Seems fine to me. It hits all the major points of my day-to-day needs. |
| E83 | Nothing |
| E84 | it connects major locations and will be very convenient as soon as it is built |
| E85 | I love that there is still a stop in downtown Preston, I also love that the old rail corridor is used instead of the majority of Eagle Street. I love that the river road extension and the MTO hwy 8 corridor is used because it is more of a straight shot |
| E86 | Appears to have less impact on Heritage Properties and quiet residential streets in Preston. |
| E88 | nothing. It's a waste of taxpayers money for something better served by express buses. Our roads, sewers, watermains and other infrastructure are crumbling and \$2.5 Billion could do a lot to fix the backlog |

| Comment No | Response |
|-------------------|--|
| E89 | I like the route! |
| E90 | Less disruption to houses along Eagle Street, provides a stop in Preston. Takes the environmental impact into consideration. |
| E93 | That it goes through Preston |
| E94 | That the most direct route is used from fairway to sports world |
| E95 | I like the use of the old railway bed behind Eagle. I like it coming through beside Mill creek and not on Beverley. I like the Downtown Cambridge stop at the river and foot bridge. |
| E96 | reduced property impacts |
| E97 | It stops at all the major population density areas |
| E98 | what about all the road work that was/is being done recently in that area (Shantz Hill) |
| E99 | I like that the proposed route connects the Ainslie terminal. |
| E100 | Its not much better than the last proposed route. |
| E101 | I like how it keeps a stop in Preston |
| E102 | The proposed stops make sense. |
| E103 | Provision of LRT to link KW and Cambridge |
| E104 | It seems quite complete |
| E105 | No |
| E106 | Stop at Sportsworld, Stop at Cambridge Centre, relatively direct to Sportsworld |
| E107 | I like the fact that the project team listened to the public requests and moved the route away from old King St. |
| E108 | Nothing |
| E109 | Connecting the Tri-Cities is smart planning. |
| E110 | Avoids most of downtown Preston. |
| E111 | It goes along the backbone of Cambridge along King St. and then Hespeler Rd. The route from Fairway Rd. to Preston station is most direct. |
| E112 | I think the proposed route has the best compromise between being readily accessible and least impact on naturalized areas as well as neighbourhoods in the Preston area. |
| E113 | Reuses an old railbed and solves the problem of going down Eagle. Steers clear of the Delta. |
| E114 | It seems to go through a lot of key areas and I like the location of the potential Go station. |

| Comment No | Response |
|-------------------|--|
| E115 | continuous route from KW into Cambridge |
| E116 | I like that you can reach Hespeler Rd and Downtown Cambridge via LRT |
| E117 | I don't like it - I still think a better route would be to spur off at Fairway Road, swing south on Manitou then to take towards Homer Watson. You will then be able to pick up all of Conestoga College and the swing into Preston that way |
| E118 | Nothing. |
| E119 | Section T2 in Downtown Cambridge makes good use of existing regional property and former railway right-of-way. Elimination of the sharp bend at Eagle/Moore. Continued opportunity of a park and ride station near the 401. |
| E120 | it's finally getting finalised. Citizen fatigue setting in. |
| E121 | Convenient for students who before needed multiple transfers to get to work. |
| E122 | Goes to Hespeler Rd. with a stop at Pinebush and at Cambridge Centre. |
| E123 | It seems to be near many of the places people would want to go |
| E124 | Accessibility, ease of travel. |
| E125 | Nothing |
| E126 | The route follows the highway 8 / 401 corridor |
| E127 | I like there is an access in the Preston area. I like that the route is on the old rail line and off eagle street |
| E128 | I hate the route plan no need to stop at Sportsworld, Pinebush or Can-Amara |
| E129 | I am glad the new route limits the impact to Eagle in Preston. |
| E130 | I am happy with the 2018 proposed route. I live in South Preston and I am pleased that we will have service in our area. We should not be left out of the LRT. |
| E131 | I live in south preston. Most important, there is a station in downtown preston accessible using the river trail, so I can bike or walk to the station |
| E132 | Nothing. It misses the areas of the city where people live. They will be forced to drive to get to a place to board the train. Invest in improving the existing transit options. |
| E133 | That it's avoiding Eagle St disruption. |
| E135 | I think it is a good idea to put the ion from Kitchener to Cambridge. |
| E136 | A little better now that it's not going totally down Eagle but still not ideal. This part of the line shouldn't be going through Preston at all, but should have gone across the highway up to the Toyota plant area. |
| E137 | It hits most the areas of Cambridge I would go to. |

| Comment No | Response |
|-------------------|---|
| E138 | Passes by many important stop locations, appears to minimize the amount of serious changes to some neighbourhoods. |
| E139 | Seems to be a route that encompasses a large area on the way to downtown Galt. |
| E140 | Makes sense |
| E141 | Nothing. |
| E142 | While it seems to be okay I understand why some are upset, change is never easy. Also we in the region need to get past the car being king. |
| E143 | Like the fact that some of the proposed locations are where train tracks used to be a long time ago. |
| E144 | The train is a waste of money |
| E145 | That it is connecting the region |

TABLE C2 – SURVEY RESPONSES TO QUESTION 2**Question 2: What challenges do you see with the Project Team Preliminary Proposed Route (2018)?**

| Comment No | Response |
|-------------------|---|
| E1 | The route through Preston is going to ruin the area without justification. There is a river, established historical areas and environmental issues. These are not areas which will intensify the population justifying the over initial budget route. Putting the LRT over near Toyota and run parallel the existing tracks (not on their land or tracks) that they use would be the best option and could still manage a station along Eagle St. |
| E2 | Understandably, people whose properties are impacted by the route will continue to fight this route. They have louder voices than those who want the LRT to have a major stop in Preston. |
| E4 | The route over the river at Riverside park, and Beverly street walking trail-concern of the creek |
| E5 | Completely avoiding all residential areas. If the idea is to have people commute on the train why do they have travel so far by bus to transfer to catch the train. |
| E6 | The entire route through Preston also disruption to an already overburdened Hespeler Road. |
| E7 | Access to Conestoga College Doon and Cambridge is poor |
| E8 | Down highway 8, Shantz Hill and along Eagle St will create a nightmare. |
| E9 | I am concerned about the length of time it will take to go from Kitchener to Galt. |

| Comment No | Response |
|------------|---|
| | It needs to be faster. |
| E10 | environmental impact especially near the river. Also, this takes away the trail?? That's not good either |
| E11 | NIMBYers |
| E12 | That the planned stations (Pinebush, CanAmera, and Delta) have no significant routes to feed the system. |
| E13 | This will bottleneck the city. Both during construction and after. |
| E14 | eliminate the route entirely through residential area of Preston |
| E16 | Shantz Hill - keeping the track de-iced in the winter to make it up and down the hill, but also, having to shut things down over there again to for construction is going to agitate people. |
| E17 | The Hespeler area of Cambridge is not even accessed. |
| E18 | I think this is going to ruin the environment - too close to the river. This will be right behind my condo and there is so much wildlife there that I believe the train will have an adverse effect. I have a list of the wildlife and birds that is have seen behind my condo and it is extensive. If you would like the list contact me and I will gladly give it to you. I assume you will be cutting down a lot of trees as well which helps to cut down on the sound from the 401 and is home to lots of animals and birds. Why don't you just put the LRT down Maple Grove Road to Hespeler Road and leave Preston out of it??? |
| E19 | I am worried about the construction well crossing Fairway. |
| E20 | Resistance from Cambridge citizens because of the construction |
| E21 | Challenges.... I don't want to live in town that feels like a city. |
| E22 | destroying the creak and ecosystem behind Beverly street and all the whiners in Preston |
| E23 | People of Cambridge...you have no say. Your politicians will do whatever they want. They already have their plans in place. |
| E24 | Routing through E2 is less direct; there are no stops directly connecting with with Cambridge GO park and ride even with routing now more northward. |
| E25 | Station on King St in Preston will cause more traffic congestion. Raised track down Shanta Hill will be an eye sore. |
| E26 | Cost impact on ALL transit. Duplication of existing IExpress service. |
| E27 | Too far between potential stations and missing key places |
| E30 | Costing way too much money |
| E31 | No to preston stop |
| E32 | See above [<i>refer to Comment No. E32 under Question 1</i>]. |

| Comment No | Response |
|------------|--|
| E33 | Route down Shantz Hill is congested already with the ongoing construction helping, but LRT may create more havoc in this area. Same at the Delta. Seems like a difficult pedestrian location, maybe the Delta stop should be moved closer to the GO Station location allowing better pedestrian flow with the train bridge. |
| E34 | The E2 segment connects to nothing. At least with the old route along Eagle there was potential for a stop at Concession. The LRT route should run down King and up Bishop to service actual residents. Not sure why we're so horny to connect to Pinebush, it's not an existing transit node and anybody who has business there just drives. In my opinion this is on par with running the LRT down Maple Grove for ridership usefulness. |
| E35 | The whole point of an LRT is to move people to and from work/school and then to different shopping areas and entertainment districts. I have a real problem with the fact that we are not going by the industrial area of Maple Grove, where Toyota and other major employers are. If we went down Maple Grove it would take people past major work locations. They could also then have a quick shuttle bus going to the airport from the stop at Fountain St. at times around flights. This would also mean that you would go right by the new Mattamy subdivision at Speedsville and Maple Grove instead of sending a train down a steep hill like Shantz Hill and also save on the expropriation costs of the homes in Preston. I'm not sure why the region is insistent on getting one stop in Preston instead of doing the route where it would make the most sense. |
| E36 | Major traffic delays effecting the entirety of Cambridge, and driver confusion as there has been already in downtown Kitchener. |
| E37 | time length and the budget for finishing. |
| E38 | The LRT needs to go where the people who will use it are located and that does mean in the downtown Preston area (seniors, those with lower income, people who choose not to be dependent on cars). As with any change/big projects, not everyone will like it. The idea is to get people out of their cars and reduce traffic congestion and help improve the environment. Getting people past their "car mentality" is going to be a challenge. |
| E39 | Its in an environmentally sensitive area that floods frequently |
| E40 | It needs to avoid residential Preston and the Shantz Hill. The overpass compromise is good, but avoid the King and Eagle area as well. It should connect with Eagle farther to the north, involving as few home interruptions as possible. |
| E41 | this project will completely block traffic in the Preston area. It is already a congested exit from Preston as the realigned intersection removed one of the left turn lanes at Fountain and King Streets. Traffic is now backed up past the middle of the town and it is getting worse. |
| E42 | Destroying people's homes, and eco systems |

| Comment No | Response |
|-------------------|--|
| E44 | Hespeler Road is busy as it is already. Construction of the LRT will greatly negatively impact businesses and travel. After construction, the real estate that the LRT tracks take up, could have been more useful as a lane for vehicle traffic. Also, people that live in Hespeler are hard pressed to use the service. |
| E45 | The construction delays, especially on major roads |
| E46 | Too many, Preston area just got a refinished road by the river and there's no extra room in that area to add train lines, too much going on there already. Hespeler rd is too busy with too many lights to have it go that whole road. It already is a traffic nightmare, adding trains would drive ppl away. Too much impact on the route affecting homes and businesses connecting Fairview mall to get to Cambridge would be a nightmare unless it goes underground because fairway Rd is busy around the mall and would also drive ppl away. |
| E47 | You have connected both Universities in Waterloo, yet have no connection to Conestoga College, with Phase 2. WHY? |
| E48 | The streets are already so small and congested. |
| E49 | Shantz Hill / King & Eagle St. intersections will be a nightmare for an already gridlocked area during peak times. Appropriation of houses is awful. |
| E51 | Shantz Hill, Fountain Street and King Street are very heavy traffic areas to begin with let alone adding the LRT into it. The drawing shows very large support columns how will that not impact the already very congested area. Take a step back and see how you would feel if they were taking your home. |
| E52 | Cost is too high for low projected ridership and the route does not serve south Kitchener or Hespeler properly |
| E53 | Waste of money |
| E54 | Really? Having to maneuver around K-W while LRT was being built and now you are going to extend this? headaches and more wasted money |
| E55 | The Pinebush stop will be harder to integrate with some bus routes, as it is further away from the Hespeler/Pinebush intersection. Pedestrian crossing facilities (with priority!) will be necessary to ensure ease of access to businesses and connecting transit routes. |
| E56 | Long ride from Galt (downtown Cambridge) to Preston. |
| E57 | the shantz hill work will be another major disruption to that road and intersection which is just nearing completion |
| E58 | Bringing the line down Shantz Hill Road to Eagle St before heading south towards Hespeler Rd. |
| E59 | Quite a limited number of stops and therefore people will have to travel inconvenient distances to reach one. It avoids most of west Preston, including the hospital. Nothing is connected to Hespeler or East Galt/Townline Road |

| Comment No | Response |
|------------|--|
| | areas which are growing quickly. |
| E60 | Monetary |
| E61 | long stretches between stops Fairway-to-Pinebush. Are there opportunities there? |
| E62 | Poor pedestrian experience on Hespeler Road. |
| E63 | Shantz hill area may be a better spot for a station |
| E64 | Preston area - challenges with traffic congestion |
| E65 | <p>There are many challenges in this 2018 route. 1. The fact that it runs down King st east in Kitchener further congesting the traffic which is extremely heavy at all times. The truck traffic from Maple Grove will have an extremely difficult time turning left onto King to get to the 401 west entrance. 2. Shantz Hill is the main entrance and exit to the Preston part of Cambridge, and I might add the Only one for this area. It is our entrance to Kitchener and the 401 east and west. It is an emergency exit route for this area as well. It services a large part of Cambridge traffic up and down King St in Preston and a very congested area at anytime. It also is a feeding route from Eagle Street, which is another congested area with school bus traffic, automobiles, trucks and emergency vehicles. It is also the emergency route for the overflow from the 401. 3. There is also a 401 exit lane at the top of Shantz hill that feeds right onto Shantz Hill heading down into Preston which will congest this exit even further and create possible accidents. 4. By putting the abutments into the river from Shantz Hill to Queenston and Chopin, you will impede the water flow. Also, as this is a flood plain area, and you will create more flooding onto the existing neighbourhood properties. This past February, 2018, the firemen were at the doors of the residences along Chopin, Nelson, Fountain, streets because of the large ice flows. They wanted us to be ready to leave our homes at a moments notice. Because of global warming, this is just the start of this kind of flooding. And you want to create more problems because of the train and abutments in the Speed River. This is an environmentally sensitive area, and you are willing to ruin it. The provincial government is trying to keep green spaces and you want to destroy them. If you stand at the top of Shantz Hill now, you see the green valley of Cambridge before you with a river running through it. This is very pleasing to the eye and creates a welcome view to our area if Cambridge. Once you put in the double wide concrete bridge with all of its concrete abutments, it becomes a concrete jungle hiding all the beauty that is now visible. The removal of the trees in the river and along the banks will kill the green space and will change the atmosphere of our neighbourhoods and our town...we are trying to beautify not destruct. 5. The next issue is the intersection of King and Eagle Streets, which is the busiest intersection in the Preston area. This area cannot accommodate a stop of the LRT or a station, this will cause an increase in traffic which is already at capacity. No one who lives in this area can get onto King Street back and forth to Kitchener anytime after 2.30 p.m. On any given day.</p> |

| Comment No | Response |
|------------|--|
| | <p>Traffic backs up from the Shantz hill to the giant tiger store in downtown Preston. This is in addition to the traffic backed up on Eagle street and trying to get onto King. The Eagle Street traffic is usually backed up to Concession Rd and further...if the train turns onto eagle from King, this creates a major disaster...barely one block from King, you will have to start the bridge for the CPR rail and then quickly come back down to meet the spur line...no matter how you try to do this, the Shantz Hill, and King and Eagle intersection makes for a major catastrophe.</p> |
| E66 | <p>There will still be challenges designing the structures and the route in the Preston area that is both unobtrusive and aesthetically pleasing, but it must be done. In addition, the crossing of the Grand River parallel to Highway 8 provides an opportunity for an eye-catching bridge of some sort which itself will be an engineering challenge.</p> |
| E67 | <p>The challenges that I see with the current state of Ion are: 1. You incorrectly identifying light rail vehicles as trains in lieu of trams, and 2. The difference in user experience between Ion buses and trams; why don't the trams have the same features as the buses?</p> |
| E68 | <p>I think that Preston in general still pretty much gets it in the neck, though likely for reasons other than the common Preston objections. I have stated in several feedback submissions that a stop at Concession and Eagle would put the vast majority of the north Preston and Langs Farm communities by Eagle within a 5-10 minute walk of an LRT station, which means even if downtown Preston doesn't benefit from the presence of an LRT station, at least most residents of Preston would have easy access. As such, the evaluation results of E1 versus E2 seems somewhat specious to me. For example "Ridership" is given "poor" for E1 while "very good" for E2, but the difference in ridership scores from textual analysis of other evaluations seems to rely heavily upon the time impact of the route. While I can plainly see that E2 would be faster than E1, putting a station at or near Eagle/Concession would seem to add thousands of people to those living within the critical 400/800m radii of a station -- a fact that should bear significant weight from a potential ridership perspective. I further question the "very poor" property requirements of E1, given that for the stretch of Eagle in question, there exists sufficient space for 4 lanes of traffic, and possibly more, easily enough to accommodate LRT tracks without additional acquisition of property. This is especially true if the LRT, rather than coming down Speedsville, instead came down Witmer, which would keep the grade separation with the rail spur to Guelph away from Eagle St and provide the opportunity to cross Eagle at a non-signalized intersection. This would permit, I think, the use of simple railway signals to briefly stop traffic when necessary and allow the LRT to run along the south side of Eagle, where it may thence turn onto the spur to Hespeler Road without interfering any further with traffic. No analysis was apparently done for criteria 11 (Ability to serve concentrations of employment) or 12 (Opportunities for revitalization/intensification), which is disingenuous at best,</p> |

| Comment No | Response |
|------------|---|
| | <p>since it likely assumes no stop along the lengths of track in question, despite there being great opportunity for one along route E1. In fact, there is a light industrial area to the north east in range of an Eagle/Concession stop - exactly the area that's out of range of the Pinebush stop. That area could stand a good deal of revitalization - using beautiful land right next to a river for a gravel and sand storage yard is hardly its best use - with multi-unit residential and office space being an obvious potential future use. It's likely no surprise that I also object to Criteria 1 (multimodal nodes) and 7 (transit and pedestrian land use planning) for similar reasons. A GO station to Guelph along the Guelph spur could be accommodated anywhere near the intersection of the LRT tracks and the spur, so putting it closer Preston residents can only encourage more people to use transit and thus pedestrian modes of travel. All in all, giving E2 an obvious win is only possible if an Eagle/Concession LRT stop is immediately discounted, and I see no good reason not to interrupt such a long unbroken stretch of LRT track with a station that will so clearly serve many Cambridge residents. The LRT is supposed to be an infrequent stop service, but it seems travelling almost 4km through heavily residential and light industrial areas without a stop takes "infrequent" quite beyond the pale and defeats the basic purpose of a rapid transit system. While I was initially prepared to accept E2 by the reasonable arguments put forth by LRT representative Ms. Morneau, after examining the actual evaluation results and realizing exactly how crippling the lack of a station along E1 was to the E1 proposal, I could no longer blithely accept the selection of E2. There should be a stop at or near Eagle/Concession and E1 is the best route to support it.</p> |
| E69 | You have no terminal in Hespeler? Pinebush and 24 is out in the middle of nowhere. You need to get a line close to the existing mall in Hespeler |
| E70 | Doesn't touch Hespeler north of the 401 |
| E71 | Property impacts in Preston and downtown Galt, especially the residential areas. Also the route looks to include some expensive infrastructure and I am concerned it will not be built because of cost. |
| E72 | I am using King St in K-W as an example in this comment. Currently when a bus pulls over for a pickup, the road is only single lane and traffic needs to stop to wait for the bus. This is causing long lines behind the buses. Allow a pull over lane for buses, so that vehicles can pass the bus when they are stopped. |
| E73 | Bringing the LRT down Shantz Hill, over the river for a stop at King and Eagle does not seem ideal, and it could cause some congestion issues that are finally being relieved now in Preston after some great construction work. |
| E74 | People not wanting change |
| E75 | The route goes through a high pedestrian traffic zone with Riverside park. People need to still be easily able to walk through the park, as well as be able to hold the various community events there. Another pedestrian & biking area is |

| Comment No | Response |
|------------|--|
| | use of old rail line parallel to Eagle, there needs to access to the Eagle street bike trail. |
| E76 | 1) The LRT route goes through the GO station, but the nearest LRT stop is a kilometre away. There is something very seriously wrong with that. 2) The CCMall station isn't half way between the adjacent stops, and isn't at a major road intersection (Bishop St.) for the obvious GRT connections. |
| E77 | I think more of the route along the car dealerships on Eagle street would allow for lots of good locations for developing them into Buildings, stores, attractions, highrise condos. car dealerships can be moved anywhere. |
| E78 | GO Guelph is much closer than Milton and Guelph will have High-Speed and All-Day service, Milton will not. So instead of the GO station location planned so far, plan to accommodate a future station where E2 crosses over this new GO line (the old Goderich-Exeter line.) |
| E79 | Shantz Hill to King street is too congested and it is hard to foresee it accommodating LRT |
| E80 | The major crossings over the grand river and crossing the river at the bottom of shantz hill. Environmental impact |
| E81 | 1. There is no evidence that the Region or its Project Teams have had genuine, meaningful consultation with the First Nations. This may be particularly problematic when planning the river crossings and the route along the Speed River flats (E2) in Cambridge. At PIC4, there was one information panel about cultural heritage resources - but no mention of Indigenous populations, consultation with them, etc. In my opinion, it is not acceptable to reserve this consultation until the Environmental Assessment stage. First Nations need to be actively and meaningfully engaged right from the start of the process. 2. I don't believe that the illustrations on PIC Panel 19 of the Shantz Hill Bridge Concept realistically shows the true visual impact on the landscape of the physical infrastructure, e.g. poles, wires. etc. Now that we can see the physical infrastructure that supports the LRT in Kitchener and Waterloo, it has become clear that that infrastructure is a visual blight on the landscape. As this project moves forward, I would appreciate a more honest representation of what all the infrastructure looks like. |
| E82 | Getting it done in a timely manner without severely hampering traffic - particularly along Hespeler road. |
| E83 | Putting good people and businesses out <i>[expletive deleted]</i> |
| E84 | traffic during construction and lots of unhappy people. It will be all good as soon as it is done! |
| E85 | Hwy 8 near sportsworld is a mess, with projected hwy 8 improvements, near constant 401 EBR use, and other infrastructure projects planned for this area, you will need to carefully manage the projects so as not to end up with another |

| Comment No | Response |
|------------|---|
| | mess like the Fountain Street Bridge/Speedsville Road Bridge Closure fiasco. |
| E86 | Still has potential impact on Heritage Properties, which would be a shame. I still think bypassing Conestoga College (and Doon) is a lost opportunity, but understand that you are fine-tuning only at this stage. |
| E87 | I wonder if there are issues where the ION route crosses the existing railroad tracks, which can have long cargo trains... |
| E88 | It's hard enough to travel between KW and Cambridge with all the ongoing construction. Hespeler Rd is already busy enough without the construction and loss of 2 lanes for the LRT |
| E89 | Honestly seems like a well thought out route to me. |
| E90 | Proposed route avoids many areas where people reside. I anticipate a HUGE traffic bottleneck in the area of King & Eagle, both during construction and even after services are launched. Traffic during construction along Highways 8 and 24 will be horrendous. |
| E93 | That people will push back against it so much and it won't happen |
| E94 | Routing of traffic during construction. |
| E95 | Getting public buy in to put up with the costs and construction head aches. |
| E96 | K3b will require a new bridge be built. it will impact the environment more. putting this stretch on the existing rail line north of hwy 8 would reduce both of these problems. there is also the issue that it barely runs through downtown galt. if this is being used as an intensification tool, then it should run the length of downtown. |
| E97 | Crossing the 401 and the river at Hwy 8 |
| E98 | traffic is already a nightmare in this area |
| E99 | Does not make sense for a significant portion of the route to avoid densely populated areas... ie. Central Preston and eagle street |
| E100 | Budget. Cost overruns. The taxpayer pays this in the end |
| E101 | NIMBYs fighting any route at all |
| E102 | I am not sure what businesses are serviced along the route as I am not familiar with Cambridge. |
| E103 | None really, although Preston will need good bus service to link to the LRT. |
| E104 | opinions |
| E107 | The section that runs beside the Speed River could be an issue with high water, but if it is raised sufficiently and engineered properly, this issue can be mitigated. You don't want to have to stop service because of high water. |
| E108 | going down Eagle St |

| Comment No | Response |
|-------------------|--|
| E109 | Why did we skip Conestoga College entirely which has next to zero housing? |
| E110 | No service to Hespeler. |
| E111 | Flooding potential of the portion of the track along the Speed River floodplain. Hopefully the track will be elevated enough above the floodplain. |
| E112 | The residents of Preston will not be happy with any route proposed but there is no other way to link Kitchener with Cambridge. |
| E113 | Segment S3d travels down a flood plain; will mitigation infrastructure be put in place? Segment E2 avoids several areas with potential for redevelopment and an additional station. |
| E114 | Bus service to the stations will have to be good so people can easily access the LRT stations. Also, there needs to be adequate parking at the stations. |
| E115 | Land expropriation |
| E116 | Following Hwy 8 corridor, Fairview to Preston is a mistake. The Sportsworld area is not pedestrian friendly, shopping is "Big Box" and residential is not central nor high density. The manufacturing/industrial/commercial areas here have been built for vehicles. Regular bus service would be sufficient. |
| E117 | A lot of the route proposed will not have high ridership. |
| E118 | Everything, more construction means more traffic delays, no access to Walmart Power Center, disruption to Hespeler Road, no access via the Hespeler area. |
| E119 | Increased cost for the longer structure required on the N3a option when compared with N3. The section of Eagle between King and the CP rail line is still very constrained. May be worth considering one-way operation of Eagle. If infill station locations have not already been considered, they must be considered before selecting a final route alternative. |
| E120 | Getting it done. Consider linkage of "city" service sites (recreation, etc.) with Ion. Not just "Region of Waterloo" needs. |
| E121 | Bureaucratic obstruction from haters is the most difficult obstacle to overcome. A vocal minority will gnash their teeth no matter what you do, they will never be grateful, never be satisfied. Most people either want a better transit system or don't care either way. Perfect is the enemy of good. Any mistakes made can be corrected AFTER the ION is rolled out. |
| E122 | Parking at many of the new stops. |
| E123 | It misses a lot of places that people would want to go - it will require people to drive or use alternate transit to get there |
| E124 | Community approval |
| E125 | It might run by 2030 |

| Comment No | Response |
|-------------------|---|
| E126 | Potential impact to residential properties in Preston |
| E127 | It is important to preserve the walking trail in Preston. |
| E128 | hard to implement |
| E129 | Limited stops on King street through Kitchener. environmental risks along the old rail line near the Speed River. Traffic at the Delta |
| E130 | There are still several affected properties, which will likely meet some resistance. The new route also seems to involve more floodplain, which will present some complications. |
| E131 | I know there is ongoing resistance from people from the small number of properties affected by this route, but this infrastructure is vital to the health of our city now and into the future. The new route appears to cross the trail at the river and I would like to see the trail and surrounding green space preserved as much as possible. I think it's important to be able to use the trail to access the LRT. |
| E132 | Too much impact on property, business and traffic. Multiple years of traffic disruption that has been the case in Kitchener and Waterloo. |
| E133 | Traffic issues along Hespeler Rd. As a resident of Hespeler area I am not sure how easy it would be to use the train to get to Waterloo....drive and park, or if there is a bus that easily connects (thinking of students getting back and forth). |
| E134 | Delta stop is still a fair walk from Cambridge Hospital |
| E135 | I see no changes |
| E136 | Should NOT be going through Preston and definitely should not have a station at Eagle/King. There are minimum riders in that area. There will be NO parking for people coming further than walking distance. |
| E137 | Building it. A lot of businesses are going to be impacted, particularly in Preston, though bypassing the area would be economic disaster. |
| E138 | NIMBYs |
| E139 | The stop at Sportsworld seems to be away from most of the major destination spots out there, as the actual Sportsworld location has little final destination businesses close by. |
| E140 | Money and do the residents really want this service? I think it's an obscene amount to be spent when most people won't use it. |
| E141 | It destroys the Bob McMullen Linear Trail natural area around the Speed River. It destroys Shantz Hill and Riverside Park, and Eagle Street N. It has enormous negative environmental and community impacts along its route at enormous cost. |
| E142 | The resistance to change |

| Comment No | Response |
|-------------------|---|
| E143 | The section between Pinebush and the Delta is traveling along one of Waterloo Regions busiest roads. The impact to residents of Cambridge, travellers passing thru Cambridge and truck traffic will be hugely impacted. Both during construction as well as once completed. |
| E144 | Impedance of traffic flow all over the region |
| E145 | Would have better usage If it went through Preston up Bishop to hessler road |

TABLE C3 – SURVEY RESPONSES TO QUESTION 3**Question 3: What new issues or information do we need to consider when evaluating the Project Team Preliminary Proposed Route (2018)?**

| Comment No | Response |
|-------------------|---|
| E1 | Have the route bypass Shantz Hill and the King and Eagle area. It can be brought into Preston for a station but farther along Eagle, toward Speedsville Rd. The new housing and industrial area have space for growth density. A nursing home (Golden Years) does not. Those people won't be hopping on a train. The Shantz Hill bridge is not a good idea at all. It can come into Preston another way causing much less chaos and traffic problems. Why does the P&H flour mill never get mentioned if it must come that way? That site would be much better than destroying the homes on one of the oldest blocks in Preston. Get rid of the trucks stopping traffic and put the station there is another option that never seems to be mentioned. In Galt the route doesn't need to turn to the river and take out Warnock st for the sake of a couple blocks. Downtown Galt is served by a station already. There needs to be better consideration for emergency vehicles following the mess that has happened in Kitchener with no place for drivers to pull over because of loss of lanes due to the tracks. |
| E2 | Perhaps you should explain to people who are concerned about traffic congestion that Shantz Hill and King Street are not designed to carry heavy traffic but rather are for local traffic. Once the rest of King Street is redone, the room for traffic will be even less. I hope that you will do all you can to protect some of the heritage properties along King Street and in the Queenston block. |
| E4 | Efficient Transit to the Hub stations |
| E5 | People |
| E6 | The bridge down Shantz Hill. It does not seem workable and will disrupt what is currently a clear sight line. How will LRT turn from Hespeler Road down a substantial grade to the rail line before the Delta (Hwy 24/Hwy 8) intersection. |
| E7 | Access for Conestoga College users |
| E8 | All the new development both residential and commercial, along Maple Grove |

| Comment No | Response |
|------------|--|
| | Rrd. Just begs for the LRT service.t |
| E9 | Make sure it is ready to link up to a GO train and the High-speed train if it ever happens. Also, make sure there is a useful way to haul bicycles on the LRT |
| E10 | a full environmental impact survey. People can move to a new house. Animals can't necessarily be relocated to thrive. This is important!! |
| E11 | None |
| E12 | I think you need to know where the GO station will be before the line is chosen. If there is to be a GO station in Cambridge, it must meet the LRT. There is nowhere near enough room for a GO Station at Samuelson St. without huge appropriations. I still believe the Ainslie St terminal should be moved to Cambridge Centre Mall and make that or the GO station (if it's farther south) the final station. Buses can fan out from there saving yet another crossover of the CP, and a nightmare around Beverly St. |
| E13 | It would be better to find routes that are not major arteries. Back roads or open areas or existing rail lines are a better option. Even better is not use rail. It is too limiting. Electric buses are a much better choice. They will get you there just as fast without the infrastructure. |
| E14 | listen to the residents - we don't want it |
| E16 | No new issues, but I'm disappointed to see Hespeler is completely left out on this, as well as the south end of Cambridge (past downtown). |
| E17 | Will this split the road, so it is difficult to enter and exit from Old King between Fairway and Sportsworld, for example? |
| E18 | Environment is the big one but also do the people of Preston really want it. Everyone I talked to say no they don't want it. Maybe have a vote on it. Also please don't run the train through riverside park in Preston - it's the best park in the Region. |
| E20 | Is there a way to link Conestoga college into the route |
| E21 | We don't need this. Buses are empty as it is you think bringing this to Cambridge would help..... don't think so. |
| E22 | seems to be little to no information on the impact to the homes on Beverly street |
| E24 | Consider how the new routing to E2 may change the potential for new or future stops. |
| E26 | Cost Cost Cost Value |
| E27 | Concerns about Hidden Valley - least impact possible required. |
| E32 | See above [<i>refer to Comment No. E32 under Question 1</i>]. |
| E34 | Why not have the LRT jog up sportsworld drive so you can connect to the existing transit facilities there without paying to move them. |

| Comment No | Response |
|------------|--|
| E35 | You want to go by places of work like Toyota, the airport and where people travel to and from to. Stop wasting money by trying to get one stop in Preston. |
| E36 | It's going to cause major traffic delays in not only the construct but also after when it's up and running. There are also zero incentives for most travellers to bother taking it as opposed to driving yourself. |
| E37 | Go through the Preston will cause new project like the road foundation condition, etc. |
| E38 | Making sure there is easy access to the LRT for those who will want and or need to use it. Too bad that a Conestoga College stop couldn't be included. |
| E39 | NOBODY in cambridge wants and/or NEEDS this. Its a waste of time, money, effort, the environment etc. Preston has little room to consolidate as it pretty much full! Go through Hespeler or Galt |
| E40 | Progress is unavoidable, I guess. Please minimize the number of homes and business to be compromised by this LRT project through Preston. If it could bypass Preston altogether, follow the 401 and pass down Hespeler Road, that would be excellent! |
| E41 | There should be more consultation with CP rail to run the LRT in the same track bed thereby keeping the LRT off the road system and the train could travel past Riverside Park with a station beside Eagle Street at the proposed link with the unused line going over to Hespeler Road. An overhead bridge going down Shantz Hill Road and the lead up to this bridge will seriously curtail traffic and cause major backups going into Preston. This route I am proposing will help to keep traffic moving.. |
| E42 | Environmental impact |
| E44 | It would be nice to cover Conestoga College in the route. |
| E46 | It needs to go by Residential for ppl to get on, should go through Preston then up bishop then to Hespeler. If you put train lines in Hespeler a lot of business will close because of the construction, it needs to be completed faster than the kw project |
| E47 | Connection of Conestoga College and Blair |
| E48 | Traffic and Environmental impact. |
| E49 | I don't think existing issues have been addressed still, let alone new issues. |
| E50 | You should not miss Conestoga College. There are thousands of students without car, who would happily use the lrt and they really need it. |
| E51 | Why not use a route North of the 401 across industrial areas and down either Speedsville, if you must stop in Preston, or go right over to 24. It is just as easy to slip out to Sportsworld or the Cambridge Center and grab the LRT there. Far less intrusive. |

| Comment No | Response |
|------------|--|
| E52 | Cost. The added bridge in Preston is prohibitively high for such low ridership. Another route to by pass the entire eagle king intersection should be reviewed |
| E53 | Waste of money |
| E54 | Wake up and listen |
| E55 | An additional stop may need to be considered at the Fergus subdivision if GO trains eventually use that track, as there are no other reasonable transfer points near Preston. Not a lot of redevelopment opportunity there, but likely a very important potential connection. The block being taken for a stop at King/Eagle should be planned for redevelopment to enhance the downtown (don't ruin it with parking!) |
| E56 | Possible GO train to Cambridge. Flooding if Preston dam is removed. Flooding in South Cambridge. |
| E57 | I'm sure there will be lots of issues that will need to be considered: population served, accessibilty traffic flow, parking?, near connecting bus route |
| E58 | How much disruption the construction of these rail lines is going to cause and for how long. |
| E60 | deration, and disruption |
| E61 | Adequate ground transport links to bring users TO the main line. |
| E62 | Station design that protects pedestrians on Hespeler and encourages pedestrian-friendly infrastructure. Consider giving particular consideration to the Speed River bridge and it's impact on the views in this important Cambridge gateway - an artistic and cultural icon is greatly preferred to a drab concrete overpass that will be a prominent grafitti target. |
| E63 | how does it effect taxes to home owners? |
| E65 | I think I already answered some of this in the above statements. There has to be a better way...probably a relook at the J route. or the route that was presented using the north side of the 401 and speedsvile and concession. Why do you need to damage this part of Preston from the top of Shantz Hill to King and Eagle. You are bullying the residents and causing stress and asking them to pay 1.35 Billion for something that will destroy this part of Cambridge namely, Preston...go back to the drawing board, find another way to make this possible which will not cause so much destruction and cause more congestion to an already congested, tight area. |
| E66 | As the project moves forward I believe there should still be stations added on King at Highway 401 (a Park and Ride Lot and Intercity Bus facility), Speedsville Road (bus connections along Speedsville/Concession corridor and adjacent neighbourhoods) and at Dundas/Beverly (potential GO Train connection and significant brownfield development potential). Also, consider allowing provisions for a possible further extension in the future south to Myers Road or the South |

| Comment No | Response |
|------------|--|
| | Boundary Road to intercept travelers from along Highway 24 and to service the southern end of Cambridge with more direct bus connections to adjacent neighbourhoods. |
| E68 | <p>With the City of Cambridge having won an evaluation of using the rail spur from Preston to Guelph as a means of connecting Cambridge to the future high-speed GO service along the KW to Toronto rail corridor, it seems prudent to give some thought as to how this might interact with the LRT system. While I'm certain the obvious has been at least glanced at (e.g. tie the GO service along the spur into the LRT at Eagle/Concession), I'd like to bring up a couple of other possibilities. First is the potential for inter-regional transit between Cambridge and Guelph. Political boundaries aside, the people living in the Golden Triangle of KW, Cambridge and Guelph have long lived in one city and commuted to work in another. This large number of commuters between KW and Cambridge inspired the initial creation of the GRT iXpress service, and with similar numbers of people commuting between KW and Guelph (necessitating the upgrade of HW 7) and between Guelph and Cambridge, it would seem obvious that an iXpress-like commuter system between all three cities would be warranted for the usual traffic congestion, environmental pollution and health reasons. Guelph being in Wellington county and not the Region of Waterloo, however, has made this harder as regional transit is forbidden to travel outside the region it serves. Given all-day, two-way GO service along the KW corridor, though there obviously exists the potential to simply use GO trains to serve the KW/Guelph inter-regional transit need, especially if GO, Guelph Transit and the GRT systems all end up using a unified payment system -- preferably with transfers. Thus, I'd like to point out that the same could be said of this potential service along the Preston/Guelph spur. As such, any potential station at the spur should be sized to accommodate not just Toronto bound commuters, but also shorter haul inter-regional. With one ION and two GO vertices, such a rapid rail "transit triangle" would provide nothing but benefits to the entire Golden Triangle. And second, one of the aspects of the LRT system which truly galls Cambridge is its complete bypass of Hespeler. If rail transit service was offered along this line to Guelph, it would be an obvious move to have a Hespeler stop (or two). This would, by happy coincidence, put a good deal of Hespeler a brief heavy rail ride away from the LRT system, and LRT riders a brief ride to Hespeler. As such, one might even consider this an actual branch of the LRT system, though using DMUs or similar rather than electric rail. While GO service might initially suffice to directly connect Hespeler to the LRT system, one could easily (if perhaps wishfully) consider future transit levels generating the need to also run ION branded DMUs along with GO DMUs along that spur, with ION providing more frequent 3 or 4 stop limited service to Hespeler, and with GO providing a less frequent service to Guelph. With needing to handle Hespeler, Guelph and Toronto travelers, and transfers between the LRT light rail and DMU heavy rail services, the stop at Eagle/Concession might someday become one of the more important LRT stops, with the natural concomitant benefits to the station surrounds (e.g.</p> |

| Comment No | Response |
|------------|---|
| | shortest GO travel time to Toronto in Cambridge encouraging residential in-fill). While in past feedback submissions, I have advocated for an Ottawa O-Train-like service along that spur to Hespeler -- while recognizing that such a project would be relegated to a hypothetical Stage III transit plan at best -- the advent of high-speed rail along the KW corridor, Cambridge's perceived need for decent GO Rail service to Toronto, and the long timelines of this Stage II project, I believe taking a closer look at this entire situation now rather than in the indefinite future is warranted, so that any advantages that crop up may be taken advantage of immediately. |
| E69 | You have rails coming out of the CP yard in Hagey that already come down and curl around Riverside Park. Put your terminal at the base of the entrance there; you don't need to build an elevated track anywhere near Shantz Hill |
| E70 | As many stops as possible are always best |
| E71 | Ensure there remains a pedestrian crossing behind Manchester School in Cambridge. The current pedestrian crossing of the railroad tracks is critical in this low to middle income community for access to shopping, schools and parks. |
| E72 | The current separate lights for turning across the LRT tracks is unnecessary and causing long waiting times for traffic. For eg. there is a 5:00 minute wait to turn left onto Green St. in front of KCI, when there is no traffic coming in the opposite direction. Totally unnecessary, cars can turn with the normal Green light for straight ahead traffic. Just activate the special turn light when a LRT train is approaching. The rest of the time, have the turn light turn green along with the straight ahead light. |
| E73 | If the LRT does come down into Preston, instead of building a stop at King and Eagle, is there the potential for repurposing the existing platform at 498 Eagle street as an LRT stop? Although the new proposed route is an improvement, I feel that many people, particularly in Preston would like to see an alternative route seriously considered. Could the LRT turn at the top of Shantz Hill (as opposed to the N3e and E2 and similar), instead running parallel to and South of the 401, beside the old Sutherland Schultz property and Kin Canada? If so, maybe it could have a stop located somewhere along there, either close to Fountain Street by the top of Cress Hill, near the sports fields of Riverside Park or by Speedsville Rd. The line could either continue parallel to 401 from there, or run down Speedsville rd to the unused track that is being considered in the new proposed route, and continue on to Hespeler Rd (C2). One more thing- as there is a new two year feasibility study underway as per Kathryn McGarry for creating Go train service between Cambridge and Guelph, would the LRT route be a factor in deciding on a suitable Terminal for both services? |
| E74 | How to have least impact on environmentally sensitive area |
| E75 | Eagle and Speedsville: There is a new subdivision currently being built in Maple Grove & Speedsville area, planning a stop in that area can service this planned |

| Comment No | Response |
|------------|---|
| | area, which would attract future additional growth. This would also have the potential of building up around the LRT rather than trying to accommodate the LRT into existing info structure. Stop in Speedsville/Eagle area would also connect nicely with the current 61 us, as well as GRT 2020 proposal there is a planned us route to go down speedsville, LRT stop would service oth these routes. It would also serve the residents in the immediate vicinity of speedsville & eagle. |
| E76 | Avoid the mistakes that North Waterloo made in choosing its route, and then in choosing the obviously bad station locations on it. The plan should shape the future; don't let current politics shape the plan. |
| E77 | I have no new information to provide. |
| E78 | As the GO Guelph/LRT platform at E2 will be adjacent to the 401, GO would require a large park-and-ride off of the Hwy 24 exit. We could plan car traffic flow to also serve the LRT (ie. Kitchener bound 401, not just T.O. bound) and to also benefit the Hwy. 24 economy, with easy access. Commuters would shop Hwy 24 before getting back on the 401 to smaller townships west. |
| E79 | Paramount concerns should be to minimize environmental impact, impact on property owners and traffic flow |
| E81 | Looking at the new preferred route through the Preston neighbourhood of Cambridge, it strikes me that there is really only one solution to the station located in the block bounded by King/Eagle/Queenston/Chopin. That solution is to raze the block, plus the adjoining block bounded by King/Chopin/Speed River - while respecting (not necessarily preserving in-situ) five heritage buildings that are currently located on these two blocks. The Region and the City should then work together to call for proposals from developers to develop this block for intensification, i.e. residential, commercial, parkland, river access. It should be developed akin to the transit hub that is being planned in Kitchener, i.e. a public/private partnership that will truly change in a positive way this gateway into Cambridge. This will require a grand vision from both Regional and City councils. During the environmental assessment process, I would like to see a land use development model prepared and approved by the Region and City to show what parcels of land can be developed along the entire length of the route. Rather than having intensification along the route take place like in Kitchener and Waterloo - that appears to be happening without a great deal of oversight or a grand vision (i.e. there are residential and commercial highrises going up everywhere along the route, and what appears to be an entirely "new" downtown Kitchener created between Francis and Louisa Streets and along Victoria). The Region and the City should plan now and put in place zoning opportunities and restrictions tied to the LRT route that will dictate where that intensification can take place in the future. Otherwise I fear that intensification will take place higgly piggly along the route, and in neighbourhoods adjacent to the route, e.g. King Street in the Preston neighbourhood from Eagle to Bishop, resulting in the loss |

| Comment No | Response |
|------------|--|
| | of heritage buildings and cultural landscapes. |
| E82 | Increasing public awareness about construction and making provisions to get around it would be helpful. |
| E83 | Moarl values |
| E84 | Please start sooner!!!! |
| E87 | Speed of travel - it will need to be faster to take the iON from one station to another (at any point along the route) than it would be to drive by car, if you are looking for passengers to ride the iON before driving. |
| E88 | There has never been a referendum. It's about time we got a voice before our taxes go up again. Open houses don't cut it as nobody listens at the region because they have already made up their minds as to what they want. We still don't have a pedestrian crossing at Traynor Ave, There is still no sign on Courtland Ave telling motorists that there is no left turn from Mill St to Ottawa St, and still no advanced green light at Courtland Ave and Ottawa St like we had at Mill and Ottawa Sts. Do a survey at Erb/Caroline Sts and see how many vehicles turn left on the no left turn, this is happening all along King St. Last friday we had a wicked wind and rain storm, the buses kept running even with the power outage, would the LRT have been able to run with no hydro? |
| E89 | Future plans should include a fountain Street expansion that connects Toyota, the airport, Breslau, hwy 7 and ultimately finishes the loop at Conestoga mall. |
| E90 | A future spur to Conestoga College should be considered. |
| E91 | You don't have any data yet about how the KW Ion route is functioning, because the trains aren't running yet. You haven't dealt with snow clearing issues. You haven't dealt with road repairs next to the Ion route. There's a lot to learn BEFORE you design the next phase. You also don't know if rider revenues will justify the infrastructure investment, or if you should stay with BRT for the Kitchener to Cambridge route. |
| E92 | No connection to Conestoga College. This has a negative impact to student life, population density, and availability of resources in Doon area. |
| E93 | That it will be used a lot but by people who are too busy working minimum wage jobs to be involved in Civic surveys |
| E94 | Not seeing any major issues. |
| E95 | Parking at the downtown Cambridge stop is limited. |
| E96 | the new preston route does not leave any options open for future stops to pick up people in the north Preston area. it also doesn't take advantage of the extremely wide king street in downtown Preston. |
| E97 | Current and future population centers for destinations that people want to go too. |
| E98 | traffic |

| Comment No | Response |
|------------|---|
| E99 | Ridership will only reach sustainable levels if the route & stops are convenient and connect to destinations they want to get to.....including stops in the middle. |
| E100 | Try running the route along through preston. It would be cheaper and hespeler road doesnt need additional traffic. Running it through preston avoids traffic, the street width is there. It goes past the hospital. Nobodys house gets demolished |
| E101 | how to best link with future LRT expansions and intermodal services |
| E102 | Who is the target users of the system and does the proposed route and stops meet their needs? Will those working be assisted in their travel to and from work? |
| E104 | future extensions to reach and serve more |
| E107 | Noise abatement in areas near residential homes. These trains have a certain shrill from the wheels on bends in the track. You will get complaints about this... |
| E109 | As a property owner at the base of Shantz, I'd like to see the preservation of Heritage Buildings. |
| E111 | Water levels during major and 100-year storm events in floodplain of Speed River. |
| E112 | None that I see. |
| E113 | Potential for additional station later on at King/Shantz Hill/Preston Parkway to serve Preston Heights community. Please come up with a better design for the Shantz Hill/Fountain overpass; that concrete slab is unsightly. Find a way to mitigate environemntal damage. If Ainslie Terminal is to be bypassed, consider construction of a new intercity bus terminal, preferably on Hespeler Road at Pinebush or Cambridge Centre. |
| E115 | Environmental issues along river |
| E116 | From Fairview the route should be to Conestoga College, over the 401 and along Fountain to Preston or up George to Downtown Cambridge first before heading up 24 to Hespler (could a tie to Guelph be a future consideration). This better services the larger industrial and the growing residential areas of south Kitchener, tying them directly, and equally to Cambridge and Kitchener. And, most importantly providing convenient access for all of Kitchener, Waterloo and Cambridge to Conestoga College main campus. |
| E117 | I really think that Conestoga College should be on the route versus heading down King St. - a lower populated area and much more area where there is smaller population and no chance of newer development. The route down Homer Watson is in highly developing area with a much higher population already to draw from. |
| E118 | Consider making the Walmart Center the end destination hub, consider improving the actual bus system in Cambridge to fully service all areas at all |

| Comment No | Response |
|------------|--|
| | times equally, if you don't have service nobody uses it, any good businessman knows you have to operate business in the red for 2 years minimum before you get 1 year of break even, then and only then do you see profit if you have managed things correctly. Use best business practices and common sense |
| E119 | Option T2 may preclude a southern extension. Feasibility of an infill station on Section E2 with the potential for a GO station on the Preston spur connecting to Guelph/Toronto. Ensure that there are straight sections of track near sites for potential GO stations to enable simpler platform additions. |
| E120 | Continue to spend time and forethought to how the busses will link with Ion stations. There needs to be strong consideration for consistent and robust bus linkage from Hespeler. |
| E121 | When choosing how many busses to use, start with a larger estimate. Half of us work in Cambridge and half of us work in Waterloo, if there are not enough busses, things are going to get crowded. |
| E124 | Environmental impact; community impact |
| E125 | Stick to buses. We have them already, more buses are easier to purchase |
| E126 | Entirely eliminates the Hespeler area from LRT access. |
| E127 | The GO transit connection needs to be in a central Cambridge location that has a large parking space. A mall should be considered |
| E128 | to many stops |
| E129 | As development grows with the LRT need to take into account the unique character of each community in Cambridge, and limit the impact to historical buildings. |
| E130 | At least one property in the vicinity of the King/Eagle station is currently vacant. There may be opportunities to acquire property to provide parking there. Some users may have to drive or bike a short distance to the station, park, and travel throughout the region. Connecting with Go Station is very important. I am not sure the proposed Galt Go Station is the best location. |
| E131 | It would be important to consider future GO station locations and ensure the LRT has a stop at the GO station. It would also be important to ensure there is public parking at these types of LRT stops so that people can easily use the system to commute. |
| E132 | Tunnel vision of this council to only see LRT as an option is causing a huge tax burden on the citizens of this region for decades to come. There are better options that no one seems to have the courage to consider. |
| E133 | There is no connection to the big box area (Walmart area). Why not have it stop into this area therefore people can park there and take the train into Waterloo or those using that shopping area can access the train easier. The stop scheduled |

| Comment No | Response |
|------------|---|
| | for Pinebush and Eagle I see as a big issue for traffic and pedestrians getting from the buses that stop in the shopping area. More thought has to go into who will be using the system (older people and people pushing stroller) how easy will it be to transfer to a bus or how close is shopping from the train, are there sidewalks cleared properly to connect services.... |
| E135 | I see one issue with it and it's hespeler road |
| E137 | How to do it with the least impact possible on SMALL businesses. The big ones, the chains, will survive. |
| E138 | Are there options in the future for additional stops, in between the 'major' stations on this current plan. |
| E139 | Usage of the line, and can stop spots be altered to increase usage? |
| E140 | no suggestions |
| E141 | Years of additional construction in the Shantz Hill to Eagle a Street area are going to wreak more havoc on local businesses and residents. The existing construction is not done. |
| E142 | We may need to fix the delivery issue with bombardier, also we need to get everyone to see the future, we cannot just think of me we need to think of WE |
| E143 | Do you need to travel along Hespeler Rd? Could we not travel on either the east or west side of the road? |
| E144 | Impedance of flow of traffic for first responders |
| E145 | Reasons why it can't be in higher population areas in preston |