



7 Consultation and Engagement

7.1 Consultation and Engagement Approach

Consultation is an important and mandatory component of projects that are subject to O. Reg. 231/08, as the process requires meaningful consultation with persons that are considered to have an interest in the transit project. Ongoing consultation throughout a transit project allows a Project Team to:

- » Identify, inform or notify persons, including those potentially affected by the transit project;
- » Identify and assess the range of potential environmental impacts of the transit project; and
- » Respond to the concerns of interested persons, including adjacent property owners and others who may be affected by some aspect of the project.

The Region of Waterloo has been proactive in its approach to engaging the public, stakeholders, regulatory agencies and Indigenous communities for the Stage 2 ION Project throughout the Pre-Planning and TPA Process phases. The Region used a variety of mediums to reach potentially interested stakeholders with the understanding that different consultation techniques appeal to a range of audiences. The Region implemented these various forms of consultation recognizing the value in obtaining a broad spectrum of input and feedback.

The main types of consultation and engagement used by the Region throughout the Stage 2 ION Project are outlined in the following sub-sections. The consultation and engagement program was initiated in 2015 and continued through to the submission of this EPR. The Region will continue to engage with stakeholders during future design phases, construction and operational phases of the Stage 2 ION Project.

7.2 Project Website and Social Media

A project website was developed (www.stage2ION.ca) and regularly updated throughout the pre-planning phase, while a separate project website was used during the TPA Process phase (www.regionofwaterloo.ca/Stage2ION) to provide information about the Stage 2 ION Project and contact information to reach the Project Team.

Materials that have been posted to the project websites include:

- » Background information related to Rapid Transit in the Region of Waterloo, including ‘The ION Story’;
- » Previous technical and environmental studies related to the development of the rapid transit strategy in the Region, as described in Section 1.5, the background information used for the Individual Environmental Assessment, and the Stage 1 TPA Process documentation, including consultation materials, reports and publications are available on the rapid transit website (<http://rapidtransit.regionofwaterloo.ca/>);

- » Notices of Public Consultation Centres;
- » Public Consultation Centre materials, including display boards and information packages;
- » Notice of Commencement;
- » Draft EPR and Technical/Environmental Studies;
- » Notice of Completion; and
- » Final EPR and Technical/Environmental Studies.

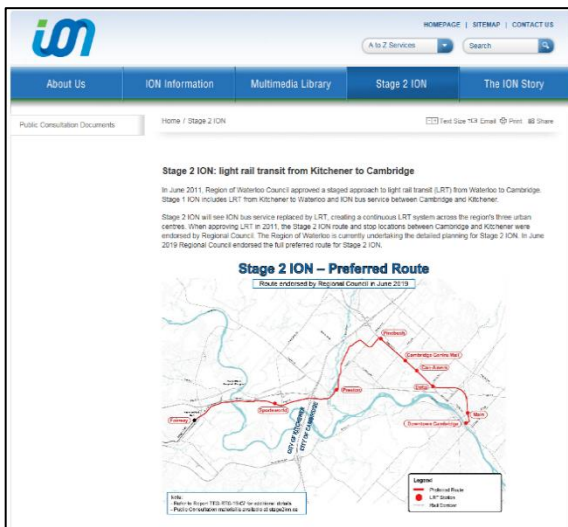


Figure 7-1: Stage 2 ION Website and Twitter

The project website was also used to host online engagement associated with several of the Public Consultation Centres (**Figure 7-1**).

The Project Team also used Twitter to provide ongoing information about project activities and to directly and promptly address inquiries and concerns from social media users (**Figure 7-1**). Social media posts were shared through the project’s Twitter account @Stage2ION.

7.3 Notification

In addition to the project website and social media outlined in **Section 7.2**, the Region of Waterloo maintained a project contact list and project e-mail address for ongoing Stage 2 ION Project notification. Newspaper notifications, media releases and on-street advertising were also used, as detailed further in **Section 7.4**.

A project contact list was developed at the onset of the study including relevant government agencies, local municipalities, elected officials, Indigenous communities and organizations, key interest groups, and interested parties who signed up for the e-mail distribution list. The master contact list was regularly updated throughout the study,



including those who attended Public Consultation Centres (PCCs) and participants of the online engagement program.

The master contact list is provided in **Appendix C**. Members of the public have not been included for privacy purposes.

A project email address was established during the Pre-Planning Phase of the Stage 2 ION Project: ION@regionofwaterloo.ca. Interested parties have been encouraged to e-mail the Region with any comments or concerns they have about the Stage 2 ION Project.

7.4 Public Consultation

The main objective of the public consultation program was to offer opportunities for stakeholders to participate in the project's planning and to promote public awareness and knowledge of the project. The following section summarizes the public consultation completed and comments received prior to and during the formal TPA Process.

7.4.1 Pre-Planning Phase, Public Consultation Centres

The Region has convened Public Consultation Centres (PCCs) at key study milestones to allow the public to see the project progress to date, exchange information and ask questions directly to members of the Project Team. The PCCs were also used as a means for Project Team members to gather opinions from the public to assist in guiding the decision-making process.

Five (5) rounds of Public Consultation Centres (PCCs) were held in the Pre-Planning Phase. Due to the large study area, the PCCs were held in several locations across the study area to provide greater public accessibility. The PCCs are described further in the following sub-sections, including a summary of the input received at each. **Appendix C1** includes the detailed summary report for each PCC.

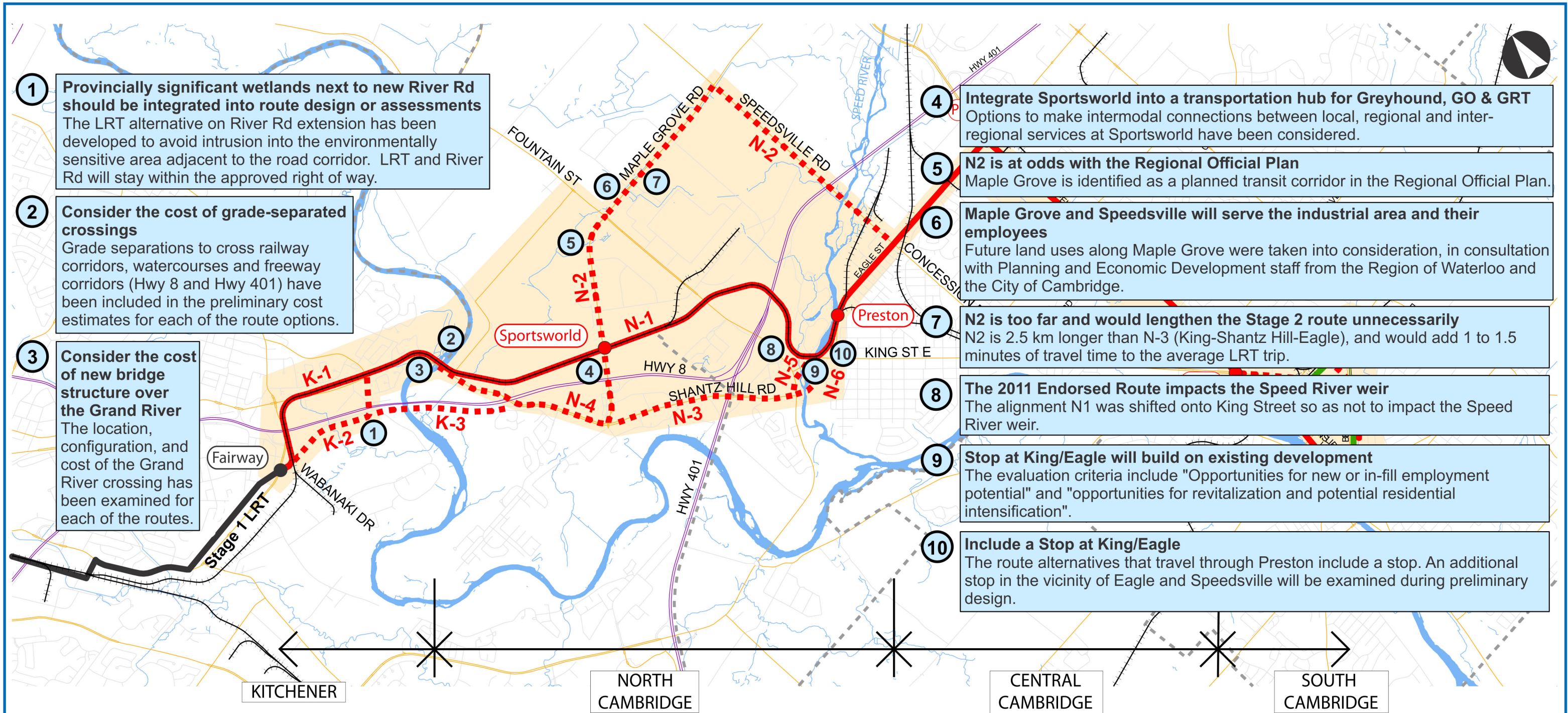
(1) PCC No. 1

PCC No. 1 was held in November 2015 at two locations:

- » November 18, 2015 from 2 to 8 pm at Cambridge City Hall, Cambridge
- » November 19, 2015 from 4 to 8 pm at Kingsdale Community Centre, Kitchener

The purpose of PCC No. 1 was to introduce the public and stakeholders to the Stage 2 ION planning and approvals process, present the initial group of alternatives, the proposed criteria used to evaluate route alternatives, and to gather public input on potential LRT routes and stop locations.

In total, 126 participants signed in at the two venues, and 50 comment sheets were received. Key comments received included the public's preferences regarding route alternatives and stop locations, and other environment, land use, transportation, or technical factors that the Project Team should take into consideration when evaluating routes. **Figures 7-2** and **7-3** outline select comments received at PCC No. 1. A full list of comments is available for review in the PCC No. 1 Summary Report in **Appendix C1**.



1 Provincially significant wetlands next to new River Rd should be integrated into route design or assessments
 The LRT alternative on River Rd extension has been developed to avoid intrusion into the environmentally sensitive area adjacent to the road corridor. LRT and River Rd will stay within the approved right of way.

2 Consider the cost of grade-separated crossings
 Grade separations to cross railway corridors, watercourses and freeway corridors (Hwy 8 and Hwy 401) have been included in the preliminary cost estimates for each of the route options.

3 Consider the cost of new bridge structure over the Grand River
 The location, configuration, and cost of the Grand River crossing has been examined for each of the routes.

4 Integrate Sportsworld into a transportation hub for Greyhound, GO & GRT
 Options to make intermodal connections between local, regional and inter-regional services at Sportsworld have been considered.

5 N2 is at odds with the Regional Official Plan
 Maple Grove is identified as a planned transit corridor in the Regional Official Plan.

6 Maple Grove and Speedsville will serve the industrial area and their employees
 Future land uses along Maple Grove were taken into consideration, in consultation with Planning and Economic Development staff from the Region of Waterloo and the City of Cambridge.

7 N2 is too far and would lengthen the Stage 2 route unnecessarily
 N2 is 2.5 km longer than N-3 (King-Shantz Hill-Eagle), and would add 1 to 1.5 minutes of travel time to the average LRT trip.

8 The 2011 Endorsed Route impacts the Speed River weir
 The alignment N1 was shifted onto King Street so as not to impact the Speed River weir.

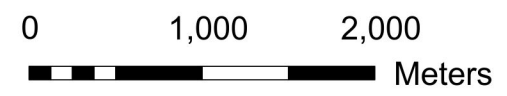
9 Stop at King/Eagle will build on existing development
 The evaluation criteria include "Opportunities for new or in-fill employment potential" and "opportunities for revitalization and potential residential intensification".

10 Include a Stop at King/Eagle
 The route alternatives that travel through Preston include a stop. An additional stop in the vicinity of Eagle and Speedsville will be examined during preliminary design.

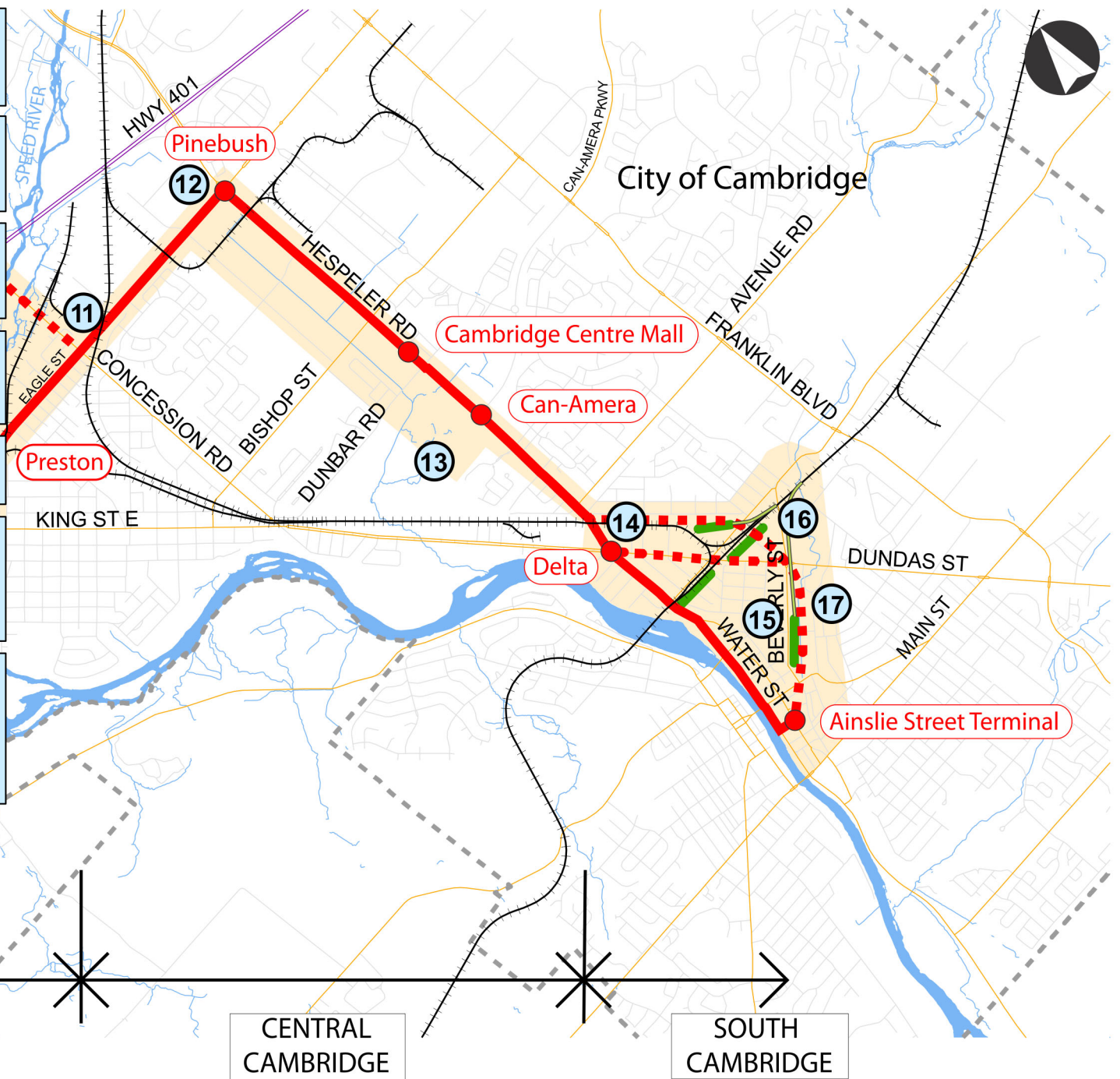
Legend

- Endorsed* LRT Stop
- Endorsed* Stage 2 Route
- - - Alternative Route
- Potential GO Station
- Study Area Boundary
- - - Municipal Border
- Rail Corridor
- Potential GO Rail Line

* Endorsed by Regional Council in June 2011.



- 11 Eagle and Speedville would make a good station location and should be present regardless of whether the route follows the 2011 Council Endorsed Route**
 An additional stop in the vicinity of Eagle and Speedville will be examined during preliminary design.
- 12 Avoid the Eagle/Pinebush/Hespeler Rd and Hwy 401 area**
 There are significant traffic operation challenges in this area. An additional alternative has been developed which follows a railway spur line that avoids the intersection.
- 13 Consider impacts to the Dumfries Conservation Area**
 Based on current information the roadway widening along Hespeler Rd to accommodate LRT does not encroach on the Dumfries Conservation Area.
- 14 Avoid the Delta, Water and Ainslie**
 In recognition of the constraints associated with the Delta, Water and Ainslie, different route options were investigated.
- 15 Respect the heritage of downtown Cambridge area**
 In recognition of the cultural heritage features in South Cambridge, different route options were investigated.
- 16 GO Train in the vicinity of Samuelson is a good location as there is more non-residential space surrounding this area**
 The location of a potential future GO Station is not known at this time. The project team examined several possible sites, and included the opportunity to provide an inter-modal connection as a factor in the evaluation.
- 17 Alternative route using Beverly and Samuelson is preferable to Water and Ainslie**
 There are many intersecting and parallel railway lines next to Samuelson which presented many technical challenges to introducing LRT along this road, as it would require either new grade separations or significant relocation of railway lines. As an alternative to the routes on Water and Ainslie, two other routes were developed and assessed.



Legend

● Endorsed* LRT Stop	 Study Area Boundary
— Endorsed* Stage 2 Route	 Municipal Border
- - - Alternative Route	 Rail Corridor
 Potential GO Station	 Potential GO Rail Line

* Endorsed by Regional Council in June 2011.

(2) PCC No. 2

PCC No. 2 was held in February / March 2017 at three locations:

- » February 23, 2017 from 4 to 8 pm at Lions Arena, Kitchener
- » February 28, 2017 from 4 to 8 pm at Kin Club of Cambridge, Cambridge
- » March 1, 2017 from 2 to 8 pm at Newfoundland Club, Cambridge

The purpose of PCC No. 2 was to present the short-listed route and stop alternatives, explain how the alternatives were compared and evaluated, and present the Preliminary Preferred Route. This was subsequently referred to as the “Preliminary Potential Route”.

In total, 347 participants signed in at the three venues, and 383 comment sheets were submitted via in-person submission, email or mail submission, and the online engagement platform. Comments received at PCC No. 2 included both supportive feedback and concerns with the Preliminary Potential Route, as outlined in **Figure 7-4**. **Figure 4-5** outlines select site-specific comments received. A full list of comments is available for review in the PCC No. 2 Summary Report in **Appendix C1**.

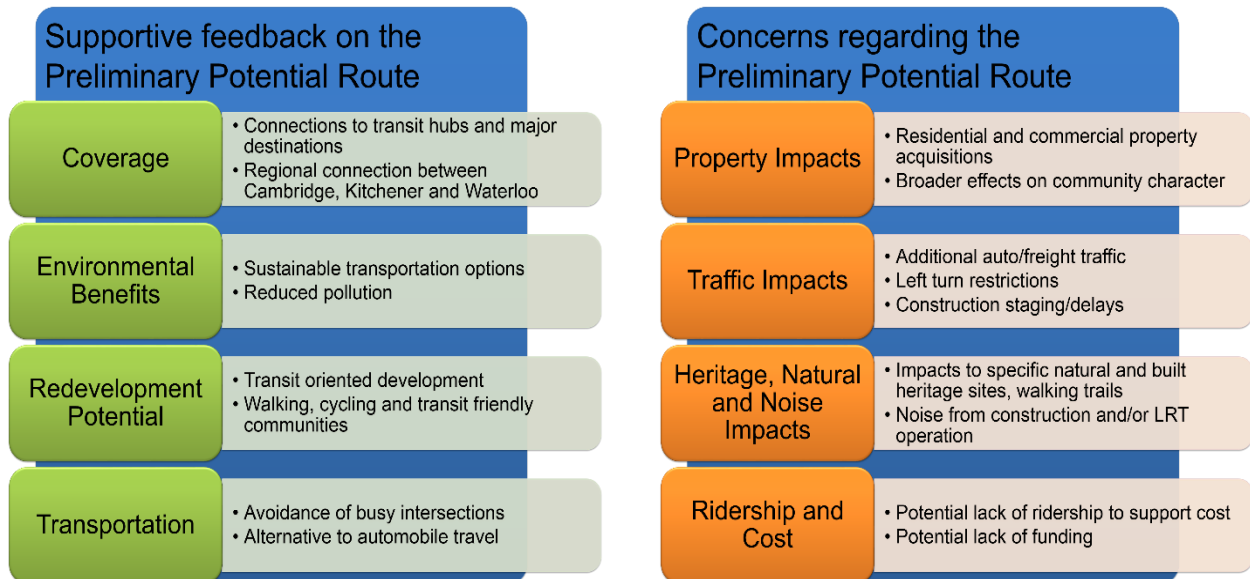


Figure 7-4: PCC No. 2 Comment Summary

(3) PCC No. 3

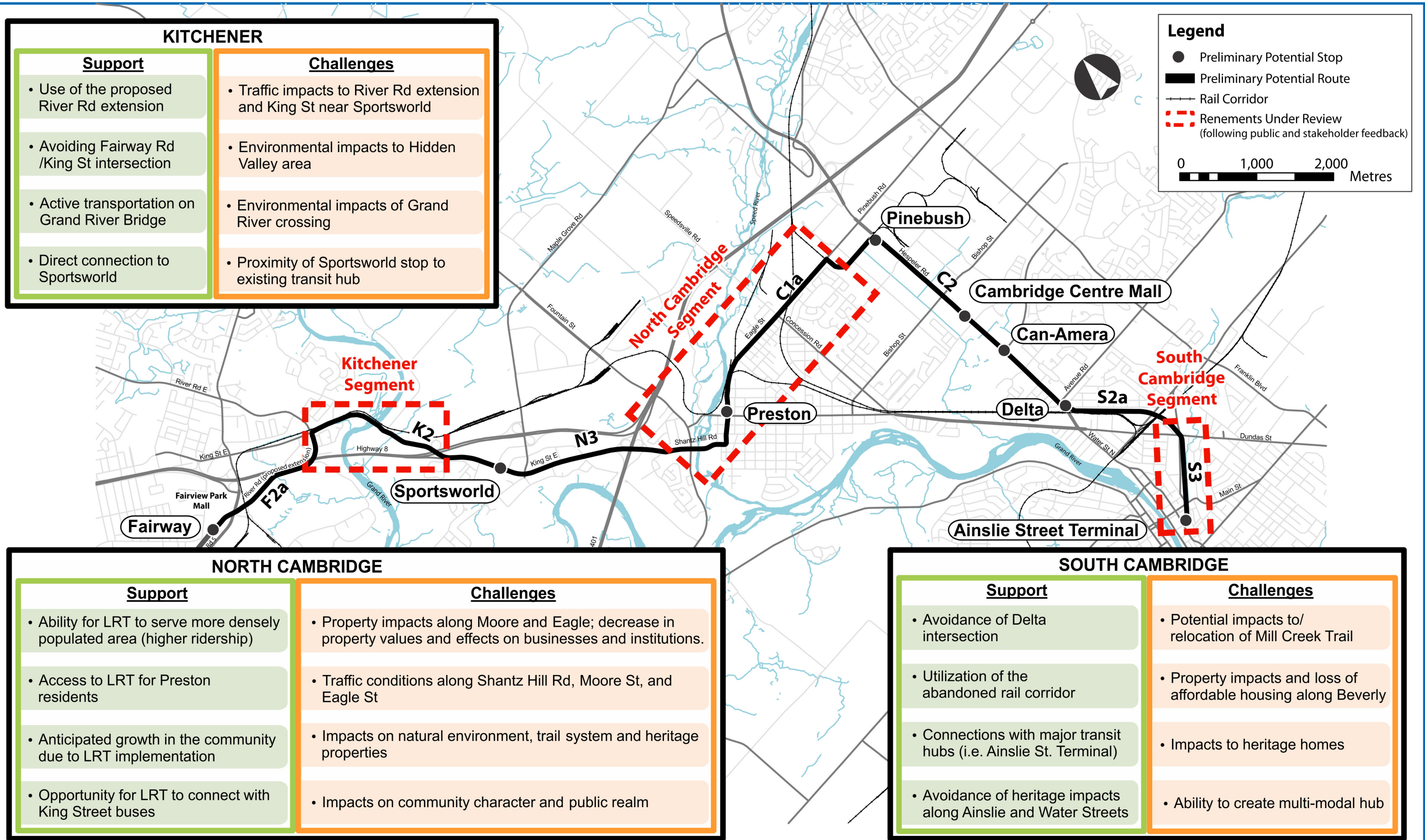
PCC No. 3 was held in November 2017 / January 2018 at three locations:

- » November 21, 2017 from 2 to 8 pm at Cambridge City Hall, Cambridge
- » November 28, 2017 from 4 to 8 pm at Preston Memorial Auditorium, Cambridge
- » January 16, 2018 from 4 to 8 pm at Lions Arena, Kitchener



The purpose of PCC No. 3 was to provide an overview of comments received at PCC No. 2 and how these comments have provided input to the route selection process, present refinements and additional route alternatives in Kitchener, North Cambridge (Preston) and South Cambridge segments, and explain how the routes will be evaluated.

In total, 383 participants signed in at the three venues, and 269 comment sheets were submitted via in-person submission, email or mail submission, and the online engagement platform. Comments received at PCC No. 3 included both supportive feedback and concerns with the new alternatives, as outlined in **Figure 7-6**. A full list of comments is available for review in the PCC No. 3 Summary Report in **Appendix C1**.



KITCHENER

Opportunities

- New alternative K3b provides a more direct route, no traffic impact between River Road and King Street, and shorter travel time
- New alternative K3b has a shorter crossing of Grand River, and proximity to Highway 8 could reduce environmental impact
- New alternative K3b has less property impact

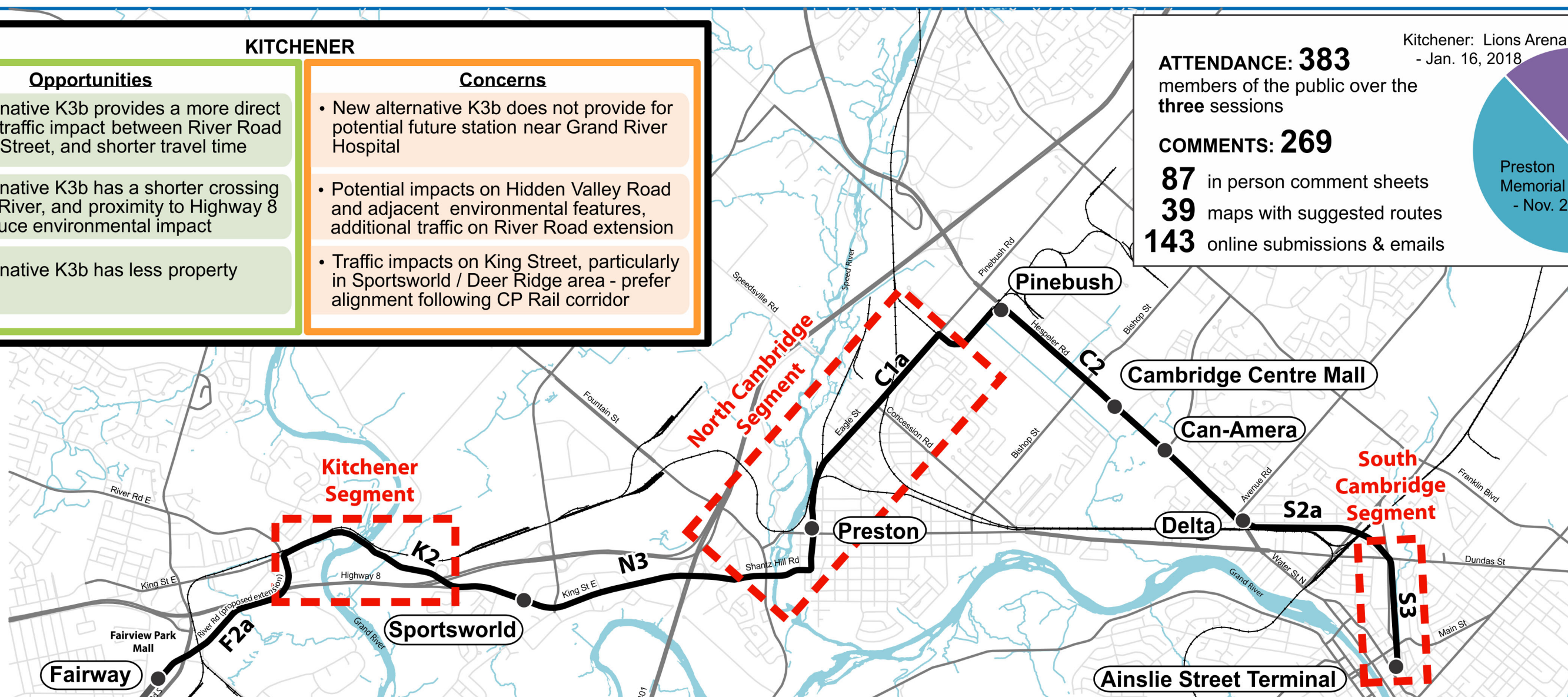
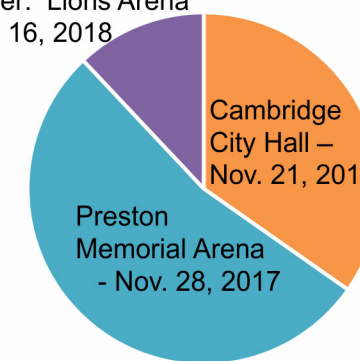
Concerns

- New alternative K3b does not provide for potential future station near Grand River Hospital
- Potential impacts on Hidden Valley Road and adjacent environmental features, additional traffic on River Road extension
- Traffic impacts on King Street, particularly in Sportsworld / Deer Ridge area - prefer alignment following CP Rail corridor

ATTENDANCE: 383
members of the public over the three sessions

COMMENTS: 269
87 in person comment sheets
39 maps with suggested routes
143 online submissions & emails

Kitchener: Lions Arena - Jan. 16, 2018



NORTH CAMBRIDGE

Opportunities

- Most new alternative routes lessen property impacts along Eagle Street and/or in the core of Preston
- Station in Preston allows for growth, redevelopment and renewal
- Maintains access to LRT for residents, encourages urban renewal and supports businesses in Preston
- New alternative routes using the abandoned CP Rail spur rather than Eagle St. North reduce property and traffic impacts

Concerns

- Existing congestion on Preston roadways, impacts to businesses during construction
- Property, heritage and community impacts in Preston, visual impact of elevated LRT on Shantz Hill Road
- Potential impacts on floodplain areas, wildlife and existing trail network
- Some alternatives cross Riverside Park and/or affect the King Street entrance to the Park

SOUTH CAMBRIDGE

Opportunities

- S3c-S3d route alternatives significantly reduce property impacts on Beverly Street
- Opportunity to preserve and/or relocate multi-use pathway along Mill Creek
- Opportunity to effectively integrate all modes in downtown Cambridge (vehicle, bus, LRT)
- Opportunity to provide better coverage to south and west (across the Grand River) with T2 or T3

Concerns

- Property impacts and loss of affordable housing along Beverly
- Impacts to heritage buildings along Beverly
- Traffic congestion, lack of parking and potential barrier to river at T2 (Bruce Street)
- Need for a new facility at T2 or T3, versus maintaining existing Ainslie Street terminal (T1)

(4) PCC No. 4

PCC No. 4 was held in May 2018 at three locations:

- » May 8, 2018 from 4 to 8 pm at the Holiday Inn, Kitchener
- » May 9, 2018 from 4 to 8 pm at Preston Memorial Auditorium, Cambridge
- » May 10, 2018 from 4 to 8 pm at Hamilton Family Theatre, Cambridge

The purpose of PCC No. 4 was to provide an overview of comments received at PCC No. 3 and how those comments contributed to the route evaluation process, provide an explanation of how the additional route alternatives were compared in the Kitchener, North Cambridge (Preston) and South Cambridge segments, and present the “Project Team Preliminary Preferred Route”.

In total, 380 participants signed in at the three venues, and 232 comments were submitted via in-person submission, email or mail submission, and the online engagement platform. Comments received covered a wide range of issues, encompassing both positive feedback and concerns as outlined in **Figure 7-7**. **Figure 7-8** outlines select site-specific comments received. A full list of comments is available for review in the PCC No. 4 Summary Report in **Appendix C1**.

The Project Team reviewed and incorporated feedback received at PCC No. 4 and finalized the preferred route (called the “Project Team Preliminary Proposed Route (2018)”) for presentation to Regional Council for endorsement on June 19, 2018. This was endorsed by Regional Council in June 2018, and was subsequently referred to as the Project Team Preferred Route.

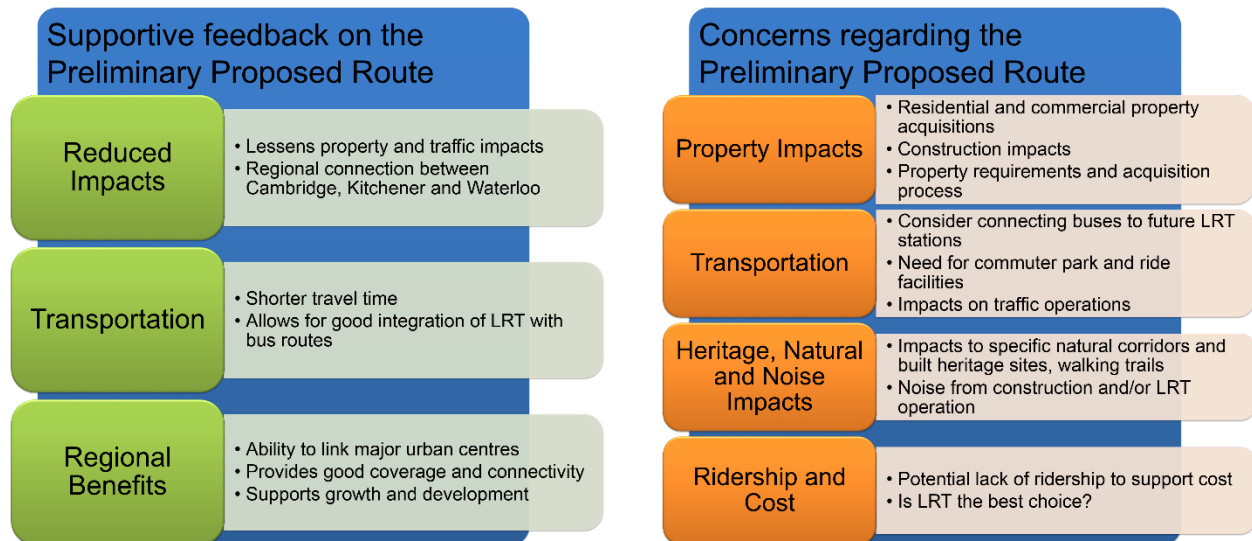


Figure 7-7: PCC No. 4 Comment Summary

KITCHENER

Opportunities

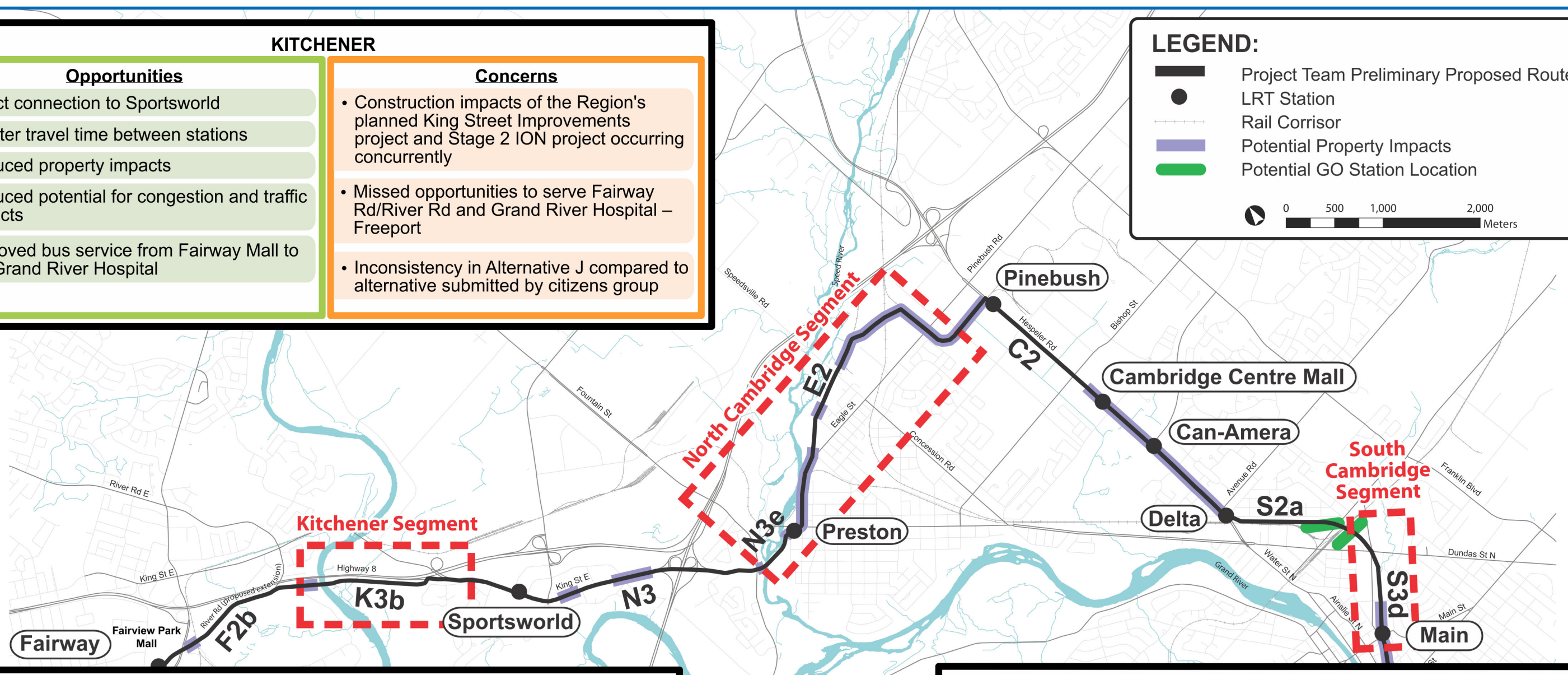
- Direct connection to Sportsworld
- Shorter travel time between stations
- Reduced property impacts
- Reduced potential for congestion and traffic impacts
- Improved bus service from Fairway Mall to the Grand River Hospital

Concerns

- Construction impacts of the Region's planned King Street Improvements project and Stage 2 ION project occurring concurrently
- Missed opportunities to serve Fairway Rd/River Rd and Grand River Hospital – Freeport
- Inconsistency in Alternative J compared to alternative submitted by citizens group

LEGEND:

- Project Team Preliminary Proposed Route (2018)
 - LRT Station
 - Rail Corridor
 - Potential Property Impacts
 - Potential GO Station Location
- 0 500 1,000 2,000 Meters



NORTH CAMBRIDGE

Opportunities

- Reduced property impacts
- Reduced traffic impacts by avoiding large section of Eagle St
- Faster travel speed and shorter travel time
- Avoids impacting Riverside Park
- Support for the station in Preston to be off-street to further reduce impacts
- Support for the elevated structure on Shantz Hill Road after seeing rendering

Concerns

- Potential property and environmental impacts are still uncertain
- Impacts to established residential community and heritage buildings
- General noise and vibration concerns
- Confusion regarding undefined route and station approaching the King St/Eagle St intersection
- Potential impacts to the entire King/Eagle/Queenston/Chopin block

SOUTH CAMBRIDGE

Opportunities

- Significantly lessened property and heritage impacts by avoiding Beverly St
- Utilization of the abandoned rail corridor
- Terminal station located at T2 supports redevelopment and revitalization of downtown Cambridge
- Provides additional access for areas south and west of Downtown Cambridge

Concerns

- Potential impacts to/relocation of Mill Creek Trail
- Additional traffic impacts caused by on-street bus transfers
- Potential impacts on downtown businesses
- Perceived limitation on extending LRT in future ION stages
- Contamination impacts in the downtown area from previous industrial land uses

(5) PCC No. 4b

PCC No. 4b was held March 29, 2019 from 4 to 8 pm at Preston Memorial Auditorium, Cambridge. This consultation event was focused only on the North Cambridge (Preston) segment and presented additional refinements to the route between Shantz Hill Road and the Canadian Pacific Railway crossing at Eagle Street North, and presented the preferred refinement at this location.

In total, 341 participants signed in at the PCC, and 148 comments were submitted via in-person submission, email or mail submission, and the online engagement platform. Comments received covered a wide range of issues, encompassing both positive feedback and concerns as outlined in **Figure 7-9**. A full list of comments is available for review in the PCC No. 4b Summary Report in **Appendix C1**.

The Project Team reviewed and incorporated feedback received at PCC No. 4b regarding the preferred refinement (called the “Project Team Preferred Refinement to the Preliminary Proposed Route”) for presentation to Regional Council for endorsement in May 2019. This was endorsed by Regional Council in June 2019, and was subsequently referred to as the Preferred Route.

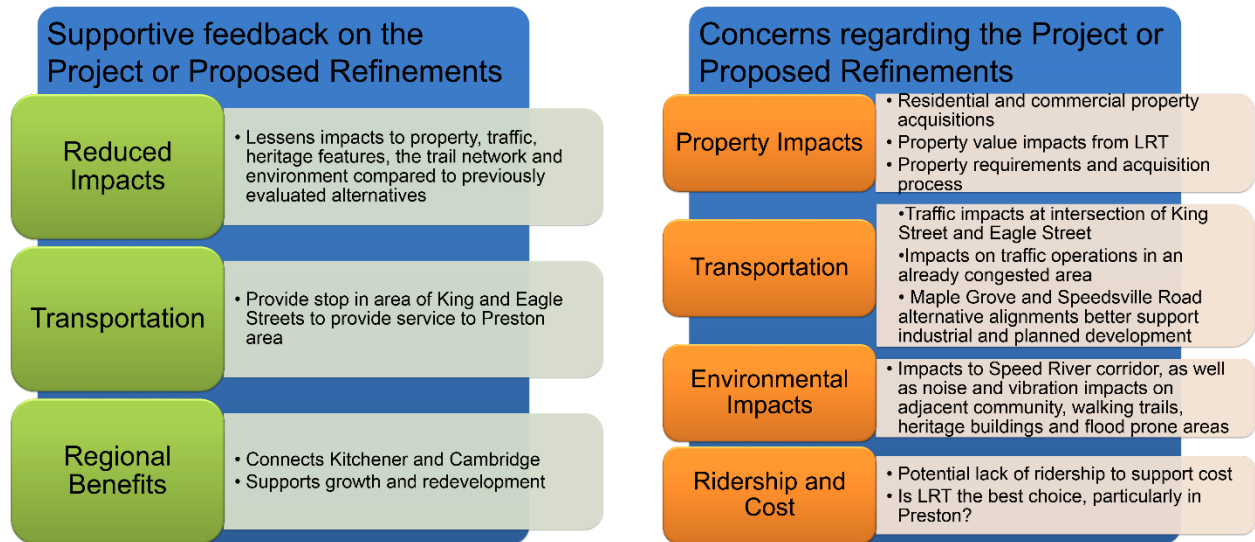


Figure 7-9: PCC No. 4b Comment Summary

(6) PCC No. 5

PCC No. 5 was held in November 2019 at three locations:

- » November 19, 2019 from 4 to 8 pm at the Preston Memorial Auditorium, Cambridge
- » November 20, 2019 from 4 to 8 pm at Sunbridge Hotel and Conference Centre, Kitchener
- » November 21, 2019 from 2 to 8 pm at Cambridge City Hall, Cambridge

The purpose of PCC No. 5 was to present the Preferred Route and Preliminary Design for Stage 2 ION including potential impacts identify impacted properties, proposed mitigation and review of the property acquisition process, and outline future steps in the Transit Project Assessment (TPA) Process.

In total, 254 participants signed in at the three venues, and 68 comments were submitted via in-person submission, email or mail submission. Comments received covered a wide range of issues, encompassing both positive feedback and concerns as outlined in **Figure 7-10**. A full list of comments is available for review in the PCC No. 5 Summary Report in **Appendix C1**.

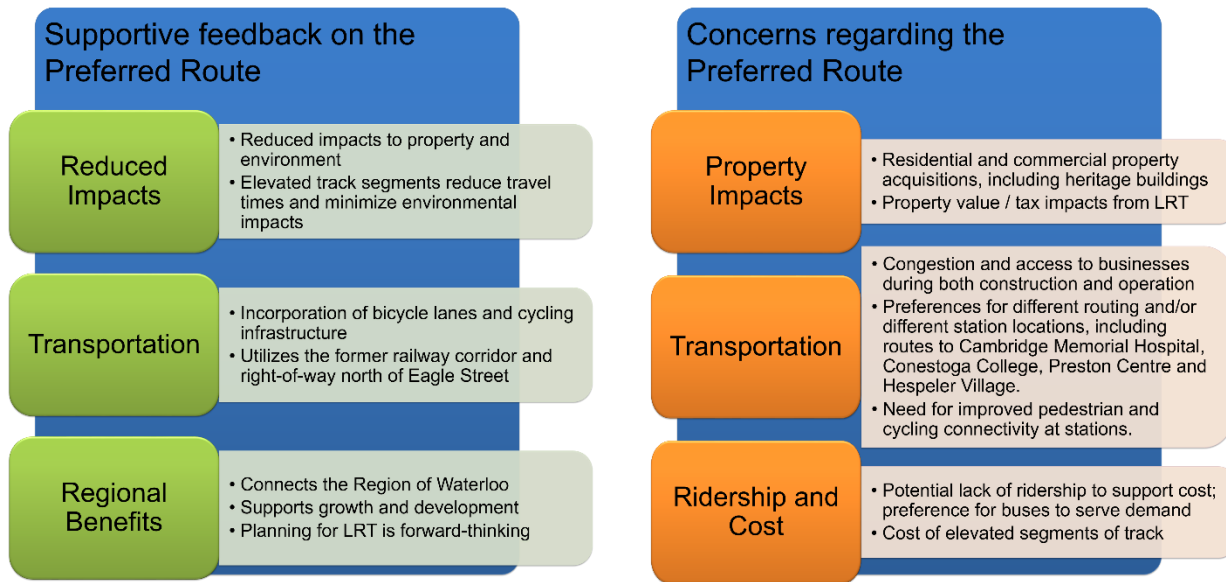


Figure 7-10: PCC No. 5 Comment Summary

7.4.2 Transit Project Assessment Process, Public Consultation Activities

A critical component of the TPA Process is the notifications. These notifications are sent to the public, regulatory agencies, Indigenous communities, and other interested parties to provide notification regarding important stages of the TPA Process. Below outlines the TPA Process notifications for Stage 2 ION.

(1) Notice of Commencement

The TPA Process officially began on December 10, 2020 when the Notice of Commencement was first issued. The Notice of Commencement was published in several local newspapers, as shown in **Table 7-1**. A copy of the Notice of Commencement is available in **Appendix C4**.

Additionally, the Notice of Commencement was publicized using the following methods:

- » Posted on the project website (regionofwaterloo.ca/Stage2ION), and Twitter account; and
- » E-mail and mail Notices were sent to all members of the project contact list and landowners within 30 m of the proposed route.



Table 7-1: Newspaper Notification of the Notice of Commencement

Newspapers	Dates Published
Cambridge Times	December 10 and 15, 2020
The Record (Waterloo Region)	December 10 and 15, 2020

(2) Online Engagement Presentation

Consultation and engagement has been carried out throughout the Pre-Planning Phase, and all materials are available on the project website and in the draft EPR. The draft EPR was made available for public review and comment (along with supporting environmental and technical studies, and public meeting materials). Along with the draft EPR, an online engagement presentation was also prepared and uploaded to the Region's website (regionofwaterloo.ca/Stage2ION), which provided an overview and the key aspects of the draft EPR for members of the public, agencies, Indigenous communities and other interested persons to view. The following information was presented in the virtual presentation:

- » Purpose of this Online Engagement Presentation
- » Project Overview and Purpose
- » Why LRT?
- » Policies and Legislation
- » Project Timeline
- » Environmental Assessment Process
- » Pre-Planning Phase vs. TPA Process
- » Key Aspects of the Draft EPR
 - Pre-Planning Activities (i.e. Population and Ridership Forecasts, Route Selection Process, Environmental Impact Assessment)
 - Consultation Process
 - Existing Environmental Conditions
 - Description of the Transit Project
 - Potential Environmental Impacts
 - Recommended Mitigation and Monitoring Measures
 - Future Commitments

The presentation was narrated to provide additional details to supplement the information on the presentation slides.

(3) Public Feedback

Interested persons were provided with an opportunity to offer their written feedback on the draft EPR and online engagement presentation by completing and submitting their comments via a survey at engagewr.ca/Stage2ION, or by directly emailing the Project Team at Stage2ION@regionofwaterloo.ca.



Along with general demographic questions, respondents were asked for:

- » Comments related to issues of Provincial importance (i.e. natural environment, cultural and built heritage) and constitutionally protected Indigenous or treaty rights.
- » Comments on the draft Environmental Project Report
- » Feedback on what new information the project team should consider during the next design phase.

Comments were given a submittal deadline of February 12, 2021 and accepted until February 15, 2021.

A total of 144 written comments were received as of February 15, 2021:

- » Engage Survey comment submissions – 110
- » Email submissions – 34

Comments received covered a wide range of issues, encompassing both positive feedback and concerns. Similar to correspondence received during the PCCs, many participants who provided written feedback were generally supportive of the LRT as the Region's rapid transit strategy and of the overall alignment and station locations. Key reasons included the ability to provide connectivity throughout the region and to support growth and development of the area. Participants noted the design and concept for the LRT was forward-thinking.

Other positive feedback included support for:

- » Building and implementing the Stage 2 ION LRT as soon as possible.
- » Recognition of the benefits associated with moving people more efficiently and increased development and growth for the area.
- » Comprehensive consideration and understanding of environmental impacts and identifying mitigation measures.
- » Reduced air pollution via a shift from auto-usage to transit ridership.
- » Improved access to specific locations (for example, parks).
- » The use of former railway corridors and existing rail tracks and right-of-way, and for use of elevated sections to reduce environmental and traffic impacts at key locations.

A variety of issues and concerns were raised, ranging from general concerns about the need for and cost of the LRT in the Region, to impacts associated with cultural and built heritage properties. The following highlight the most frequently raised issues, many of these issues have also been raised at previous Public Consultation Centres:

- » Concerns about the anticipated cost of Stage 2 ION, particularly in light of the financial impacts of the COVID-19 pandemic, and the perception that LRT ridership will be low.

- » Concerns that the need for LRT has not been demonstrated based on observation of Stage 1 ION operations (overall low ridership and suggestions that demand may be better served by buses).
- » Preferences for different routing and/or different station locations, particularly routes servicing Cambridge Hospital, Conestoga College or Maple Grove Road, and routes that do not travel through Preston Town Centre.
- » Concerns regarding potential impacts to the natural environment, air quality and community features.
- » Concerns regarding impacts to heritage homes in Preston Town Centre, and associated changes in the heritage nature of the community.
- » Concerns about property impacts (acquisitions, changes in access, noise).
- » Concerns regarding increased traffic congestion, notably along King Street, Eagle Street and Hespeler Road. Several comments noted the proposed modification of Eagle Street to one way between King Street and Queenston Road, and raised concerns about changes in traffic patterns for residents and school bus trips, and potential delays exiting this residential area at adjacent unsignalized intersection.
- » Concerns about timing and length of construction activities and associated traffic disruptions.

Other comments identified general concerns, including:

- » Need for improved pedestrian and cycling pathways as well as pedestrian connectivity between stations.
- » Need for more examination of “lessons learned” from Stage 1 regarding traffic management and business impacts during construction, intensification and redevelopment, and design elements/safety.

Comments received from the public and Project Team responses are available in **Appendix C5**. All comments received from the public are disclosed verbatim, however any identifying information has been redacted to protect personal information.

(4) Notice of Completion of Environmental Project Report

In accordance with Section 11 of O. Reg. 231/08, a Notice of Completion was issued on April 6, 2021 prior to the conclusion of the 120-day TPA Process period. A copy of the Notice of Completion can be found in **Appendix C8**. The Notice of Completion was publicized using the following methods:

- » Posted on the project website (regionofwaterloo.ca/Stage2ION), and Twitter account;
- » E-mail and mail Notices were sent to all members of the project contact list and landowners within 30 m of the proposed route; and
- » Published in two local newspapers on separate days, as shown below.



Table 7-2: Newspaper Notification of the Notice of Completion of Environmental Project Report

Newspapers	Dates Published
The Record (Waterloo Region)	April 6 and 9, 2021
Cambridge Times	April 8 and 15, 2021

7.5 Agency Consultation

The agencies who participated in the environmental assessment are listed below:

- » Canadian National (CN) Rail
- » Grand River Conservation Authority (GRCA)
- » Canadian Pacific Railway (CP Rail)
- » Ministry of Heritage, Sport, Tourism and Culture Industries (formerly the Ministry of Tourism, Culture and Sport)
- » Grand River Transit
- » Ministry of Natural Resources and Forestry
- » City of Cambridge
- » Ministry of Transportation (MTO), West Region Planning & Design
- » City of Kitchener
- » Ministry of the Environment, Conservation and Parks (formerly the Ministry of the Environment and Climate Change)
- » Metrolinx
- » Department of Fisheries and Oceans Canada (DFO)

The roles and responsibilities of the agencies were to:

- » Represent the interests of their department or agency;
- » Help identify planning and design issues early in the study;
- » Disseminate project information and obtain feedback from within their respective departments and agencies;
- » Provide comments and feedback on information provided by the Study Team; and
- » Work towards consensus to achieve project milestones.

7.5.1 Pre-Planning Phase, Agency Consultation Activities

(1) Technical Advisory Committee

A Technical Advisory Committee (TAC) was established at the onset of the study to ensure key agencies were provided adequate opportunities to participate in the Stage 2 ION Project. The TAC included representatives from the following agencies:

- » Region of Waterloo
- » Grand River Transit



- » City of Cambridge
- » City of Kitchener
- » GRCA
- » MTO West Region

The Region held regular TAC meetings to provide an overview of the project, review alternatives, and gather additional input and data from TAC members.

During the Pre-Planning Phase, a total of twelve (12) TAC meetings were held. **Table 7-2** outlines the dates and purpose of each TAC meeting. Final meeting notes from these meetings are included in **Appendix C2**.

On October 20 and 22, 2020 the Region distributed the pre-commencement draft EPR to the Technical Advisory Committee (TAC) and other key agencies for review in preparation for commencing the Transit Project Assessment Process. Below are the recipient agencies:

- » Region of Waterloo
- » City of Cambridge
- » City of Kitchener
- » Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
- » Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
- » Grand River Transit
- » GRCA
- » Ministry of Transportation (MTO) West Region
- » Ministry of Natural Resources and Forestry (MNRF)
- » CN Rail
- » CP Rail

Several agencies provided comments to the pre-commencement draft EPR in November 2020 (see **Appendix C2**). All agency comments were addressed in the final EPR and supporting reports.

(2) Agency Meetings

Meetings were held with regulatory agencies, as required, to further discuss key project issues. **Table 7-3** summarizes the meetings held. Meeting notes (where available) are attached in **Appendix C2**.

(3) Stakeholder and Property Owner Meetings

Individual meetings and presentations were arranged with organized stakeholder groups and property owners to allow for informal discussions of any serious issues identified or to provide information updates. **Table 7-4** summarizes the meetings held. Final meeting minutes are attached in **Appendix C2**.

(4) Presentations to Regional Council and Committees of Council

Ongoing Stage 2 ION Project updates were presented to Regional Council (including the Planning & Works Committee, Ecological & Environmental Advisory Committee, Active Transportation Advisory Committee, and Heritage Planning Advisory Committee) and Council and Committees for the City of Cambridge at various milestones during the study. **Table 7-5** summarizes the presentations held. Final meeting minutes can be



found on the Region of Waterloo website (<https://calendar.regionofwaterloo.ca/council>) and on the City of Cambridge website (<https://calendar.cambridge.ca/Council/>).

(5) Presentations to Rapid Transit Steering Committee

The Rapid Transit Steering Committee is an advisory committee consisting of both members of Regional Council and senior Regional staff. The role of the Rapid Transit Steering Committee includes:

- » Reviewing project-related reports and information;
- » Providing input and guidance to the Project Team on significant issues and decisions; and
- » Reviewing and providing input to staff reports to Regional Council and recommendations.

The Project Team met regularly with the Rapid Transit Steering Committee during the Pre-Planning Phase.

Table 7-2: Summary of Pre-Planning Technical Advisory Committee Meetings

Meeting	Meeting Date	Purpose of Meeting
TAC Meeting #1	February 25, 2016	To provide an overview of the project, identify alternative alignment challenges and opportunities, and gather additional input and data from TAC members.
TAC Meeting #2	April 6, 2016	To revisit alternative alignment challenges and opportunities, discuss alignment changes, and gather additional input on evaluation framework from TAC members.
TAC Meeting #3	May 19, 2016	To revisit alternative alignment challenges and opportunities and gather input on evaluation framework from TAC members.
TAC Meeting #4	August 24, 2016	To present changes made to the evaluation framework and review PCC No. 2 input to gain feedback from TAC members.
TAC Meeting #5	March 27, 2017	To provide summary of PCC No. 2 and update the TAC regarding the current status of the project.
TAC Meeting #6	September 21, 2017	To update the TAC regarding the current status of project and gain input on the planned approach and content for PCC No. 3.
TAC Meeting #7	October 16, 2017	To receive input and suggestions from the TAC on the draft display boards for PCC No. 3.
TAC Meeting #8	March 2, 2018	Working session to review the evaluation of the Kitchener (K3b), South Cambridge (S3) and Terminal Station (T) alternatives, and to review the proposed alignment alternatives being carried forward for evaluation for the North Cambridge (Preston) segment.
TAC Meeting #9	March 19, 2018	Working session to review the evaluation of the Kitchener (K3b), South Cambridge (S3) and Terminal Station (T) alternatives, and to review the proposed alignment alternatives being carried forward for evaluation for the North Cambridge (Preston) segment.
TAC Meeting #10	September 14, 2018	Review study status and schedule, additional alternatives in North Cambridge (Preston), typical cross sections, progress on site selection for the MSF and other ongoing activities.
TAC Meeting #11	December 6, 2018	Review of work in progress plans, profiles and cross-sections to received TAC input.
TAC Meeting #12	November 10, 2020	To receive comments on the pre-commencement draft EPR.

Table 7-3: Summary of Pre-Planning Agency Meetings

Agency	Meeting Date	Purpose of Meeting
CP Rail	June 18, 2015	To re-introduce the project to CP Rail, identify preliminary potential issues, initiate data collection activities, and establish future engagement protocols.
City of Cambridge	July 17, 2015	To re-introduce the project, identify preliminary potential markets and opportunities, initiate data collection activities, and establish future engagement protocols.
Grand River Transit Region of Waterloo, Planning	July 17, 2015	To re-introduce the project, identify preliminary potential markets and opportunities, and establish future engagement protocols.
City of Kitchener	July 29, 2015	To re-introduce the project, identify preliminary potential markets/opportunities, initiate data collection activities, and establish future engagement protocols.
GRCA	August 27, 2015	To re-introduce the project, identify opportunities/issues based on GRCA jurisdictions, and establish future engagement protocols.
City of Cambridge	September 2, 2015	To review potential and preliminary alignments for the south and north Cambridge areas.
MTO West Region	September 9, 2015	To re-introduce the project, identify preliminary potential issues, initiate data collection activities, and establish future engagement protocols.
Region of Waterloo, Planning	September 24, 2015	To provide an update on the project status and review preliminary corridors under consideration.
City of Cambridge	September 30, 2015	To review potential alignments and preliminary screening assessment for the south Cambridge area.
Region of Waterloo, Planning City of Cambridge, Planning	June 28, 2016	To discuss the evaluation of the north Cambridge segments, show updated evaluation results after the Technical and Senior Management meetings, obtain consensus on the existing and future planning policy interpretation.
Grand River Transit Region of Waterloo, Planning City of Cambridge, Planning Galt on the Grand (BIA)	August 12, 2016	To discuss alternative locations for the terminal station in Cambridge (Ainslie Terminal).
CN Rail	September 8, 2016	To present the project to CN Rail and present the conceptual design for the two interfaces with CN property.
MTO West Region	September 23, 2016	To present the proposed Preliminary Design Criteria for the King Street crossings of Highway 8 and Highway 401 and receive MTO's feedback.
City of Cambridge City of Kitchener DFO GRCA Ministry of Natural Resources and Forestry	October 7, 2016	To provide an overview of the study, review natural environment considerations, and discuss the proposed crossings of the Grand and Speed Rivers.
MTO West Region	February 28, 2017	To present a proposed new alternative for the project on Highway 8 and received MTO's feedback.
CP Rail	March 27, 2017	To investigate a potential relationship regarding Stage 2 ION Project and determine if potential to collaborate exists.
MTO West Region	September 13, 2017	To present refinements to the proposed new alternative for the LRT alignment between River Road and King Street and receive MTO's feedback.
City of Cambridge Grand River Transit	January 22, 2018	To review south Cambridge route alternatives including Beverly Street alternatives, south terminus options, potential GRT bus network concepts and walking radii.
MTO West Region	February 5, 2018	To confirm the west side of Highway 8 proposed LRT alignment to be carried forward for evaluation and identify MTO policy requirements for North Cambridge alternative.

Agency	Meeting Date	Purpose of Meeting
MTO West Region	February 21, 2018	To update MTO Senior Management on the status of Stage 2 ION, review the proposed LRT alignment alternatives along Highway 8, and confirm the option to be carried forward for evaluation.
Region of Waterloo Internal Meeting Grand River Transit, Planning, Design and Construction	October 9, 2018	To review and confirm the preferred cross-section and design concept for the Hespeler Road Corridor within the project limits for the purpose of establishing the required road allowance width for use in the Regional Official Plan Schedule A.
Region of Waterloo Internal Meeting Grand River Transit, Planning, Design and Construction	November 8, 2018	To review various issues related to interface between GRT bus service and ION, as input to preliminary design.
MTO West Region	November 8, 2018	To update MTO on the progress of preliminary design and discuss issues specific to the segment adjacent to Highway 8.
King Street (Freeport Bridge to Highway 401) Project	November 27, 2018	Project Team meeting to provide an update and to discuss the Stage 2 ION Project and King Street (Freeport bridge to Highway 401) Project.
Grand River Transit	November 28, 2018	To review local transit interfaces at proposed Stage 2 ION stations and enable GRT to commence planning for future bus network modifications.
GRCA	January 21, 2019	To provide project background and status and provide overview of the proposed alignment, drainage design criteria and initial modelling results.
Ministry of Heritage, Sport, Tourism and Culture Industries (<i>formerly Ministry of Tourism, Culture and Sport</i>)	February 5, 2019	To confirm the cultural heritage requirements for the TPA Process.
Region of Waterloo Internal Design Workshop Grand River Transit, Transportation, Transportation Operations, Design and Construction	February 13, 2019	Review the design roll plans to obtain feedback from various Region departments, coordinate with intersecting capital works projects, apply Region standards, capture functional needs within the project limits, identify known capital projects, assess technical feasibility of property restoration, review signalized intersection functionality, review drainage design and otherwise vet the design concept.
Grand River Transit	March 11, 2019	To discuss with GRT any preferred locations of their proposed/planned bus stop/pad locations at various station stops, as well as any specific on-route locations that may require coordination with the LRT project.
City of Cambridge	March 13, 2019	To review facility requirements for the Downtown Cambridge terminal station at Bruce Street and discuss concept alternatives, and provide an update on development initiatives in the area.
CP Rail	May 8, 2019	To provide project background and status and overview of preferred route and discuss design coordination issues at each interface with CP Rail along the route.
King Street (Freeport Bridge to Highway 401) Project	May 24, 2019	Project Team meeting to provide an update and to discuss the Stage 2 ION Project and the King Street (Freeport bridge to Highway 401) Project.
King Street (Freeport Bridge to Highway 401) Project	June 17, 2019	Project Team meeting to provide an update and to discuss utility coordination for the King Street (Freeport bridge to Highway 401) Project.
King Street (Freeport Bridge to Highway 401) Project	July 4, 2019	Project Team meeting to discuss with MTO the feasibility of implementing Multi-Use Trails along the King Street (Freeport bridge to Highway 401) Project.
King Street (Freeport Bridge to Highway 401) Project	September 3, 2019	Project Team technical meeting to review and discuss the Preliminary Design Report (PDR) for the King Street (Freeport bridge to Highway 401) Project.
Third-Party Utilities	September 10, 2019	To provide an overview of the project design concept and schedule and coordinate future utility installations.



Agency	Meeting Date	Purpose of Meeting
Metrolinx	September 12, 2019	To review the Project Team's approach to the business case.
MTO West Region	October 4, 2019	To update MTO on the progress of preliminary design and discuss issues specific to the King St / Hwy 401 Interchange.
Region of Waterloo and City of Cambridge Hespeler Road Corridor Secondary Plan	December 4, 2019	To review draft Secondary Plan and provide comments.
GRCA	January 23, 2020	To present the draft Natural Heritage Report and draft Preliminary Drainage and Stormwater Management Report.
Region of Waterloo and City of Cambridge Hespeler Road Corridor Secondary Plan	January 30, 2020	To discuss the Hespeler Road Corridor Secondary Plan and how it relates to the Waterloo Region District School Board planning requirements, pedestrian access and paths of travel.
MTO, Policy and Planning	April 29, 2020	To provide an overview of the Stage 2 ION Project and discuss the approach to completing the Business Case, the format and submission requirements for the Business Case, and potential funding sources.

Table 7-4: Summary of Stakeholder Meetings

Stakeholder	Meeting Date	Purpose of Meeting
Community Building Strategy – Inter-Municipal Group Meeting	June 8, 2016	To discuss observed opportunities and challenges related to Community Building Strategy (CBS) implementation and station area planning with the Cities of Cambridge, Kitchener, and Waterloo and the Region of Waterloo.
Tracks on the Grand Symposium	October 29, 2016	To provide a brief overview of, and status update for, the Stage 2 ION Project. Symposium included speakers covering the history of passenger rail in the Cambridge area and booths displaying historic photographs, articles, and other items.
Cambridge Transportation Master Plan – Stakeholder Meeting	December 9, 2016	To discuss key topics related to the Transportation Master Plan and its opportunity to coordinate City of Cambridge and Region of Waterloo transportation planning and discuss the need for increased alternative transportation connectivity between various parts of the City of Cambridge.
Grand River Hospital Freeport Campus Transit Planning Staff Meeting	April 24, 2017	To review the Stage 2 ION Project Team’s response to GRH staff’s request for a station to be included at/near the GRH Freeport campus, review existing transit opportunities and challenges, and discuss potential solutions to service the site with local bus transit.
Cambridge Member of Parliament (MP) Bryan May	May 5, 2017	To provide a general status update on the project and understand next steps.
Grand Hill Village Neighbourhood Association Pinegrove Community Association Settler’s Grove Community Association	June 2, 2017	To receive feedback from Grand Hill Village Neighbourhood Association, Pinegrove Community Association, and Settler’s Grove Association in advance of the June 14, 2017 presentation to Regional Council. Reference materials are attached in Appendix C1 .
Cambridge Member of Provincial Parliament (MPP) Kathryn McGarry	June 7, 2017	To discuss Stage 2 ION Project and the potential natural environment, socio-economic, cultural and traffic impacts of the project.
Emergency Services Coordination	December 8, 2017	To coordinate with Emergency Services and Planning staff at the Region of Waterloo, City of Cambridge, and City of Kitchener to understand requirement for the planning and design of the Stage 2 ION LRT system. Included staff from Paramedic Services, Waterloo Regional Police Service, Community Emergency Planning, and the Fire Department
Property Owner Meetings (6) Property Owner Meetings (4)	November 12, 2019 November 14, 2019	Meetings with owners of individual properties to provide an overview of the Region’s property impact identification process, and property acquisition process, and to answer questions property owners may have. Meetings were confidential.
Waterloo Region Home Builders’ Association (WRHBA)	August 12, 2020	To provide an overview on the Stage 2 ION Project and TPA Process.

Table 7-5: Summary of Presentations to Regional Council and Committees of Council

Council / Committee	Meeting Date	Purpose of Presentation
Region of Waterloo Council	June 15, 2011	Seek approval of the Stage 1 LRT system and seek directive to pursue steps to expedite Stage 2 LRT system.
Region of Waterloo, Planning and Works Committee	November 17, 2015	Provide overview and summary of project details and upcoming PCC No. 1.
Cambridge Economic Development Advisory Committee	March 9, 2016	Provide a status update on the project and present the route alternatives.
Region of Waterloo, Planning and Works Committee	April 12, 2016	Provide an overview and summary of the project details and works to date.
Region of Waterloo, Ecological and Environmental Advisory Committee	September 26, 2016	Provide an overview and summary of the project details and request that the Ecological and Environmental Advisory Committee strike a sub-committee to review portions of the draft Natural Heritage Report: Stage 2 ION LRT Transit Project Assessment Process, and advise Regional staff on the natural environmental components of the Environmental Assessment for the Stage 2 ION pursuant to Regional Official Plan policies 7.C.12 and 7.C.13 and to achieve Strategic Objective 3.5 to preserve, protect and enhance green space.
Region of Waterloo, Planning and Works Committee	November 22, 2016	Provide an overview and summary of the project details and works to date.
Region of Waterloo, Planning and Works Committee	February 14, 2017	Provide an overview and summary of the project details and upcoming PCC No. 2.
Region of Waterloo Heritage Planning Advisory Committee	March 9, 2017	Present the preliminary preferred route being considered for Stage 2 ION LRT and provide general comments related to heritage conservation.
Preston Towne Centre Business Improvement Area	March 15, 2017	Provide an update on the PCC No. 2 outcomes and discuss the project details.
Cambridge Municipal Heritage Advisory Committee	March 16, 2017	Present the preliminary preferred route being considered for Stage 2 ION LRT and the current and next steps for the project.
Cambridge Environmental Advisory Committee	April 26, 2017	Present the evaluation process completed by the Region that resulted in a preferred route and two alternatives.
Region of Waterloo, Planning and Works Committee	June 20, 2017	Provide overview, study process and structure, and PCC No. 2 results, project next steps, and project schedule.
City of Cambridge Councillor Briefings	November 9, 2017	Present the PCC No. 3 material.
City of Cambridge Councillor Briefings	April 25, 2018	Present the PCC No. 4 material.
City of Cambridge Councillor Briefings	March 13, 2019 March 14, 2019	Present the PCC No. 4b material.
City of Cambridge Councillor Briefings	October 23, 2019 October 24, 2019	Present the PCC No. 5 material.
Region of Waterloo Heritage Planning Advisory Committee	February 8, 2018	Present the preliminary preferred route and other new route alternatives that were developed following feedback received on the North Cambridge (Preston) segment after PCC No. 2.
Cambridge Municipal Heritage Advisory Committee	February 15, 2018	Present the North and South Cambridge segment constraints, additional route alternatives, and the evaluation criteria used to determine the suitability of a proposed route.
Region of Waterloo Council	April 18, 2018	Provide update on the status of Stage 1 and Stage 2 Rapid Transit, including vehicle delivery, ION testing, ION LRT service launch, ION bus, development around the ION route and ION communications initiatives.
Region of Waterloo, Planning and Works Committee	May 1, 2018	Provide overview and summary of project details, brief summaries of PCCs No. 1 to 3, and overview of the upcoming PCC No. 4.
Region of Waterloo, Planning and Works Committee	June 19, 2018	Provide a presentation highlighting the background, proposed route, differences from the 2017 route and next steps and seek endorsement of the preferred route at that time (called the "Project Team Preliminary Proposed Route (2018)").



Council / Committee	Meeting Date	Purpose of Presentation
Region of Waterloo Ecological and Environmental Advisory Committee	June 25, 2018	Discuss the comments provided by the Ecological and Environmental Advisory Committee about the “Project Team Preliminary Proposed Route (2018)” that was presented in PCC No. 4 and provide a general and environmental project update.
Region of Waterloo Heritage Planning Advisory Committee	April 11, 2019	Present the refinement to the Council-approved preferred route alignment for the project.
City of Cambridge, Planning and Development Committee	April 23, 2019	Provide an overview and update on the project.
Cambridge Utility Coordinating Committee	April 29, 2019	Present the Stage 2 ION LRT route, cross-sections, and the project timeline and discuss general municipal services and third-party utility relocation requirement. Address the primary priorities which include ensuring no new major utilities will be installed in the future Stage 2 ION LRT corridor and identifying existing major utilities that should be identified as part of the TPA Process.
Region of Waterloo, Planning and Works Committee	May 28, 2019	Sought endorsement of the preferred route at that time (called the “Project Team Proposed Route Refinement”).
Region of Waterloo, Planning and Works Committee	November 5, 2019	Provide an overview and summary of the project details and upcoming PCC No. 5.
Region of Waterloo Active Transportation Advisory Committee	January 21, 2020	Present an overview of the development of the project to date, the plan for the Environmental Project Report in 2020, the various street level views of the project, and the proposed route.
Region of Waterloo Ecological and Environmental Advisory Committee	February 24, 2020	Provide an update on the project including the study timeline, preferred route, potential impacts and proposed mitigation with natural environment, the TPA Process, future steps following the TPA and an overview of the route plans.
Region of Waterloo, Planning and Works Committee	April 14, 2020	Present the recommended preliminary design to Regional Council for endorsement prior to commencement of the TPA Process.
Region of Waterloo, Committee of the Whole	April 14, 2020	Present the recommended preliminary design for endorsement as described in Report TES-RTS-20-03, dated April 14, 2020, and direct staff to commence the Transit Project Assessment (TPA) Process.
City of Cambridge, Municipal Heritage Advisory Committee	July 16, 2020	Present the project status and update.



7.5.2 Transit Project Assessment Process, Agency Consultation Activities

On December 10, 2020, all agency contacts on the project contact list received the Notice of Commencement. During the draft EPR review period following the Notice of Commencement, the Ministry of the Environment, Conservation and Parks (MECP) provided the Project Team with comments related to the draft EPR and supporting reports, including the Drainage and Stormwater Management Report, the Contamination Overview Study, the Noise and Vibration Report, and the Air Quality Report. The Project Team met with MECP on January 7, 2021 and March 10, 2021 to discuss their comments related to the draft EPR and the supporting reports mentioned above. **Appendix C6** includes all correspondence with MECP during the TPA Process.

No comments on the draft EPR were received from other agencies at the time of publishing the final EPR (as noted in Section 7.5.1, numerous agencies provided input on the final draft EPR prior to the Notice of Commencement). All agency comments received during the Pre-Planning Phase and TPA Process were addressed in the final EPR and supporting reports.

7.6 Indigenous Engagement

Based on information received from the Ministry of the Environment, Conservation, and Parks (MECP, *formerly the Ministry of Environment and Climate Change*), three (3) Indigenous communities were identified as potentially having interest in the Stage 2 ION Project:

- » Six Nations of the Grand River;
- » Mississaugas of the Credit First Nation (MCFN, formerly the Mississaugas of the New Credit); and
- » the Haudenosaunee Confederacy Chiefs Council (HCCC).

See **Appendix C3** for copies of this correspondence with MECP. The Region of Waterloo engaged these Indigenous communities during both the Pre-Planning and TPA Process phases of the study. This allowed the Indigenous communities to identify ongoing interests in the area and provide meaningful feedback into the study process.

7.6.1 Pre-Planning Phase, Indigenous Engagement Activities

Written correspondence with Indigenous communities was ongoing throughout the Pre-Planning Phase, as outlined in **Table 7-6**.

Discussions with Indigenous communities began in September 2016. A notification e-mail was sent to each Indigenous community to introduce the project and provide project details, including a study area map. Project update emails have been sent to each Indigenous community following these initial communications in an effort to remain engaged with the communities. **Appendix C3** includes copies of Indigenous community correspondence.

Table 7-7 summarizes the meetings that took place between the Region and Indigenous community representatives in the Pre-Planning Phase. Final meeting minutes are included in **Appendix C3**.

Table 7-6: Summary of Written Correspondence with Indigenous Communities during the Pre-Planning Phase

Date	To	From	Correspondence Summary
September 20, 2016 Email	Joanne Thomas, Six Nations of Grand River	WSP	Provided project introduction letter, and identified key contacts with the Region and WSP. Offered meeting.
September 20, 2016 Email	Fawn Sault, MCFN	WSP	Provided project introduction letter, and identified key contacts with the Region and WSP. Offered meeting.
September 20, 2016 Email	Hazel Hill, HCCC	WSP	Provided project introduction letter, and identified key contacts with the Region and WSP. Offered meeting.
April 30, 2018 Email	Joanne Thomas, Six Nations of Grand River	Region of Waterloo, Rapid Transit	Provided project update letter and Notice of PCC 4.
April 30, 2018 Email	Dawn LaForme, Six Nations of the Grand River	Region of Waterloo, Rapid Transit	Provided project update letter and Notice of PCC 4.
April 30, 2018 Email	Fawn Sault, MCFN	Region of Waterloo, Rapid Transit	Provided project update letter and Notice of PCC 4.
April 30, 2018 Email	Hazel Hill, HCCC	Region of Waterloo, Rapid Transit	Provided project update letter and Notice of PCC 4.
April 16, 2020 Email	Mark LaForme and Megan DeVries, MCFN	Region of Waterloo, Rapid Transit	Provided Stage 1 Archeological Assessment and draft Natural Heritage Report for review. Noted that internal discussions about potential timing and involvement in the Stage 2 Archeological Assessment field work are ongoing.
April 27, 2020 Email	Mark LaForme and Megan DeVries, MCFN WSP	Region of Waterloo, Rapid Transit	Provided April 9, 2020 meeting minutes.
June 1, 2020 Email	Misty Hill, HDI (on behalf of HCCC)	Region of Waterloo, Rapid Transit	Provided Stage 1 Archeological Assessment and draft Natural Heritage Report for review. Acknowledged HDI's interest in being involved in the Stage 2 Archeological Assessment field work, and inquired as to establishing an agreement.
June 3, 2020 Email	Mark LaForme, MCFN	Region of Waterloo, Rapid Transit	Provided draft participation agreement between the Region and the Mississaugas of the Credit First Nation for Field Liaison Representatives to participate in field work associated with the upcoming Stage 2 Archeological Assessment.
October 15, 2020 Email	Dawn LaForme, Six Nations of the Grand River	Region of Waterloo, Rapid Transit	Provided Stage 1 Archeological Assessment and draft Natural Heritage Report for review.

Table 7-7: Summary of Indigenous Community Meetings during Pre-Planning Phase

Indigenous Community	Meeting Date	Purpose of Meeting
Six Nations of Grand River	September 22, 2017	To introduce the Stage 2 ION LRT Project, discuss the potential routes being considered and the preliminary recommended route, examine the Grand River and Speed River crossings, and receive comments, answer questions and discuss methods for ongoing dialogue.
Six Nations of Grand River	March 22, 2018	To provide Stage 2 ION LRT Project status update.
HDI (on behalf of HCCC)	July 9, 2019	<ul style="list-style-type: none"> • Discussion about HDI/HCCC’s position on their treaty rights and thoughts on the Region’s approach to engagement on all projects undertaken by the Region • Discussion about the broader policy changes HDI expects the Region to make with the Stage 2 ION LRT Project and other projects
Six Nations of the Grand River	April 9, 2020	<ul style="list-style-type: none"> • Provide an update on the Stage 2 ION LRT Project status, including the Council-endorsed Preferred Route and study activities, and anticipated study schedule • Discuss potential impacts and proposed mitigation measures for natural environment, archaeology, and cultural and socio-economic environment
MCFN	April 9, 2020	<ul style="list-style-type: none"> • Overview of the Stage 2 ION Transit Project Assessment, key findings of aquatic and terrestrial field investigations, and discussion of key schedule milestones • MCFN expressed interest in natural environment and archaeological assessments, with a focus on ensuring that the cultural interests of the community are protected • MCFN requested to review draft reports in advance of formal submission to the applicable regulatory authorities. • MCFN expressed that Field Liaison Representatives (FLRs) participate in identifying additional sites in the Stage 2 Archaeological Assessment field work. • Discussions regarding the impacts of the COVID-19 pandemic on the anticipated timing of Stage 2 Archaeology field work.



7.6.2 Transit Project Assessment Process, Indigenous Engagement Activities

The Notice of Commencement was mailed to the Six Nations of the Grand River, MCFN, and HCCC on December 10, 2020. A copy of the Notice of Commencement is available in **Appendix C4**. The Project Team also followed up with the above-mentioned Indigenous communities via email to confirm whether the Indigenous communities had any comments on the draft EPR. Six Nations of the Grand River provided comments on the Natural Heritage Report on March 10, 2021 and the Stage 1 Archaeological Assessment on March 11, 2021. The Project Team provided responses to these comments prior to the publishing of the Notice of Completion. **Appendix C7** includes copies of Indigenous community correspondence.

Summary of Indigenous Engagement

The Region followed the appropriate process to identify and contact Indigenous communities with potential interests in the Stage 2 ION Project. Indigenous community engagement will continue during future design phases. **Appendices C3** and **C7** contain all correspondence with Indigenous communities.

7.7 Future Consultation and Engagement Commitments

The Region of Waterloo has committed to ensuring that consultation and engagement with regulatory agencies, the public, Indigenous communities and other interested parties will continue throughout future design phases, prior to construction as well as during construction and operational phases. A Consultation Plan will be prepared at the commencement of each of these phases and will include, as applicable:

- » Notices to all stakeholders of major milestones and any project amendments;
- » Opportunities for members of the public, other stakeholders and Indigenous communities and other interested parties to meet for discussions and provide feedback with regards to the project;
- » Documentation of public concerns and the Region of Waterloo's responses; and
- » Any additional regulatory consultation and notification requirements.