

STAGE 2 ION: LIGHT RAIL TRANSIT KITCHENER TO CAMBRIDGE

PUBLIC CONSULTATION CENTRE NO. 4B SUMMARY REPORT

MARCH 20, 2019





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Executive Summary

Public Consultation Centre No. 4b (PCC No. 4b) for the Stage 2 ION LRT project focused on refinements within the North Cambridge portion of the route, between Shantz Hill Road and the Canadian Pacific Railway crossing of Eagle Street North. It was held on March 20, 2019 at Preston Memorial Auditorium between 4 p.m. and 8 p.m. The location was selected to accommodate the local residents within the area where refinements were considered.

Residents were notified of opportunities to participate in PCC No. 4b using emails, letters, on-street advertising, social media, newspaper advertisements and a media release.

PCC No. 4b presented:

- » An overview of comments received at PCC No. 4 related to the North Cambridge area;
- » An explanation of how the route refinements were evaluated in the North Cambridge area; and
- » The Project Team Preferred Refinement to the 2018 Preferred Route

Large format display boards provided an overview of the process and recommendations, and an information package provided more detailed information. The information from PCC No. 4b is all available on the project website www.stage2ION.ca. Participants were encouraged to ask questions and share their views through discussion with the project team members at the event, and to provide written submissions on a comment sheet at the venue, by sending an email to the project team, or by completing an online survey by April 3, 2019.

In total, 341 people signed in at the venue and 148 comments were submitted as of April 3, 2019. 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 previous PCCs, many comments were received that express support for providing Stage 2 Light Rail Transit to connect Kitchener and Cambridge and for including a station in the Preston area. Some comments recognised the project team's efforts to review and evaluate additional refinements between Shantz Hill Road and the intersection of Eagle Street and William Street as directed by the June 2018 Regional Council resolution. More specifically, responses in favour of the Project Team Preferred Refinement noted that it lessens impacts to traffic, property, heritage features, the trail network and the environment compared to previously evaluated alternatives.

A large number of the comments received, both positive and negative, raised issues or concerns with the Project Team Preferred Refinement and in some cases with the project in general. The most frequently noted concerns included:



- » Impacts on the established residential communities in the Preston area, particularly property acquisition and displacement of heritage buildings.
- » Impact of adding LRT through the King Street and Eagle Street intersection and the associated traffic implications on the surrounding road network, which are already prone to congestion.
- » Questions about whether transit ridership justifies LRT in the Region of Waterloo and specifically in the Preston area.
- » Preference amongst some residents for different routing; particularly along Maple Grove Road and Speedsville Road.
- » Environmental concerns, including direct impacts to sensitive natural features and floodplains, and potential impacts on walking trails and parks.

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. 4b regarding the Project Team Preferred Refinement to the Preferred Route, for presentation to Regional Council in May 2019. Pending Council endorsement, the next steps include completion of preliminary design and impact assessment for this area, development of mitigation strategies, confirmation of property requirements and preparation of the business case for the entire project. This information will be presented at PCC No. 5 later in 2019.



1 Introduction

In June 2018, following additional route evaluation and Public Consultation Centre (PCC) No. 4, Regional Council endorsed the Project Team Preliminary Proposed Route (2018), subject to further evaluation of the portion of the route between Shantz Hill Road and the intersection of Eagle Street North and William Street in North Cambridge. PCC No. 4b was hosted as a companion event to PCC No. 4 to present the Project Team Preferred Refinement to the Proposed Route for this area and the evaluation of the alternative refinements that were considered. This PCC Summary Report is supplementary to the PCC No. 4 Summary Report. Further details about the project, the Transit Project Assessment process, and history of public consultation for this study can be found in the PCC No. 4 Summary Report, available at www.stage2ion.ca.

Stakeholder and public consultation helps to define and develop the project in preparation for the formal commencement of the TPA process. Details on consultation will ultimately form part of the Environmental Project Report (EPR).

2 Consultation Process

2.1 Purpose

Four rounds of project wide Public Consultation Centres have been held for the Stage 2 ION project. This additional round, PCC No. 4b, was focused on the review of additional alternatives evaluated in the North Cambridge area as directed by Regional Council's June 2018 resolution. The project team considered route and station location refinements between the Speed River and the Canadian Pacific Railway (CPR) crossing near Eagle Street in Preston.

PCC No. 4b was hosted as a companion event to PCC No. 4 to present the Project Team Preferred Refinement for this area and the evaluation of the alternative refinements that were considered. The project team intends to present the preferred refinement to Regional Council in May 2019, along with feedback from the public and stakeholders at PCC No. 4b, for final endorsement of the complete Stage 2 ION Preferred Route.

2.2 Consultation Method

As this event focused only on a section of the North Cambridge portion of the route, it was hosted as a single session on March 20, 2019 at Preston Memorial Auditorium between 4 p.m. and 8 p.m. The location was selected to accommodate the local residents within the area where refinements were considered.

Participants were invited to view 13 display boards, arranged to:

- » Provide an overview of comments received at PCC No. 4 related to the North Cambridge area;
- » Explain how the route refinements were evaluated in the North Cambridge area;



- » Present the Project Team Preferred Refinement to the Preferred Route; and
- » Encourage discussion and feedback.

Stage 2 ION project team members, including the Region's Project Management team, 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 more detailed information were made available for residents to take and read at their convenience.

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

2.3 Outreach and Notification

Residents were notified of opportunities to participate in PCC No. 4b using emails, letters, on-street advertising, social media, newspaper advertisements and a media release, 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 775 stakeholders and residents on February 28, 2019. In addition, 200 notices were hand delivered on March 8, 2019 to residential properties along the route that could potentially be impacted by the route refinement. The notice is included in Appendix A.

Emails

In advance of PCC No. 4b, e-newsletter notifications were distributed to 1,193 subscriber email addresses on March 16, 2019. The e-newsletter included details on the date, time and location of the PCC, 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.

Following PCC No. 4b, a second e-newsletter was distributed to 1,240 subscriber email addresses on March 22, 2019. This email included a link to the PCC No. 4b information package and display boards and a reminder to subscribers of the opportunity to provide online feedback until April 3, 2019.

On-Street Advertising

Two road signs were placed within the study area detailing the place, time, and date of the Public Consultation Centre. One sign was placed at the northeast corner of the intersection of King Street and Eagle Street, and one was on the west side of King Street, north of Eagle Street. Signs faced opposite directions to ensure that motorists travelling in both directions were informed of the meeting. The signs were installed on

March 11, 2019 and remained in place until March 21, 2019. Figure 1 provides an example of the road signs.



Figure 1: On-Street Advertising

Twitter

The Region of Waterloo has a Twitter account for the LRT ION project, @rideIONrt. Several tweets were posted prior to Public Consultation Centre No. 4b advising followers of the upcoming PCC, and following the PCC to encourage the public to complete the online survey prior to April 3, 2019. Figure 2 provides examples.



Figure 2: Tweets Announcing PCC No. 4

Facebook Postings

The Region of Waterloo has a Facebook account for the LRT ION project and made several posts promoting the public consultation centre including the following:

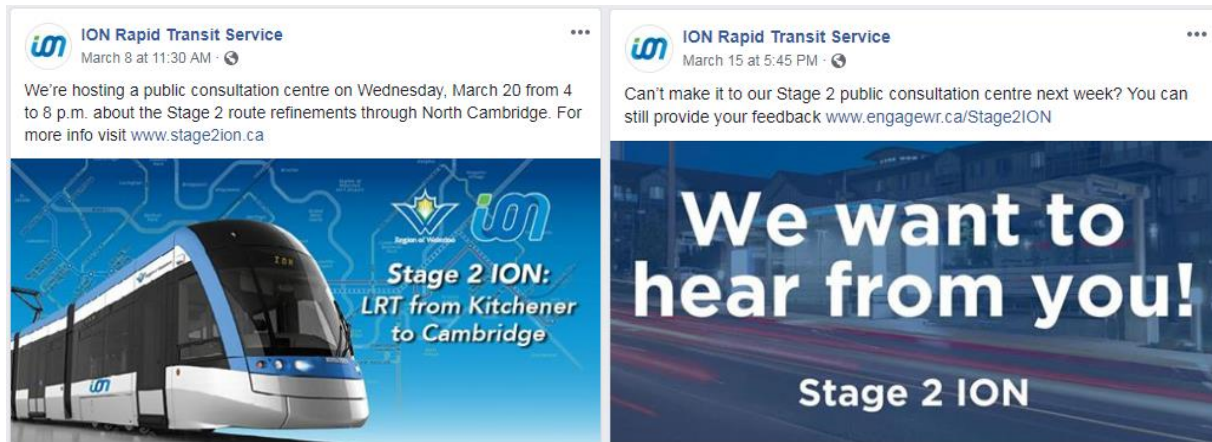


Figure 3: Facebook Postings Announcing PCC No. 4b

Newspaper Advertising and Media Release

Advertisements were printed in the Cambridge Times and in the Record on March 14, 2019. A media release was issued on March 18, 2019.

The advertisement and media release were consistent with the notice, copies of both are included in Appendix A.

2.4 Participation

Attendance at the PCC venue

In total, 341 people signed in at the Preston Memorial Auditorium on March 20, 2019.



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 at engagewr.ca/Stage2ION

The PCC No. 4b comment sheet is found in Appendix B. The questions posed in the online survey are found in Appendix C. Comments through these methods were accepted until April 3, 2019.

3 Feedback and Input

In total, 148 written submissions were received as of April 3, 2019 and evaluated for this summary report:

- » Comment sheets submitted in-person at the venue – 66
- » Email submissions – 3
- » Responses to the online survey – 79

Input will continue to be received and reviewed by the Stage 2 ION project team, however comments received after April 3, 2019 are not included in this report, and 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. Section 3.1 presents an overview of the comments that were supportive of the Project Team Preferred Refinement to the Preferred Route for the North Cambridge area or of the project in general. Section 3.2 addresses the issues and concerns with the refinements that were raised more frequently in the comments. 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 Supportive Feedback on the Project or Proposed Refinements

Many comments were received that express a general support for Stage 2 Light Rail Transit connecting Kitchener and Cambridge and for a station in the area of King Street and Eagle Street servicing the Preston area. These comments recognised the project team's efforts to review and evaluate additional refinements between Shantz Hill Road and the intersection of Eagle Street and William Street as directed by Regional Council. More specifically, responses in favour of the Project Team Preferred Refinement noted that it lessens impacts to traffic, property, heritage features, the trail network and the natural environment compared to previously evaluated alternatives.



Consistent with previous PCCs, several residents and local businesses emphasized the need for an ION station in Preston which would provide access to rapid transit for local residents, support existing businesses, encourage economic growth, and provide opportunities for redevelopment.

3.2 Issues and Concerns

Many of the issues raised at PCC No. 4b remain consistent with the feedback submitted during previous PCCs. The following section highlights the most frequent issues and concerns and summarizes how these have been, or will be, addressed.

Property Requirements

Concern Raised: Loss of homes and businesses, and impact on heritage properties and to community character continue to be major concerns among residents in the Preston area. Residents are concerned that details on specific property impacts will not be available until the later in the study, and that these details were not part of the route evaluation process. Residents were also concerned about 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:

As with previous evaluations, the potential for property impacts was a key criterion in the evaluation of the refinement options.

Property impacts were assessed using a conceptual level of design, which is enough to evaluate and compare the various route refinements. To be confident of the estimated impacts to an individual property the project team must complete the preliminary design. The preliminary design process involves revisions to and refinements of the design based on input from Region departments, City departments, approval authorities and stakeholders, and based on the results of various technical analyses, field surveys and impact analyses. It would be premature to display individual property impacts prior to completing the preliminary design, potentially resulting in undue concern and unnecessary stress for residents and property owners.

For those properties that will be impacted, the Region has a process to identify those impacts, notify property owners, negotiate partial or full acquisition, and compensate property owners. The Region strives to reach an agreement that is fair and equitable for both the property owner and the Region. The vast majority of the Region's property acquisitions are negotiated and are not completed by expropriation. Property acquisition uses fair market value at the time of acquisition as a basis for compensation, and negotiated agreements include compensation for other impacts, such as grading onto retained property. The PCC No. 4b information package includes further description of the Region's process for identifying property impacts and acquiring property.

With regard to potential impacts on lands not directly impacted 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.

Traffic Impacts During and After Construction

Concern Raised: Many comments were received that expressed concern that the introduction of LRT through the intersection of King Street and Eagle Street would make an already congested intersection worse, reduce access for vehicles and increase delays. Concerns were also expressed that construction of the project would disrupt and delay traffic, negatively affecting businesses in the area.

Project Team Response:

The project team is aware that the King Street and Eagle Street intersection and surrounding roads currently experience congestion and significant queues during peak hours. While the traffic signals will need to be adjusted, the timing will be coordinated with approaching trains so that they will pass through the intersection at the same time as other general traffic movements that don't cross the tracks. This will have some impact to overall vehicle capacity, but it increases total people capacity when including riders on the trains.

During construction, automobile and pedestrian access to residences and businesses will be maintained. However, the nature of construction will require some temporary closures, detours, and temporary service interruptions, and travelled routes may not be as direct. The Region is committed to providing ample notice to residents, businesses, and travellers of construction activities and to posting signage at the project limits as to local access to businesses.

Need for LRT in General and in the Preston Area

Concern Raised: Some comments reflect the view that there is not enough ridership to justify LRT in the Region of Waterloo, and question whether LRT represents the best value for money based on existing bus ridership. A number of comments noted that Preston does not need a station or that the route should go around Preston (e.g. north side of the Speed River to Hespeler Road), or that the station should instead be located elsewhere (e.g. on Eagle Street closer to Speedsville Road).

Project Team Response: Based on the planning, analyses, studies and environmental assessments completed to date, LRT is key to addressing the Region's growing transportation needs, and to manage growth in an efficient and sustainable way. LRT has been identified by the Region as the best way to address our growing transportation needs, manage growth by focussing development and growth in existing urban areas, limiting urban sprawl and protecting the environment. LRT will move people more efficiently in and around the community, save farmland, provide more transportation choice and reduce carbon emissions.

An ION station located at King Street and Eagle Street is very important to achieving the goals of the project because it will have strong opening-day transit ridership, it will benefit from the kind of mixed-use, transit-supportive, higher-density redevelopment presently available in the Preston Towne Centre, it has good local transit connections, and it has good pedestrian and cyclist connectivity. This location also provides a



strategic transfer point for future express buses travelling up and down King Street through Preston.

In the Regional Official Plan, Major Transit Station Areas (lands within 600-800 metres of an ION station) 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 station 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 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.

The information package for PCC No. 2 summarizes 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 shows that a station at King Street and Eagle Street has a greater concentration of existing and planned residents and jobs.

Environmental Impacts

Concern Raised: Comments were received about potential impacts on the Speed River corridor, as well as noise and vibration impacts on the adjacent community, walking trails, heritage buildings and flood prone areas.



Project Team Response: The evaluation of the alternative refinements 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, and where levels exceed the regulatory limit, mitigation measures will be implemented to minimize impacts to the adjacent communities.

The current preferred refinement does not impact the existing access to the Bob McMullen Linear Trail which runs along the south side of the Speed River. The project team will continue to consult with the City of Cambridge and the Cambridge Trails Advisory Committee look for opportunities to create convenient connections between the existing trail network and the proposed ION stations.

4 Next Steps

The project team will be reviewing and incorporating feedback received at PCC No. 4b regarding the Project Team Preferred Refinement to the Project Team Preliminary Proposed Route (2018) and will prepare to present the refinement to Regional Council on May 28, 2019. Pending Council endorsement, the next steps include completion of preliminary design and impact assessment for this area, development of mitigation strategies, confirmation of property requirements and preparation of the business case for the entire project. This information will be presented at PCC No. 5 later in 2019.

Following the completion of preliminary design and the business case, the project will be presented to Regional Council for approval to initiate the formal TPA process. The Environmental Project Report is anticipated to be available for public review later in early 2020.

APPENDIX

A NOTIFICATION MATERIAL

Notice of Public Consultation Centre No. 4b

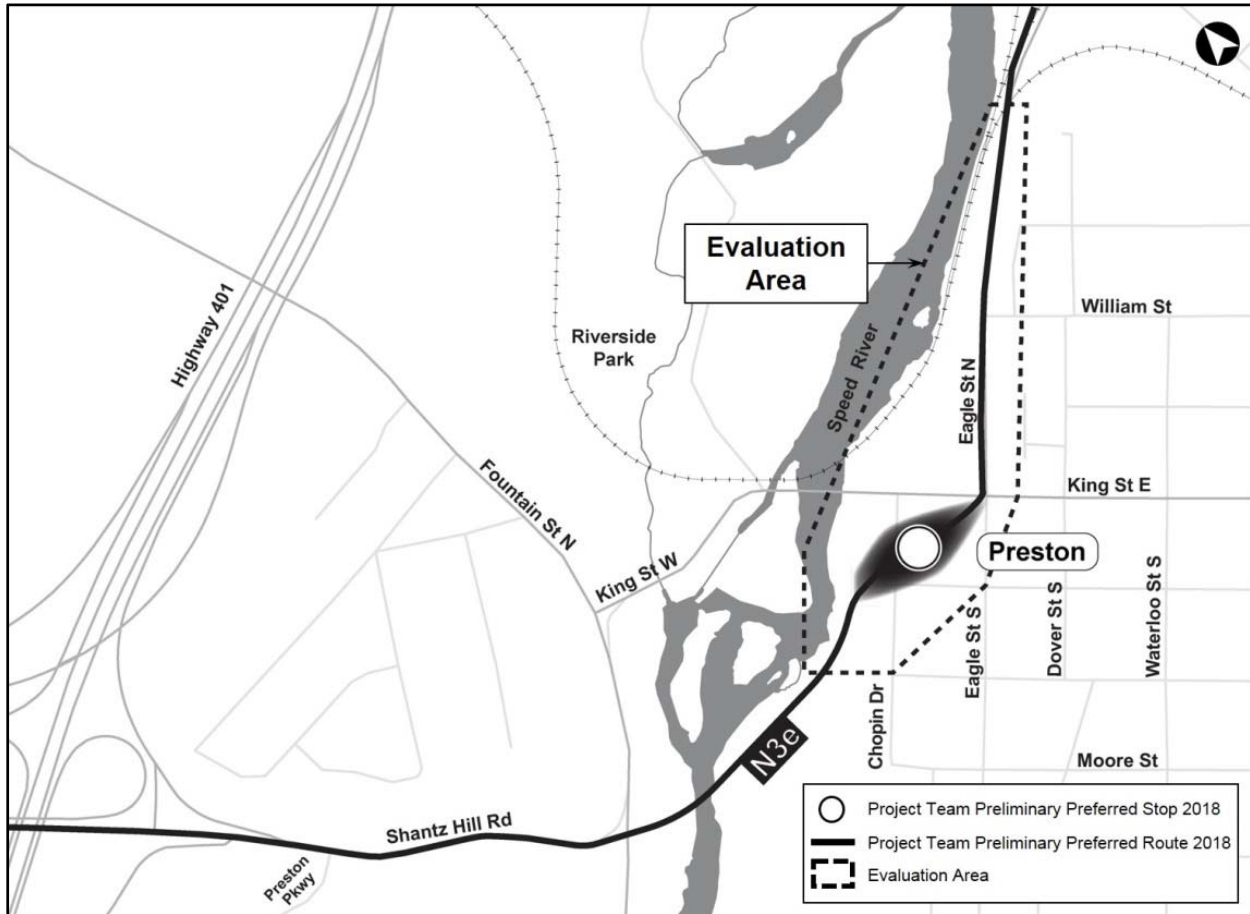


Stage 2 ION: LRT from Kitchener to Cambridge

Region of Waterloo

GRAND RIVER TRANSIT

In June 2018, Region of Waterloo Council endorsed a Preferred Route for the Stage 2 ION project, subject to further evaluation of the portion of the route between Shantz Hill Road and Eagle Street North at William Street. The Region has further considered local route and station location options between Hamilton Street and the Eagle Street CP Rail crossing, as outlined on the map below:



The evaluated route options will be presented to the public at an upcoming Public Consultation Centre, along with the evaluation results, and the preferred option based on these results. Please join us at the following Public Consultation Centre to provide feedback:

| Date | Time | Location |
|---------------------------|----------|--|
| Wednesday, March 20, 2019 | 4–8 p.m. | Preston Memorial Auditorium, 1458 Hamilton St, Cambridge |

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-2 present the comments submitted using comment sheets (Tables B1, B2, and B3) or sent by email (Table B4). Information identifying individuals or specific addresses have been removed 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. 4b

Comment Sheet – We want to hear from you!

The Region of Waterloo is seeking input on the Project Team Preferred Refinement to the Preferred Route.

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 **April 3, 2019** to:

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

Fax: 519-745-4040

Email: ION@regionofwaterloo.ca

A comment sheet is also available for download at stage2ion.ca

Provide feedback online by visiting engagewr.ca/stage2ION

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

What do you like about the Project Team Preferred Refinement?

What challenges do you see with this refinement?

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.

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

Document Number: 2964653

Version: 2

TABLE B1 – COMMENT SHEET RESPONSES TO QUESTION 1

Submitted comment sheets with no response for a question have been omitted below.

Question 1: What do you like about the Project Team Preferred Refinement?

| Comment No. | Response |
|--------------------|---|
| 1 | Progress - don't turn this into the Multiplex |
| 3 | That your leaving the present trail area open off of Chopin Dr. Having witnessed 17 trumpeter swans about 500m down river this area is an environmental gem! The main reason I recently moved to the neighbourhood. |
| 4 | Nothing – It's a money-wasting white elephant that should be canceled. More useless road work, heritage areas destroyed, disruptive weather events, stations built on flood plains!!! We don't need legacy projects for retired politicians!!! |
| 5 | Nothing |
| 6 | Nothing – (this is a waste of tax payers money) |
| 7 | To be honest, I like the fact that it looks like I won't be losing my house and that we were heard about Eagle St. N being too narrow a passage for the LRT. But I do not like how the train is entering Preston, or how it will be elevated to cross the tracks on Eagle St. I think the elevated portions of the design will be an eyesore as well as the overhead cables. The section of Preston where the train enters in a quaint area with heritage homes that will be destroyed. |
| 8 | Like the idea to bringing transit to Cambridge Preston area bring it sooner |
| 9 | None of it. This is a colossal waste of taxpayer money. We do not need to spend almost 2 billion dollars to create one stop. People will have to drive to the stop to get on. Where are all the cars going to be parked. All we will need are buses and small ones at that. |
| 10 | Nothing. You're putting makeup on a sow. |
| 11 | I don't like anything of it. |
| 12 | Nothing – the route does not work and you are demolishing a whole city block with established business and homes. |
| 13 | Nothing! Move the line to come from along Cherry Blossom and pick up Toyota and all the other businesses out that way. |
| 14 | Nothing |
| 15 | I love the location of the A1 stop and think it will make it very easy to access the LRT. |
| 16 | That they are still trying to make this happen with a stop in Preston |
| 17 | Nothing – cannot convince me this is a viable plan to develop through residential and already highly transversed traffic corridor. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|---|
| 18 | Nothing |
| 19 | Seems as though not much changed. Why not use the other side of the river and not go through as many properties. |
| 20 | My husband and I do not like anything about this. This is a horrible idea and it is all about making money and not the people who have homes. |
| 21 | Seems fine. However, all options seem acceptable, so well done. |
| 22 | Your mandate was to look at project from Shantz Hill down Eagle St. You ignored that and started your review at Chopin to Eagle St. |
| 23 | It is same idea just reworked. Don't like it. No. |
| 24 | I don't. |
| 25 | A1 seems best. |
| 26 | This is a fantastic project for the city of Cambridge. |
| 28 | The possibility that the train could avoid King/Eagle is a positive. |
| 29 | Nothing |
| 30 | Not at all. |
| 31 | Should not go down Shantz Hill. This is missing a huge opportunity to run by Toyota down Maple Grove and up Speedsville allowing thousands of employees access. Also this area could be developed around the LRT. |
| 32 | Nothing |
| 34 | Less congestion for roads – less traffic |
| 35 | Nothing |
| 36 | I like c2 & c1 routes because they avoid Eagle Street. I don't like A2 |
| 37 | Do not like |
| 38 | None – it's all wrong. This is not a good choice. |
| 39 | Maybe possible for more lanes of traffic to the Preston speedway down Shantz Hill |
| 40 | A stop in Preston will benefit the area . Will generate investment + development that will overall improve the area |
| 41 | Rail line is furthest from the river – less flooding risks. Better geometry – Less expensive. |
| 42 | Nothing!!! Dislike - Liquidation World to be expropriated – most successful business in Preston. |
| 43 | Nothing |
| 44 | Nothing I thought LRT was to move people through city, not just mall to mall. So few stops. Should be to move people all over city. |
| 45 | Seems to have less impact to surrounding properties (c1&c2). More neutral location beside the river away from the intersection (King & Eagle). |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 46 | Nothing – still doesn't make sense why its coming through Preston. Needs to go down Maple Grove and Hespeler Rd.– more people work there + all the new developments (houses) out there. Not going to pick up many people at King & Eagle. |
| 47 | Has a route down Maple Grove to Hwy. 24 been considered, in light of all the development that is expected in this area |
| 48 | Nothing at all |
| 49 | Nothing |
| 50 | Nothing |
| 51 | To be honest I do not like anything about the LRT. I believe it is a waste of money and time. The bus system already in existence is very good a usable. Does not go to many places and you end up aborting to get off to go on the bus to get where you are going. Who really wants to do that when one bus can get you there. |
| 52 | Nothing |
| 53 | What is the ridership expected? What is the revenue? What is the cost to run and maintain? What are the penalties for not making timeline? How is the cost broken down city/province/federal? How long will vehicles last? |
| 54 | There is a need for better public transport. But it needs to be directed to areas that need the expansion not this area. |
| 55 | Attempt has been made to get a good alignment (however there will be a [illegible] impact on private properties) |
| 56 | I don't like it! Eagle St. and King St. is already one of the worst intersections in the city, this will only make traffic so much worse. We need another car bridge across the river either running alongside the LRT route or off of Blair rd. Preston needs another "escape route "out of town |
| 57 | Least houses impacted. Services downtown Preston. Better accommodation for pedestrian/bicycles |
| 58 | Love that the preferred route and station options highlight increased access for cyclist and pedestrians the diagonal placement of the A station looks like it would provide an official crossing opportunity for cyclists/pedestrians trying to get to Riverside Park, and is closer to the entrance than crossing at King/Eagle. I also support having Preston LRT station right in the heart of Preston despite property impact. This seems like the better option for the long run |
| 59 | N/A. |
| 60 | Nothing – There is no reason to bring that train through Preston and destroy our neighborhood. Existing buses can get people to access points at Sportsworld & Cambridge Center |

| Comment No. | Response |
|--------------------|--|
| 61 | Not much! Don't bring down Shantz Hill – too expensive to build & maintain. Does not need to come through Preston at all. Try Maple Grove where city is expanding. |
| 62 | Better that using existing track route instead of along Eagle St. |
| 63 | We are looking forward to the LRT in Preston |
| 65 | I personally like options C1-C2. I think keeping the LRT off Eagle St. is a better option. Both Cambridge Surplus and ABM woods are loved by the community. I disagree completely with B1 and B2 |
| 66 | Nothing at all |

TABLE B2 – COMMENT SHEET RESPONSES TO QUESTION 2**Question 2: What challenges do you see with this refinement?**

| Comment No. | Response |
|--------------------|--|
| 1 | Convincing the aging demographic in area to change. |
| 2 | The assessment area should have been larger – from top of Shantz Hill, not the bottom. Current assessment area was too small to see/find significant change in route. How much change did planners expect to find in 5 city blocks? You are still massively impacting the oldest part of the region. You are still bringing an ugly monster into a quiet residential area. |
| 3 | I only moved to Preston in Nov 2018, but previously walked in this neighborhood often. Now living here I realize the serious traffic issues you have in this area. First my car insurance was increased by \$150 because of my new postal code and the accidents. I have witnessed 4 accidents on Shantz Hill. The cars turning towards Blair at the bottom of the hill play Russian Roulette with you. I've nearly been hit numerous times! |
| 4 | More tax payers money wasted on "spin" (i.e. propaganda) from people who absolutely refuse to listen!!! |
| 5 | I do not see the need for this. You will need to destroy all these houses; all for 1 stop by Chopin & Eagle!! I run the trail behind PHS, it is a beautiful, peaceful place! This will not be good. |
| 6 | Cost over run. I have never seen a project come in on time or under budget. |
| 7 | Destroying a quaint, peaceful part of Preston. |
| 8 | People who delay our community from advancing. |
| 9 | There will need to be many houses removed to incorporate this unnecessary train. No one will have adequate ways to get to this stop. Preston will become a ghost town because it will not be easily accessible to get in and out of the town. |
| 10 | An incredible expense for something the people don't want. Wake up row! |
| 12 | King Street is already too busy – does not work |
| 13 | Huge impact on fragile wetlands. Loss of community feeling. Noise levels. Environmental impact and reduced esthetics. |
| 14 | Old side of Preston should not be touch. |
| 15 | The stop the LRT in Preston crowd. I don't know if they are just a very vocal minority, but I hope they don't derail the whole thing. |
| 16 | "Not in my backyard" people. |
| 17 | Cost!! (Bridge, widening street, destruction of century homes + small town atmosphere. Increased traffic congestion in area already. Congested with traffic – King St., Eagle (route in and out to PHS). Narrow streets, destruction of environmental area (rivers, trails, etc.). |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 18 | Nothing seems to have changed. |
| 20 | A lot of people will lose homes and everything they have worked and saved for all their lives. It is all so heartless and wrong. |
| 21 | None of any significance. I lived in Toronto and Mississauga and Brampton. Transit is required as cities grow. No exceptions. |
| 23 | Shantz Hill – this is an unworkable idea. KW Streets are already difficult to maneuver and trains have yet to start. |
| 24 | Shons Hill it is nice going down Shons Hill now the LRT will take a lane away. |
| 25 | Timing |
| 26 | Don't listen to the negative people. |
| 27 | The organizers of this don't care what the citizens say. We said "No" at the last meeting! |
| 28 | The biggest challenges: a) The destruction of one of the oldest neighbourhoods in the Region b) The cost of building a bridge down Shantz Hill and across the river c) The environmental impact of going through a wetland. |
| 29 | Utilization upon completion [<i>illegible</i>] 2035. |
| 30 | At what cost will my property taxes go up. Total cost for low ridership. King and Eagle congested already. Most people on Eagle & Side Streets don't support this route. The citizens proposed route is far better – faster, shorter, cheaper, no impact on traffic. |
| 31 | Wipes out a hole section of peoples homes. Increases King St. traffic. Impacts existing parkland and traffic negatively. |
| 32 | Too expensive. |
| 33 | Issues regrading floodplain and associated natural environment (LRT route and CP ROW). |
| 34 | More wheelchair space, in public washrooms. Faster, for such appointments. |
| 35 | LRT going down Eagle street. Houses & business will be out. Eagle is already very busy the train will make it worse!! |
| 36 | Whatever the route we are dealing with many many houses and impacting lots of folks. I would prefer to see full buyout rather than partial & easements. I don't see any parking lots for ION customers. |
| 37 | Too much traffic congestion and disruptions. Eg: July 1st parade down King to Eagle. Eg: Christmas parade on Hespeler Rd. What happens to these. Loss of properties. |
| 38 | Developers have come out on top & the Preston community has lost. |
| 39 | Loss of cultural charm. Loss of access to river. Loss of heritage. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|---|
| 41 | King St in Preston is too busy for a rail line of any sort. Traffic congestion will be horrible. Too many houses need to be purchased/expropriated. Cambridge does not need rails. Buses are fine. I ride the bus. |
| 42 | Eagle St. too narrow for traffic backups, emergency vehicles & LRT. Too narrow already, bus ridership is almost non-existent along this stretch. Train not needed. |
| 43 | Traffic in south Preston |
| 44 | Ability to get in & out of Preston. Can't now! Can't believe you will get to the expense of building over the river. Can't believe you can build so close to river behind Eagle & disrupt wildlife. Bottleneck at King & Eagle. |
| 45 | Push back from residents in the area of impact. Some environmental impact but not severe. |
| 46 | Why not go on already paved roads instead of paving more natural areas. |
| 47 | Why was this not put to a vote? No one I have talked to is in favour of this fiasco! It is an incredible waste of funds!! A major concern is the effect of this will have on the natural wildlife in Riverside Park. |
| 48 | Not wanted – only one stop before Hespeler Rd? you have to walk quite a distance to train / or bus?) if taking bus may as well stay on bus to your destination. Going over river is an accident waiting to happen. |
| 49 | I see too much traffic confusion especially if there's an accident on the 401. This doesn't actually cater to people of Preston, not being in the heart of it, there is too much value in the area of beauty. All that is being looked at is expense, not homes not property not traffic, the people of Cambridge/Preston are not being considered. |
| 52 | Total bottleneck for downtown Preston. We can't move down King now & it's only going to be worse |
| 53 | Will self driving vehicles replace. Are electric buses better alternative (pros: less cost/routes easily changed). Who wanted this? Looks like a boondoggle. |
| 54 | The traffic @ King & Eagle is a concern with street cars in the mix it will only be worse. Put it on the other side of the River taking property of citizens to build this is wrong and bad for the neighborhood. |
| 55 | Rebuilding eg @ Eagle & the properties. Parking garage. CP Rail needs to be brought outside. Crossing King Street (signal etc.) will be a real challenge |
| 56 | Traffic - we need another exit route!! |
| 57 | Accommodating needs/concerns of residents closest to the track. Noise concerns of the residential neighbourhood. Undesirables / vagrants hanging around the stop. |

| Comment No. | Response |
|-------------|---|
| 59 | The cost of the bridge down Shantz hill? Better allocated elsewhere KW/Guelph. As a bus driver, would it not have been better use of resources to have more express buses running the route. The tracks as lovely as the diagrams are dangerous – people crossing on either side? Cambridge is small – no tech companies, isn't 2 universities; a small university site in downtown Galt won't benefit from the Shantz hill |
| 60 | Traffic issues through Eagle at King St. roadway is limited due to new apartment towers at both sides |
| 61 | Too expensive - maintain bridges (e.g. snow/ice/concrete). Safety issues with trestle. Does nothing for Preston area, expect create traffic chaos & safety issues for pedestrians. |
| 63 | Crossing King St. - what intervals will the LRT run once at full capacity |
| 65 | I believe the spacing between Cambridge Surplus and ABM Woods is far too tight. It will cause a lot of bottle necking in that area. I understand C1-C2 bring the ION closer to a flood plain, however if keeping it off Eagle will leave less impact. B1-B2 both are on the road, in the only bottleneck in Cambridge |
| 66 | More traffic congestion in construction. What happens when traffic is directed on to Eagle St. from accidents on 401? Will increase traffic on King St. which is already causing congestion at peak times. Loss of properties. |

TABLE B3 – COMMENT SHEET RESPONSES TO QUESTION 3**Question 3: What new issues or information do we need to consider?**

| Comment No. | Response |
|--------------------|---|
| 2 | You haven't addressed past issues of: Traffic congestion, safety, heritage, aesthetics, cost, environmental. |
| 3 | I live on Vine St. and drive down to Eagle to turn left onto King to go work in Kitchener. This is already an accident zone two. Traffic is constantly trying to turn in front of you onto King. Not realizing that you have a left turn advance. Adding an LRT train to an already dangerous intersection is madness! Like adding the roundabout by St. Mary's High School in Kitchener. |
| 4 | Hobart, Tasmania, is slightly smaller than Cambridge, its metropolitan population is slightly larger than Waterloo Region. This a much nicer climate public transit there consists of bike rentals. |
| 5 | Do we really need this!! Can we not add a few more buses/different routes. |
| 6 | Stay with buses more flexible less costly |
| 7 | Express train that touches Sportsworld and Hespeler Road without disturbing Preston. |
| 8 | Build it sooner. |
| 9 | We need to have a referendum on this project. |
| 10 | You continue to force this on an area that want absolutely nothing to do with it. You have complete disregard for the citizens of this neighbourhood. |
| 11 | To not destroy and take homes and businesses from people. |
| 12 | Think of the home owners and business owners. It is a waste of money and no one will ride this LRT. |
| 13 | Listen to end users and the community and actually move the ion line from 'proposed' area to where there is less impact on heritage homes and neighborhoods. |
| 14 | Old Clare House & Old Stone House - Not to be torn down. Noise. So not put in Preston Period. |
| 15 | Why are we dragging our heels on this so much? When even the mayor and council say its still 10+ years out, I fear it will never get built. |
| 16 | 48% of our population struggles with literacy. They struggle to find and keep jobs... They often live in with unstable finances...situational or generational poverty. They would use LRT and benefit themselves and be able to be involved and contribute to the community. These voices may not be heard because they struggle with literacy. |
| 17 | Construction (King St. development routes as detours in and out of town from 401 and Franklin construction projects). |

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| Comment No. | Response |
|-------------|--|
| 19 | I feel the main issue is the effect the routes will have on homes, some of which are the oldest homes in Preston. Additionally, the indirect route the LRT as a whole takes makes the trip from Cambridge to KW lengthy. With how busy our lives are, this time is valuable and therefore I see people using ridesharing over LRT. Especially since the LRT timeline is almost in line with autonomous vehicles. LRT still isn't much faster than the BRT buses and people aren't using the buses now. |
| 20 | Try to work it out somehow so that people who have homes or businesses are not or will not be affected. |
| 21 | Stations need to be placed to grow commercial and high density residential. They cannot be spaced out too far apart as they must span where we live. |
| 23 | Consider the actual comments of Prestonite. What's wrong with smaller 12 people vehicles going into residential areas not huge buses missing most ridership. |
| 24 | Don't put it in. |
| 25 | Don't commit the money to this extension until the KW phase is shown to work or what refinements might be needed. |
| 26 | Remember in 1950, most of the people opposed the 401. If the 401 not exist, we are still poor. |
| 27 | From front side of sheet – No to going into Preston and along Eagle St. This choice is ludicrous! |
| 28 | Same issue as before – why the need to go through on of the most congested areas in the region and the traffic/safety impacts of new congestion |
| 29 | Existing is not yet running. Money being wasted on planning something that has yet to be accepted or proven viable. Project should be deferred until such time as present iteration is running smoothly. |
| 30 | The citizen proposed route. Better – cheaper, faster, shorter route. No impact on traffic. |
| 31 | Moving the route away King and Eagle. |
| 32 | People's homes - [removed - abusive language] |
| 33 | A very comprehensive environmental impact study, particularly with regard to floodplain and associated natural environment (biological, fluvial geomorphology, etc.) |
| 34 | Wider isles, for people with walkers |
| 36 | I am unsure what impact the Preston Dam has but the recommendation is to demolish it. (Not endorsed by City Council) |
| 37 | When there is an accident on 401 all traffic uses Eagle St. to King St. Where will they get ridership. |
| 38 | You need to come up with something better or nothing at all. Building the wrong route or area. Wrong is wrong |
| 39 | Very little left for us to input on. Purposefully strict. |

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| Comment No. | Response |
|-------------|---|
| 40 | The landscaping, street scape of the station needs to take into consideration the existing residential neighborhood. This is the only stop that is not along an existing road and measures need to be implemented to mitigate the look + noise of the station. Trees, plantings + other buffers should be considered. The King + Eagle intersection is always backed up during rush hour and traffic studies should be done to ensure the location + timing of the signals are efficient. Overall, as someone who will be looking at my front window at a train station, I support the LRT but urge planners to consider how it can be buffered |
| 41 | Amalgamation! will Cambridge still be in Waterloo Region? Cost of the bridge over the Speed River + its engineering. It may be fragile in that flood plain. Build a bridge over King St – Keep it off the road so traffic flow may continue |
| 42 | Snow clearing. Where does traffic go (betw. King & William) to let emergency vehicles through? Let Cambridge vote. We don't want it. King & Eagle is busiest intersection in Cambridge. To add a train to the mix is insane. |
| 43 | You will be trapping people in/out of the south Preston neighbourhood. Have you even driven there during morning/evening commute? The job of regional/municipal gov. should be to make cities more livable, not less |
| 44 | Money – who pays – taxpayers? Waste of money. Property impact. River impact. Wildlife impact. This area is environmental not industrial. Part in industrial area. Spend money on hospital or roads or multiplex. Things all people will use. Get it 30 years from now but not the location you proposed. Buses going by houses are empty! |
| 45 | Eagle St. becomes an overflow for traffic when Hwy 401 closes due to accidents/construction. (A1-B2) will cause more traffic at intersection and along Eagle. |
| 46 | Environment: Going over a River is an accident waiting to happen. All the trees will be torn down - will look awful with wires. All the animals/wildlife I have seen crossing the existing unused tracks – and they will be gone. Also, we will lose the giant small town feel of Preston. |
| 47 | We certainly need to be aware of ridership. Frequently, the driver is the only individual on the gargantuan buses that service this area. I just shake my head... my tax dollar going to & for what??? What impact is this going to have on car/truck traffic? |
| 48 | Environment – Birds, Animals, Trees. # of stops – one stop is not enough. |
| 49 | I have lived at the corner of Queenston and Eagle, I know the extend the traffic can build there. Having a train, let alone a station there is insane. INSANE. This being a stop does not help the people of Preston. Open your eyes to the people of Cambridge. They don't want this. |
| 51 | If you have every travel into Preston when the 401 is having issues you understand the congestion. Putting a rail will only cause more problems. I am near the water and I see all the animals that come every year. The train will disrupt and upset the environment! No I do no want the train at all. |

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| Comment No. | Response |
|-------------|--|
| 52 | Who requested this train issue in the first place? Buses only carry 4-5 people now. Obviously people prefer to drive. We need a car bridge over the river with easier access to Conestoga College & Kitchener. |
| 54 | Expropriation for this wrong. Provide service for new areas that need it. Hunt Club subdivision & industrial area this will be worse for traffic on King & Eagle. No one in this area wants this – take a vote! Do not build on the flood plain Big Mistake |
| 55 | Cost I suppose. Disruption of neighborhood (Chopin & Eagle eg.) |
| 56 | Drive through Preston at 4pm when there is an accident on the 401 or if there is construction. Even when it is "clear" traffic is backed up all the way down King St. We need another car bridge!! |
| 57 | Buffering for existing residence: Sound barriers, Lighting – (too bright at night), Plantings, Security concerns of local residents - lots of people passing thought right next to houses – thefts. |
| 58 | At the river crossing point of the LRT, would cycling/pedestrian path be an option to run alongside the crossing? Another point for cyclist to cross over would be much appreciated |
| 59 | The new construction along maple grove – Hespeler road announcements of apartments, condo's – the development on Pinebush @ Walmart. What about Conestoga college - U of W is well represented. I am concerned with the work of the Shantz bridge – the current bridge on Fountain Street over the river has fallen/damaged due to the weather. What about the weather + it's effect on the tracks. Clearing? How? By Who? Will the Stakeholders of the building be declared? The governments have all changed hands. The mayors all backed out for voting on this matter due to property ownership. This seems so dark and dishonest. |
| 60 | Move it to less dense existing roadways like Maple Grove for more direct route to Hwy 24. Let density grow up around it afterwards |
| 61 | Safety. Transients living under trestle. Property taxes increasing to cover cost. Look into/research who profits from route (e.g. developers along old King?) |
| 62 | Construction Periods – Region + City have proven inept at communicating. The whole insane experience of trying to drive down Highway 24 because of lack of communication between 2 parties is irresponsible while redoing local roads last year. 4 ways into city and 3 closed down. Will this project not do the same thing? Highway 24 bridge is 2 years and most traffic will come down to Eagle. Will the first stages of this project not also be doing this time? Please do better!!! |
| 63 | Cycling infrastructure along the length. Accessible bathrooms at the station. Bike lockers + covered bike parking. |
| 64 | The Region should secure a future hub site for a connection to the Milton Go line, build an ION station in this place of the project, and use it to entice and simplify the Metrolinx planning process for an extension. As a passenger, this kind of network planning would allow for greater choice, flexibility, and reliability. We need to act before the opportunity is lost |

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| Comment No. | Response |
|--------------------|---|
| 65 | Personally, C1 or C2 provide less chaos to Eagle street. I think in the long term, it's a better choice on many different levels. I've lived in Preston my whole life, 26 years and counting. I've never seen that south side of the river flood. North Side of the river has flooded into the park almost every year. And if the dam comes out, it will be even less of a flood plain. |
| 66 | More study on impact to traffic. Closer study on expected ridership. |

TABLE B4 – EMAIL SUBMISSIONS

| Comment No. | Response |
|-------------|---|
| 67 | <p>It appears to skirt [removed name of business] property and not impose on the property. We have a loading dock in the back of the building, trucks need to be able to unload at the dock. I oppose A2 route because of the above issue. Parking is crucial for customers. Therefore I am in favour of A1.</p> |
| 68 | <p>I am very irate about this whole stage two LRT issue. First of all, is the fact that the resolution presented to a Regional Council on June 19, 2018 was misinterpreted. The original resolution was to take another look and try to find alternatives to Shantz Hill and the King and Eagle route. Several of the councillors made comments that this should be looked at again. Then a conversation between Thomas Schmidt and Tom Gallaway took place, which stated that they would be looking at alternatives to up and down Shantz Hill and King and Eagle. All of this can be heard on the webcast of June 19, 2018. Then when the meetings were printed, they read "between Shantz Hill and King and Eagle." So the minutes were incorrectly written. This needs to be rectified and correctly rewritten to Shantz Hill and King and Eagle, so that Shantz Hill is included. During that same meeting, we had to pay almost One Million dollars to the consultants so that they could go back to the drawing board to come back with some viable alternatives. They did nothing but juggle a few tracks along the Speed River, destroy a few extra houses, some which are of heritage distinction, and play with relocating the station. These issues do nothing to save Shantz Hill from having a large concrete bridge flyover. This cost alone will be astronomical. This does not save our River that runs through our town. This cuts down all our trees along the River and destroys our green space. The biggest issue is the traffic congestion at the King and Eagle intersection on a daily basis. This corner becomes an even major problem as the Eagle, King Street, Fountain Street and Shantz Hill are the EDR for the 401, as well as Preston's main Entrance and Exit to points north out of our area. After months of being part of a group that presented these issues and more to Regional Council, it seems that the powers that be are not really listening. Our Preston Citizens Group along with the Kitchener Citizens Group have presented several alternative routes and one that is really very viable. They have been disregarded except for one that was looked at. That particular route takes the LRT off the roadways and puts it in open fields, where it can gain speed and saves minutes. It saves Shantz Hill, does not disturb the Speed River or its green space and does not create further traffic bottlenecks and congestion. Let's look at this route again Regional Council. Let's try to get this right.</p> <p>The cost of the Stage Two LRT is astronomical at \$1.3 Billion dollars. It is way too much and way more than most taxpayers can afford. Most of us built this area with our hard-earned dollars. Don't take it away from us. By raising taxes, you are making it unaffordable for many residents to stay</p> |

| Comment No. | Response |
|-------------|--|
| | <p>in their homes. In conclusion, a few questions come to mind. Why is there a discrepancy between the minutes and the webcast? Where did the million dollars go, the route was mainly recycled? Why are our viable options being ignored? The fixation on this proposed preferred route is disgusting, in my opinion.</p> |
| 69 | <p>On behalf of the Cambridge Trails Advisory Committee (CTAC), please accept the following comments into public record. These comments are in response to the Stage 2 ION public meeting, held March 20, 2019 at Preston Arena.</p> <ol style="list-style-type: none"> 1. Impact on Existing City of Cambridge Trail – It appears from the proposed alignment the track will not conflict with the existing Bob McMullen Linear Trail, which currently terminates at the intersection of Hamilton St and Chopin Dr. CTAC is pleased there appears not to be a conflict, but also sees the anticipated property expropriations in this area as an opportunity to extend the Bob McMullen Linear Trail, off-road, all the way to King Street. We feel it would be a mutually beneficial to both City Trails and LRT ridership to strengthen the interface between trail and transit, to maximize the Active Transportation potential of this location. Would the Region be amenable to exploring this interface further? CTAC requests the opportunity to be consulted on the detailed design of this station area so we can encourage a seamless interface in this location. 2. LRT Crossing the Speed River – Assuming there will be a subtle grade change from the top of Shantz Hill Rd to the connection into the existing residential area on the east side of the Speed River, there will need to be substantial support structures installed in the Speed River floodplain, and there will need to be a host of associated environmental studies completed. Attaching, or allowing for later attachment of, supports for a future pedestrian / cycling bridge would be an easy add-on structurally, and would allow direct connection from the Preston Heights neighbourhood, across the river at Moore Street. This would be a very convenient route to get to/from the Preston Heights community to the Preston shopping area and the LRT station (the next nearest station for this somewhat isolated neighbourhood is at Sportsworld Dr, in Kitchener). CTAC is currently championing a pedestrian bridge crossing project further west along the Speed River, however that project will be dependent on a number of factors and cannot be counted on as a “sure thing”. A pedestrian crossing under the LRT tracks can be justified on its own merits, but might be more readily attained than the hoped-for RARE crossing farther west, should that one ultimately run into difficulties. It would also be a substantially cheaper project, since the Region would be crossing there no matter the outcomes of the RARE studies and ongoing land-use discussions. 3. LRT Crossing at King and Eagle – Please be deliberate about trails, pedestrians and cyclists in the final alignment, especially at this intersection. There are bike lanes along King St and trails and |

| Comment No. | Response |
|-------------|--|
| | <p>pedestrian facilities all throughout this corridor. Adding LRT into the cross-section should be seen as an opportunity to make improvements to existing challenges with active transportation modes, and not as a barrier to them. Careful attention must be paid to the design of pedestrian/cycling facilities promoting access along King, along Eagle, across to Riverside Park, etc. Special attention must be paid to ensuring cyclist access to the King Street bike lanes. Again, CTAC requests to be consulted when the detailed design of this area is underway.</p> <p>4. LRT Station Facilities – As trails advocates and supporters of trails users, CTAC is aware of a deficiency in the number of public washrooms in the area. We urge the Region to look at ways of providing washroom facilities at this transit station location. We suggest the Region explore the possibility of partnerships with the City and/or Preston BIA in operating the washrooms. We feel a kiosk/coffee/snacks station would also be appropriate here, since this transit station will be seen as a type of ‘gateway’ into the Cambridge community, and should be treated as such – a strong partnership in this regard could present tremendous opportunities for the community. Please also provide covered bicycle parking and bicycle storage lockers for individuals that choose to ride transit with/in conjunction with a bicycle.</p> <p>5. Thank you for the opportunity to provide our feedback. Please do not hesitate to reach out if you require clarification on any of the above comments. We look forward to coordinating with you during the detailed design phase of this project.</p> |
| 70 | <p><i>[A letter was received from a property owner’s representative discussing specific issues related to the property. Given that this letter identifies the owners and the address, it would be substantially redacted in order to be included. As such, the Project Team acknowledges receipt of the letter here, and the correspondence has been retained on file.]</i></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 March 15, 2019 to April 3, 2018.

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

- What do you like about the Project Team Preliminary Preferred Refinement?
- What challenges do you see with this refinement?
- What new issues or information do we need to consider?

Responses were entered directly into the online tool. In total, 79 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 removed 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 Preferred Refinement?**

| Comment No. | Response |
|--------------------|---|
| E1 | It allows ease of access to downtown Preston. As well as it's very well planned alignment. |
| E2 | Acceptable |
| E3 | I think it will be great to have an LRT station near downtown Preston. I am looking forward to more public transit in the area. |
| E4 | I think that there's not much choices and this is the best logical possibility |
| E5 | I wish we could see a page explaining the reasoning behind it. Did you think this route would cause the fewest homes and businesses to be demolished? I can't see it. |
| E6 | That it comes at least to the corner of king and eagle. |
| E7 | There is nothing that I like about the route and station refinement. I do not like that the train is crossing the speed on the flood plain and if you are going to service Preston why not a station on King st. between Dolph and Lowther st. |
| E8 | It appears A1 & B2 lessen the impact on the existing residential homes, while attempting to get the station as close to the King & Eagle intersection. This will be important in providing connectivity to Preston and King St Eastward. |
| E9 | I am pleased with the preferred alternative. As a resident of Preston (I live close to the area of the study) I am happy that a Station is proposed in a location that is easily accessible by foot. Preston residents need to be able to get to the station easily for the LRT to be useful. The area surrounding the Station will become an important hub for the Preston downtown. It is exciting and progressive and will help the local economy. |
| E11 | Where is the proposed E2 route? |
| E12 | Much more practical. |
| E14 | Nothing. Adding congestion of lrt and incoming /outgoing buses to the intersection of king and eagle is ridiculous. 401 detours and general congestion is already a major issue let alone running lrt thru here |
| E15 | Not much. I guess it's close to downtown Preston. Might be able to have parking at the ION stop with this alignment. |
| E16 | It gives a more clear picture of what ION would look like in Preston |
| E17 | Nothing. Nothing at all. There is absolutely no incentive to use this system. It is possibly the slowest, most intrusive form of transportation that could have been chosen. |
| E18 | As we live in Hespeler off of Townline Rd this will not benefit us at all. |
| E19 | The redevelopment potential of the Queenston block is a plus. Avoiding sharp curves (and squealing flanges) is a plus. The simplified crossing at the Eagle Street/CPR intersection is a plus and also offers the possibility of a flood mitigation feature between the ION route and the river (at the expense of some parking spaces) |
| E20 | I don't like it |
| E21 | No issues |

| Comment No. | Response |
|-------------|--|
| E23 | I do not see any positives |
| E24 | Looks like there will be less noise - straighter with slow turns - and crosses King at intersection |
| E26 | Connects between cities and provide another way of transportation to people |
| E27 | Would help with commuters getting to KW. |
| E28 | Seems to be a practical solution and compromise for those that live in the area, while still allowing for the LRT to move forward. |
| E29 | think running a line along Eagle up to Hespeller Rd is a great idea, since Hespeller Rd is basically the center of Preston (lots of business and restaurants). The station at Queenston and Eagle is a great location, as it will drive more business to the local places nearby, and is close to the library. |
| E30 | The minimal disruption to car traffic coming down Shantz Hill and towards King. It's a busy and confusing segment for some, so adding another element would have made it more dangerous. Keeping it off-road is ideal. |
| E31 | low impact on existing road traffic, least impact on river and surrounding area. Will create an environment for growth in an area that seems to be stagnant |
| E32 | Less impact to Preston |
| E33 | I don't like anything about this. The route is very similar to earlier plans that ruined established, historical neighbourhoods and demolished -- it's not a refinement at all. |
| E34 | It seems to have less impact (I hope) on the natural life in and around the river. I appreciate that the team is trying to cause as little disruption as possible, but this area has so many buildings, homes, businesses, and traffic that it doesn't seem like an ideal location. |
| E36 | no answer |
| E37 | Avoids king and fountain st . |
| E38 | like that it avoids going through the King/Fountain intersection. Connects to Eagle with less impact to traffic going south through King Street |
| E39 | Nothing. |
| E40 | I'm glad there is a station proposed in the heart of Preston...I don't want Preston left out |
| E41 | Nothing |
| E42 | Allows for fastest ION speeds due to geometry. Allows for best traffic impact integration due to crossings occurring at existing intersections. Best design for flood plain issues. Lower engineering costs. Buyout costs can in several cases be recouped with new developments, helping to anchor ION in Preston. |
| E43 | I am SO glad there will still be a station in this area! It's nice that it impacts less homes and doesn't affect the walking trail as much. Please keep a station here! We need it!!! |
| E44 | The whitewashing and doublespeak by describing this as the "preferred route" is hypocritical from the consultation meetings the LRT has never accepted the constituency of Preston or Cambridge various alternatives. The whole purpose of the meetings were to take the input of the citizens into account. Its ridiculous this imposition and forced "preferred route" Nothing at all is the correct |

| Comment No. | Response |
|-------------|--|
| | description. The region has wasted millions of dollars and time on the this sham of a proposal, you should have listened and taken into consideration the citizens instead of the developers who want to put condos onto the river banks. |
| E45 | I do not believe that we need the train service in Cambridge, the bus system works fine for our city and we could have the bus meet up with the Train by Costco |
| E46 | Terrible, should get rid of LRT WE do not need LRT in Cambridge, going to Preston is WRONG, it's already too busy everyday, car bumper to bumper and the cost is HUGE, all of the cost who's going to pay?? Of course, tax payer. It's going to impact the house/ apartment, scene of view. Everything. Please choose another option. Save that cost for hospital, education, etc... |
| E47 | Nothing. |
| E48 | Nothing I like nothing. It still will create traffic nightmares. It still does not go to Conestoga Collage where it is needed. |
| E49 | I'm not the greatest at reading maps. Why not work some way into making use of the space that run-down building at King and Fountain is instead of space that is currently occupied or a park? |
| E50 | Generally speaking I like the Project Team's Preferred Refinement, however the LRT will take out a number of old heritage buildings, which is rather sad. |
| E51 | Nothing |
| E52 | Seems direct enough |
| E54 | I dont like anything. There is nothing wrong with the public transportation systems we have in place. |
| E55 | Station far enough from the intersection of King and Eagle so as to not make it too crowded there. Good selection |
| E56 | That we will have a Preston station that is near Riverside Park and the downtown area of Preston. |
| E57 | Nothing. You are [<i>comment not completed</i>] |
| E58 | there is nothing that is to like about the route. the proposed route will destroy the neighbourhood and serve no good use in the community. the route need to be directed to where it is needed to serve future expansion. it needs to serve the new subdivisions and industrial where people will need it. |
| E59 | Very close to where I live |
| E60 | Nothing. The route should be going to where people can most use it. It needs to go down sportsworld and maple grove to the new commercial and industrial areas. This also avoids kicking successful business and home owners out on the streets in the eagle street area. |
| E61 | Nothing. The entire thing is stupid idea. |
| E62 | very straight and direct, looks simplest for construction |
| E63 | I like that you basically took what you had at the previous meeting, changed nothing, and methodically dismantled the other alternatives. What you had last time was already the best of a bad situation, and the other options were just worse. |
| E64 | The LRT needs to be scrapped. It is a waste of taxpayers money. Taxpayers |

| Comment No. | Response |
|-------------|---|
| | want a sports complex. Invest the money, time and effort into making a sports complex a reality! |
| E65 | Nothing I feel it would be better utilized, safer for vehicle and pedestrian traffic and noise concerns and less intrusive on Preston community's if it ran along side the river |
| E66 | NOTHING! I think the route should go up Maple Grove Road. The route suggested has too many historic homes & is also very busy all the time. Especially when the 401 is closed down for whatever reason (which is most of the time)! |
| E67 | It will not clog up traffic at Shantz Hill and King. |
| E68 | Appears to have minimal impact on existing neighborhood and infrastructure. |
| E69 | Quite frankly, it looks like the same route that Cambridge City Council and Regional Council sent back for re evaluation. |
| E70 | I love the fact that Cambridge is moving on with the times. Traffic congestion in Cambridge is terrible, yet unavoidable now, this issue will only get worse. LRT would provide a major solution to a big Cambridge problem. |
| E71 | Nothing. This whole idea is a boondoggle |
| E72 | Absolutely nothing...this route is disrespectful to the environment, spits in the face of the cultural heritage of Preston and should be completely scrapped. |
| E73 | The route in our mind is not a desirable route. |
| E74 | I don't like the preferred option, I think the C options are both better as the length of track running along Eagle Street should be minimized. However, I believe the most important thing to consider is protecting heritage buildings, and I cannot seem to ascertain which option avoids their demolition completely I [<i>comment not completed</i>] |
| E75 | It affects less people than the previous version. |
| E76 | keeps the train off of the King st bridge |
| E77 | I don't agree with the route or the station refinement |
| E78 | Seems to be the most logical. It provides a great track route and minimizes impact on the neighbourhood. |
| E79 | I don't like any route at or near the King and Eagle intersection. |

TABLE C2 – SURVEY RESPONSES TO QUESTION 2**Question 2: What challenges do you see with this refinement?**

| Comment No. | Response |
|--------------------|---|
| E1 | The only thing I can see that if there isn't proper separation it may cause congestion. |
| E2 | Minimizing property impact |
| E3 | I guess it will affect the Cambridge Surplus building with all the other offices there but there are lots of vacant storefronts or areas that can be redeveloped in the downtown core. |
| E4 | Oncoming Traffic is going to be a challenge, king street E/shantz hill rd is not a wide road |
| E5 | Did you give any consideration to putting the station on the other side of King St, where nothing would be demolished and people could walk to and from the park? With your proposed route I can't see anybody staying in the block where the station would be in their back yard. |
| E6 | It does not go far enough down king street. Would be more useful for Preston if it had more Preston stops. |
| E7 | Too many older homes being impacted. And a stupid place to put a station as nobody will walk from uptown to catch the train. |
| E8 | This option may prove to be more expensive due to the commercial properties required to be acquired. |
| E9 | Property acquisitions will be challenging. It is unfortunate that some historic buildings will be affected, and I expect there will be objections from some members of the public. Having said that, the LRT route must be close to where people live, work and shop. |
| E10 | Traffic management during construction. Expropriation of homes. |
| E11 | It seems to be still running up Eagle N instead of using the existing rail bed to the North behind Eagle. |
| E12 | Traffic will always be a challenge here. |
| E14 | Traffic Pedestrian safety Expense |
| E15 | Lots of houses and businesses are affected and likely will need to be torn down. Station really isn't all that close to downtown Preston and it seems unlikely people will walk far. Development in the area is also unlikely as the river, Riverside Park, the flour mill, and an older established neighbourhood eat up almost all of the room for development. |
| E16 | Having the LRT run parallel to the street on Eagle may make traffic management at King/Eagle more difficult if the intersection isn't protected by Railway Grade Crossing Signals (Flashing lights and gate arms). |
| E17 | Keeping it under budget and on time. The track record of Metrolinks should be throwing a bunch of red flags to council |
| E18 | This does not benefit all of Cambridge. Only Preston and Galt will benefit from the route. |
| E19 | Using Street View on Google Maps, that looks like 5 riverfront (expensive) properties that would need to be acquired. The King Street / Eagle Street |

| Comment No. | Response |
|-------------|--|
| | intersection could become frustrating (dependent on the frequency of trains). |
| E20 | Taking people's homes, going through a place that is already busy and often bottle necked. Destroying wildlife. The map that is displayed doesn't even show all the properties along Eagle that will be affected by the route. It makes it seem like some people will think that only the properties shown on the map will be affected. |
| E21 | No issues |
| E23 | Already congested. Preston has been dealing with ongoing construction and traffic for years. |
| E24 | Station is diagonal so the interface with King will be interesting design challenge |
| E25 | I don't see any measures planned to make an already heavily congested traffic area any better. It is virtually the only route into and out of Preston. How do the residents of south Preston manoeuvre an exit route? Putting yet another exit from large apartment buildings onto King street causes many more problems . |
| E26 | Narrow roared. Area is not structured for this. More huge traffic in this area |
| E27 | Not near major transit hubs or the bulk of Cambridge residents. Little impact to transit in Cambridge overall |
| E28 | NIMBYism. There will always be someone who doesn't want change. Please don't give in to them or let them prevent this from happening. |
| E29 | A few people being upset about having to give up their homes, even though it's for the GREATER GOOD OF CAMBRIDGE! |
| E30 | Eagle street isn't a wide street to begin with, east of King. Will cars share the lane with the tram, like in Toronto, or would it have a dedicated lane? |
| E31 | Will have impact on local residents, change is difficult and ultimately some residents will be impacted negatively. |
| E32 | Not good for river environment and enjoyment. Station there will only add to the traffic nightmare. Traffic here is already taxed and adding more bus, train, car, pedestrian traffic is just asking for trouble. Everything should move further down Eagle st towards Hespeler Rd. |
| E33 | This will lead to the deterioration of a established neighbourhood. Traditional pedestrian patterns will be disrupted. Preston heritage buildings will be irretrievably lost, Modern urban planning would seem to acknowledge that locating rapid transit through an area with narrow streets and sidewalks will cause long term issues, both to the existing area and to the future trouble free provision of LRT service. A more appropriate placement would be somewhere like existing LRT track along Charles Street in Kitchener. In the absence of the availability of a similar route in Preston, the next best placement would be along existing rail track. |
| E34 | It is going to ruin the quiet, historic community that currently sits in the proposed station area. There are numerous historic homes that would be affected, not to mention the noise, construction, and congestion issues at an already incredibly busy intersection (King and Eagle). The people who live in this area have already gone through a long period of construction, will be going through another one as King St construction begins this year, and if this proposed plan goes through, will have to deal with a third period of construction. That seems very |

| Comment No. | Response |
|-------------|--|
| | disruptive to the same community over and over. |
| E36 | potential for accidents. Shantz Hill is steep. As the fleet and infrastructure ages, the possibility of equipment failure increases. Impact to river, property and lives become increasingly threatened. Traffic also a concern. This area is already stressed and LRT will make worse. |
| E37 | Homes that have to be torn down. |
| E38 | Congestion going north King Street passing through the King Eagle intersection is a disaster right now during rush hour (mostly because of the one lane reduction when you pass Eagle). I think that traffic will worsen unless a second lane is added to King Street after eagle. |
| E39 | Disruption of services, businesses and traffic |
| E40 | The impact on homes and the river...but hopefully that can be minimized. I would also be concerned about parking - for the apartments and for the new LRT station. Is there enough space allotted for this? |
| E41 | The issue I see is that your gonna need to take down a bunch of homes in order to build this thing and I don't look at that as a good thing since its going to force people from homes. Also to be honest this LRT stuff for Cambridge is a waste of times as I highly doubt you will see enough ridership to support it. |
| E42 | Accepting buyouts, changes, the unhappiness of some people will be difficult for local politicians to accept, even as it is needed. |
| E43 | Nothing. People will still fight it, but the people who are fighting it are not the people who need to use public transit. The people who use public transit on a regular basis are the people who will usually not say anything. |
| E44 | Utter and total chaos on the King st and Eagle corner, waste of money. More congestion. The area proposed wont be properly served with all density and tight roadway. Utter waste of money tearing up the current infrastructure again!!! |
| E45 | I do not believe that we need the train service in Cambridge, the bus system works fine for our city and we could have the bus meet up with the Train by Costco |
| E46 | Impact the property , no and no LRT |
| E47 | You did not address any of the residents concerns regarding the train travelling through the busiest intersection in the area that also acts as an over-flow from the 401 as well as affecting some of the most historical residences in Preston. Residents were under the impression "alternative" routes were being explored in the time from last year to address these concerns. That was obviously not the case. Nothing has changed about the route except the angle of approach through the same area and even more properties are going to be affected than the original line. |
| E48 | It still goes down a very busy area with high transport truck traffic and the stop is too far away from any businesses. This will not bring any economic gains to the area. |
| E49 | That is a major connection between Kitchener and Cambridge, and the disruption that the construction will cause is going to be a nightmare for commuters. And we've seen with the LRT construction in KW how long it takes. If ground doesn't break until 2028 at the earliest, I can see that traffic through |

| Comment No. | Response |
|-------------|--|
| | there will be even more than it is now. |
| E50 | As mentioned above losing a number of old heritage building is reason for concern. |
| E51 | You need to mothball these plans because the loss of property ownership and enjoyment, the loss to existing business, the constriction of vehicle traffic in an already stressed/ busy corridor all through the city, the loss of park access and enjoyment compared to the low number of users especially after the first couple of morning hours and the afternoon home bound run means the train will running almost empty virtually 80% of the time |
| E52 | Not sure which houses this gets rid of? What happens if ppl don't want to sell? |
| E54 | You're going through old neighborhoods and are going to destroy them. |
| E56 | The crossing of the train across the King and Eagle intersection, which is already a choke point, which grows into a nightmare whenever a major accident occurs on the 401. |
| E57 | You are destroying a long established residential neighborhood. |
| E58 | the appropriation and destruction of established neighbourhoods. the vehicle traffic is already overburdened at the intersection of king and eagle streets. this is due to commuter traffic and not residential. there is not great demand for upgraded public transit in this neighbourhood, i have live here for more than 10 years and never see more than a handful of people on the bus. |
| E59 | flooding issues in the past, being so near speed river. Possible environmental risk during building phase & beyond Will affect cambridge surplus & yoga studio around that building? |
| E60 | People in that area of Preston mainly commute to Toronto. There is no where the LRT goes that it would get used. |
| E61 | The route proposes to tear up existing roads again and cause major construction delays as well as reduced traffic. |
| E62 | the real issue is the not in my backyard syndrome, I have had 2 properties expropriated in the past and understand the concerns of residents but the need for people to understand that betterment for the community must come first |
| E63 | This gets into station design more than placement, but if you're going to be knocking down most of the residential properties on the south/southwest side Queenston/Eagle block where the station is going (it appears the commercial buildings on the northeast King St side of the block should mostly be spared), I would highly suggest you turn the station's buffer zone (i.e. the land the station needs but doesn't have the platforms, or tracks) into a park landscape, perhaps with a short walking trail to a couple of benches by the river. Basically it's an attempt to integrate the station into the surrounding residential area, with grand old homes and mature trees, rather than just plopping down modern concrete and steel into a patch of old brick and wood and having it be an eyesore, sticking out like a sore thumb. Maybe put a brick facing over the concrete structures. You might even place a pedestrian bridge across the river and then a boardwalk along the shore of the river, under King and the rail bridge, up beside the dam and into Riverside Park. It would be a lovely walk, and integrate the station more with Riverside Park and, thus, the community. |

| Comment No. | Response |
|-------------|--|
| E64 | Again, scan this. Taxpayers money should go towards what they want; a multi use sports complex which will also attract a lot of money through tournaments, swim meets, etc. The snowball affect towards hotels and restaurants will also benefit the city |
| E65 | Too crowded and will cause traffic and pedestrian issues, saftey and complications |
| E66 | Historical areas Very busy roads |
| E67 | Parking for a proposed station, complaints from local residents. |
| E68 | If the station is not on a street, will there be an issue with integrating and connecting to GRT bus services. |
| E69 | This route does not respect the typography, the ecology or the historical significance of the area. building a bridge down Shantz hill will cause sightline problems. and engineering issues; bridging the Speed River has environmental issues and First Nation Issues; tearing down historically significant houses is just plain wrong, and the train crossing King and Eagle and travelling down Eagle Street will cause a traffic nightmare for all of Preston and South Kitchener. |
| E70 | Unfortunately with the kind of change on the works, I can see some very upset and disgruntled Prestonians with regards to dozens of homes being destroyed for this project. |
| E71 | displacement of homeowners |
| E72 | This route needs to be made be moved away from this area of Preston and should no longer be considered a viable option. |
| E73 | A more desirable route would be along Maple Grove and down Speedville Road. Going this way you will have less land to purchase, also you would not be crossing the sensitive area of the Speed River behind the flour mill. Is there a way to get rid of the ugly wiring that this Ion brings with it? |
| E74 | I think cost is going to be the biggest challenge, but some things are worth spending more money for, and protecting our heritage buildings is one of them. |
| E75 | Still affects too many properties when there are alternatives to be further considered. Intersection King/Eagle should be completely avoided. |
| E76 | station is away from the main downtown area where intensification should be focused. the station should be on the corner so as to make it as close as possible to downtown if there is still no desire to go into downtown preston. |
| E77 | The lack of room on any of the streets will make for significant reduction in residential properties; reducing the quality of life for those residences. This includes an increased exposure to noise and traffic congestion. Eagle/King/Fountain/Shantz Hill is already overloaded at certain times of the day and no longer serves as an effective way to enter or exit the city. King/Eagle need to have a station where the greatest potential for passengers lies. |
| E78 | Continuing to get local citizens onboard though there has been a tremendous shift in attitudes - from we don't want iON to how do we best make iON work in our community because we don't want to be left out. |
| E79 | I haven't heard of any environmental studies done regarding the impact of the bridge traveling over the Speed river. The Linear trail runs close to the bridge |

| Comment No. | Response |
|--------------------|---|
| | <p>routes shown and the extra noise pollution and upheaval of properties will change the historical and residential feeling of the area. If there is an accident on the 401 East bound the overflow traffic is routed through the King and Eagle area and when construction is happening this will create a serious gridlock. I don't understand the property impact suggested for C1 and C2. Perhaps building more condo's or apartment buildings will create more property taxes than the existing single family houses and I'm confident this premise is also one of the reasons for the C1 and C2 being excluded.</p> |

TABLE C3 – SURVEY RESPONSES TO QUESTION 3**Question 3: What new issues or information do we need to consider?**

| Comment No | Response |
|-------------------|--|
| E1 | Just ensure that there are as many preventative measures in place to minimize or mitigate congestion. |
| E3 | It should be fully accessible and also have accessible public washrooms. |
| E4 | Traffic, accessibility to station for passengers, commuting through buses |
| E5 | New issues? I just think this degree of impact on the neighborhood could be avoided by trying putting the station on the other side of King where there's space that's not now being used. I urge you to consider it. Or if you already have, to let us know your reasoning. |
| E7 | I feel it should be routed somewhere else. Like through riverside park or right down King st. |
| E9 | There are opportunities for new businesses (shops, restaurants, etc.) to be established around the station and along the route. |
| E10 | Environmental impact. |
| E11 | Going with proposed route showing E2. |
| E12 | Please speed up the process. I respect the views of those that oppose the route but please, we need this. |
| E13 | thank you for providing this opportunity. we also need to consider the needs of potential users, that is the working poor, many of whom do not have vehicles and need a relatively easy method of getting to work. i assume commercial interests have a big lobby set up to ensure consumers will be able to disembark at storefronts. hopefully, the lrt project isn't just about them. if local governments are trying to develop industrial lands on the outskirts of their towns, they should ensure workers have public transportation and don't need to spend several hours everyday transferring their way to and from these remote developments. |
| E15 | Send the train down King into Preston. Also, impacts to the river and skyline will be large. Maybe a tunnel or different route would be better. Consider loosening the requirements to allow for a route and service that better serves Cambridge. |
| E17 | You should consider following the model in British Columbia where the train is high speed, above ground, and has limited stops to get from one end of town to the other in a reasonable time. |
| E18 | Hespeler will not benefit from the LRT being brought to Cambridge. And yet our taxes pay for the rest of the region to benefit from the LRT but we will never have a stop close to our community. Our bus routes are terrible as it is from here and now if we are to use the future LRT then we might as well just drive to where we are going as it is nowhere near our part of the community. |
| E20 | Go a way that stays out of Preston. Go over to Hespeler where there already established traffic routes. |
| E21 | No issues. |
| E22 | It seems there is more opportunity for intensification around the station if it were along Eagle, north of King. |
| E24 | Crossing tracks - consider adding pedestrian/multi trail to overpass |

| Comment No | Response |
|------------|--|
| E26 | Closure for construction time. How traffic will be handled. How long will be the delays in affected streets |
| E27 | This area is high-traffic and is very limited by way of detours. This construction cannot take as long as it did in KW, would cause debilitating gridlock in conjunction with toyota shift times. |
| E28 | N/A |
| E29 | The people of Cambridge need to realize that we won't survive with the "small town" mentality, and to be considered a real part of the larger Region of Waterloo we need to make serious improvements to our public transportation services and offerings. |
| E30 | N/A |
| E31 | none |
| E32 | Come sit at the corner of King and Eagle during the several rush hours to see the traffic issues. The new construction didn't solve any of these. Eagle is also used as a detour route if 401 closures, when this happens, and if transit is here no one will get anywhere. |
| E33 | I believe that new issues or information NEED NOT be considered. There should be genuine reviews of existing concerns and alternate routes. |
| E34 | Century homes and historical properties should be protected at all costs. Once these buildings are gone, we can never get them back, and losing a part of the heritage of the city for a transit route that people may or may not use is a plan that lacks care and respect. |
| E35 | Both options A1 and A2 raise the distance from stops from Preston Heights, a rapidly growing neighbourhood with significant transit usage and a hotel. I'd guess a stop isn't feasible near the 401 but the current solution may create issues with pedestrians trying to take a shortcut on the new structure over the speed. The walk to Sportsworld is dangerous and walk along King/Fountain remains in hospital after redevelopment, and anything from 1.2 to 2.5km. Serious consideration to including a pedestrian walkway should be considered, this would save 200m off a walk and would make the walk safer and more pleasant encouraging transit usage. Given that other stops in phase 2 are 800m apart some closer in phase 1, it seems prudent to maximise access to existing residents. |
| E36 | Accident prevention, environment and safety procedures MUST be included! |
| E38 | I believe that adding the lane second lane on King northbound passing Eagle will mitigate any possible added traffic due to the LRT. |
| E39 | Loss of homes, income from businesses, no one in Cambridge wants it! |
| E41 | Again forcing people from there homes is a big problem here and I highly doubt these people would get fair market value for there homes. Typically in these situations municipalities have a take it or leave it approach to this sort of stuff. The better route would be down maple grove to speedvile. This would also help people who work out that way if you build a stop out there. |
| E42 | How to move discussion as quickly as possible to enhancements for other users in the area, e.g. better pedestrian/cycling facilities, discussions with groups like CycleWR about integration in this respect, opportunities for redevelopment or |

| Comment No | Response |
|------------|---|
| | public spaces/art in the to-be-reformed buyout areas. |
| E43 | Nothing. Keep it up! Do what you need to do to make the project go faster!!! |
| E44 | Use the alternative suggestions for the route Do NOT use the Shantz hill for access, do not tear up King and Eagle Expropriate the railways or piggy back on the existing railway right of ways |
| E45 | I do not believe that we need the train service in Cambridge, the bus system works fine for our city and we could have the bus meet up with the Train by Costco |
| E46 | No LRT to Cambridge |
| E47 | You didn't address the old issues. They still exist. You did not change the route or the station location, only the angle in which it gets to the same spot. |
| E48 | This will impact all the houses on Dover St. North and Kreig St. with the bridge required to go over the train tracks running at the level of the yards or even above them. This will ruin a beautiful neighbourhood and destroy their property values. |
| E49 | In 10 years, when this is still being built, will there be anyone to use it? Will the technology be outdated? Is this the most environmentally respectful use of the LRT and its components? Are we doing what's right for the Region, or are we just spending money that was given? |
| E50 | I do not like the idea of having the LRT run on either side of Eagle St. I prefer the LRT center running on Eagle St. or anywhere else in the Region of Waterloo. Having the LRT side running makes it impossible for bicyclists to use Eagle St or anywhere else where the LRT is side running. |
| E52 | What house owners want to sell |
| E53 | Those of us in North Cambridge and Kitchener that will be affected by this stage 2 extension have not been consulted or informed about the impact to our streets. |
| E54 | That is it wrong. |
| E56 | I feel that since a bridge for the LRT tracks is already being planned over the CN tracks, that the bridge should be extended so that we have a raised track from south of King street to north of the CN tracks. The additional costs associated outweigh the effect of a level crossing at the King and Eagle intersection. |
| E57 | When all the reconstruction of King Street, Fountain Street and Schantz Hill Road were done provisions should have been made to run ION right down the road just like it was when the original street cars where there. |
| E58 | move it to the north side of the river at cherry blossom where there is room to build without the need to wreck the neighbourhood, if the goal is the get to galt this can be done without destroying our preston neighbourhood. if it is to be built on the grand river watershed then build it where there is the least destruction of private property.nobody wants to see that streetcar ruining the river at the north end of our town. preston should get out of the Cambridge and go on our own. |
| E59 | clear direction of investment and benefits to revitalize the Preston area. |
| E60 | It is easier, cheaper, and will have more ridership to got out or the maple grove road and then down Hespeler road. This will also have no impact on existing |

| Comment No | Response |
|------------|--|
| | business and homeowners who would have to close and move there lives under the current plan. |
| E61 | Major construction headaches. Road traffic reduced forever. Increased traffic jams. More pollution as a result of cars idling waiting in traffic. |
| E63 | These have nothing directly to do with the design refinement, but pardon me if I use this space to pound my drum a bit. Feel free to skip. I'll reiterate that there should be an LRT stop around Eagle/Speedville, to serve the large Preston North neighbourhood, as well as the light industrial area north of Eagle, and serve as transit stop for commuters going north into Cambridge's under-development East Side Lands. From King St. to Hespeler Rd. is the longest stretch on the LRT system without a stop -- fine if you're just bypassing wilderness or something, but foolish when you're passing directly through a large residential area filled with potential transit users and poorly utilized light industrial land ripe for redevelopment. |
| E64 | If it hasn't already been done , the city should be approaching our largest and most recognizable employer, Toyota regarding the sports complex |
| E65 | The amount of people that will use it, traffic safety and pedestrian safety, noise issues and community interruptions |
| E66 | Study the area more closely!!!.....because it seems whoever planned this route does not live in this area! |
| E67 | Enough space for traffic on eagle street to pull to the side incase of a mechanical problem or emergency services passing by. |
| E68 | N/A |
| E69 | WHY here? Why do we need to the impossible and make a train go up a hill, why do we need to destroy a neighbourhood and why do we need to ram this train down one of the most congested streets in the Region? No where else in the Region has a neighbourhood been so impacted. WHY HERE?? |
| E70 | The sooner we vote, the sooner this happens. Like council says, this will take a long long time. |
| E71 | Consider the upheaval of people and their lives |
| E72 | Move this route and listen to the people of Preston about other route suggestions such as 401/Speedville Road and any others that do not involve a violation of the confluence of the Grand and Speed Rivers, the small, simple neighborhood of Queenstown Road and the settlement heritage of this community |
| E73 | We had the understanding that at this meeting all route options are open for discussion. Then we found out that most of the route was determined and all the discussion was between Chopin Dr. and William St. This questionnaire is not set up to listen to an open view. This questionnaire is very much saying that there is only one option that is open for discussion and the the Region only needs to tell us what they want to do. Please prove us wrong. |
| E74 | I'm of the opinion that if there were any way to avoid tracks on Eagle Street then that would be preferable as the street is already quite narrow. I realize that it would likely increase the cost through this section of the route, but It is only a small section in the bigger picture and it should be done right. |

| Comment No | Response |
|------------|---|
| E75 | Nothing new, existing issues from my perspective have always been issues. |
| E76 | the road surface on eagle that runs past the Cambridge Surplus building is already very narrow without the addition of track. there does not seem to be much available room to expand as there is a hill on the other side. Running the line down king to Dolph st, then up to the existing rail lines to eagle to continue along the approved route would help intensify preston DT, keep it away for the narrow eagle st and the width of King is very suitable for the ION lines |
| E77 | What are the plans for dealing with the overloaded Eagle/King/Fountain/Shantz Hill roads ? Cambridge has doubled in population, yet this entrance to the city is virtually unchanged. The LRT will not offer an effective alternative for people travelling from the Lowell Industrial area to the rest of Cambridge & Kitchener. |
| E78 | There is far more support for LRT in Cambridge than one would expect. The opportunities for the same core renewal we are seeing along Phase 1 LRT in Kitchener and Waterloo are even greater in this part of Cambridge -particularly with all its nature and close access to 401. In 20 years this could be the fastest growing, most desirable part of Waterloo Region. |
| E79 | It will be interesting to see if this comes to fruition depending on funding and what government is in power if and when it may be implemented. I feel the population density doesn't support any of the routes shown. The existing LRT in K-W is 3 years behind schedule and ridership, traffic impacts (especially for First Response entities) and year round travel will be interesting to follow. |