

STAGE 2 ION: LIGHT RAIL TRANSIT KITCHENER TO CAMBRIDGE

PUBLIC CONSULTATION CENTRE NO. 5 SUMMARY REPORT

NOVEMBER 19, 20 AND 21, 2019





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Executive Summary

Public Consultation Centre No. 5 (PCC No. 5) for the Stage 2 ION LRT project was held in November 2019. Hosted by the Region of Waterloo's Rapid Transit team, these public consultation centres were held on three dates in different venues located across the study area:

- » November 19, 2019 – Preston Memorial Auditorium, 4 p.m. to 8 p.m.
- » November 20, 2019 – Sunbridge Hotel and Conference Centre, 4 p.m. to 8 p.m.
- » November 21, 2019 – Cambridge City Hall, 2 p.m. to 8 p.m.

Residents, property owners, agencies, stakeholders, members of the public and other interested parties were notified of the public consultation centres through emails, letters, on-street advertising, social media posts, and newspaper advertising.

PCC No. 5 included the following;

- » An overview of the study background and timeline;
- » An update on Stage 1 ION (opened June 2019);
- » The Preferred Route and Preliminary Design for Stage 2 ION (2019), including potential effects, proposed mitigation and review of the property acquisition process;
- » Future steps in the Transit Project Assessment (TPA) process; and
- » 28 large format display boards, a take-home information package with more detailed information, and a two-page LRT reference hand-out detailing the LRT project timelines, system configuration and benefits of LRT.

The information from PCC 5 is all available on the project website www.stage2ION.ca. Participants could provide comments by submitting a comment sheet at the venue or sending an email to the project team.

In total, 254 people signed in at the three venues and 68 comments were submitted as of December 8, 2019. Comments covered a wide range of issues, encompassing both positive feedback and concerns. All written comments received (comment sheet and email submissions) are included in **Appendix B** of this report.

Consistent with the feedback received at previous PCCs, many residents who provided written feedback were generally supportive of LRT as the Region's rapid transit strategy and of the overall alignment and station locations. Other positive feedback included:

- » Strong support for the reduction in property impacts through Preston (inclusive of heritage properties spared from demolition).
- » Support for the use of former railway corridors and existing rail tracks and right-of-way, and for use of elevated sections to reduce environmental and traffic impacts at key locations.



- » Recognition of the benefits associated with increased development and growth for the area.
- » Acknowledgement of the Project Team's efforts to address issues raised at previous PCCs.

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

- » Continued concerns regarding property impacts (residential and business property acquisitions) and the property acquisition process.
- » Concerns regarding increased traffic congestion, notably along King Street, Eagle Street and Hespeler Road.
- » Uncertainty about the feasibility of the route through the roundabout at Dundas Street and Beverly Street which is currently being implemented by the Region as part of The Dundas Street project.
- » Preferences for different routing and/or different station locations, including routes to Cambridge Memorial Hospital, Conestoga College, Preston Centre and Hespeler Village.

Other comments identified general concerns, including:

- » Need for LRT (suggestions that demand would be better served by buses).
- » Need for improved pedestrian and cycling pathways as well as pedestrian connectivity between stations.
- » Concerns about timing and length of construction activities and associated disruptions.

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

The next step in the study includes reviewing and incorporating any refinements based on comments received at PCC No. 5 and through consultation with other stakeholders. The technical and environmental studies will be completed, and the preliminary design will be presented to Regional Council for endorsement prior to commencement of the Transit Project Assessment (TPA) process.



1 Introduction

1.1 Project Overview

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

In June 2011, after completion of the Stage 1 ION TPA process, the Region of Waterloo Council approved LRT from Waterloo to Cambridge in two stages. Stage 1 ION (launched in June 2019) includes LRT from Waterloo to Kitchener. Stage 1 ION also includes ION bus service between Kitchener and Cambridge, a service that was launched in September 2015, as the first step in implementing Stage 2 ION.

Stage 2 ION will extend LRT from Kitchener to downtown Cambridge, replacing the ION bus service constructed in Stage 1. This will create a continuous LRT system across the Region's three urban centres: Waterloo, Kitchener and Cambridge.

The preferred route for Stage 2 has been the subject of a comprehensive evaluation process including public consultation. It was endorsed by Regional Council in June 2019. Following Public Consultation Centre (PCC) No. 5 and incorporation of any modifications, the Stage 2 ION project team will complete its technical studies to prepare for the formal commencement of the TPA process. Stakeholder and public consultation that has helped define and develop the project will ultimately form part of the Environmental Project Report (EPR).

1.2 Transit Project Assessment Process Consultation Requirements

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



Identification of the selected project is completed within the pre-planning phase (before the TPA process starts) and may include feasibility studies, master planning, preliminary environmental reports (inventories, potential effects), consideration of project alternatives, and pre-consultation activities with the public, regulatory agencies, Indigenous communities and other interested parties.

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

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

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



2 Consultation Process

2.1 Purpose

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

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

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

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

In response to this feedback, the Region initiated a review of additional alternatives in the Preston area, and examined refinements to route alternatives in the southern Kitchener and Downtown Cambridge areas. The Region hosted PCC No. 3 to provide an overview of comments received at PCC No. 2 and how these have provided input to the route selection process; present refinements and additional route alternatives in the Kitchener, North Cambridge (Preston) and South Cambridge segments; explain how the routes will be evaluated; and hear feedback from the public and other interested stakeholders. At PCC No. 3, public and stakeholders were given the opportunity to draw new routes that met certain scoping requirements.

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

In June 2018, Region of Waterloo Council endorsed the Project Team Preliminary Proposed Route (2018) for the Stage 2 ION project, 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 (Preston). A companion event, PCC 4b, was held in the community of Preston to present route and station location refinements in this area and receive comments.



In June 2019, the Project Team presented a preferred route for Regional Council's consideration. Regional Council endorsed this route as the "Preferred Route for Stage 2 ION". PCC No. 5 was held to present the preliminary design for the Preferred Route; present background on the study process; and receive feedback from the public and other interested stakeholders.

2.2 Consultation Method

The fifth round of PCCs was held on three separate dates in different venues located across the study area, to accommodate local residents to the greatest extent possible. The dates, times and locations of PCC No. 5 were:

- » November 19, 2019 – Preston Memorial Auditorium, 4 p.m. to 8 p.m.
- » November 20, 2019 – Sunbridge Hotel and Conference Centre, 4 p.m. to 8 p.m.
- » November 21, 2019 – Cambridge City Hall, 2 p.m. to 8 p.m.

Participants were invited to view 28 display boards, arranged to:

- » Provide project background as well as background on the TPA Process;
- » Present the preliminary design of the Preferred Route;
- » Explain how the Preferred Route compares to the 2011 Regional Council Endorsed Route;
- » Provide updates on Stage 1 ION (opened June 2019);
- » Present potential effects and proposed mitigation; and
- » Encourage feedback.

Roll plans illustrating the preliminary design were also available on tables, providing the opportunity for more focused review and discussion.

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

Information Packages containing a more detailed discussion of the information summarized in the display boards were made available for residents to take and read at their convenience.

PCC No. 5 material, including the display boards, preliminary design plans and Information Package, were also made available on the project website: www.stage2ION.ca.



2.3 Outreach and Notification

To provide access to attendees throughout the study area, three different dates and venues were selected for the Public Consultation Centres. Residents, property owners, agencies, stakeholders, members of the public and other interested parties were notified of opportunities to participate using emails, letters, on-street advertising, Twitter postings, Facebook postings and newspaper advertisements, as summarized below.

Project Website

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

Letters

Notices were distributed by mail to 1616 addresses on October 10, 2019. In addition, 200 notices were hand delivered on November 4, 2019 to residential properties along the route that could potentially be impacted by the Preferred Route. The notice is included in **Appendix A**.

Emails

In advance of PCC No. 5, emails were distributed to 1318 email addresses on November 1, 2019

The emails included details on the date, time and location of each venue, website address for consultation material, and address to provide comments by email. The content of the emails was similar to the notice included in **Appendix A**.

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

On-Street Advertising

Eight road signs were placed across the study area detailing the place, time, and date of the Public Consultation Centres. Two road signs were placed at each of four locations, one in each direction, to ensure that motorists travelling in both directions were informed of the meeting. The signs were installed on November 12, 2019 and remained in place until November 22, 2019 in the following locations:

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

Twitter Postings

The Region of Waterloo has a Twitter account for the LRT ION project, @ridelONrt. Several tweets were posted prior to Public Consultation Centre No. 5 advising followers of the upcoming PCCs. Figure 1 provides examples.



Figure 1: Tweets Announcing PCC No. 5

Facebook Postings

The Region of Waterloo has a Facebook account and posted a number of newsfeeds advertising the public consultation centre including the following (see Figure 2):



Figure 2: Facebook Postings Announcing PCC No. 5

Newspaper Advertising

Advertisements were printed in the following publications:

- » Waterloo Region Record – November 12, 2019; and
- » Cambridge Times – November 14, 2019.



The advertisement was consistent with the notice, which is included in **Appendix A**.

2.4 Participation

Attendance at PCC venues

In total, 254 people signed in at the three venues:

- » Preston: Preston Memorial Auditorium (November 19, 2019) – 115
- » Kitchener: Sunbridge Hotel and Conference Centre (November 20, 2019) – 61
- » Cambridge: Cambridge City Hall (November 21, 2019) – 78

Comments

Residents were provided with an opportunity to offer their written feedback by completing and submitting a comment sheet or submitting comments via email to ION@regionofwaterloo.ca.

The PCC No. 5 comment sheet responses and emails are found in **Appendix B**. Comments through these methods were accepted until December 8, 2019.



3 Feedback and Input

In total, 68 written submissions were received as of December 8, 2019 and evaluated for this summary report:

- » Comment sheets submitted – 58
- » Email submissions –10

Comments were given a submittal deadline of December 6, 2019 and accepted until December 8, 2019. Input will continue to be received and reviewed by the Stage 2 ION project team, however comments received after December 8, 2019 may not form part of the public record.

The following sections provide an overview of the comments raised most frequently, and how these issues are being addressed. Comments in support of the project or specific elements of the project are highlighted in **Section 3.1**, followed by concerns and potential issues in **Sections 3.2**. The full details of all written comments received are provided in **Appendix B**.

3.1 Positive Feedback

Many residents who provided written feedback were supportive of the overall Preferred Route alignment and station locations. Key reasons included the ability to provide connectivity throughout the region and to support growth and development of the area. Attendees noted the design and concept for the LRT was forward- thinking. Other positive feedback included support for:

- » Utilization of the former railway corridor and right-of-way (ROW) north of Eagle Street;
- » Elevated crossing at Speed River minimizes major environmental impact on floodplain;
- » Incorporation of bicycle lanes and cycling infrastructure;
- » Elevated track segments to reduce travel times;
- » Fewer houses being impacted with the revised plan; and
- » Concerns/issues associated with the previous (2011) design addressed.

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

Kitchener Segment

Feedback received regarding the Kitchener segment of the Preferred Route was strongly in favour of the preferred route adjacent to Highway 8, with the attributes most commonly highlighted by the public as follows:



- » Fairview to Shantz Hill segment along Highway 8 corridor results in less interference and conflict;
- » Shorter travel time between stations;
- » Fewer problematic highway and railway crossings; and
- » Fewer right-angle turns to improve the travel experience.

North Cambridge (Preston)

Several of the comments received were in support of the alignment of the Preferred Route along Hespeler Road and the associated opportunities for redevelopment and upward growth. Many respondents also indicated appreciation for the reduced property impacts with the alignment refinements incorporated through Preston, although it should be noted that some concern remained within the community regarding potential property impacts at specific addresses (see **Section 3.2**).

Additional feedback noted support for:

- » Heritage landmark series property at 285 Fountain Street South spared from demolition in the current planned route; and
- » Use of existing railway infrastructure to avoid Eagle Street.

South Cambridge

Positive feedback received regarding the Preferred Route through South Cambridge was mainly focused on revitalization and redevelopment of downtown Cambridge and many of the comments focused on:

- » Design (specifically supporting stations at already designated intersections);
- » Practical use of former railway corridor and infrastructure; and
- » Ability to limit expanding urban sprawl in Cambridge.

3.2 Issues and Concerns

A variety of issues and concerns were raised, ranging from general concerns about the need for and cost of the LRT in the Region, to impacts associated with specific properties. The following sections highlight the most frequently raised issues, and summarize how these have been addressed and/or the future action to be taken by the project team. Many of these issues have also been raised at previous Public Consultation Centres.

Need for / Cost of LRT

Concern Raised: Some comments still reflect the perception that there is not sufficient ridership to warrant LRT in the Region of Waterloo, and question whether LRT represents the best value for money based on existing bus ridership. Some suggested the budget be spent on buses instead. Some questioned whether the elevated track segments would result in costs overruns.



Project Team Response: LRT has been selected by the Region as the best way to manage growth by moving people more efficiently, encouraging development and growth in existing urban areas, limiting urban sprawl and protecting productive farmland and the environment.

ION will reduce the need for some costly and impactful road widenings, help local businesses attract new talent to the region, assist with job creation and stimulate new business growth.

Elevating LRT over freight rail lines is functionally unavoidable: at-grade crossings of these rail lines doesn't work. Elevating LRT over roadway corridors under provincial jurisdiction (i.e. Highway 8 King Street off-ramp and Fairway Road) is operationally unavoidable: an at-grade crossing would result in impacts considered unacceptable. Other elevated sections of LRT are necessary to physically make the geometry work, keep the track above flood elevations, minimize flood impacts, or minimize environmental impacts. The preliminary cost estimate includes these bridges as part of the cost of the project based on industry benchmarked costs for these types of elevated rail structures.

Property Requirements

Concern Raised: In keeping with the feedback received at previous PCCs, a number of the comments touched on property impacts at specific residential and business locations, with some objections to property acquisition. Some residents also expressed concern regarding potential impacts to the value of their property as well as the potential for increased property taxes.

Project Team Response: The project team has worked during the preliminary design stage to minimize impacts to individual properties. Some property impacts are unavoidable and the project team will continue to limit property impacts to only those required for project implementation. Property requirements will continue to be refined through the next stage of design. The timeline for property acquisition has not yet been established. Individual property owners will be notified formally upon commencement of efforts to acquire their property. A detailed explanation of the Region's property acquisition process is found in the Information Package distributed at PCC No. 5 and available on the project website. Affected property owners can speak directly with the Region using the contact information listed in the Information Package.

Experience in other jurisdictions has indicated that proximity to a rapid transit station can have a positive effect on land value, particularly in areas experiencing traffic congestion and where new development is occurring.

Impacts on Traffic Operations

Concern Raised: The majority of comments received expressed concern regarding the impact of the LRT on traffic congestion, during both construction and operation. Specific concerns were raised regarding the King Street and Eagle Street intersection, Chopin Drive, Hespeler Road, Speedsville Road and the Delta. A number of commenters were



concerned that the proposed one-way portion of Eagle Street, and the proposed lane reduction on Hespeler Road would increase traffic on nearby streets.

Project Team Response: A traffic impact study is being finalized as part of the preliminary design and will determine what improvements are required to minimize impacts on traffic operations throughout the study area. These improvements may include additional turning lanes, new signalized intersections or changes to lane configurations at intersections to maximize time for movements with the highest volumes. 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. Detailed plans for construction staging will be developed in a future design project.

LRT Alignment in Preston

Concern Raised: While feedback was received commending efforts to reduce property impacts in Preston (see **Section 3.1**), consistent with comments received at previous PCCs, residents remain concerned about impacts to specific properties in Preston, inclusive of heritage buildings and businesses. Comments further suggested alternative routes in and out of Preston, as well as the need for more than one LRT stop within Preston.

Project Team Response: Evaluations undertaken to develop this Preferred Route included criteria relevant to the concerns raised, including impacts to property and cultural heritage resources, as well as environmental features. The information packages for previous PCCs provided detailed summaries of the route alternatives examined and the rationale for the Preferred Route. Refinements incorporated at each stage of the route planning study have greatly reduced impacts to the established neighbourhood and heritage homes.



The preferred station locations were identified based on various factors including ridership forecasts, surrounding re-development potential and compatible land use, trip time, ability to connect to local bus routes, pedestrian access and cost, within the planning horizon (2041). As intensification and development occurs beyond 2041 the need for additional stations could be evaluated on its merits at that time.

LRT Alignment in South Cambridge

Concern Raised: Concerns focused on the operation and safety of the proposed roundabout at Dundas Street and Beverly Street, and the alignment of ION crossing diagonally through the intersection. Concerns were also raised about cycling and pedestrian navigation of the roundabout.

Project Team Response:

When an ION vehicle approaches the roundabout, gates, bells and flashing lights will activate on the entry lanes to temporarily prevent vehicles from entering the roundabout until the train passes through. Exit lanes will remain open to allow any vehicles currently in the roundabout to exit safely before the train enters the intersection. The time required to complete this operation is minimal and is not anticipated to significantly impact traffic operations.

The preliminary design plans displayed at PCC No. 5 show sidewalks on both sides of Dundas Street and Beverly Street, and the location of pedestrian crossings on all four quadrants of the roundabout. When an LRV is crossing the roundabout gates will prevent cyclists and pedestrians from crossing the tracks. When an LRV is not present the roundabout will function like any other roundabout.

Transit and Parking Connections

Concern Raised: Comments were received that the Region needs to further consider the connectivity between proposed ION stations and bus stops, to reduce distances for pedestrians and wheelchair users (with suggestions for additional pedestrian/cyclist walkways). Some comments also questioned the location of commuter parking along the route.

Project Team Response: The project team has been working with Grand River Transit throughout the planning stages to date and will continue to work together with the goal of creating an integrated transit network with convenient connections between buses and LRT and an overall more efficient, streamlined transit network. Preliminary bus stop locations and pedestrian connections to the ION stations are shown on the preliminary design plans. All pedestrian facilities and station elements have been developed to meet accessibility requirements and serve a broad range of users, including those using a wheelchair or mobility device. With regard to parking, the City of Cambridge is undertaking a parking study in downtown Cambridge that will take into account opportunities to provide convenient LRT parking connections. Additional locations along



the route that could serve as potential commuter parking facilities will be explored further in consultation with Grand River Transit.

Impacts during construction

Concern Raised: Concerns were expressed regarding access to businesses and potential impacts to businesses during construction.

Project Team Response: Construction will be managed based on a staging plan to maintain access to adjacent properties and businesses. However, detours may be required. Planning for this work will include consulting with business owners in advance and minimizing disruptions as much as possible.

Alternative Routes and Stations

Concern Raised: Some residents continued to question why other destinations in Kitchener and Cambridge are not being considered for service by the Stage 2 ION route.

Project Team Response: The displays and information packages from PCC 1, 2, 3, 4 and 4b detail the process undertaken to develop and evaluate route and station alternatives. Route alternatives are no longer being considered as part of the current Transit Project Assessment study. This study does not prevent future consideration of system expansion, which would then require a separate study.



4 Next Steps

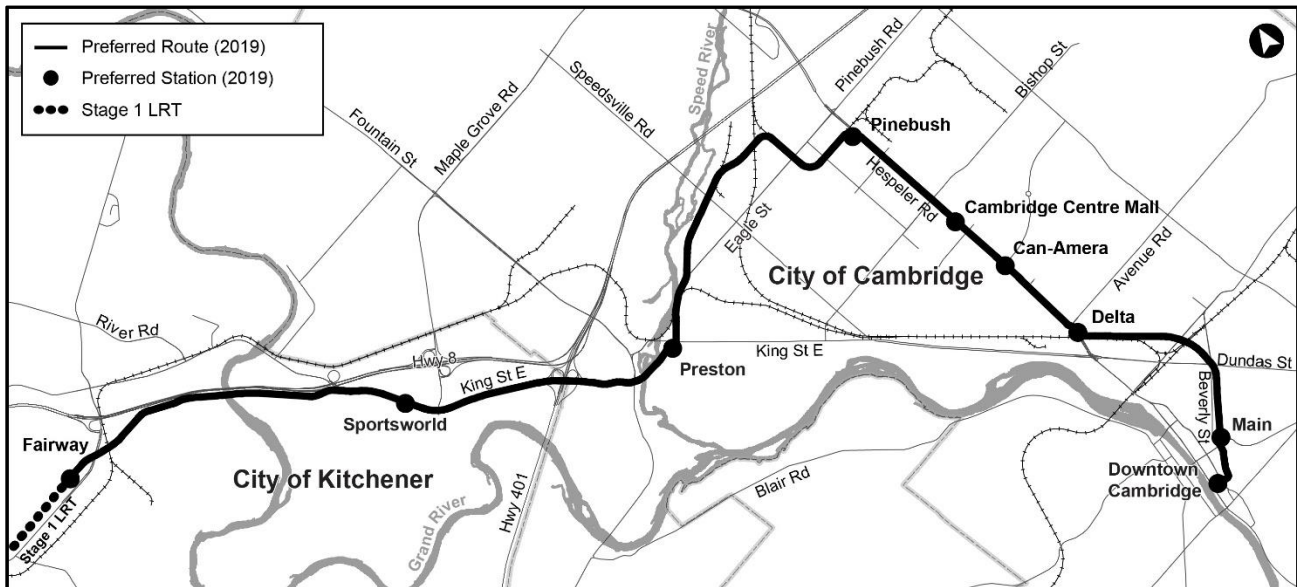
Upon review and incorporation of any refinements based on comments received at PCC No. 5 and through consultation with other stakeholders, the preliminary design will be presented to Regional Council for endorsement prior to commencement of the Transit Project Assessment (TPA) process. The technical and environmental studies will be completed, and Environmental Project Report (EPR) will be prepared. The EPR is anticipated to be available for public review in 2020.

APPENDIX

A NOTIFICATION MATERIAL

Stage 2 ION: LRT from Kitchener to Cambridge Notice of Public Consultation Centre No. 5

In June 2019, Region of Waterloo Council endorsed the Preferred Route for the Stage 2 ION project, as outlined on the map below:



The preliminary design will be presented to the public at an upcoming Public Consultation Centre. Please join us at the following Public Consultation Centres to provide feedback:

| Date | Time | Location |
|------------------------------|----------|---|
| Tuesday, November 19, 2019 | 4-8 p.m. | Preston Memorial Auditorium 1458 Hamilton Street, Cambridge |
| Wednesday, November 20, 2019 | 4-8 p.m. | Sunbridge Hotel and Conference Centre 30 Fairway Road South, Kitchener |
| Thursday, November 21, 2019 | 2-8 p.m. | Cambridge City Hall (Bowman Room) 50 Dickson Street, 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.

From: ION Rapid Transit <enews@regionofwaterloo.ccsend.com> on behalf of Rapid Transit
Sent: November 1, 2019 3:19 PM
To:
Subject: Stage 2 ION Update



Stage 2 ION Update

November 1, 2019

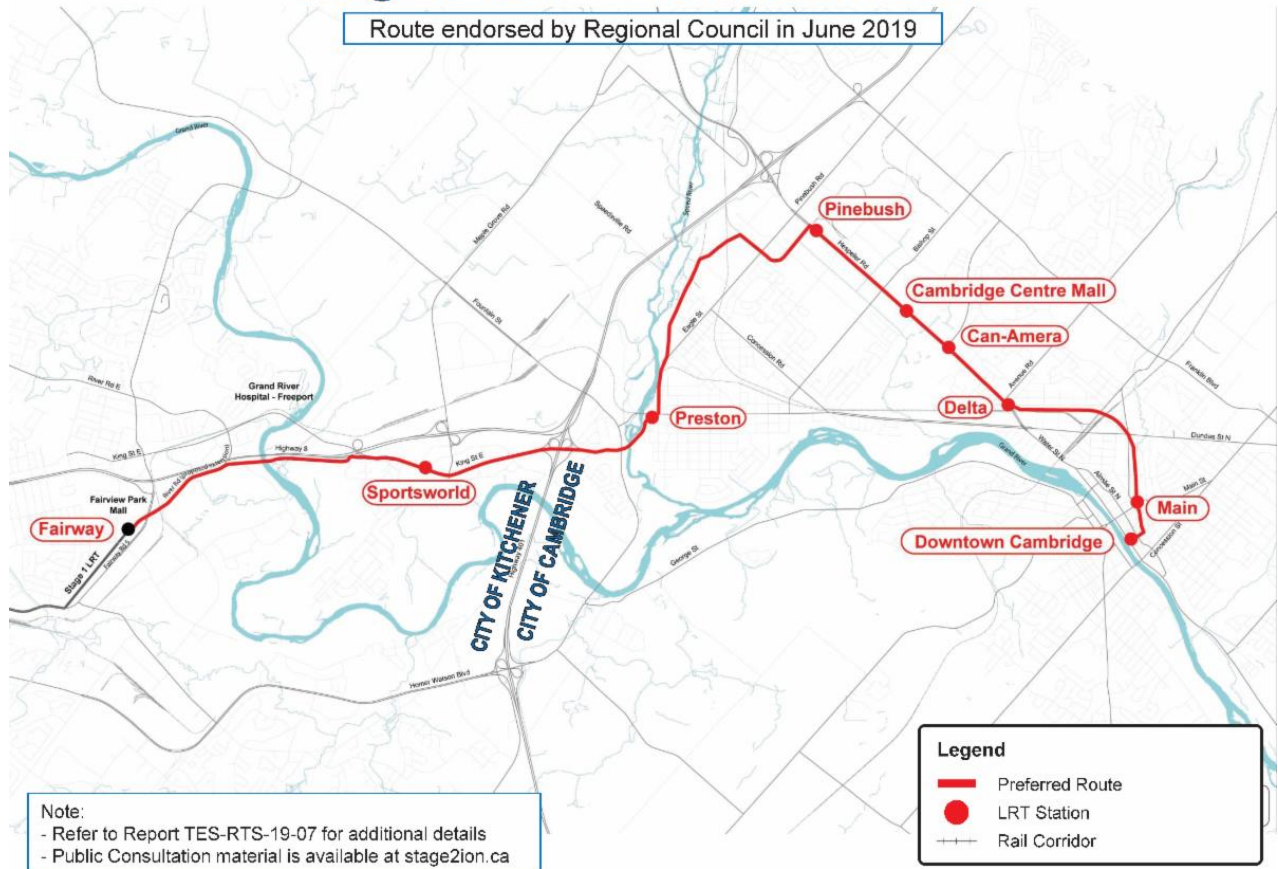


Notice of Public Consultation Centre 5

Stage 2 ION: LRT from Kitchener to Cambridge

In June 2019, Region of Waterloo Council endorsed the Preferred Route for the Stage 2 ION project, as outlined on the map below:

Stage 2 ION – Preferred Route



The preliminary design will be presented to the public at upcoming public consultation centres. Please join us at one of the following to provide feedback:

| Date | Time | Location |
|------------------------------|----------|---|
| Tuesday, November 19, 2019 | 4-8 p.m. | Preston Memorial Auditorium 1458 Hamilton St, Cambridge |
| Wednesday, November 20, 2019 | 4-8 p.m. | Sunbridge Hotel and Conference Centre 30 Fairway Road South, Kitchener |
| Thursday, November 21, 2019 | 2-8 p.m. | Cambridge City Hall (Bowman Room) 50 Dickson Street, Cambridge |

You can also review the consultation material online at stage2ION.ca.

If you can't make it to the public consultation centre feedback can be provided by email to ION@regionofwaterloo.ca

Kind regards,

The ION team

About ION

ION, the Region of Waterloo's rapid transit service is a visionary plan that will help shape our community for the future by bringing light rail transit to the region in two stages.

Stage 1 includes a 19 kilometre light rail route from Conestoga station in Waterloo to Fairway station in Kitchener and a 17 kilometre route of ION bus service from Fairway station to Ainslie Street transit terminal in Cambridge.

Stage 2 ION will see light rail replace ION bus service, creating a seamless light rail route across the community's three urban centres.

Contact Us

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APPENDIX

B COMMENT SHEETS AND EMAIL SUBMISSIONS

APPENDIX B – COMMENTS SHEETS AND EMAIL SUBMISSIONS

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

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

Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

Public Consultation Centre 5

Comment Sheet – We want to hear from you!

The Region of Waterloo is seeking feedback on the preliminary design.

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 future design work on Stage 2 of the ION LRT 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 **December 6, 2019** to:

Region of Waterloo, Rapid Transit
20 Weber St E, 4th Floor
Kitchener, ON, N2H 1C3

Fax: 519-745-4040

Email: ION@regionofwaterloo.ca

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

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

What do you like about the preliminary design?

What challenges do you see with the preliminary design?

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, 20 Weber St E, 4th floor, Kitchener, ON N2H 1C3
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TABLE B1 – COMMENT SHEET RESPONSES TO QUESTION 1**Question 1: What do you like about the preliminary design?**

| Comment No. | Response |
|--------------------|--|
| 3 | Nothing!! More construction in areas already disrupted by construction. Delusion and illusion amongst planners. Where's the money going to come from? Will useless [name redacted] still be in business? Train-friendly but not vehicle or pedestrian-friendly. ION is [name redacted] for white elephant. |
| 4 | That it follows Hwy 8 Corridor away from the Centre of streets for a good distance; less interference and conflict. |
| 5 | Love the clarity! Elevated spans shown, stop locations and potential property impact. Gas stations out of the flood plain! Other project impacts - 401 expansion, 3rd party redevelopments. |
| 6 | So much of the route is off or above road - should be fairly fast. |
| 8 | It is going to encourage development (definitely); the loss of traffic lanes is less than expected. |
| 9 | Nothing. You are still invading the wrong area and handling it poorly. You still don't have it right. |
| 10 | Futuristic! |
| 11 | Still don't like what you have done. You have taken so much more expropriation and partial than originally stated. |
| 12 | Route goes straight down Hespeler Road - love it! I have high hopes for transforming this eyesore in Cambridge. It would be great to see development and upward growth along this stretch of Cambridge. Love the cycling infrastructure proposed for Hespeler Rd - separated and direct along this route. |
| 14 | Moving off of Eagle Street. Was it ever considered to go straight down King St? Making it more a pedestrian street. |
| 17 | Not crossing river at the end of Moore St. Other than that, there is nothing I like. Should be routed along Maple Grove to Speedsville. |
| 18 | I am new to the Galt area and do not have much feedback yet, but overall love the preliminary design. I am very excited for the ION to come to the city and to Galt! |
| 19 | Like that this design has not moved LRT away from Eagle Street and using former rail lines. |
| 20 | Glad to see you guys using the old CP railway to avoid Eagle St in Preston! Happy to see the light rail coming to Cambridge. |
| 22 | I like the Hespeler Rd section, but I feel that there are issues. |
| 23 | Utilization of old/ existing rail tracks/ROW. Avoidance of major traffic intersection(s) e.g. Hespeler/Pinebush. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|-------------|--|
| 24 | I like that not as many houses will be impacted with the revised plan through Preston, and hopefully won't have a huge impact environmentally. |
| 25 | Glad not as many houses impacted. |
| 28 | Nothing! |
| 29 | Love the route - especially the elevated sections. |
| 30 | We like the part Fairway to Shantz Hill. It makes sense to go along Highway 8! |
| 31 | Mitigate property acquisition through Preston. |
| 32 | The new route along the Hwy 8 corridor rather than along Old King St. The use of various old railway corridors. |
| 33 | Not much. |
| 34 | Nothing – it is terrible. |
| 35 | Not much. We had an "LRT" system and we got rid of it. |
| 36 | I'm impressed with how it will fit onto Hespeler and minimize impact on traffic. I love the elevated track- I wish Stage 1 was elevated, like the sky train in Vancouver. Longer to build, but less traffic issues as city grows. |
| 37 | Very little. |
| 38 | It addresses some issues with the 2011 design, i.e. cutting down travel time, fewer problematic highway and rail crossings. Looks like fewer right-angle turns than in Stage 1 ION, which I gather improves the travel experience. |
| 39 | Forward thinking solution to limit expanding Cambridge sprawl. Please start as soon as possible! Will draw business and people to Cambridge. Conscious effort to limit property impacts. |
| 40 | No split stations. Stations at already designated intersections. Center lane at Hespeler rather than curbside, decreases right hand turn vehicles hitting train. Bike lanes along Hespeler Rd (possible multi-use trail for those uncomfortable in car traffic). |
| 41 | Nothing!! Elevate the train as much as possible and make primary transit buses. |
| 42 | Its good the way you design the tracks and everything. |
| 44 | Nothing. We don't need it. |
| 46 | Lots of areas where it doesn't go directly through neighbourhoods. Very cosmopolitan- growing region. |
| 47 | Nothing! |
| 49 | We do not need the LRT in Cambridge. The LRT in KW is nothing more than a \$2 Billion streetcar only less convenient cause it's far away from the Downtown Core. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|--------------------|--|
| 50 | Mix densification of Hespeler Road. |
| 51 | Behind Norfolk is great using old tracks. Looks good along Hespeler Rd also. |
| 53 | Nothing!!! Stick with buses. |
| 54 | We are residents of Preston on [address redacted] and really love the new design. Can't wait for it to come forward – just wish it was sooner! |
| 56 | We are pleased that the heritage landmark series property at 285 Fountain St S has been spared from demolition in the current planned route. Thank you. |
| 59 | We are supportive of the ION extension into Cambridge. |
| 65 | Preliminary design showing grade separation at Speed River crossing thus minimizing major environmental impact on floodplain; Proposed LRT route along abandoned CP Rail tracks avoids traffic disruption on Eagle Street. |

TABLE B2 – COMMENT SHEET RESPONSES TO QUESTION 2

Question 2: What challenges do you see with the preliminary design?

| Comment No. | Response |
|--------------------|--|
| 1 | Too much disruption to existing businesses. Our preference is for the budget to be spent on getting GO Trains to Cambridge. |
| 2 | Will it operate at break even? How will it foster economic and property growth? Preston is the most damaged - property loss - but will not see benefit unless most of Eagle St is acquired by the Region. |
| 3 | Increasing public resistance to an unpopular route with too many expropriated properties, dragged-on construction and jammed up major intersections and transport arteries. |
| 4 | Preston Centre is largely ignored. One stop at Chopin is a bit of a slap in the face but overall the route plan makes sense. |
| 5 | Roundabout with train. Costs due to elevated spans. King and Eagle/Chopin: 1) Large volume of left turns onto Eagle, large backup. No room for 2 left turns. 2) Eagle St. S - need stoplight at Chopin to get onto King; one way could encourage speeding; apartments getting out onto King at Chopin. |
| 6 | There are long traffic backups now coming south on Hespeler Road towards the Delta in rush hour. You need to figure out how not to make that worse. Same for traffic coming north through the Delta at peak times. |
| 8 | One way off King on Eagle will cause problems. King/ Eagle will remain congested and worse. Pedestrian access to LRT trestle over Speed River. Hespeler Rd loses lanes - will the Region ask that Hespeler Rd be removed as Kings Highway 24? |
| 9 | You have landlocked South Preston with the change of one-way traffic on/at Eagle and King Streets. The inability to exit south Preston on Eagle St and King will force traffic down side streets further up King St. There are more partial and full property takings than expected - you are making Cambridge pay too high a price. Beverly St. intersection should not be crossed in the centre. |
| 10 | Public pushback - bunch of cranky babies - we need this, don't listen to them! Traffic related delays, Hespeler Rd/Fairway/Delta are always a mess already. |
| 11 | So much waste and demolition. Not the right spot in Preston. Train going thru a roundabout?? So stupid. Such a counterproductive to traffic flow. |
| 12 | Many elevated sections of the route, does this add significantly to the overall costs of the project? Would this be a reason for the project to be delayed? |
| 14 | Traffic at Speedville crossing; with amount of local traffic at peak times now interrupted every 8 to 10 minutes. Parking at Galt end of route. |

| Comment No. | Response |
|-------------|---|
| 15 | I do not wish to move my [<i>business type redacted</i>] from [<i>address redacted</i>]. It has been at this location for 20 years. I service patients in this area. I am the only [<i>business type redacted</i>] in the downtown core and many of my patients walk to their [<i>business type redacted</i>] appointments. The cost of moving the practice to a new location could be [<i>value redacted</i>]. |
| 17 | The King St/Eagle/Chopin area is going to be a traffic nightmare. |
| 19 | The one way street beyond King Street into western part of Preston will cause great difficulties for movement of traffic for those trying to get out of that part of town. Chopin exit to head north was already eliminated with cement center on King Street. Is a traffic circle/ roundabout possible? Not sure how train would work with this. |
| 20 | I know you gotta break some eggs to make an omelette...just a bit disappointed to see the Cambridge Surplus building be torn down. It is a tight section of road to navigate through. You have my blessing on all other property acquisitions. |
| 22 | The Sportsworld Station is not near the buses, how does one transfer without walking very far?; Not good for strollers, wheelchairs, elderly etc.; The bus stop needs to be moved near the Sportsworld Station. |
| 23 | Land acquisition. Design of access around stations/ route. Lack of pedestrian/ cycle ways - we need more! |
| 24 | I see a huge challenge for car traffic on Eagle St. between King and where the ION leaves Eagle. It is such a tight corridor and traffic is already heavy here. |
| 25 | Are Preston people going to walk all the way down to Eagle St to get the train. Where would you put parking for the Eagle St. stop. |
| 27 | Existing trains are not accessible to wheelchair users between stops in case of emergencies. No grab bars or supports for wheelchair users sitting sideways in wheelchairs, not facing forward. The area at Fairview Mall not wheelchair friendly, they have made some improvements. |
| 28 | Track location on King St and Eagle is so congested now, this route should never be considered! |
| 29 | Build it sooner! |
| 30 | Very costly raised section. |
| 31 | Traffic management/ collision mitigation at proposed Beverly roundabout. |
| 32 | The amount of buying out/expropriating of properties/homes. |
| 33 | The construction and operation of the LRT along King St. from Deer Ridge to the 401 will cause severe traffic congestion and slowdown along King St. King St is the only access to properties along Deer Ridge and other streets in the area. In addition King St serves as one of only 2 access points into Kitchener from the 401. It is strongly advisable to route the LRT back some distance from King St towards Highway 8 North. |

| Comment No. | Response |
|-------------|---|
| 34 | 1. The destruction of too many homes and businesses. 2. Adding too much traffic to King & Eagle intersection. 3. Terrible mess on King St for at least 2 years. 4. Spending too much money from we the tax payers. |
| 35 | Increased costs, hidden costs. Where is the ridership going to come from. |
| 36 | Acquisition of properties - especially the gas station at the bottom of Shantz Hill. Access to Fairview Park Mall while building track. |
| 37 | Safety, congestion while being built. The citizens route was never properly evaluated. The J route was misleadingly presented as the citizen's route. We were told that 85-100 houses and businesses would be expropriated. Now we hear it will be 250. |
| 38 | None from my perspective. |
| 39 | Resistance from residents afraid of change. Getting through Preston. |
| 40 | ION going through roundabout, delay and increase timing. Connecting to current and future GRT bus routes. Keeping access to business during construction. Knowing how pedestrians behave, they will take the most direct route. |
| 41 | Major arteries will be largely closed during construction. How will businesses survive long enough to reap the alleged benefits. How will emergency vehicles respond when in these areas. How will they respond when the project is completed and this glorified streetcar and its crossings obstructs traffic flows. |
| 42 | New everything. |
| 44 | Hespeler Rd is a traffic jam now at 3 lanes in each direction. If it goes down to 2 lanes then traffic will be far worse. King and Eagle will be a worse mess as well for traffic. Cost in property taxes will be <i>[illegible – unaffordable?]</i> . |
| 45 | Cambridge hospital is not going to be covered. |
| 46 | In downtown Galt - limited area for rails. |
| 47 | A roundabout at Dundas and Beverly with bike lanes, crosswalks, vehicle lanes and a railway crossing diagonally!!! What could possibly go wrong? |
| 48 | Will destroy the essence and nature of Hidden Valley. Will significantly affect property values. |
| 49 | Please give us the courtesy of a Referendum <u>before</u> anything is decided!! |
| 50 | Recommended hub station at Hespeler Road and Pinebush and run spoke lines for future growth of Preston, Hespeler and Galt; and future regional integration of passenger rail along 401 corridor, spokes to Guelph etc. |
| 51 | Sportsworld Station needs to be next to the buses as transferring isn't possible for many with disability issues. Move the bus station onto the empty land next to the ION station. |

Appendix B: Comment Sheets and Email Submissions

| Comment No. | Response |
|--------------------|---|
| 52 | Would prefer a re-route along Coronation Blvd serving the hospital. Apparently, a shuttle service between Preston and Delta stations may be provided. Another transfer to cause delay with travellers who may be frail and not in the best of health. |
| 53 | There's no money. The taxpayers are broke. |
| 55 | As can be expected from the powers to be, Hespeler is ignored again. |
| 59 | We request confirmation of the impact on the frontage of our property - i.e. land lost [<i>location redacted</i>]. |
| 65 | Impact on large number of private properties in the vicinity of King and Eagle streets and also at Eagle St/ Hespeler Road and acquisition of such 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 | I'd like the line go to/stop at Cambridge Memorial Hospital. My preferred location is Maple Grove to Speedsville. Highway 24 is self-supporting and is fully serviced by the ION loop. |
| 3 | In light of the fact that today (Nov 19th) is un-designated International Toilet Day, why do existing LRT stations not have washrooms? How does Cambridge manage, with a population roughly that of Hobart, to have worse traffic flow than Melbourne, 30 times larger? Partly due to no bypasses, but also due to planning stupidity like bike lanes and poorly-sited bus stops. |
| 4 | 1. How about following Hwy 8 "Behind Kieswetter" to Sportsworld commuter connection lot, then turn out to King Street closer to 401? Again, less traffic issue. 2. Shantz Hill elevated section needs a pedestrian/cyclist walkway to go along. Kids from uphill will use it as a shortcut to PHS. |
| 7 | We live at [location redacted] and would like to see some sort of wall (cement) covering the back facing the two sets of tracks. |
| 8 | Six nations approval. |
| 9 | The changes at King and Eagle St's has now created added issues with traffic flows, safety and the aesthetics of the area. |
| 10 | Interacting with cyclists/pedestrians. Making sure good connections with Hespeler via bus. Frequency of trains needed between Kitchener-Cambridge. Current transit between our cities is a mess, takes like 10 years to get to Fairway Rd from Hespeler Rd. |
| 11 | Stop - Eagle and King is the <u>worst</u> spot you could pick. Leave it elevated, run it along the river and bring it into McGarry's old office. Save King and Eagle. Bring the station down further on Eagle and keep the traffic flow. |
| 12 | Connection between Hespeler and LRT system - how will bus routes change/increase frequency to connect Hespeler residents to the LRT? Highlight connections between Cambridge and Kitchener - length of trip, frequency of trains etc. |
| 13 | Will access from the Linear Park Trail in Preston allow branching access to the river. Would access be allowed under the overhead line for fishing, walking along the river from the main Linear Trail; The homes remaining on Chopin Drive that are along the Linear Park Trail (4 homes), will they be exposed by the trains lights shining into their homes after crossing the Speed River. |
| 14 | Construction schedules timed to avoid closing entire area along complete route. |
| 15 | Is there any way that you can get around taking all the property at [location redacted]. Can you leave a driveway lane way to access the back fields so patients can park in the back of [location redacted] and walk to the [business type redacted] from the back field that could be paved. |
| 16 | Just need to be added to email and mailing lists. |

| Comment No. | Response |
|-------------|---|
| 17 | You have made up your mind and nothing the public can say will change the Region's minds. |
| 19 | What happens if there is an extreme flood event from the River? Electricity must be built to accommodate this concern as well as track elevation. |
| 20 | A and M Woods Saw Mill and Cambridge Surplus have been heritage buildings in Preston for almost 100 years. I would recommend continuing the elevated platform to avoid destruction of these treasured buildings. Many small business work and love the Surplus Building. |
| 21 | Train stops at hospital in Kitchener, why not in Cambridge? Where are the revenue projections? Crossing Eagle St at King - already a busy, busy intersection. Preston gets one stop, how many property expropriations? |
| 22 | There is very little intensification at Shantz Hill, King/Eagle, along Eagle etc. So it makes no sense to build it there. Intensification is the main purpose. Turn toward Maple Grove and end up coming into Preston at Speedsville would give more opportunity for growth in that area and still leave a station for Preston. |
| 23 | Pedestrian pathways. Cycle paths - make sure we have more cycle paths. Schedule - when can we get on with it? Consider some P3 arrangements - say for development of land adjacent to stations. |
| 24 | I know that it considered that the ION will benefit business in downtown Preston, but I can't really see people walking all the way from King and Eagle to, say, King and Westminster. |
| 26 | Making part of Eagle St one way will divert most traffic to get out of Preston onto Westminster and King causing gridlock at busy times. 2-way traffic must be maintained on Eagle to King. |
| 27 | Please make sure wheelchair users are consulted in future plans. |
| 28 | Look for the most efficient way and the most cost-effective way to move people. Bus service would be most practical. |
| 33 | Traffic impact along King St. |
| 34 | 1. The alternative plan offered by the citizens that: (i) Has the LRT on a fenced route for about 7 km; (ii) will decrease travel time by 35+%; (iii) will be safer; (iv) will cost less. 2. Give citizens the <u>real</u> reason why you want the extension to go to King & Eagle. |
| 36 | Construction effect on traffic, stores, businesses. I would rather a 3 year build instead of 2 years if the ability to move around is easier than Stage 1. |
| 37 | The same issues still exist. |
| 38 | Anything we learned from Stage 1 - i.e. better pedestrian connections to stations - i.e. connect at both ends with marked crossings, not just at one end. |
| 40 | Connect buses at Sportsworld, move the bus station. Station at Eagle/Speedsvale to service Langs area, high residential area and potential for ridership. |

| Comment No. | Response |
|-------------|--|
| 41 | There's a lack of communication between governments. During the recent snowfall, city plows cleared bus routes that were no longer used and didn't clear routes that were. Road and other projects start too late and take too long, then have to be redone from some reason. When one thing gets finished, another level of government starts another which still fouls up things. |
| 42 | A lot. |
| 43 | Build it now! |
| 44 | Forget King and Eagle. Listen to the group that came up with a better route. |
| 45 | Delta intersection has traffic backed up during rush hours, anything planned to improve the Delta to enable the traffic to flow (Traffic circle perhaps). ION train might exacerbate the issue. Will riders from the Cambridge area get a station that leads to Toronto? Or will they have to ride back to Kitchener? |
| 46 | What would the frequency of the trains be along the routes |
| 47 | Accountability. If jobs are lost because businesses close during the overlong construction, should the "public servants" in charge be fired as compensation? If lives are lost because emergency services are delayed by this "improvement" should "public servants" be held civilly and criminally liable? Put some skin in the game and descend your ivory towers. |
| 48 | Opposed so far by: [<i>names and addresses redacted</i>]. All opposed, more to come. |
| 49 | These are <u>our</u> tax dollars that you will be spending. It wasn't needed in Kitchener/Waterloo and is certainly not needed here. |
| 50 | Include Village of Hespeler in plan. Include Cambridge Memorial Hospital in plan. |
| 51 | The route should be reconsidered, Conestoga College is opening a new campus (off Cherry Blossom) - with thousands of students needing housing nearby for intensification and needing transit. Rather than down Shantz Hill into Preston, going along Maple Grove/Cherry Blossom into Preston up Speedsville would give more possibilities for intensification rather than along Eagle. Esp now with the new campus of Conestoga. |
| 52 | The Hespeler Rd strip may lose more of its brick and mortar stores in the coming years. People using restaurants and sports venues may want to stick with their cars. The Hespeler Road area needs light industry to drive more transit traffic. Perhaps this detour on Hespeler Road could be reconsidered in five years time. Things change just saying. |
| 53 | Why not fix the tap-and-pay system first? Why not see if this overblown streetcar can survive hard winters using overhead wires that were too hard to maintain when they were used for K-W's defunct trolley buses. If a train derails or conks out in a hard to reach area, how rapidly can the route be cleared? |
| 59 | We are concerned with the proposed right-in, right out only access to our property. As a result, we formally request U-turns be considered (and implemented) for the Preston Pway/Shantz Hill and Fountain/Shantz Hill intersections. |

| Comment No. | Response |
|-------------|--|
| 65 | <p>With current AADT of 1300 ± on Speedsville Rd. and potential significant increase in traffic volumes by year 2028, request that a "Conditional STOP in Abeyance" be included now at Speedsville Rd. crossing. Warrants be re-evaluated when Transit Study is updated in 2025; Proximity of LRT crossing to <i>[address redacted]</i> driveway entrance will make it extremely difficult to exit from this d/way going south-bound even with flashing lights and gates considering high frequency of train movements every 5 to 10 mins. and high AADT. Steep road approach grades, narrow pavement and no sidewalk will pose safety concerns for pedestrians, seniors and children.</p> |

TABLE B4 – EMAILED COMMENTS

| Comment No. | Response |
|-------------|---|
| 57 | <p>I have attached a hand-amended plan. (<i>Attachment provided. Retained on file</i>). Through the centre of the Roundabout: it would probably make sense to have the LRT go exactly through the centre of the Roundabout. This would help with the construction of the roads going into and out of the Roundabout.</p> <p>Having the LRT in the centre of the Roundabout would improve the curve, it would not be so tight. This would then shift the LRT Route slightly to the south. This would then have less impact on a number of the properties on Beverly Street. The Region could save some money by not having to buy parts of these properties.</p> <p>The current proposed route would be very difficult to implement behind and through part of our property, we are elevated approximately 6 feet from the bike path/walkway behind our property. Our property would still be impacted, but not as much in the elevated areas.</p> <p>Also, is the sidewalk really required next to the LRT off of Dundas Street? People can walk south down Dundas to Shade Street to get to the park. It seems very dangerous to have a walkway right next to the LRT, while Shade Street is just a few steps away.</p> |
| 58 | <p>[<i>Name and location information redacted</i>], have the following comments and thoughts about the proposed ION development adjacent to our building and the lands around.</p> <ol style="list-style-type: none"> 1. We both agree that the integrated tri-city transit system is long overdue. 2. The direct impact of the proposed plan is the loss of four (4) parking spots on the property. Three (3) spaces are lost with the proposal to close [<i>location redacted</i>] to car traffic. One (1) space will be lost by having to integrate it into a driveway to park vehicles at the back of the property. 3. Since we have owned the property a majority of the tenants have had a vehicle. Even with the GRT bus terminal on [<i>location redacted</i>] only a few tenants have relied solely on public transit. 4. When we bought the property [<i>property specific information redacted</i>] 5. [<i>property specific information redacted</i>]. 6. We want to ensure that whatever changes are made to accommodate the ION development that our property can maintain five (5) parking spaces and a garden / sitting area for the tenants. 7. We want to ensure that our properties stone foundation are not damaged in any way during the construction of the ION infrastructure. For a building this old the stonework is in remarkably good condition despite the increase in traffic volume and truck weight passing along [<i>location redacted</i>]. 8. We hope that the Region of Waterloo will ensure that our rights and concerns to maintain our properties value are addressed BEFORE any |

| Comment No. | Response |
|-------------|---|
| | <p>other planning request by a developer is granted for the surrounding lots of land between [location redacted].</p> <p>9. [Contact information redacted]</p> <p>We know that while these proposals are not finalized at this stage the plans for this critical area of the line will not drastically change. Please make sure that this email is kept on file, flagged and reviewed during the final design process.</p> |
| <p>60</p> | <p>I wish to provide my preliminary comments on the Stage 2 ION design. I wanted to prepare these after walking the full proposed route myself, but am providing some desktop comments before the deadline. I may make more detailed follow-up comments after walking the route this week.</p> <p>I don't agree with some of the route, particularly with the routing away from the Galt Train Station, and taking Hespeler instead of King (I strongly believe more time needs to be given to measure ridership between the ION Bus and the new 206 Coronation iXpress route). But I recognize this is based on previous planning exercises and council direction, so I will not dwell on it.</p> <p>I will focus on the pedestrian experience, trail opportunities, transit oriented development and the streetscape for the current proposed route instead. I have created this map to help visualize my comments, and specific suggestions have been numbered.</p> <p><u>Alignment</u> Based on my experience riding and walking along the existing Stage 1 ION and TTC streetcars with dedicated rights of way in Toronto, I am not a huge fan of rapid transit rights-of-way in the middle of the road. I find that it increases the time it takes to get to/from a station platform, and creates a greater number of and more complex points of conflicts between cars, the transit vehicles and pedestrians. It also reduces the opportunity to improve the pedestrian realm.</p> <p>A great example of this is the contrast between Toronto's 509 Harbourfront streetcar along Queens Quay (side street alignment), and the 510 Spadina or 512 St Clair (middle of street alignment). I would argue that the pedestrian experience along Queens Quay is way superior than other streets. The waterfront factor is certainly a part of it, but I would argue the wider pedestrian promenade and protected cycling trail was also integral.</p> <p>I urge the Region to consider side street alignments where they are currently in the middle. This could create a fantastic walking and cycling promenade that makes the corridor a destination, which would support transit-oriented development, more economic activity and higher ridership. It also helps to address the "last-mile" issue, allowing ION riders to more easily connect</p> |

| Comment No. | Response |
|-------------|--|
| | <p>between the station and their actual origin/destination.</p> <ol style="list-style-type: none"> 1. King Street, from Highway 8 to Fountain Street. 2. The entirety of Hespeler Road. 3. Wellington Street. <p><u>Active Transportation Links</u> Building off of the comments above, establishing a new transit corridor needs to consider opportunities to enhance active transportation network in parallel (literally). An example of a huge opportunity lost is where the Stage 1 ION passes under the Conestoga Parkway in Kitchener. Punching a hole under the Parkway is no small undertaking, and adding space for a trail or sidewalk adjacent could have greatly improved neighbourhood walkability for residents and businesses on Overland Drive, Ardelt Avenue, Mill Street, Ottawa Street and Hofman Street with minimal increases to variable costs. Now that opportunity is gone and will likely never be revisited as the costs of doing it are prohibitive.</p> <p>With Stage 2, we shouldn't make the same mistake, and ensure significant beneficial active transportation links can be tacked onto (or at least protected for) alongside the ION.</p> <ol style="list-style-type: none"> 4. Across the Grand River (Hidden Valley Road to King Street) 5. Across and parallel northeast along the Speed River (Fountain Street to Russ Street) 6. Through the Lovell Business Park (333 Speedsville Road to Hespeler Road) 7. Alongside the ION (Hespeler Road to Soper Park) <p><u>Improved Pedestrian and Cycling Connections</u> Semi-related to my comments above, I want to highlight that some streets along the proposed Stage 2 corridor are very hostile to pedestrians and cyclists, and do not have any infrastructure for them. This includes:</p> <ol style="list-style-type: none"> 8. King Street, from River Road East to Deer Ridge Drive 9. King Street, from Gateway Park Drive to Preston Parkway 10. Hespeler Road over the CP Waterloo Subdivision (no east sidewalk) <p>Improving these streets, and the streets connecting to them, for pedestrians should probably be included in the scope of the ION streetscaping design work. If not, they should be flagged for follow-up by the Region and/or the cities of Kitchener and Cambridge.</p> <p><u>Transit Hubs and Transit Oriented Development</u> One day, I hope the province gives its head a shake, and makes a GO</p> |

| Comment No. | Response |
|-------------|---|
| | <p>service extension to Cambridge (and required downstream improvements to the Milton Line) a priority. Until then, the spot where the ION passes beneath the CP Galt Subdivision and the immediate surrounding area should be protected for a transit hub and transit-oriented development.</p> <p><u>Environment</u> Thanks to risk adverse planning and pressure from emergency services, dedicated transit rights-of-way often become hardened or engineered, without much consideration for vegetation. I would like to see consideration given to a) placing grass within LRT rights-of-way to improve aesthetic, water infiltration and noise absorption, and b) trees with silva cells to establish a rich tree canopy.</p> <p>Thank you for considering my comments.</p> |
| 61 | <p>I have one additional comment. Currently, GO Transit bus service on route 25 serves Cambridge via the SmartCentres plaza. It would be a shame if there was no direct connection between GO buses and the Stage 2 ION, so I hope the Region has consulted with GO Transit on the matter. I imagine a convenient turnaround at Pinebush (for GO to get to/from the 401) or a new connection at Preston would work best, but I defer to Metrolinx to sort out the details. The key thing is having a direct connection to minimize walking. It would be foolish if this was not coordinated, and transit riders had to walk more than 10 minutes to make a connection between Pinebush Station and the current GO stop.</p> |
| 62(a) | <p>I have often contemplated the thought of building a Stage 3 LRT through Hespeler into Guelph, and I have attached a sketch <i>[attached sketch retained on file]</i> of a potential corridor. The main purpose of this LRT would be to encourage our citizens to take the GO Train or High-Speed Rail to Toronto from Guelph, rather than using Highway 401. Although running a GO Train directly to the Guelph Station from the intersection of Hespeler Rd and Eagle St / Pinebush Rd would serve the same purpose, I worry that fewer Hespeler citizens would use it, being well outside the Hespeler core. Hespeler may not have as many residents as Galt or even Preston, but many folks who work in the GTA move to Hespeler, for easy access to the 401. Therefore, a relatively high percentage of people living in Hespeler would use such an LRT to connect them to Guelph GO and future High-Speed Rail, compensating for the lower population. That said, if this plan is not feasible, I fully support the building of a GO train to Guelph, connecting Cambridge to the Provincial Transportation system.</p> |

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| 62 (b) | <p>I recently sent a letter to Stage 2 ION along with my sketch of a potential Stage 3 LRT [see 62(a) above], but I worried they are more focused on the LRT from Fairway to Ainslie, so I wanted to send you my map as well [attachment provided, retained on file]. I mentioned in my letter that many folks who work in Toronto live in Hespeler for easy access to Highway 401, and having an LRT run through Hespeler would encourage them to take the GO Train from Guelph instead, and ultimately the High-Speed Rail. However, if the population of Hespeler is truly too low to justify the construction of an LRT, I would still like to see the GO Train be built from the intersection of Hespeler Rd & Eagle St to the Guelph Station. I believe it would be quite popular with Toronto-bound residents in Galt and Preston, as well as travellers on Highway 401, who could use it as a Park-and-Ride to avoid traffic as they approach Toronto.</p> |
| 63 | <p>Further to our review of the Stage 2 ION PCC No.5 information materials, including the preliminary design plans, and our attendance at the PCC on November 21, 2019, we wish to provide the following comments on behalf of [Company name redacted] for the Stage 2 ION project:</p> <ul style="list-style-type: none"> • [Company name redacted] supports the general intent of the Stage 2 ION project to help facilitate the transition of the Hespeler Road area into a mixed use corridor. This transition is also currently contemplated through the City’s Draft Hespeler Road Corridor Secondary Plan process, which we have actively been involved in on behalf of our client. • A fundamental aspect of Stage 2 ION preliminary design that [Company name redacted] does not support is that the existing curb cut/access point for the [location redacted] is not acknowledged on “Preliminary Design Plan F”. It is our understanding from discussions with Regional Staff at the PPC that this omission is a drafting error. As such, we request that Preliminary Design Plan F be revised to show an access for the [location redacted] lands. • Moreover, we have concern that our client’s lands will be subject to “Preliminary Partial Property Acquisition”. It is our understanding that this acquisition is required to provide for a future sidewalk along [location redacted]. It is the intention of our client to redevelop these lands in the short to medium term, and this element would take up space that could otherwise be used for development in support of area intensification. As such, we request that all efforts be made during the detailed design stage of the project to avoid the need for land acquisition along this part of [location redacted]. Without further information/justification, our client is not in support of an acquisition of his lands. |
| 64 | <p>Please accept my feedback from attending the latest PCC:</p> <p>I am neither an ION fan or objector. I'm not aware of LRT being successfully rolled out elsewhere, but I also acknowledge the good intentions behind the Waterloo Region plan. My position is if we're going to do it, let's get it right,</p> |

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| | <p>let's show how LRT can work well for our community.</p> <p>1. I cannot support the Preston route proposed, because of the potential (as yet undefined) significant negative impacts to the heritage and cultural assets (built heritage and natural - river and floodplain) in the immediate community, and because I do not believe it is the best route option for the optimum outcome for LRT. I continue to support a route that includes the East Side Lands, believing that pending development in this area aligns much better with the original vision of ION to connect communities, while also supporting economic growth, but doing so without potentially decimating core heritage and cultural neighbourhoods.</p> <p>I am not aware of any PCC considering the pending development of the East Side Lands when exploring/comparing route options (e.g. I do not see East Side Land development reflected on the 2041 map). I have read earlier rationale for eliminating Maple Grove options, but from what I read the information has now changed. Where is the updated analysis? How are we protecting farmland or the natural environment by going through Preston when the vast East Side Land farmlands and 'natural environment' are already slated for development? While the Region speaks of containing urban sprawl, I see developers building up in our cores while continuing to build out – where is the Region containing urban sprawl in Cambridge? Also, thanks to the OMB ruling regarding the appeal against the Region's Official Plan, East Side Land development will now include housing of all densities/types along with light industrial and commercial development. Given that this is one of the most underserved public transit lands in the Region, how will the LRT ion Stage 2 serve the East Side Lands and connect it with other communities?</p> <p>2. I would like to see the planning process give weight to heritage and cultural impacts, and less weight to economic development. It seems to me that development is the primary, over-riding criterion for the Shantz Hill route. I believe we will have a better process with better outcomes when we have a planning process that is more balanced. It is telling that the only justification for the Shantz Hill route into Preston is "Existing land uses around Preston station are already transit supportive, but also provide good redevelopment and intensification opportunities". But at what cost to our neighbourhoods, community and way of life? The Region has acknowledged that "Preston has some of the greatest impacts." (2017) and further acknowledged that these impacts could be reduced, but we would have to compromise on other variables such as travel time, access to LRT and reduced development opportunities. Where is the compromise? How will the Region avoid the negative outcomes of unfettered property speculation and ensure good intensification that is sympathetic to and consistent with the current neighbourhood?</p> |

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| | <p>As in the previous 4 PCC, I attended the PCC 5 wanting to learn more. I could not find a heritage staff representative at the PCC who could speak to potential impacts. Are heritage staff available to be at PCC's?</p> <p>I could find no mention of cultural or heritage impacts in the information package that was distributed; I was particularly alarmed that the Project Goals and Objectives did not include ONE mention of heritage or cultural assets despite this being a concern identified in earlier PCCs. Equally alarming was the mention of the City of Cambridge intention for a new city-wide bylaw that allows 'more flexible standards' in the core communities. While I agree this is appropriate for Hwy. 24, I don't believe it is appropriate for our core communities, particularly in light of recent planning decisions - we are now at the point of not just losing built heritage, streetscapes, vistas, etc., but at risk of losing our most iconic buildings in our core communities, especially in Hespeler and Preston. What built and cultural heritage has the Region preserved in Preston?</p> <p>I could find no quantitative or qualitative inventory or analysis of what potential cultural or heritage impacts might be; only vague general statements about 'avoiding impacts where possible' and 'mitigating' impact - nothing about conservation or preservation - and only some limited identification on one design board - nothing about the nature of the property or the nature of the impact to heritage. The focus seems to be on 'individual property impacts' from a market perspective. When will the specific heritage and cultural impacts be identified and shared with the <u>public</u> for feedback? While the Region continues to develop it's case for ION with every PCC, and many details remain to be defined/clarified, both the Region and Cambridge have approved the preferred route and continue to move forward. Should we not first have the data and analysis completed for public consultation, and then, only then the decisions made?</p> <p>I saw no mention of the heritage designation of the Grand River watershed and the potential impacts to the river or floodplain. Where is the comment from the GRCA regarding how LRT will impact the river, floodplain and surrounding environment?</p> |
| 66 | <p>The undersigned are writing to object to the taking of the Property in connection with <i>[property specific information redacted]</i>. Based on materials available, the identified preferred route indicates that the entirety of the Property will be taken by the Region in connection with the Project. This would result in the closure of <i>[property specific information redacted]</i> Based on the foregoing, we request that the Region consider alternative routes that would avoid the taking of the Property and the significant losses that would be incurred from same.</p> |

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| 67 | <p>This is to confirm that the entire neighbourhood as well as myself located at <i>[name and location redacted]</i> strongly opposes cutting through Hidden Valley properties and wildlife areas. The previous proposed route followed River Road Extension which we were aware of and agreed that made sense to stay away from natural areas with vibrant wildlife habitat. The new proposed route crosses areas where deer, turkey, coyotes, mink, foxes, and many more species live, breed, sleep, and thrive.</p> <p>Also, the new route will greatly increase highway traffic noise, reduce quality of views, greatly reduce property values etc. in our area (which is happening now due to these proposed route discussions), especially close to the Hwy8/Grand River bridge area.</p> <p>Specific to my property, the current neighbouring home at <i>[location redacted]</i> acts as a large noise buffer, as well as their trees. With that removed, the noise will greatly increase. We have planted many trees in our backyard to help reduce the [highway] noise. The new proposed route removes my neighbours home and all of my trees.</p> <p>Also, the 2 septic beds at the rear of my property would have to be relocated/reconstructed closer to my home (but cannot get closer than 160 linear feet to my drilled well) because of the new route.</p> <p>This new route is completely unacceptable to my family and to all of the hidden valley residents as per our neighbourhood group consensus. We do not approve this proposed route. We will be requesting an immediate reduction in our property taxes due to the negative stigma this proposed route has caused.</p> |