

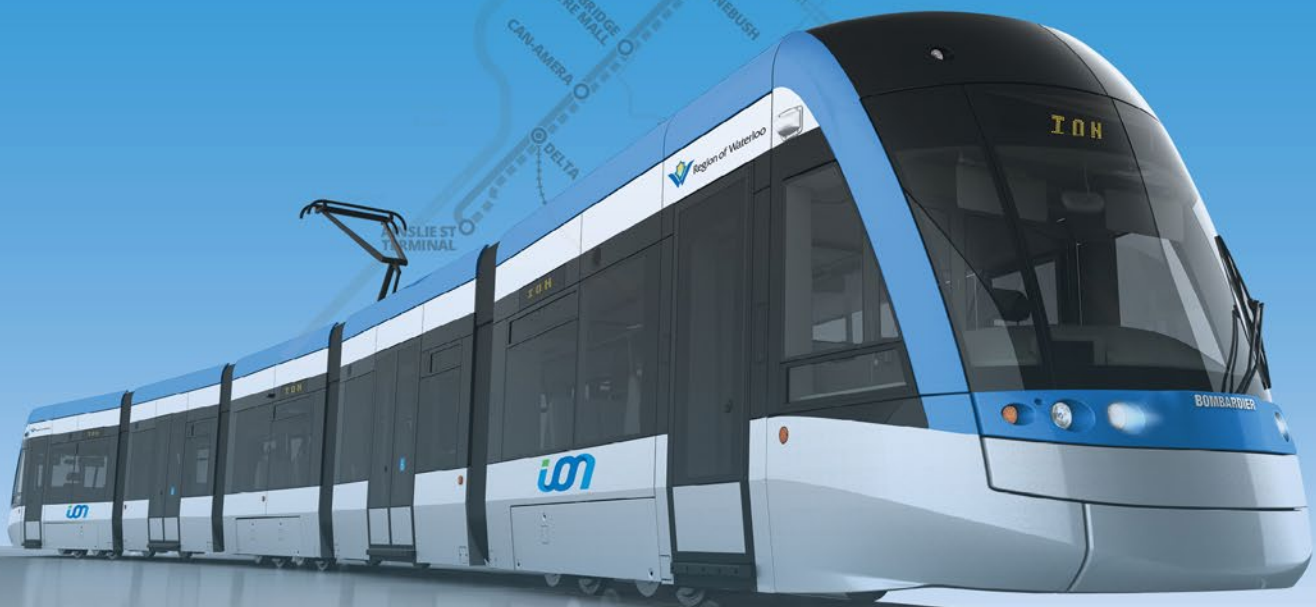


Region of Waterloo

# **Stage 2 ION: Light Rail Transit from Kitchener to Cambridge**

**Public Consultation Centre No. 1  
November 18 and 19, 2015**

## **Public Information Package**





## Stage 2 ION: LRT Kitchener to Cambridge

Public Consultation Centre No. 1  
November 18 and 19, 2015

### Public Information Package

#### 1. Light Rail Transit (LRT) in Waterloo Region

In June 2011, Region of Waterloo Council approved a staged approach to LRT from Waterloo to Cambridge. Stage 1 ION, which is currently under construction, includes LRT from Kitchener to Waterloo. Stage 1 ION also includes Bus Rapid Transit (BRT) between Kitchener and Cambridge, a service that was launched in September 2015. Stage 2 ION will see BRT converted by LRT, creating a continuous LRT system across the region's three urban centres.

When approving LRT in 2011, the Stage 2 ION route and stop locations between Cambridge and Kitchener were endorsed by Regional Council. The Region of Waterloo is now starting the detailed planning for Stage 2 ION and wants your opinion. With your input, the Region will determine which LRT route will be most effective and provide the greatest benefits.

#### 2. What is the purpose of these Public Consultation Centres?

The purpose of this Public Consultation Centre is to:

- introduce the planning and approvals process that Stage 2 ION will follow
- present the criteria used to evaluate route alternatives
- get public input on the various LRT routes and stop locations

This input, along with the approved selection criteria, will be used to shortlist various route designs and stop locations. These will then be studied further to ensure they can be reasonably accommodated within the physical and environmental landscape created by roadways, rivers, bridges, and urban development.

#### 3. What is the status of Stage 1 ION?

In 2014, Regional Council awarded GrandLinq the contract to design, build, finance, operate and maintain Stage 1 ION LRT. Later that year, Stage 1 ION LRT construction commenced and is currently underway throughout Kitchener and Waterloo.

Stage 1 ION BRT service from Cambridge to Kitchener was launched in September 2015.

- ION project website: [regionofwaterloo.ca/rapidtransit](http://regionofwaterloo.ca/rapidtransit)
- Phone: **519-575-4400 ext. 3095**
- TTY: **519-575-4608**
- Email: [rtinfo@regionofwaterloo.ca](mailto:rtinfo@regionofwaterloo.ca)

- Stage 2 website: [www.stage2ION.ca](http://www.stage2ION.ca)
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#### 4. Why does Waterloo Region need ION?

ION will:

- limit urban sprawl
- protect Waterloo Region's farmland and environmentally sensitive areas
- shape the community by encouraging development in core city centre areas
- move people by offering Waterloo Region residents a new transportation choice

#### 5. What type of studies are taking place?

Currently the following activities are underway:

- existing baseline natural environmental conditions
- environmental and land use constraints
- LRT route investigation
- stop, intermodal locations
- expected environmental impacts (both positive and negative)
- proposed measures to mitigate potential negative impacts

Over the next six months, background studies, technical analysis, and consultation activities will occur. This includes travel demand forecasting, ridership forecasts, traffic impact analysis, noise and vibration studies, air quality studies, natural resource assessment, cultural heritage assessment, archaeological assessment, conservation plans, land use, and financial analysis.

#### 6. What formal process will the study follow?

The study will follow the Transit Project Assessment (TPA) Process, a process under the Environmental Assessment Act. The TPA was also completed for Stage 1 ION. The activities listed above will need to be completed before the TPA Process begins.

#### 7. Why re-examine the Council endorsed route?

An updated data and condition analysis is being completed, which will examine past findings and take into account new challenges and opportunities. It will provide an opportunity to confirm and validate the feasibility of the preferred route, taking into account recent development, redevelopment and intensification initiatives. Re-examining the endorsed alignment meets project objectives to maximize the opportunity for transit-supportive development and to create the most cost-effective solution (both in terms of construction and the operating costs).

#### 8. Alternative routes and stop development

Reasonable alternative routes for Stage 2 ION were identified using the following principles:

- connect potential stops in a relatively direct manner to minimize transit travel times and delays
- minimize the potential disruption through environmental sensitive areas and mature, stable neighbourhoods

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- have a reasonable right-of-way width to accommodate LRT
- provide flexibility to accommodate a possible future GO-LRT hub

The alternative routes, stop locations, and possible GO-LRT hub locations under consideration are shown on the included maps. To simplify the comparison of alternative routes, Stage 2 ION study area is broken up into four sections:

- Kitchener
- North Cambridge
- Central Cambridge
- South Cambridge

The Central Cambridge section along Hespeler Road (Pinebush to the Delta) is the only section for which alternatives are not being considered.

### 9. How will the routes be evaluated?

Your input at this Public Consultation Centre, along with other criteria, will be used to evaluate the list of possible routes and stop locations in the Study Area. To evaluate the alternative routes, many criteria will be used, including:

- transportation
- social and cultural environment
- natural environment
- economic impact

The evaluation process and evaluation criteria include measures such as:

- ridership potential
- system performance
- benefits to traffic patterns
- ability to serve residential, employment, business and institutional transportation needs
- contribution to public health
- potential environmental and ecological impacts
- estimated capital and operating cost
- impact on existing development

### 10. Has the Region received any feedback on Stage 2 ION to date?

The Region has already received and reviewed a significant amount of valuable feedback about alternative LRT routes between Kitchener and Cambridge as part of the ION planning and approvals process. The Region recognizes prior involvement and contributions, especially for those who have commented previously.

Some common themes that emerged previously, include:

- the importance of major destinations such as downtown cores, transportation centres, commercial centres, employment centres, schools, residential centres etc.

The feedback identified the most important characteristics of rapid transit as:

- accessibility, speed, frequency, flexibility, connectivity, affordability, environmental sustainability and limited stops

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## 11. What are the next steps?

The TPA was established to allow a proponent (i.e. The Region) to obtain approval for a transit project in as little as six months after the completion of all background studies. The schedule below is preliminary. Actual timelines will depend on the number and magnitude of issues and concerns raised over the next few months.

- **November 2015** – First public consultation to present alternative routes and corresponding detailed assessment evaluation criteria
- **December 2015 to June 2016** – Incorporate comments from the first round of public consultation, detailed assessment and preliminary selection of the preferred design concept
- **Fall 2016** – Second public consultation to present the preferred route, evaluation, impacts and proposed mitigation
- **Late Fall 2016** - Present preferred option to Regional Council for endorsement
- **April to June 2016** – Business case completion
- **October 2016** – Commence TPA process
- **March 2017** – Completion of TPA Process (Notice of Completion, Environmental Project Report published for public review)

## 12. How do I stay involved?

Please sign-in tonight or sign-up at the website ([www.stage2ION.ca](http://www.stage2ION.ca)) to be notified of future meetings. There will be more public consultation meetings throughout the study and the results of each assessment and evaluation will be provided for public input.

The public consultation process will also provide an opportunity for the public to ask questions of the project team about Stage 2 ION and the Environmental Assessment process. At the conclusion of the public consultation process, feedback received will be considered, and a preferred Stage 2 ION LRT route will be presented to Regional Council for their consideration.



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### 13. Contact Info / Get Involved

Public consultation is a critical and ongoing part of the environmental assessment process. The previous consultation material, endorsed maps, and other study information is available on the

Region's website at [www.regionofwaterloo.ca/rapidtransit](http://www.regionofwaterloo.ca/rapidtransit)

Stage 2 ION documents are available at [www.stage2ION.ca](http://www.stage2ION.ca). If you would like to have your name added to the project mailing list, please sign-up online at [www.stage2ION.ca](http://www.stage2ION.ca), or provide your name, postal address, e-mail address and any group affiliation to:

#### Rapid Transit

Region of Waterloo  
50 Queen Street North, Suite 830  
Kitchener, Ontario  
N2H 6P4  
Phone: 519-575-4400  
Fax: 519-745-4040  
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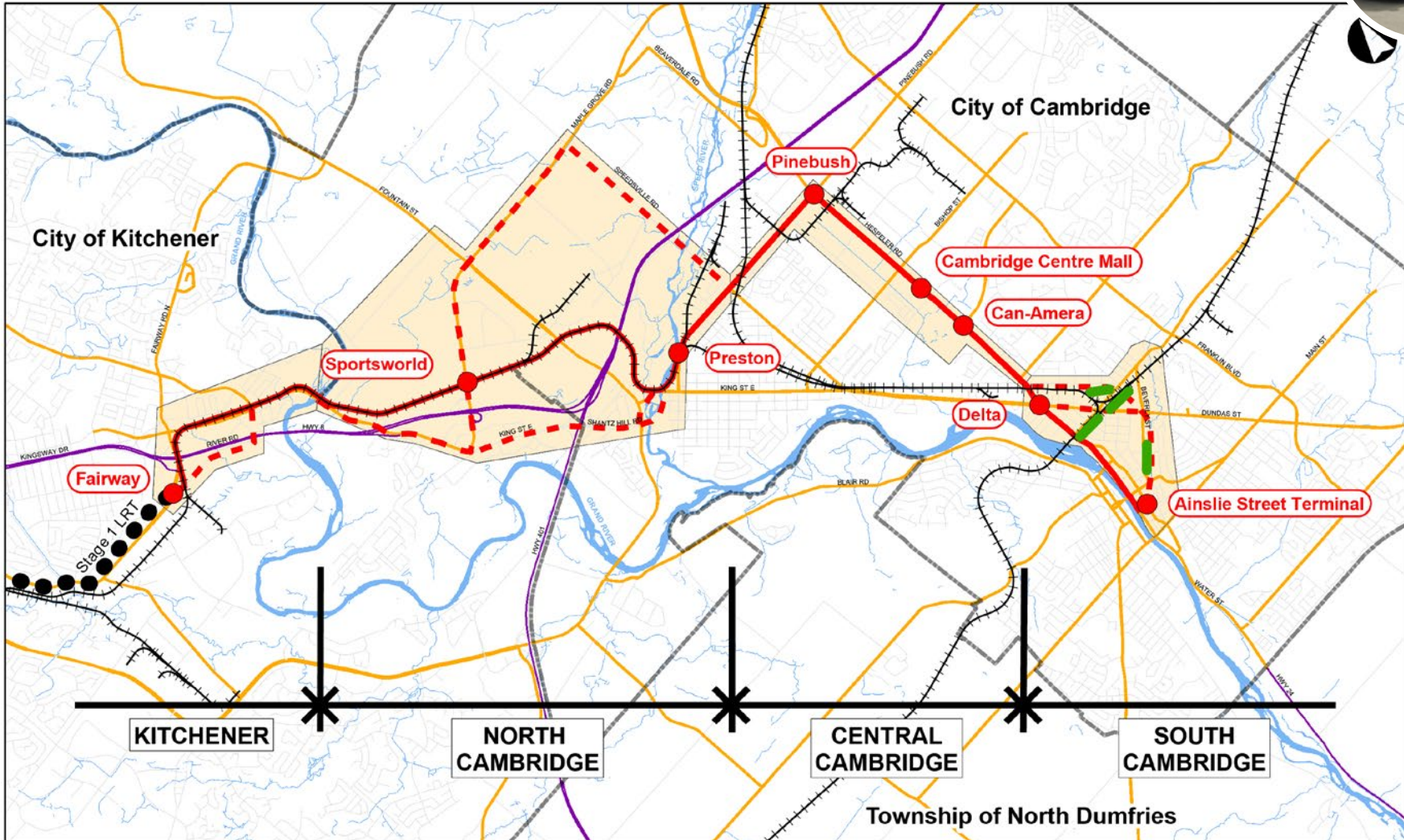
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# Overview



### Legend

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

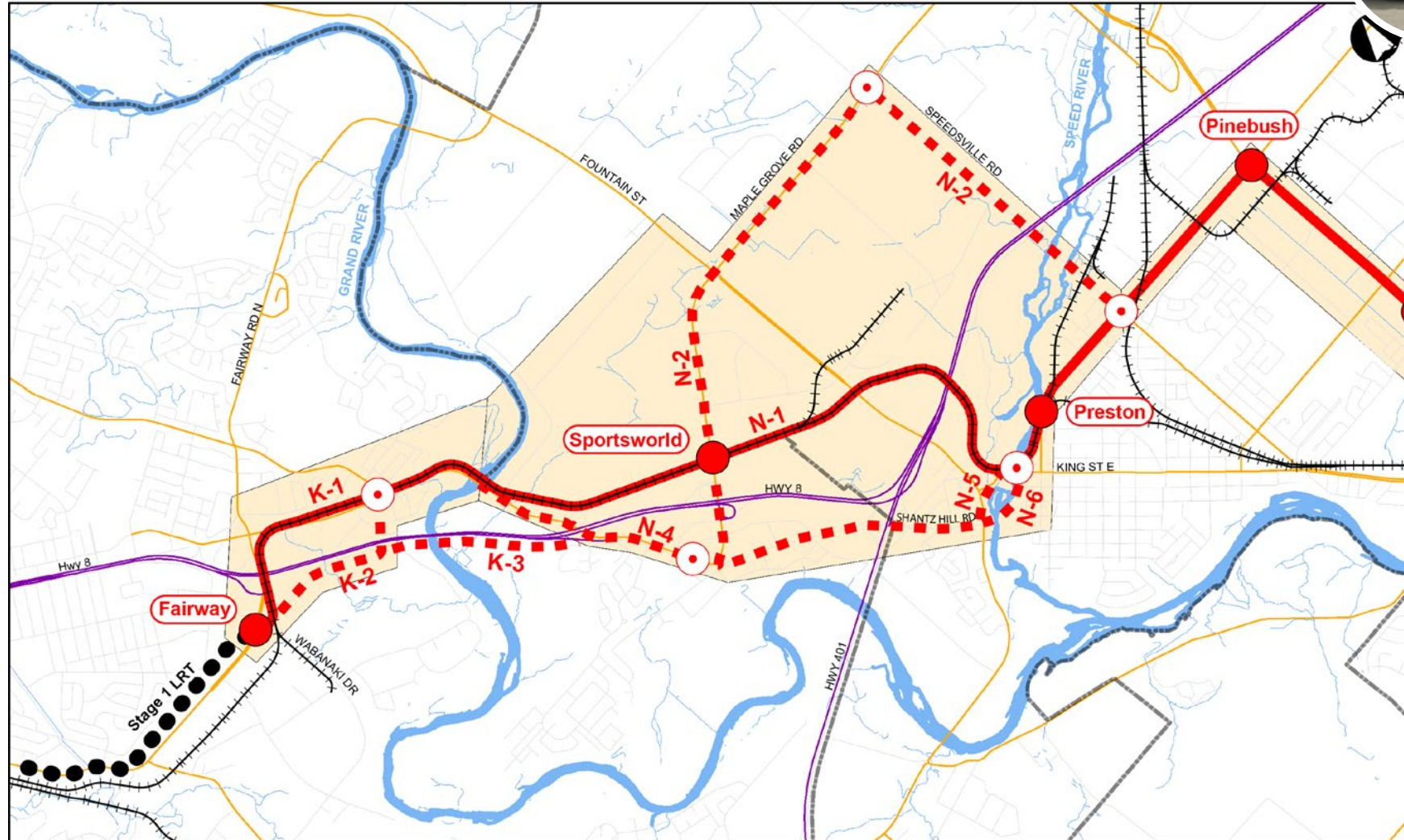
**Stage 2 ION:**  
LRT Kitchener to Cambridge  
Alternative Routes

\*Endorsed by Regional Council in June 2011





# Kitchener/North Cambridge



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

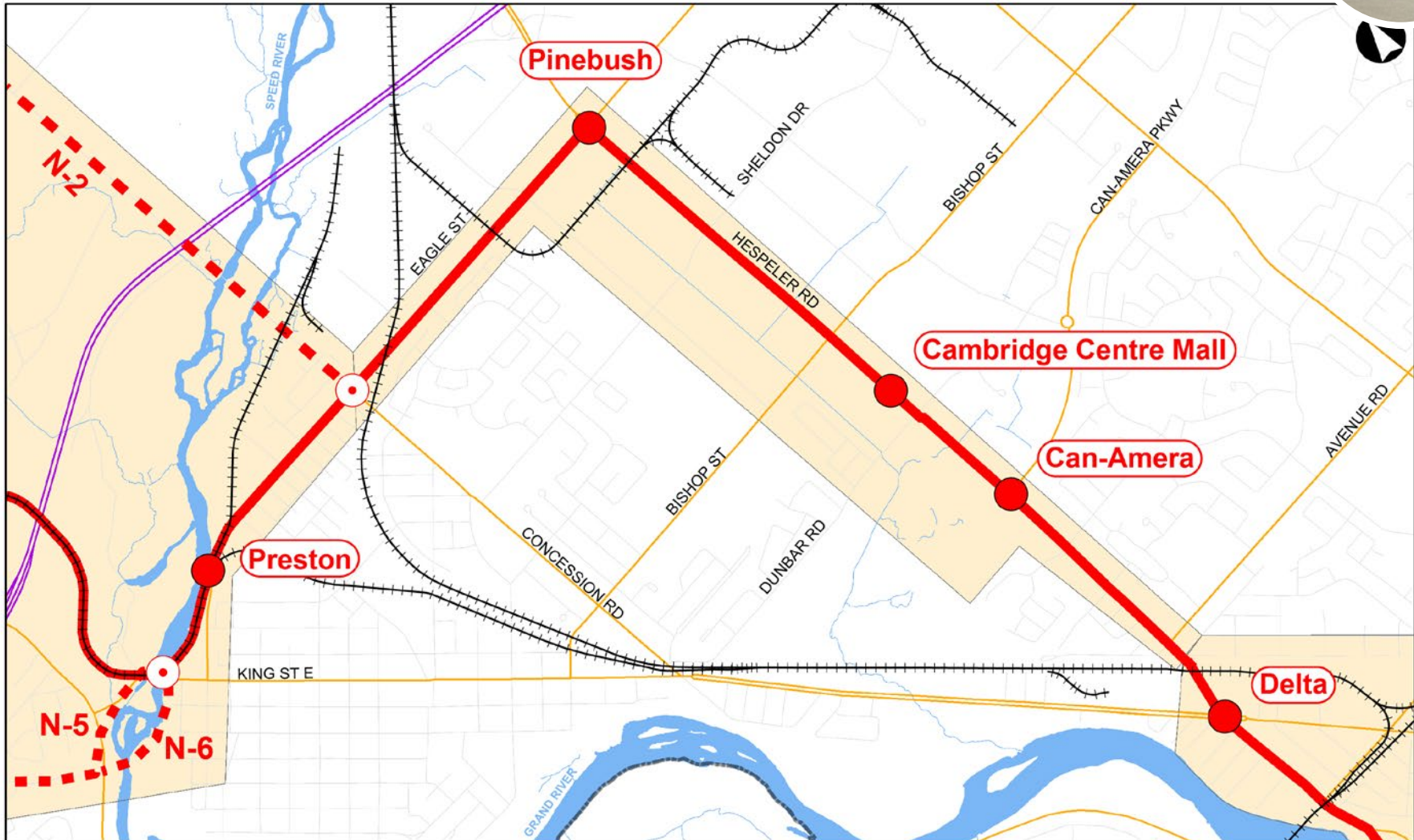
**Stage 2 ION:**  
**LRT Kitchener to Cambridge**  
 Alternative Routes  
 Kitchener/North Cambridge

\*Endorsed by Regional Council in June 2011





# Central Cambridge



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

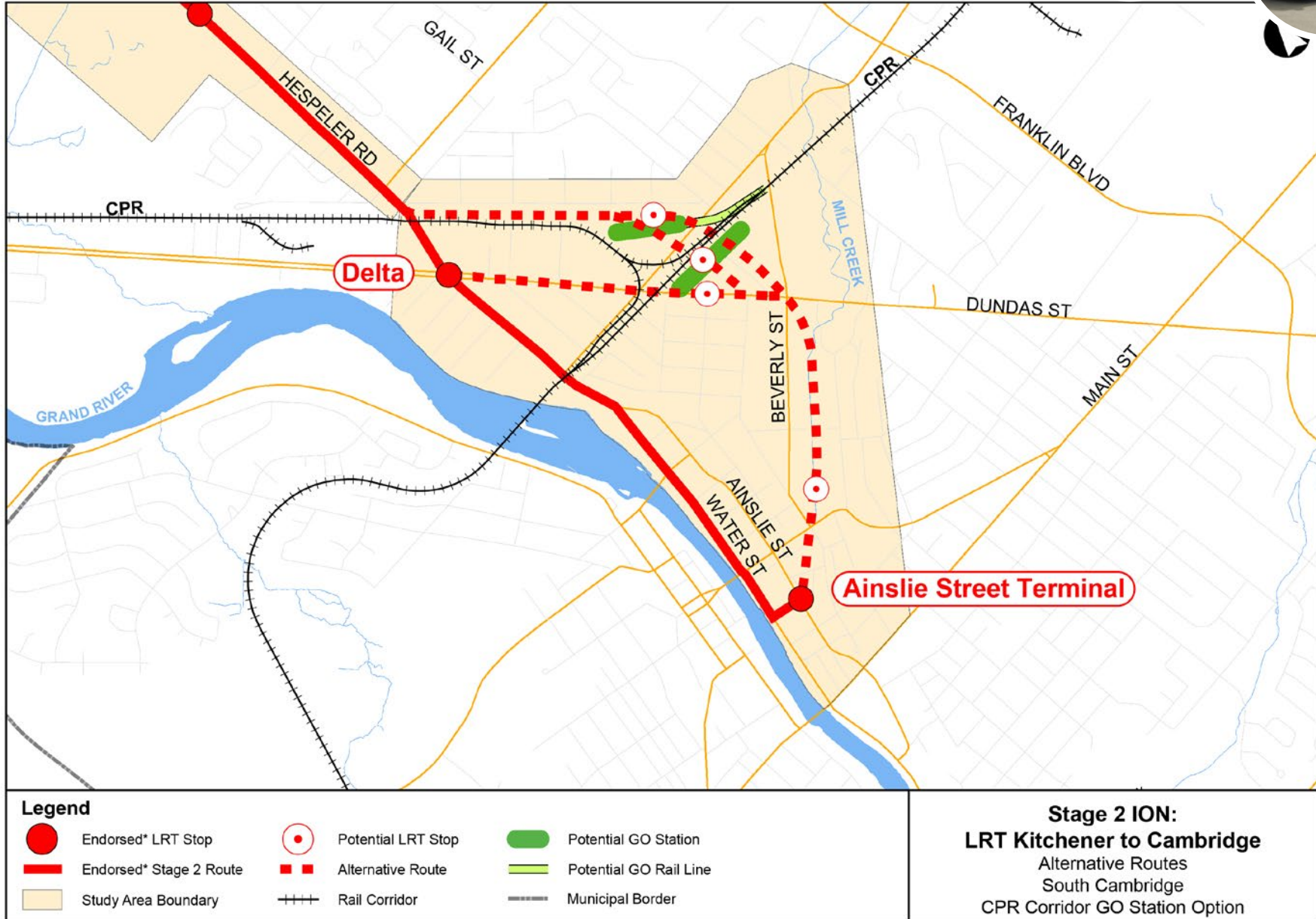
**Stage 2 ION:**  
**LRT Kitchener to Cambridge**  
 Alternative Routes  
 Central Cambridge

\*Endorsed by Regional Council in June 2011





# South Cambridge – Option 1

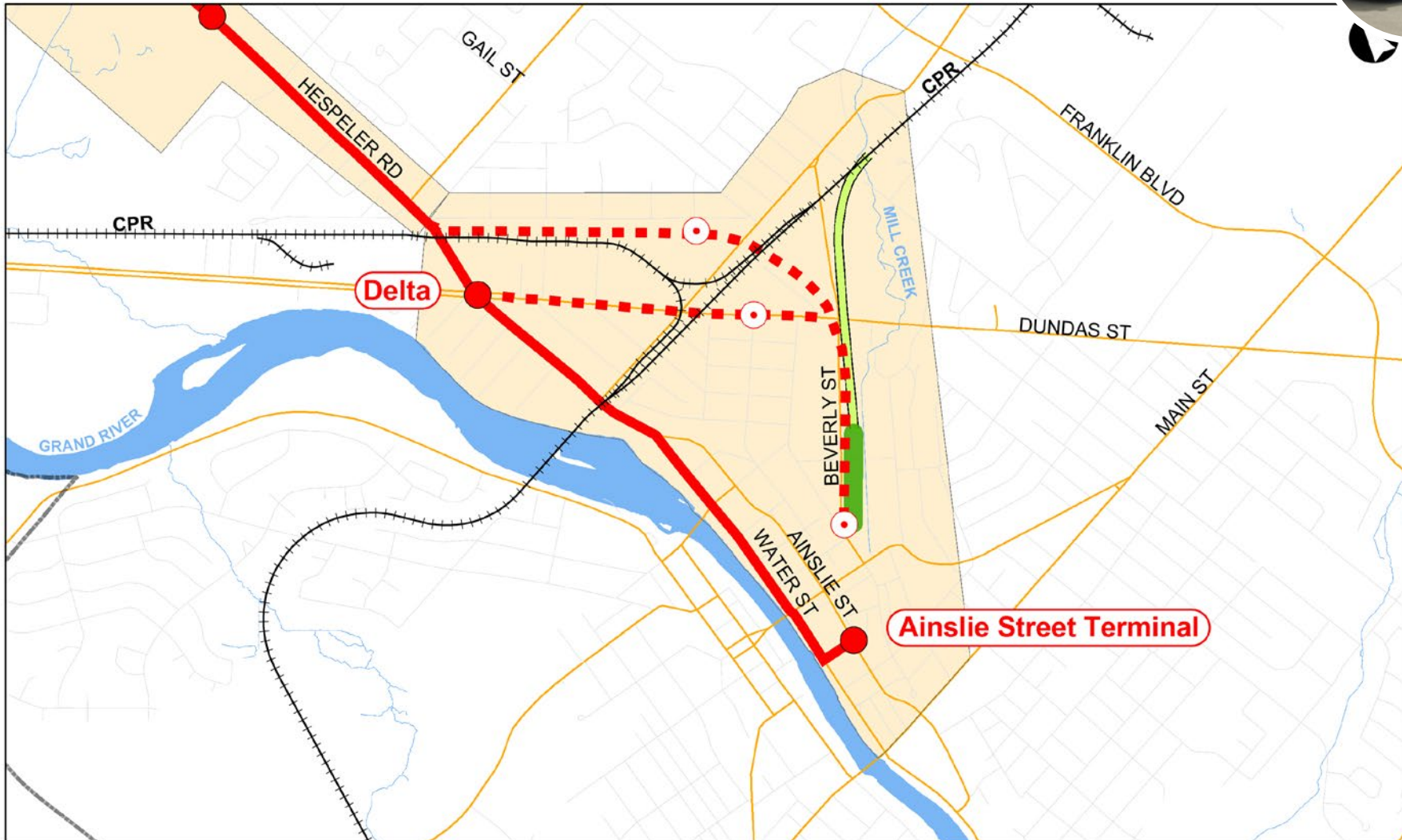


\*Endorsed by Regional Council in June 2011














## South Cambridge – Option 2



### Legend

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

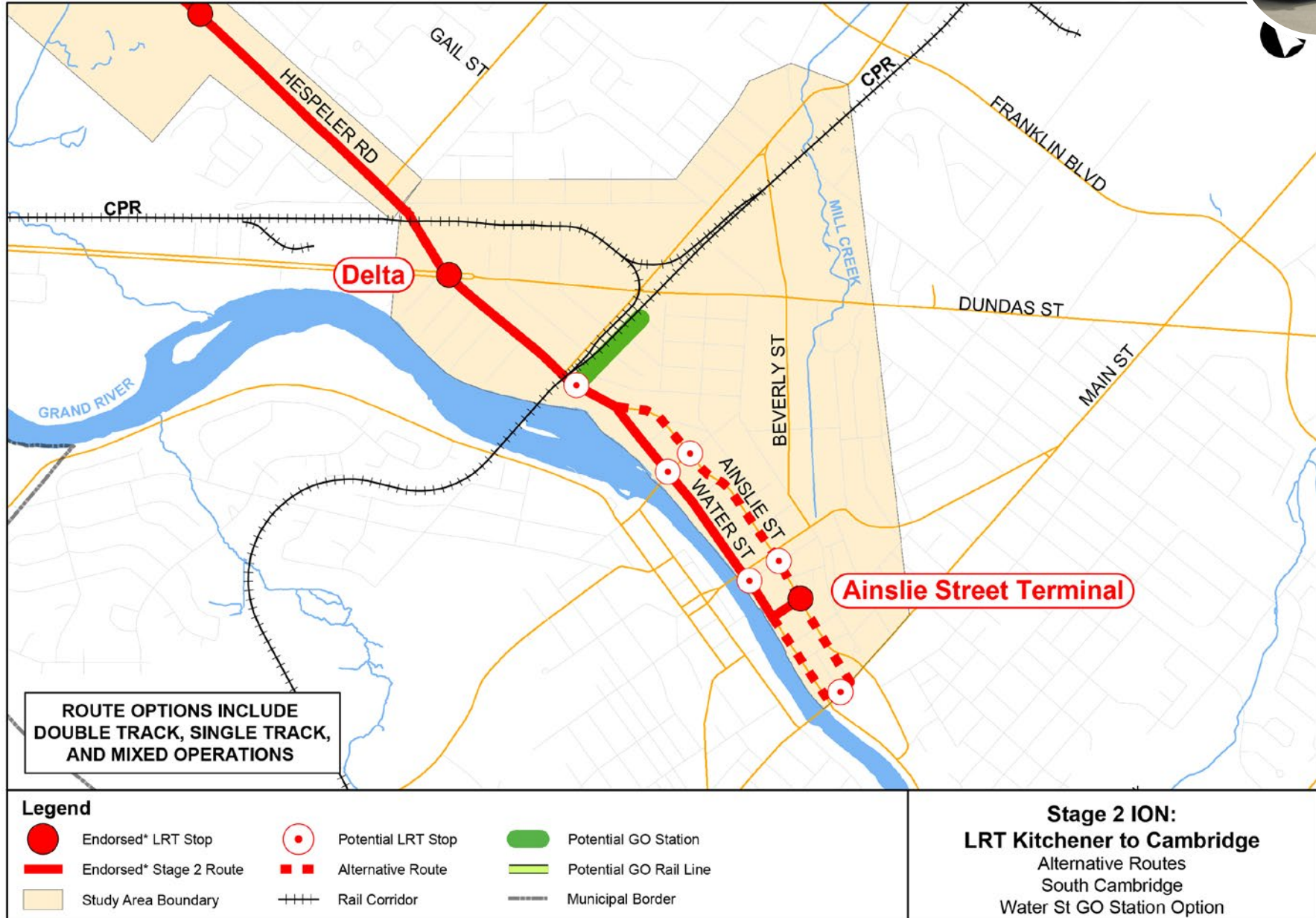
**Stage 2 ION:**  
**LRT Kitchener to Cambridge**  
 Alternative Routes  
 South Cambridge  
 Downtown GO Station Option

\*Endorsed by Regional Council in June 2011





# South Cambridge – Option 3



\*Endorsed by Regional Council in June 2011



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