

Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

Public Consultation Centre No. 2 - Summary Report

Kitchener - February 23 2017

Preston - February 28 2017

Cambridge - March 1 2017

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Executive Summary

Public Consultation Centre No. 2 for the Stage 2 ION transit project assessment process were held by the Region of Waterloo's rapid transit team on February 23, February 28, and March 1, 2017. These public consultation centres were held on three separate dates in different venues located across the study area to accommodate local residents to the greatest extent possible:

- February 23rd – Kitchener – Kitchener Lions Arena – 4PM to 8PM
- February 28th – Preston – Kin Club of Cambridge – 4PM to 8PM
- March 1st – Cambridge – Newfoundland Club – 2PM to 8PM

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

The objective of public consultation centres was to provide updates on the project's progress, and offer a platform in which to obtain feedback. The focus of the information provided at this second round of public consultation centres was the presentation of the short-listed route and stop locations, the evaluation process, and the Preliminary Preferred Route.

In total, 347 people signed in at the three venues and 383 comments were submitted as of March 20, 2017. Of the comments received 62 were in person comment sheets submitted at the venues, 62 submissions were received via email/mail and 259 comments were received via the project website. Subsequent comments received by the Region will continue to be reviewed as part of the study.

Of the comments received several common themes have been identified. Of the comments that were supportive of the Preliminary Preferred Route, residents most often identified the following reasons as to why:

- Coverage – Residents were in favor of the areas the light rail transit would provide service to including commercial or residential areas, the connections to transit hubs, or site specific areas such as Preston, Galt, Fairview Park Mall, Sportsworld and Hespeler Road. They were also in favour of the regional connection the route would provide – connecting residents of Cambridge to Kitchener and Waterloo.
- Environmental Benefits – Residents identified the environmental benefits that light rail transit would bring such as pollution reduction by providing a more sustainable transportation option as a reason for supporting the Stage 2 route.
- Redevelopment Potential – A number of residents were in favour of the growth and development the light rail transit would attract, included transit oriented development that focuses on walking, cycling, and transit friendly communities.

- Transportation – Residents stated support for providing an alternative to automobile travel with increasingly congested roads in the region. The affordability of a stronger transit network in comparison to automobile travel was identified as well.

Most of the comments received that identified challenges or concerns were area specific. Of these area specific concerns a majority were focused on the N3 route alternative in the Preston community. The following are the most cited concerns identified along N3: property impacts, auto/freight traffic, heritage conservation, natural environment, and noise/character/aesthetic.

Other area specific challenges identified are as follows:

- F2a (River Road Extension) – traffic, natural environment
- K2 (South Kitchener/Sportsworld) – traffic, natural environment, transit hub development
- C1a-C2 (Central Cambridge) – auto/freight traffic
- S2a-S3 (Downtown Cambridge) – property impacts/low income displacement, heritage conservation, preservation of Mill Creek trail, natural environment, GO Transit connection/location

General challenges and concerns identified by residents included the following:

- Potential lack of ridership
- Cost to develop/maintain
- Construction impacts to residents and businesses
- Active Transportation access/connections
- Impacts resulting from restricted left turns
- Introduction of new mobility technologies such as autonomous vehicles
- Lack of key stop locations
- Unserved areas (recommendations for alternative routes)

Next steps for the project include additional public consultations later in the preliminary design process, once the impact assessment has been completed and property requirements are further developed. Following the completion of public consultations, final refinements will be incorporated and the environmental project report will be completed. Further information on the commencement of the transit project assessment process and opportunities for public comment on the environmental project report will also be provided at future public consultation centres.

1. Introduction

1.1. Project Overview

The ION light rail transit project started as an individual environmental assessment in 2006. Prior to this, technical studies for a rapid transit project were prepared in 2004-2005. These technical studies concluded that rapid transit was a feasible transportation alternative and a strategic financial investment that would support the Region's economy, competitiveness, and growth over the next 30 years, while meeting Provincial and Regional planning goals. The Region subsequently provided a notice of intent to transition from individual environmental assessment to transit project assessment process (Ontario Regulation 231/08) to the Ministry of the Environment (currently the Ministry of the Environment and Climate Change).

In June 2011, after completion of the Stage 1 ION transit project assessment process, the Region of Waterloo Council approved a staged approach to light rail transit from Waterloo to Cambridge in Stage 2. Stage 1 ION (currently under construction) includes light rail transit from Waterloo to Kitchener. Stage 1 ION also includes ION bus rapid transit between Kitchener and Cambridge, a service that was launched in September 2015, as the first step in implementing Stage 2 ION light rail transit in the corridor.

Stage 2 ION will extend light rail transit to downtown Cambridge, replacing the bus rapid transit system constructed in Stage 1. This will create a continuous light rail transit system across the Region's three urban centres: Waterloo, Kitchener and Cambridge. When approving the staged approach to the ION system in 2011, a Stage 2 ION light rail transit route and stop locations were endorsed by Council. The Stage 2 endorsed route is currently being re-evaluated by the Stage 2 ION project team to prepare for the formal commencement of its own transit project assessment process. The process involves stakeholder and public consultation that will help define and develop the project and ultimately form part of the environmental project report.

1.2. Transit Project Assessment Process Consultation Requirements

The Stage 2 ION project is following the transit project assessment process, an impact assessment process applied to proposed transit projects. The transit project assessment process will assess positive impacts and either provide alternatives to avoid negative impacts or provide appropriate mitigation solutions. In preparation for the formal transit project assessment process, information and background studies are being completed and will be shared with stakeholders and residents. This advance work will examine the entire 'environment' which includes natural, cultural/social, economic, and transportation environments.

The transit project assessment process regulation sets out a prescribed and structured consultation process to provide information about the proposed transit project and to gather comments, input and feedback from stakeholders and residents. The transit project assessment process starts with a “selected transit project,” a single, distinct system layout or concept detailing the route and stop locations, which is identified through a planning process carried out before commencing the formal transit project assessment process. The public consultation centres are an essential part of the planning process to assess various route options and arrive at a single preferred alternative.

2. Consultation Process (Public Consultation Centre No. 2)

2.1. Purpose

Public Consultation Centre No. 2 is the second round of public consultation. Public Consultation Centre No. 1 was conducted to introduce residents and other stakeholders to the Stage 2 ION planning and approvals process, share the study area and proposed criteria to be used to evaluate route alternatives, and gather input on the various light rail transit routes and stop locations.

Input collected at Public Consultation Centre No. 1 was used to screen the potential route alternatives and stop locations to a short list for evaluation, and finalize the evaluation criteria. The evaluation criteria were then applied to each shortlisted alternative in order to determine a ‘Preliminary Preferred Route.’

The intent of Public Consultation Centre No. 2 was to present the short-listed route and stop alternatives, explain how the alternatives were compared and evaluated, present the Preliminary Preferred Route, and hear residents’ feedback on the Preliminary Preferred Route.

2.2. Consultation Method

The public consultation centres were 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 Public Consultation Centre No. 2 were as follows:

- February 23, 2017 – Kitchener – Kitchener Lions Arena – 4PM to 8PM
- February 28, 2017 – Preston – Kin Club of Cambridge – 4PM to 8PM
- March 1, 2017 – Cambridge – Newfoundland Club – 2PM to 8PM

Participants were invited to view 24 display boards, arranged to display the process leading to the selection of the Preliminary Preferred Route. Information Packages were also made available for residents to take and read at their convenience. The Public

Consultation Centre No. 2 material, including the presentation boards and Information Packages were also made available on the project website: www.stage2ION.ca.

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.

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

- complete and submit a comment sheet that was provided at the public consultation centre venues
- submit comments through the project website: www.stage2ION.ca
- submit comments by email: rtinfo@regionofwaterloo.ca

The official cut-off for receiving input from residents was on March 17, 2017, however any input received subsequent to this date was reviewed by the project team as well.

The Public Consultation Centre No. 2 comment sheet can be found in Appendix A. Questions posted on the project website can be found in Appendix B.

2.3. Outreach and Notification

In order to provide access to a larger portion of the population, 3 different venues, dates, and times were selected for the public consultations. In light of the Canadian Union of Public Employees strikes that occurred shortly before the scheduled dates, 2 of the 3 originally advertised venues were changed. The decision to change the venues despite the short notice was made by the Region to ensure access would not be restricted to residents.

Residents were notified of opportunities to participate using emails, letters, on-street advertising, Twitter postings, Facebook postings, and newspaper advertisements, as summarized below.

Project Website

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

Emails

3,022 residents and stakeholders received emails notifying them of Public Consultation No. 2 and the opportunity to provide input via comment sheets, or by providing feedback online.

Letters

More than 580 letters were sent to stakeholders inviting them to attend and participate in the public consultation centre. More than 200 hand delivered notices were distributed to residents on Eagle Street in Cambridge.

On-Street Advertising

A total of six road signs were placed across the study area detailing the place, time, and date of the updated Public Consultation Centre No. 2 meetings. Two road signs were placed on a particular segment of roadway, one in each direction, to ensure that motorists travelling in both directions were informed of the meeting. Two road signs were placed at the originally scheduled venues, which were updated and replaced following the change in venue noted above.

The updated signs were placed in the following locations:

- Fairway Road at Fairview Park Mall/Best Buy in Kitchener
- King Street and Eagle Street in Cambridge (Preston)
- Ainslie Street and Water Street in Downtown Cambridge

Signage was up as early as February 8, 2017 and removed March 3, 2017.

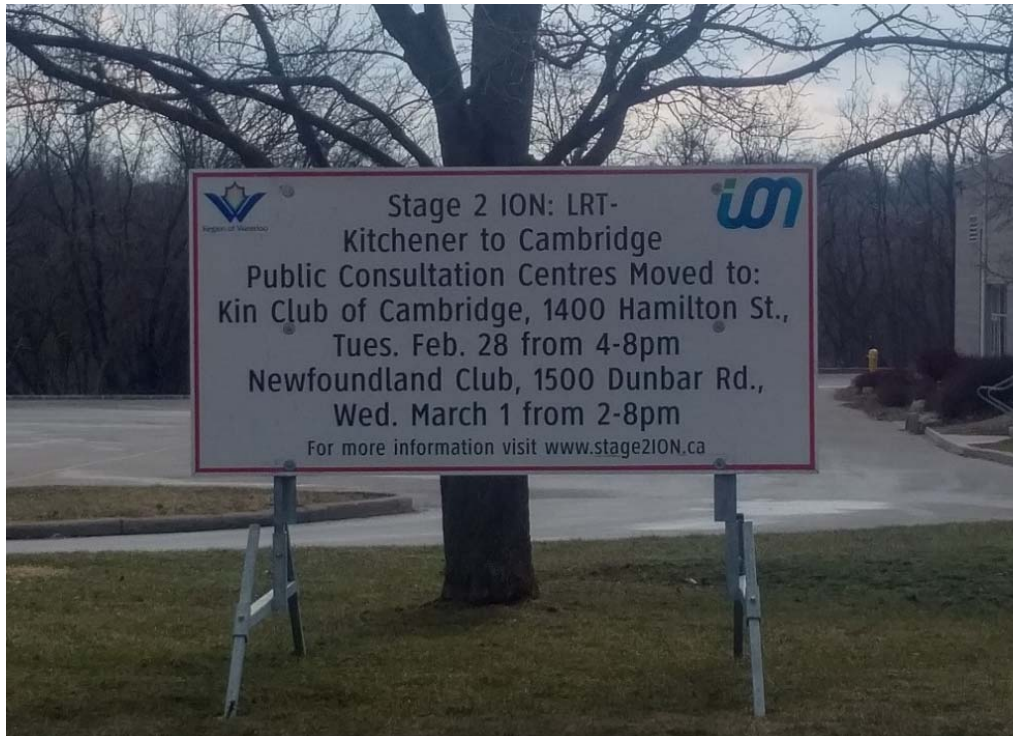


Figure 1: On-Street Advertising, City of Cambridge

Twitter Postings

The Region of Waterloo has a Twitter account for the light rail transit ION project, called **@ridelIONrt**. Several tweets were posted prior to Public Consultation Centre No. 2, the following are two examples:



Figure 2: Public Consultation Centre No. 2 Twitter Posting

Facebook Postings (www.Facebook.com/ridelION)

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

 **ION - Waterloo Region's rapid transit service**
Published by Scott McNair [?] · February 10 ·

We want your input on the LRT route from Kitchener to Cambridge.
Visit www.Stage2ION.ca to view the preliminary preferred route and make comments online, or attend one of our in-person meetings:

Kitchener Lions Arena, Thursday February 23, 4-8 p.m.
Kin Club of Cambridge, Tuesday February 28, 4-8 p.m.
Newfoundland Club, Wednesday March 1, 2-8 p.m.

All public consultation materials are available now at www.Stage2ION.ca,
to comment online visit: <http://bit.ly/2lxMHWP>



Figure 3: Public Consultation Centre No. 2 Facebook Posting

Newspaper Advertising

Ads were printed in the following publications and dates:

- Cambridge Times - February 16, 2017
- Kitchener Post - February 16, 2017
- Waterloo Record - February 17, 21, and 23, 2017

Samples of the ads can be found in Appendix C.

2.4. Participation

In total, 347 people signed in at the three venues:

- Kitchener, Kitchener Lions Area (February 23) – **71**
- Preston, Kin Club of Cambridge (February 28) – **149**
- Cambridge, Newfoundland Club (March 1) – **127**

In total, 383 written submissions were received as of March 20, 2017 and evaluated for the summary report:

- In person comment sheet submission at venues – **62**
- Email/mail submission – **62**
- Online submission via project website – **259**

Considerations continue to be made to subsequent comments being received by the Region.

3. Key Results

The second round of public consultation resulted in nearly 400 residents submitting their thoughts, comments, appreciations and concerns regarding the Preliminary Preferred Route. The following sections provide an overview of the comments raised most frequently.

3.1. General Support

Many residents who provided written feedback were supportive of the light rail transit route, and if concerns were expressed they were mostly site specific rather than aimed at light rail transit implementation as a whole. The following is a number of topics that identify residents' motives for support:

Coverage

A number of residents stated that a strength of the Preliminary Preferred Route was its ability to service a number of key areas in Cambridge including the Preston and Galt communities; commercial areas such as Fairview Park Mall, Sportsworld, and Hespeler Road, and institutions such as the YMCA. The ability to connect Cambridge with Kitchener and Waterloo via light rail transit was a strength that was mentioned on multiple occasions.

Environmental Benefits

Multiple residents were in favour of light rail transit's ability to help combat pollution by providing a more sustainable transportation option in the Region.

Redevelopment Potential

Many residents were supportive of the redevelopment potential that would result from the implementation of light rail transit and the positive effect this would have on job creation and the economy. Support was also shown for the ability of light rail transit to support transit oriented development – more densely populated, walking and cycling friendly community nodes located around transit stations or stops.

Transportation

Residents identified light rail transit's ability to provide an alternative to the automobile as a strength. Easier travel for those using transit was also noted, as well as the benefit of a more affordable option for transportation.

Several comments noted light rail transit's ability to provide an alternative mode of transportation to the automobile and the increasingly growing congested areas in the Region as a strength.

3.2. Area Specific Support

The following section identifies specific areas along the Preliminary Preferred Route that received positive feedback from residents:

F2a (Kitchener)

A number of residents viewed the utilization of the proposed River Road extension as a strength. Avoiding the Fairway Road/King Street intersection was noted as a positive.

K2 (Sportsworld)

Several residents noted support for the K2 route as it provides a more direct connection to Sportsworld in comparison to the original route and stop location. A number of residents were supportive of the conversion of the existing Grand River heritage bridge to accommodate solely active transportation.

N3 (Preston)

Although there were several challenges identified along the N3 corridor (described in the following section) several residents voiced their support for the N3 route and for a stop to be located in Preston. Some of the reasons stated for supporting the N3 route include Preston residents having access to the light rail transit in the Region, the ability for the light rail transit to serve a more densely populated area (higher ridership), the anticipated growth that will occur in the community as a result of light rail transit implementation, the prevention of population decline, and the opportunity for the light rail transit to connect with King Street buses.

C1a-C2 (Central Cambridge)

A number of residents viewed the avoidance of the Eagle Road/Pinebush Road/Hespeler Road intersection as well as the utilization of the abandoned rail corridor as a strength. A number of residents supported the C2 route for its access to commercial/institutional uses as well as the intensification potential along the corridor.

S2a-S3 (Downtown Cambridge)

A number of residents viewed the avoidance of the Delta intersection as well as the utilization of the abandoned rail corridor as a strength. There was significant support of the potential future connection of light rail transit with GO Rail. Connecting light rail

transit with major transit hubs such as the Ainslie Street Terminal was noted as a strength. Residents were also in favour avoiding the heritage impacts along Ainslie Street and Water Street in downtown Cambridge.

3.3. General Challenges & Concerns

The following is a summary of the most frequently raised challenges and concerns regarding the Preliminary Preferred Route that were identified in the comments.

Ridership/Cost

The feedback received included input which identified an overall opposition to the implementation of Stage 2 light rail transit. The main concerns focused on the cost of implementation and maintenance and potential lack of sufficient ridership to support light rail transit. A number of residents expressing concerns over lack of ridership requested existing Grand River Transit ridership stats be utilized as a benchmark to determine the feasibility of light rail transit.

Construction

A number of concerns related to construction impacts that would result from light rail transit implementation. Challenges identified focused on increased congestion and impeded access to homes and businesses. Many residents noted the difficulty for businesses to remain viable in light of construction and loss of access.

Active Transportation (AT) Access/Safety

Residents listed concerns over pedestrian and cyclist safety along the corridor as well as to and from stops. These concerns included the ability of students to travel safely along to corridor to schools and institutions.

Restricted Left Turns

Several residents expressed concerns regarding restricted access to homes, businesses, and institutions subsequent to light rail transit implementation. Business and institutional concerns were focused on left turn restrictions and their potential negative impact to operations.

Emergency Services

Residents stated a potential challenge of the light rail transit implementation included interference with emergency services such as police, fire, and ambulance. Residents were concerned that implementation would have a negative impact on quick response times of emergency vehicles.

New Mobility

A few individuals that opposed the implementation of light rail transit stated that in light of emerging technologies such as autonomous vehicles, light rail transit technology

would become obsolete. They believed that autonomous vehicle technology should be utilized to address existing and future congestion problems, not light rail transit.

Additional Stop Locations

A number of residents provided recommendations for additional stop locations along the route. The most common requests were:

- Grand River Hospital (Freeport Campus)
- Eagle Street/Concession Road
- Beverly Street/Dundas Street
- Shantz Hill Road (near Preston Heights community)
- Hespeler Road – Multiple Locations

Alternative Route Suggestions

A number of residents expressed concerns regarding certain nodes within the Region that would not be served by the Preliminary Preferred Route. The following locations were most commonly identified:

- King Street/Coronation Boulevard (Cambridge Memorial Hospital)
- Homer Watson Boulevard (Conestoga College)
- Hespeler Village
- Region of Waterloo International Airport

3.4. Area Specific Challenges

The following section identifies specific areas along the Preliminary Preferred Route in which residents identified challenges and concerns:

F2a (River Road Extension)

The following is a list of challenges and concerns raised that were specific to the F2a route:

Traffic

Concerns were raised regarding traffic impacts to the River Road corridor that would result from implementing light rail transit within the proposed right-of-way.

Natural Environment

Concerns over the environmental impacts to the Hidden Valley area were expressed.

K2 (South Kitchener / Sportsworld)

The following is a list of challenges and concerns raised that were specific to the K2 route.

Traffic

Concerns over the traffic impacts along King Street and in the Sportsworld area were expressed by residents.

Natural Environment

Concerns over the environmental impacts resulting from a new structure over the Grand River were expressed by residents.

Transit Hub

A number of residents expressed concerns regarding the light rail transit's proposed Sportsworld stop and its proximity to the existing bus transit hub (Grand River Transit, GO Transit and Greyhound). Residents want to ensure light rail transit is integrated with the bus services to allow for easy and convenient transfers.

N3 (North Cambridge / Preston)

The greatest number of challenges raised within the written feedback were related to the N3 route which runs through the Preston community. The following is a list of challenges and concerns raised that were specific to the N3 route:

Property Impacts

A significant number of residents raised concerns regarding property impacts that would occur as a result of light rail transit running along Moore Street and Eagle Street. Residents were concerned that their homes and/or the homes of others in their community would be displaced and that families would be required to move away from the neighbourhood. Individuals stated concerns regarding their property values decreasing as a result of this project. Property impact concerns also included potential business and institutional impacts (such as churches) along the N3 corridor. Several responses requested that specific property impacts be identified and for the expropriation process to be outlined.

Auto/Freight Traffic

A number of residents expressed concerns regarding the impact the light rail transit would have on traffic conditions along Shantz Hill Road, Moore Street, and Eagle Street. Many residents noted existing congestion along the corridor and worried conditions would worsen with the implementation of light rail transit. Residents also noted that implementing light rail transit along Eagle Street will be a challenge as it is currently utilized as a detour route for automobiles and freight when issues arise along Highway 401.

Heritage

A number of residents expressed the potential challenges of implementing the light rail transit along Moore Street and Eagle Street as there are a number of heritage properties located along the specific corridor. Residents did not want these properties impacted as a result of light rail transit implementation.

Natural Environment

Residents expressed concerns regarding the natural environment along the N3 route. The challenges expressed were mainly focused around the Speed River and the effects new light rail transit infrastructure (including a new structure over the Speed River) would have on the sensitive riverbank including wetlands, wildlife, and the floodplain.

Noise/Character/Aesthetic

Residents expressed their concerns regarding the impact of the light rail transit to their community's character and public realm. A number of residents described Preston as a quaint, quiet community whose character would be significantly impacted with the implementation of light rail transit. Many concerns were raised in regards to the noise associated with light rail transit and the overall aesthetic – of both the light rail transit running along Moore Street and Eagle Street, and the aesthetic of the structure that would be required over the Speed River. The effect the proposed structure would have on the Bob McMullen Trail in terms of noise, aesthetic, and character has been expressed as well. Intensification was also expressed as a concern as many believed that potential intensification the light rail transit would negatively impact the community's charm.

Alternative Route Suggestions

- K1-N1 (Canadian Pacific Rail)
- K2-N2 (Maple Grove Road/Speedsville Road)
- Canadian Pacific Rail Spur (North of Eagle Street)

C1a-C2 (Central Cambridge)

The following is a list of challenges and concerns raised that were specific to the C1a-C2 route:

Auto/Freight Traffic

A number of residents raised concerns regarding both automobile and freight traffic along the Hespeler Road with the implementation of C1a-C2.

S2a-S3 (Downtown Cambridge)

The following is a list of challenges and concerns raised that were specific to the S2a-S3 route:

Property Impacts/ Low Income Displacement

A number of residents were concerned with the potential property impacts along Beverly Street. Residents also noted that several developments along Beverly Street provided low-income housing options for the community and concerns were raised regarding the potential displacement of low-income residents.

Heritage

A number of residents stated challenges with implementing S2a-S3 in regards to the impacts that may occur to the heritage homes along Beverly Street.

Mill Creek Trail

Concerns were raised in regards to the impacts the S2a-S3 route could potentially have on the Mill Creek Trail. A number of residents stated they frequently utilize the trail (for leisure, exercise, dog walking, etc.) and are not in favor of the trail being replaced.

Environmental Concerns

Residents expressed concerns regarding the environmental impact to Mill Creek. Concerns include potential impacts to the wildlife population – it was stated that a number of animals are part of the Creek’s ecosystem, and that efforts were recently made to restore the fish population to a healthy level.

GO Transit Service

A number of residents identified the lack of commitment from GO Transit to an extension of commuter rail service to Cambridge as a challenge to planning the Light Rail Transit route and stop locations, particularly the planning of a potential transit hub in downtown Cambridge.

4. Next Steps

Additional public consultation will be held later in the preliminary design process, once the impact assessment has been completed and property requirements are further developed. Following the completion of public consultation, final refinements will be incorporated and the environmental project report will be completed. Further information on the commencement of the transit project assessment process and opportunities for public comment on the environmental project report will also be provided at future consultation events.

Appendices

Appendix A – Public Consultation Centre No. 2 Comment Sheet Form

Appendix B – Public Consultation Centre No. 2 Project Website Questions

Appendix C – Public Consultation Centre No. 2 Print Ads

Appendix A

Public Consultation Centre No. 2 Comment Sheet Form

Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Public Consultation Centre No. 2 Comment Sheet

Tell us what you think!

The Region of Waterloo is seeking public input on the Preliminary Preferred LRT Route for the Stage 2 ION TPA Process.

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

This provides opportunities for information exchange and for those consulted to contribute to the decision-making.

Please provide us with your input so that your views can be considered during this phase of the ION Rapid Transit Project.

Thank you for your participation!

Completed Comment Sheets may be placed in the comment box or sent by mail, fax, or email no later than **March 17, 2017** to:

Region of Waterloo, Rapid Transit
50 Queen Street N, Suite 830
745-4040
Kitchener, ON, N2H 6P4

InfoLine: 519-575-4400
TTY: 519-575-4608, Fax: 519-

Email: rtinfo@regionofwaterloo.ca
Facebook: www.facebook.com/ridelON
Twitter: @ROWRapidTransit
Instagram: @ridelON

An online comment sheet is also available at:
www.regionofwaterloo.ca/rapidtransit

Feedback on the Preliminary Preferred Route

In considering the entire preliminary preferred route as presented within the display boards – and the related evaluation and analysis conducted – please share your opinions of and potential refinements to the route by answering the following questions:

<p>Positives What do you like about the Preliminary Preferred Route – what are its strengths, advantages... what's good about it... what makes a lot of sense or resonates most strongly?</p>	<p>Enhancements How can the 'positives' be made even better – how can the Preliminary Preferred Route be improved, refined, strengthened?</p>
<p>Objections What do you dislike about the Preliminary Preferred Route – what are the weaknesses/disadvantages, things that work less well, things that don't make sense to you or that are potentially problematic?</p>	<p>Remedies How can your concerns or objections be addressed – how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?</p>
<p>What Else? What, if any, other comments, suggestions, ideas, feedback would you like to share?</p>	

Your comments and opinions are important, they will be used to verify study area conditions and constraints. Are there any additional study area conditions and constraints that the Project Team may have missed or should further consider?

Do you have any comments or questions about the study and/or the work completed to date?

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 the Rapid Transit Infoline.

**The Region of Waterloo, Rapid Transit Division, 50 Queen Street North, Suite 830, Kitchener, ON N2H 6P4
T. 519-575-4757, TTY: 519-575-4608; Fax: 519-745-4040, Email: rtinfo@regionofwaterloo.ca**

Appendix B

Public Consultation Centre No. 2 Project Website Questions

Introduction Page – stage2ION.ca



We want your input on the Light Rail Transit (LRT) route from Kitchener to Cambridge!

Introduction

Feedback

Your Response

Outcome

Introduction

We want your input on the light rail transit (LRT) route from Kitchener to Cambridge! A Preliminary Preferred Route is now available for your feedback.

This route has been identified using several criteria, including:

- Engineering considerations
- Environmental constraints
- Public feedback from the first round of consultation in 2015
- Potential impact to properties

For a complete list of the criteria used to determine the Preferred Preliminary Route, please see the **Public Information Package**. To review all documents related to Stage 2 ION please visit www.Stage2ION.ca.

Your input will be used to identify issues that may need further consideration in the preliminary design stage of the route.

A third round of public consultation is planned for later this year with more details about the preliminary design of the preferred route expected at this time.

In-person feedback

You can also provide input at one of three public consultation centres:

- Kitchener Lions Arena, Thursday February 23, 4-8 p.m.
- Kin Club of Cambridge, Tuesday February 28, 4-8 p.m.
- Newfoundland Club, Wednesday March 1, 2-8 p.m.

Background

- 2011 – Region of Waterloo Council approves a staged approach to LRT from Waterloo to Cambridge
- 2014 – Stage 1 ION LRT Construction begins. Construction also begins on Stage 1 ION bus rapid transit (BRT) between Cambridge and Kitchener
- 2015 – BRT service is launched
- 2018 – Stage 1 ION LRT is planned to launch service

For more information on the background and history of rapid transit in the Region, please refer to [The ION Story](#) or visit the [rapid transit website](#).

Further information

If you require further information please contact:

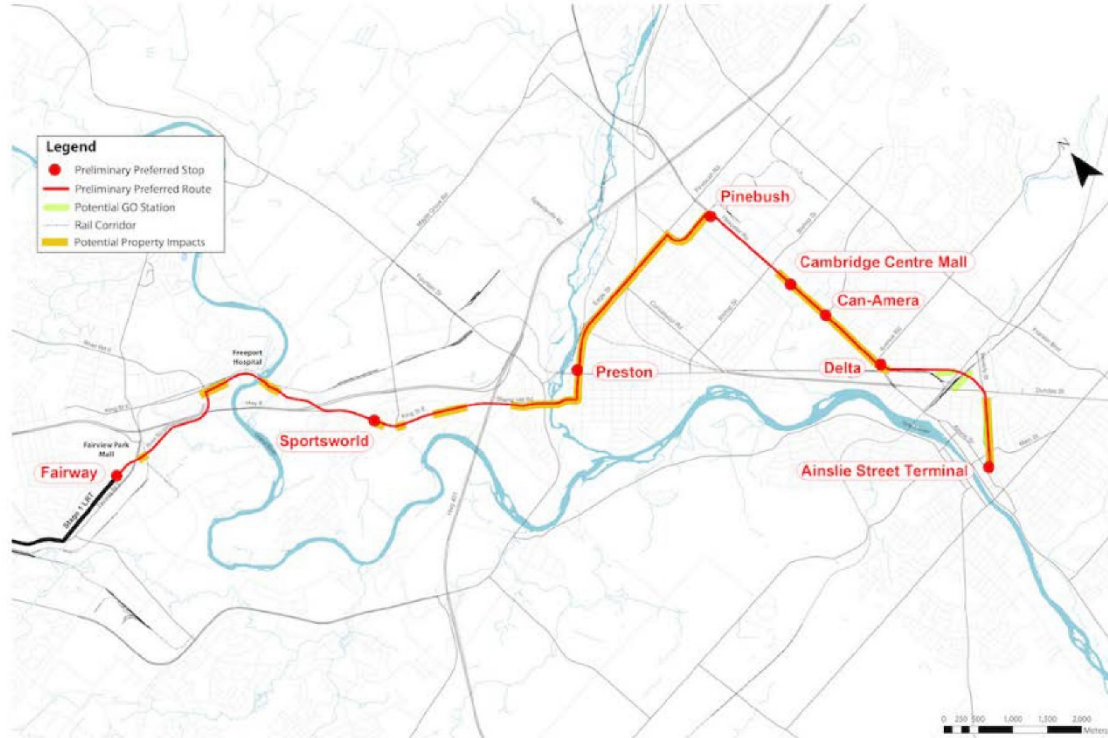
Rapid Transit
Region of Waterloo
50 Queen Street North, Suite 830
Kitchener, Ontario, N2H 6P4

Phone: 519-575-4400
TTY: 519-575-4608
Email: rtinfo@regionofwaterloo.ca

Question Page – stage2ION.ca

Map of Preliminary Proposed Route - [click to enlarge](#)

If you would like to view maps that break down the Preliminary Preferred Route into sections, please see the **Public Infomaton Package** (pages 13 to 16). Once you've reviewed the maps, please make your comments below.



What do you like about the Preliminary Preferred Route?

What challenges do you see with the Preliminary Preferred Route?

What new issues or information do we need to consider about the Preliminary Preferred Route?

Appendix C

Public Consultation Centre No. 2 Print Ads

Cambridge Times Print Ad

PAGE 8 • Cambridge TIMES • Thursday, February 16, 2017



Region of Waterloo Public Notice

Notice of Public Consultation Centre Stage 2 ION: light rail transit from Kitchener to Cambridge

The Regional Municipality of Waterloo invites you to attend a Public Consultation Centre for Stage 2 ION, light rail transit (LRT) from Kitchener to Cambridge.

Visit any location and share your thoughts on the preliminary preferred LRT route. All interested parties are welcome to attend an informal, "drop-in" Public Consultation Centre for this project as follows:

Thursday, February 23 from 4-8 p.m.
Lions Arena
20 Rittenhouse Rd., Kitchener

Tuesday, February 28 from 4-8 p.m.
Kin Club of Cambridge
1400 Hamilton St., Cambridge

Wednesday, March 1 from 2-8 p.m.
Newfoundland Club
1500 Dunbar Rd., Cambridge

For further information, visit www.stage2ION.ca or please contact: Paula Sawicki, Manager, Rapid Transit Coordination, 519-575-4035 or via email psawicki@regionofwaterloo.ca

Accessibility: This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact Paula Sawicki (as above) at least five days prior to the meeting.

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 a decision on the Recommended Design Alternative for this project. Under 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. Questions regarding the collection of this information should be referred to Paula Sawicki.

Waterloo Record Print Ad

R0014212562



Region of Waterloo Public Notice

We Want To Hear From You
On This Upcoming Event!

Notice of Public Consultation Centre
Stage 2 ION Light Rail Transit from Kitchener to Cambridge

Visit any location and share your thoughts.

Tuesday, February 23 from 4-8 p.m.
Lions Arena
20 Rittenhouse Rd., Kitchener

Tuesday, February 28 from 4-8 p.m.
Kin Club of Cambridge
1400 Hamilton St., Cambridge

Wednesday, March 1 from 2-8 p.m.
Newfoundland Club
1500 Dunbar Rd., Cambridge

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