

*Pre-Planning Phase Consultation and Engagement*

**C1 – Public Correspondence**

PCC 1 Summary Report

PCC 2 Summary Report

PCC 3 Summary Report

PCC 4 Summary Report

PCC 4b Summary Report

PCC 5 Summary Report

Other Public Correspondence

# Stage 2 ION: Light Rail Transit (LRT) from Kitchener to Cambridge

## **Public Consultation Centre No. 1 - Summary Report**

November 18 & 19 2015

Addendum No. 1

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## Executive Summary

The Region of Waterloo carried out two consecutive public consultation meetings in November 2015 to discuss Stage 2 of the LRT project. The objective of Public Consultation Centre (PCC) No. 1 was to offer the public a platform to engage and participate in planning the project. The public was notified through emails, letters, on-street advertising, social media posts, and newspaper advertising about the upcoming meetings. The public provided feedback through comment cards at PCC No.1 and notes that were filled out in person, placed on post-it notes on the study area mapping, e-mailed or mailed to the Region. Furthermore, comment sheets were made available on the project website [www.stage2ION.ca](http://www.stage2ION.ca).

Approximately 85 and 41 participants were present at the Cambridge and Kitchener meetings, respectively. These participants were invited to view display boards to gather more information about the Stage 2 timeline, the Transit Project Assessment, evaluation criteria and other important aspects of the project. Both PCCs were also opportunities for the public to have one-on-one discussion with members of the Project Team. Additionally, comment sheets and Public Information Packages were available for the public to take and read at their convenience.

This summary provides a synopsis of all public comments received on the ION LRT Stage 2 Design at the PCCs that took place in Cambridge and Kitchener.

Key results from the PCCs indicated the public's preference about route alternatives, stop locations, and any other environmental, land use, transportation, or technical factors that the Project Team should take into consideration when evaluating routes. Participants showed positive feedback for introducing a stop at Preston and wished to expand the study area to include the airport and Freeport Hospital. The intersection of Eagle, Pinebush and Hespeler were areas of concern; however, there was a strong preference to increase level of connectivity between GO, Greyhound, MTO carpool lots, and intercity buses by perhaps integrating these routes into the Sportsworld station. Other factors the Region should consider as per the public include serving areas in which residents currently live, maintain the cultural assets of the area, revitalize downtown areas and enhance connectivity between Hespeler, Preston and Galt town centres through bus rapid transit (BRT).

Below is a high-level summary of the most common responses received to the questions;

1. What are your comments and opinions re: the LRT route alternatives and stop locations?
  - Include a stop at Preston
  - Avoid the Sportsworld Stop and instead focus on the Preston Stop
  - Integrate Sportsworld with GO/Greyhound/MTO carpool lot
  - Avoid Eagle/Pinebush/Hespeler intersection
  - Include a route to the Freeport Hospital

2. Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?
  - Respect the heritage of downtown Galt core area
  - Have tracks at the median, not curb on Hespeler Rd
  - Concerns about existing development on Water St
  - Minimize conflicts with CP and expensive grade separations
  - Minimize interference with wetlands and rivers
  - Serve employment lands and the airport
  - Integrate with future GO stations
  - Integrate Sportsworld
  
3. Do you have any other comments or suggestions?
  - South Cambridge Option 1 is good because it avoids the Delta, Water St and Ainslie St
  - Consider adding stops at the following locations to supplement those already shown: between Fairview and Maple Grove Rd; between Fountain St and Toyota Plant; at Eagle St between King St and Hespeler Rd; on Hespeler Rd/Sheldon Dr; and on Water St/Parkhill Rd
  - Important to keep the Preston stop

The next Public Consultation Centre will be held in fall 2016 (PCC No. 2) and information will be posted online and extensively advertised once the date is confirmed. The purpose of PCC No.2 will be to present the Project's Team preferred route option. The evaluation results for all the alignments under consideration, including the evaluation of the future GO train station will also be presented.

## 1. Introduction

### 1.1. Project Overview

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

When approving LRT in 2011, the Stage 2 ION LRT route and stop locations between Cambridge and Kitchener were endorsed by Regional Council. The Region of Waterloo has started the detailed planning for Stage 2 ION and requires stakeholder and public consultation. This will help to define and develop the project before the regulatory stakeholder and public consultations that will form part of the final Environmental Project Report (EPR).

### 1.2. Consultation Overview

The Stage 2 ION project is following the Transit Project Assessment (TPA) process, which is an impact assessment process, intended to streamline the approvals and assessment process.

The TPA 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 from the public. While the TPA process can be completed in as little as six months, it starts with a "selected transit project," a single, distinct system layout or concept detailing the route and stop locations. Public Consultation Centre No. 1 is an essential part of the planning process to assess various route options and arrive at a single preferred alternative.

In preparation for the formal TPA, information and background studies are being completed and will be shared with stakeholders and the public. This advance work will examine the entire 'environment' which includes the natural environment, as well as a wide range of aspects affecting the community culturally, socially and economically. The TPA will look at potential impacts to the environment, including any advantages and disadvantages, for the transportation, social/cultural, natural, and economic environment.

## 2. Pre-TPA Consultation Process

### 2.1. Purpose

The Stage 1 ION light rail transit project started as an Individual Environmental Assessment (Individual EA) in 2006. Prior to that, 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 transition from an Individual EA to a TPA began in 2008 with the Region sending the Notice of Intent to Transition from Individual EA to TPA (O.Reg. 231/08) to the Ministry of the Environment (MOE) (currently the Ministry of the Environment and Climate Change). In 2008, new legislation under O.Reg. 231/08 was introduced to expedite transit projects. Stage 1 ION was then transitioned to a TPA as described in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings (June 2008).

Public Consultation Centre No. 1 was conducted to introduce the public and other stakeholders to the Stage 2 ION planning and approvals process, to the criteria used to evaluate route alternatives, and to gather public input on the various LRT routes and stop locations.

Input collected at PCC No. 1, along with the approved evaluation criteria, will be used to shortlist various route designs and stop locations. Each shortlisted route design and stop location will be studied further to ensure they can be reasonably accommodated within the physical and environmental landscape created by existing roadways, waterbodies, bridges and urban development.

## 2.2 Public Stakeholder and Notification

The TPA process includes several opportunities for consultation. The pre-TPA phase includes extensive planning, content development and advancement, communication, and internal consultation to ensure information is presented in a comprehensive manner. Input gathered from PCC No. 1 will then inform further development of detailed assessment and preliminary selection of the preferred route option for Stage 2 ION.

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

### **Emails**

2,108 stakeholders received emails notifying them of the Public Consultation Centre and the opportunity to provide input via comment sheets, or by providing feedback online.

### **Letters**

More than 160 letters were sent to stakeholders inviting them to attend and participate in the Public Consultation Centre by attending and providing input on comments sheets, or by providing feedback online.

### **On-Street Advertising**

Twelve road signs placed near the PCC facilities detailed the place, time, and date of the PCC No. 1 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. The signs were placed in the following locations:

- Cambridge City Hall;
- Intersection of Dundas St and Hespeler Rd (the “Delta”);

- Intersection of Concession Rd and Ainslie St;
- Fairway Rd between Highway 8 and Fairview Park Mall;
- King St near Freeport Hospital; and,
- King St near Sportsworld Dr.



Figure 1-1: On-Street Advertising, City of Kitchener

The road signs were at each location from November 12 through to November 20.

Details about the public consultation opportunities were posted online at [www.stage2ION.ca](http://www.stage2ION.ca).

Project social media channels were used to distribute advance reminders about PCC No.1, and to build excitement and interest in the project.

### Twitter Postings

The Region of Waterloo has a Twitter account for the Stage 1 ION project, called **@rideIONrt**. The following tweets were posted prior to the PCC:

- November 4: “@RegionWaterloo is beginning public consultation on Stage2ION, LRT from Kitchener to Cambridge [@rideIONrt](http://bit.ly/1I7QJ7V)”
- November 12: “@RegionWaterloo is hosting two public consultation centres for LRT from Kitchener to Cambridge visit [stage2ION.ca](http://stage2ION.ca) for details”
- November 13: “Stage 2 ION (LRT from @CityKitchener to @cityofcambridge) consultation takes place next week. Get involved: [Stage2ION.ca](http://Stage2ION.ca)”
- November 16: “Stage 2 ION (LRT from @CityKitchener to @cityofcambridge) public consultation takes place. For more: [Stage2ION.ca](http://Stage2ION.ca)”
- November 18: “Taking place now: Stage 2 public consultation @cityofcambridge for more [stage2ION.ca](http://stage2ION.ca) [pic.twitter.com/e99xVDjmdN](https://pic.twitter.com/e99xVDjmdN)”

- November 19: “Today’s Stage 2 ION public consultation session begins at 4pm and continues until 8pm in Kitchener. Full details: [stage2ION.ca](http://stage2ION.ca)”

### Facebook Postings ([www.Facebook.com/rideION](http://www.Facebook.com/rideION))

In addition, the Region of Waterloo has a Facebook account, and posted a number of newsfeeds advertising the PCC, as follows:

- The Region of Waterloo is hosting two public consultation centres for Stage 2 ION: Light Rail Transit from Kitchener to Cambridge. Visit [www.Stage2ION.ca](http://www.Stage2ION.ca) for details.
- The Region of Waterloo is beginning public consultation on Stage 2 ION Light Rail Transit (LRT) from Kitchener to Cambridge <http://bit.ly/1I7QJ7V>. Two public consultation centres offer an opportunity to provide feedback:
  - November 18, 2015, 2 pm to 8 pm, Cambridge City Hall (Bowman Room), 50 Dickson Street, Cambridge
  - November 19, 2015, 4 pm to 8 pm, Kingsdale Community Centre, Kitchener.

### Newspaper Advertising

- Cambridge Times (November 12, 4”x6”)
- Kitchener Post (November 12, 4”x6”)
- Waterloo Record (November 10 and November 17, 4”x6”)

## 2.3 Consultation Participation

Two consecutive public consultation meetings were held, one in Cambridge, and the other in Kitchener. Members of the public and other stakeholders were invited to attend either meeting, at their convenience. A total of 85 and 41 people attended the Cambridge and Kitchener PCCs, respectively.

### 2.4 How Attendees Heard about the PCC

Upon arrival at the sign-in table, participants were asked how they heard about the PCC.

### 2.5 Consultation Methods

Comment sheets were provided on the project website, [www.stage2ION.ca](http://www.stage2ION.ca)

### 2.6 Comment Form Submissions

Comment forms were distributed at both PCCs for attendees to fill out. Comment forms are an essential method for the Project Team to gather input and feedback on the various LRT routes and stop locations.

Feedback was gathered by mail and by email. A total of 30 completed forms were received at the PCC, and 14 completed forms were received via email. Five completed forms were

received through the mail. There was also a formal submission from the Preston Towne Centre BIA.

### 2.7 Public Consultation Centre No. 1

Participants were invited to view 21 display boards, arranged to display a compelling narrative of the Stage 2 ION history and new project details under the following headings: What is ION; Why Light Rail Transit; ION Timeline; Stage 2 TPA Process Timeline; Why re-examine the 2011 Route; Stage 2 Study Area; Evaluation Criteria; and What's Next.

Rollout drawing were provided which showed the alternative routes and stop locations in greater detail and at a larger scale.

Comment sheets and Information Packages were available for the public to take and read at their convenience. Project Team members, including the Region's Project Manager, were in attendance and were available to answer questions.

Many of the attendees engaged in one-on-one or small group discussions, some of which included members of the project team..

<u>PCC Location</u>	<u># Attendees</u>	<u># Comment Sheets</u>
Cambridge	85	30
Kitchener	41	6

14 completed comment sheets, including both hard copy and digital, were received after PCC No. 1.

## 3. Key Results

30 comment sheets were returned from both the Cambridge and Kitchener PCCs, the results of which are summarized below. The comment sheet included three questions:

1. What are your comments and opinions regarding the LRT route alternatives and stop locations?
2. Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?
3. Do you have any other comments or suggestions?

### Comment Form Results

1. The comment sheet responses are summarized below under their corresponding question. What are your comments and opinions regarding the LRT route alternatives and stop locations?
  - Expand the study area to include the airport (2 comments)
  - Include a stop at Preston (3 comments)

- Exclude the Maple Grove Rd/Speedsville Rd route (2 comments)
  - Avoid Eagle St (1 comment)
  - Prefer Option 1 (Samuelson St to GO location) (2 comments)
  - Prefer Option 2 (Samuelson St and Beverly St) (3 comments)
  - Prefer Option 3 (Water St and Ainslie St) (4 comments)
  - Avoid Ainslie St and Water St
  - Prefer alignment N-4
  - Avoid the Sportsworld stop and instead focus on the Preston stop (3 comments)
  - Integrate Sportsworld station with GO/Greyhound/MTO carpool lot (2 comments)
  - Potential stop at N-5 and N-6 should not be endorsed
  - Provide connection with Greyhound and other intercity buses
  - Avoid the Eagle St/Pinebush Rd/Hespeler Rd intersection (2 comments)
  - Include a route to the Freeport Hospital (2 comments)
2. Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?
- Serve areas where people live now
  - Respect the heritage of downtown Galt core area
  - Have tracks at the median, not curb, of Hespeler Rd
  - Concerns about existing development on Water St
  - Option 2 makes sense
  - Attempt to make use of the old rail line behind Thorman Drive to reduce capacity on Eagle to Concession
  - Do not route to Maple Grove; put it in the historic core; support the revitalization of Preston
  - Minimize conflicts with CP and avoid expensive grade separations
  - Minimize interference with wetlands and rivers
  - Animate downtown cores, serve residents, encourage tourism
  - Serve employment lands and the airport
  - Integrate with future GO station
  - Integrate with Sportsworld into a transportation hub for Greyhound, GO and GRT
  - Support for Option 3
  - Keep Hespeler as a BRT route; give it full bus only lanes
  - Supports the endorsed route since it supports several policies listed in the Regional Official Plan, and the City of Cambridge Official Plan
  - The route on Hespeler Rd bypasses everyone in Cambridge
  - For Preston residents iXpress on Coronation or Franklin would be faster than the suggested route

- Stage 2 ION should not mean the end of the BRT
  - Set up aBRT routes between the three town centres (Hespeler, Preston and Galt)
3. Do you have any other comments or suggestions?
- South Cambridge Option 1 is good because it avoids the Delta, Water St and Ainslie St corridors.
  - Consider population growth, movement and costs
  - Create a positive promotion about Stage 2; explain the benefits to businesses and residents and how transit will be improved overall
  - Alter the route to get closer to Conestoga College; near the location of the new Cambridge Sports multi-plex.
  - Supports the Freeport Hospital stop
  - Build the GO station first
  - Bring the LRT to Cambridge ASAP
  - Strongly support the raised platform stop in Preston
  - Provide a park'n'ride on Franklin Blvd to Townline Rd
  - Ability for ION to support intercity transit is very important
  - Stage 2 ION LRT should not proceed unless the Region receives 100% funding from federal and provincial governments
  - Consider adding stops at the following locations to supplement those already shown:
    - Stop between Fairview and Maple Grove Rd
    - Stop between Fountain St and the Toyota Plant
    - Stop on Eagle St between King St and Hespeler Rd
    - Stop on Hespeler Rd/Sheldon Dr
    - Stop on Water St/Parkhill Rd
  - Extend the route to the Waterloo International Airport
  - Provide a new stop at Hayward, using the existing tracks at Hallman Ball Park
  - If the entire Stage 2 ION LRT route cannot be funded, ensure that the route extends from Fairway to the Preston area at a minimum
  - Examine 'The Missing Link' study that is a proposed rail corridor following the 407 which could act as a freight bypass to both CN and CP
  - Important to keep the Preston stop

#### **Post-It Note Comments**

- The 2-3 blocks of heritage façade could be protected and still get lots of new density in Preston-redevelopment potential
- Preston is still worth the money

- A stop at Speedsville and Eagle would serve the Lang's Farm residential area regardless of how the LRT route reaches this point.
- LRT stop at King/Preston will build on existing development
- 2011 endorsed Preston stop already far from Preston downtown and residential areas. Moving it farther would be sub-optimal for ridership.
- If Eagle Street is used for the route, put a stop at Eagle and King Street
- Foot bridge to Riverside Park would benefit/encourage transit use by park goers; place a bridge at Eagle and Kreig Street.
- Out of scope but could this rail spur could be used to provide Hespeler LRT loop. Beyond Phase 1 of course.
- Maple Grove and Speedsville route is too distant; needs to be fast and efficient
- Let's not encourage more greenfield development in Maple Grove and Speedsville
- Servicing the new Cambridge businesses area will increase worker ridership
- Maple Grove and Speedsville is a good alternative route for industrial area
- If you go with this route (Maple Grove) you have to hook up with Toyota
- Would you consider another station at Fountain and Maple Grove to support East Side Development
- Please don't (put the route on Speedsville) in Phase 2. Maybe as its own line, but not in Phase 2.
- Sportsworld station should support the creation of another mobility hub at Sportsworld Crossing (ION, GO, Greyhound, MTO, carpool)
- Sportsworld is existing node LRT should support
- LRT station at this location (Sportsworld) supports the mixed use development
- Stop at Sportsworld is awesome
- Need good LRT connection to 401 carpool (at Sportsworld). Intercity buses (Greyhound, GO, etc.)
- Station at Maple Grove needs to include an intercity coach terminal
- Could you consider running the LRT alignment somewhere between Highway 8 and King (adjacent to Highway 8)? This would avoid congestion on King and have the Sportsworld Stop closer to the existing GRT/GO/Greyhound bus transfer terminal
- Need transit on northern Riverbank Rd (bus feeder network)
- Good to see the introduction of a station at this location (near Chicopee)
- Good to see Chicopee Station (particularly with River Road extension/bridge coming soon)
- You do know there is an interchange going here? (Highway 8 and River Rd)
- Interesting option will this be linked with the River Rd extension design?
- Maybe a stop at Fairway and King St?

- Is there consideration for strategically constructed carpool lot whereby visitors could park and use LRT for pleasure, work, etc.? i.e. a hub off the 401
- Go down Hespeler Rd
- Give Hespeler Rd some love
- Make it possible to walk and cycle to/from Hespeler and Preston
- Pedestrian/cycling connection from Hespeler Village to LRT spine
- Hespeler/Eagle is a big problem for bus/ION transfer-people running across traffic lanes
- Please consider another stop at Hespeler Rd south of Eagle
- LRT should run in centre lane (instead of curb lane) to avoid conflict with right turn movement move BRT shelter to centre of road.
- Build above grade on Hespeler Rd. Do not ruin our retail hub.
- A redeveloped Hespeler Rd could house our next 100,000 neighbours.
- Make connections to inter-city bus from Bishop and Hespeler Rd
- Use Bishop not Eagle (in middle of residential)
- Service downtown Preston
- Could you reconsider using an alignment through downtown Preston, then along Coronation Boulevard? Reasons include:
  - Established community
  - Lots of residents nearby who could use transit
  - Coronation is nice and wide
- Provide a hospital stop and connection back to Can-Amera stop
- I think Hespeler/24 could be still served by BRT-keep existing infrastructure-but shift LRT alignment through Preston and along Coronation.
- GRT/GO Greyhound integrated services along Hespeler
- Hospital very important to serve with ION.
- Norfolk is much better than Dundas
- Please do this (place a stop at Malcolm) through operation for GO should be preserved, and the 'three bridges' approach is incredible.
- Malcolm option offers best potential for future service to London and Woodstock.
- LRT has to make it into downtown Galt.
- GO trains and ION LRT should be integrated with a strong hub.
- Do not ruin downtown Galt. Allow buses to service Ainslie and Water from the GO station.
- GO train connection is essential.
- Keep off Ainslie and Water. But get to Ainslie street terminal.
- Don't go to Concession, stop at Ainslie Street station.

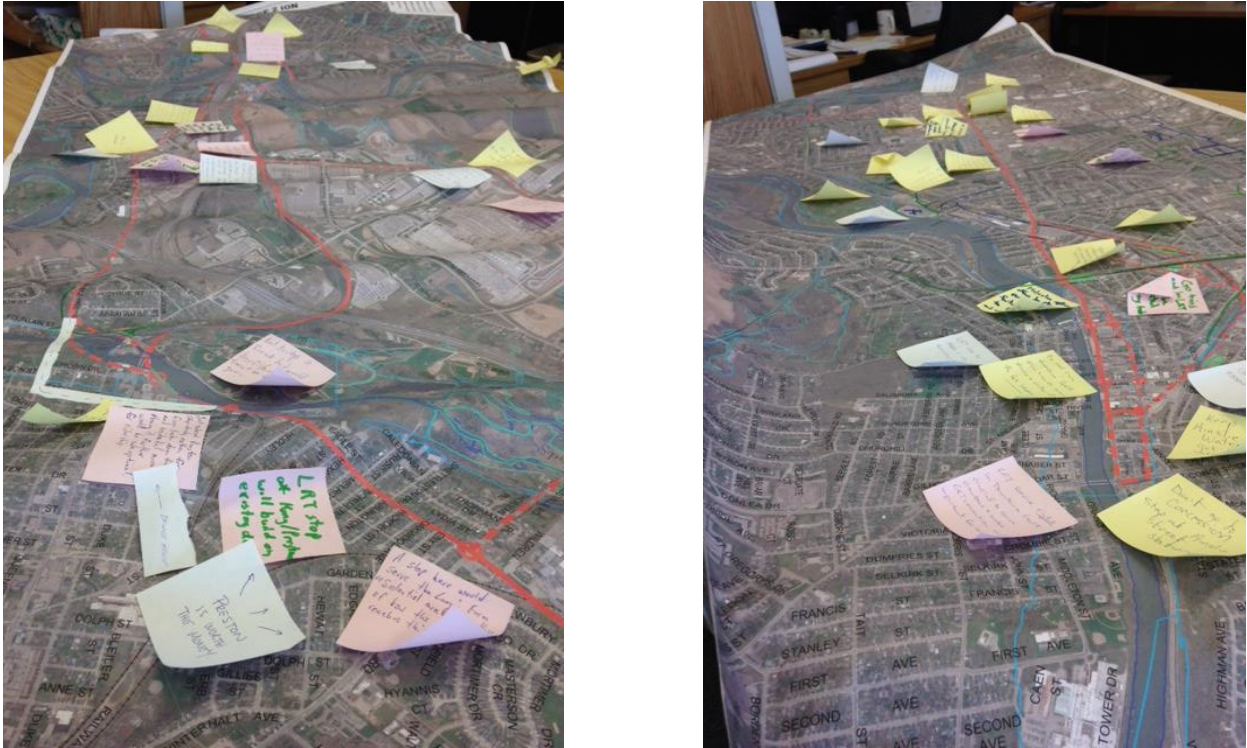


Figure 1-2: Post-it Note comments on study area mapping

### Next Steps

The next PCC will be held in fall 2016 (PCC No. 2) and information will be posted online and extensively advertised once the date is confirmed. The purpose of PCC No.2 will be to present the Project’s Team preferred route option. The evaluation results for all the alignments under consideration, including the evaluation of the future GO train station will also be presented.

## 4. Appendix Content

### List of Figures

Figure 1-1 On-Street Advertising, City of Kitchener

### List of Tables

Comment Table 1-1

### Appendices

Appendix A-Promotional Material PCC No.1

Appendix B- Public Comments Received from PCC No.1

Comment Table 1-1

	Question 1: What are your comments and opinions regarding the LRT route alternatives and stop locations?	Question 2: Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?	Question 3: Do you have any other comments or suggestions?
<b>Received during PCC No. 1 – Cambridge Location (24 forms, 1 with contact information only not included in this table)</b>			
1	Expand the study area to include the airport now. Fairway Road to the Kossuth Area, then down Fountain Street to Maple Grove if that route is chosen, or to the CPR line if that is the route chosen to enter the Preston area. Adds to ridership now. The Maple Grove/Speedsville option avoids the Preston problem.	The existing route impacts the Preston dam. The alternative of Maple Grove to Speedsville to Eagle Street avoids this whole area.	<b>South Cambridge Option 1 from the package</b> not the display boards is the best option; it avoids the Delta, Water-Ainslie Corridor.
2	Stay on the major roads.	Try to use 'pathways' existing rather than build new routes.	Consider population growth and movement. Consider costs.
3	I like the use of the old rail path to enter Galt, it should increase speed and reliability, while minimizing the intrusion on the town. I understand that crossing the Speed River and dealing with CP will be difficult, but the diversion via Speedsville Rd seems like an excessively long detour through an area with a few riders. The Shantz Hill alignment is intriguing but will the trains really handle that slope reliability?	While I appreciate that dream of urbanizing Hespeler Road, I don't think it alone can justify the project. I'm reminded of the Macleod Trail in Calgary, which has been a rail corridor for decades without any real improvement. So it's important to serve the areas where people live now; as a resident of Preston, I'm concerned that some of the alignments now bypass it entirely.	
4	Galt & GO: Do any of the four proposed GO stations have room for a bus hub? Would Ainslie Terminal be abandoned? Essential that downtown Galt remain animated. I like the fact that <b>Option 3</b> has stops at all 3 river crossings. But is Water St wide enough to run track 2 ways and keep Malcolm St station? How about going down Water St to Malcolm to Concession, and back to Ainslie terminal and up Beverly to Dundas? Too expensive? South Kitchener to Preston: Is it essential to go to Sportsworld? I suggest Fairway Rd to Fountain St. Essential to animate King-Eagle area, so we have to tangle with Speed crossing at Riverside Park. But is it essential to go along Eagle St? Consider Bishop or Dunbar or Coronation with side route up Hespeler Rd.		
5	The elevated Preston stop is brilliant, you could include walkways from adjacent high-rise apartments and a walkway to Riverside Park which could encourage a larger use of the park area for many more individuals or groups. The Sportsworld stop invites a	The offset of less vehicular usage makes any encroachment on the waterway a worthwhile investment, provided the engineering and end use facility meets the needs moving forward on a much needed infrastructure project.	Create a positive promo to make people excited about the eventual & much needed infrastructure build. Explain the benefits to business & the residents what an LRT corridor can do as alternative transit means are included like

	<b>Question 1: What are your comments and opinions regarding the LRT route alternatives and stop locations?</b>	<b>Question 2: Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?</b>	<b>Question 3: Do you have any other comments or suggestions?</b>
	direct connection to the regional airport with at BRT to further enhance the regions airport & attract more airlines and users.	Making sure the density from a population point of view which is highest at the Preston proposed location is serviced well, as the road traffic in the area experience choke points frequently and worse when there are 401 re-routes. It is the best location by far.	increased bike lanes, better commuter movement.
6	Good to see three alternatives. Need to look at most direct route & travel time though. Some too far into the hinterland. Need to ensure stops for connectivity. GO train connections. Highway 401 carpool. Intercity buses.	Most factors already being considered.	Keep moving forward. This is needed ASAP and while government funding windows are open. Consider doing more planning in parallel to get funding requests or commitments sooner.
7	South Cambridge: <b>Preferred Option #1 (Samuelson to GO location)</b> this option minimizes the impact on historical downtown Galt yet allows great access to the centre by keeping the Ainslie St terminal connection. GO Train location in vicinity of Samuelson St is a smart location as there is more nonresidential space surrounding this area and it is more convenient to Preston and Hespeler locations. Stop location near Chicopee.	Important to respect the heritage of downtown Galt core and minimize the impacts.	Try to alter the route to get near Conestoga College, especially since this will also be the new location of the new Cambridge Sports multi-plex.
8	I really believe in the <b>alternative route using Beverly and Samuelson St</b> is preferable to the Water and Ainslie St route. Water and Ainslie are extremely busy and the Beverly/Samuelson St area could really use some re-development I think the LRT would provide. Also, LRT could link into the Samuelson St train station if that is used if Cambridge hopefully gets at GO train soon! Also, the rail corridor at Beverly and Samuelson St could be cheaper than the road route of Water/Ainslie St.		
9	Avoid Water St and Ainslie St lines. Follow the option of <b>Beverly St</b> . Do hook up with existing Ainslie St. bus terminal. Don't go to Concession St and Ainslie additional length unjustified. Impact of overhead apparatus (power) on heritage value of downtown Galt core.	Heritage impact on Water/Ainslie St in Galt core. Have tracks at median, not curb, of Hespeler Rd.	Like the Chicopee stop.
10	<b>Option 3</b> is the best for South Cambridge. There is no need to ruin downtown Galt. LRT should tie-in to the GO Train at the same station. Please build the GO train system first, before LRT. Avoid Preston and the Shantz Hill mess! Use N-2 there. Maple Grove and Speedsville serve our industrial core and their	Avoid downtown Preston and the river! Raise the grade of the railway Hespeler Rd i.e., do not interfere with traffic on our major retail street. It will cost less to build above grade it no sewer or electrical or roadwork alternatives needed.	Build the GO station first! That's Cambridge #1 priority. Highway 401 is jammed in Cambridge everyday because of commuters to Mississauga or Milton. They will use the GO not the LRT.

	Question 1: What are your comments and opinions regarding the LRT route alternatives and stop locations?	Question 2: Are there any other environmental, land use, transportation, or technical factors that the Project Team should consider when evaluating the route alternatives?	Question 3: Do you have any other comments or suggestions?
	employees.		
11	I support <b>option 2 or 3</b> . I do not want the LRT to go down Water or Ainslie. Both streets are on the floodplain, very busy and have heritage buildings (the market) which should not be disturbed. We also want a good connection to the future GO Train.	Floodplain, heritage buildings, two new high rises being built on Water St plus the Cambridge Mill and new hotel and condos. This will make traffic very busy without the LRT running down Water.	
12	Natural environment study area does not take into account Dumfries Conservation Area-this is a serious oversight. LRT traffic will have a major impact. Little reference (if at all) to liaison with intercity buses (Greyhound). This is a continuing problem that needs to be addressed. (GRT and Greyhound have never talked to each other)	<b>Samuelson Option (2)</b> makes sense. The emphasis on GO makes less sense. Even in the best case, 2-way GO with Milton exchange, will not be of net benefit: a 2 hour trip each way. Options must improve riders experience. Time is a major factor.	
13	K2-How would you make that work with the new River Rd interchange? N4-Makes much more sense than the endorsed Sportsworld stop-the endorsed Sportsworld stop is in the middle of nowhere, while N4 is surrounded by commercial development. Pinebush-loading an already too busy intersection with a stop and sharp RT is not a good idea. Instead, you should offset it and run it through the property where the Tim Hortons and dentist office is. Delta-put the new GO station in the plaza at the Delta and make it a proper transit hub.		Giving KW the LRT and Cambridge just a poor excuse for a BRT (how can any bus on Hespeler Rd be called 'rapid') economically handicaps Cambridge. The proximity to the LRT will raise property values in KW at the expense of Cambridge. Bring the LRT to Cambridge ASAP!
14	I feel it is important to promote core area development keeping the Preston connector would be part of that plan. I understand that Hespeler core is not close enough to be part of this. But if 2 areas can, let's not remove that opportunity. With the Shantz Hill realignment, feel that fill that path down, across the river to align with Eagle would be preferred.	Attempt to make use of the old rail line behind Thorman Drive to reduce capacity on Eagle to Concession.	Please do not use the opportunity to have stop in 2 of the 3 core areas!
15	I like where everything is right now from Kitchener to Cambridge.	No.	No.
16	This kind of transportation is good option for the population of Cambridge to go to work.		
17	I have always felt that Hespeler Rd is very road to have either the ixpress or BRT run simply nobody actually lives on that road. To have a stop in front of the Heritage Senior Residence is nice, but	I feel that planning of the LRT is a done deal and that the public's input is consulted after the fact.	The fact that Cambridge is going to get their BRT as of September 2015 is a bit of a joke. Cambridge and Kitchener/Waterloo has had the Ixpress for years. So, its not

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	how many of these seniors are actually going to use it when they have their own bus service. It would be really nice to have the future LRT route run through Preston.		NEW!
18			Get it DONE! Don't study it to death!
19	First, thank you for the opportunity to provide feedback. Cambridge, especially Preston, desperately needs better access to public transit. We are underserved in all aspects and people are often reluctant to take the bus to Waterloo because of (1) time, (2) unpredictable commute due to traffic congestion, and (3) crowding-or should I say overcrowding on the buses. Please adopt the platform option above the CP rail tracks. It could easily connect (the platform) to Riverside Park. The park does not have easy transit options, nor is there a lot of parking during public events (e.g. Canada Day celebrations, Kinsman-Rotary Carnival, Ribfest, etc). You could also use this stop to run a shuttle service to the airport.	There is considerable focus in this presentation on the GRCA environmental impacts. I think you also need to consider the amount of vehicle emissions all along the highways (7/8, 85) to Waterloo that could be substantially reduced by providing LRT to citizens of Cambridge. Putting a stop in a historic core makes more sense to me than routing to the Maple Grove Industrial area because in the core the built form supports walking to the station. Also, LRT access from the core could support the ongoing revitalization of downtown Preston.	Build it and they will come! So pleased to see LRT planning moving ahead in Cambridge. I strongly support the raised platform in Preston. In the area there are already 2 high rise apartments and another is being built. Concerns about "the view" of the river should be evaluated in light of newer developments already in place. The platform makes more sense with respect to surrounding topography. You will recover the expense of engineering.
20	Downtown cores-need at least one stop so persons can walk to Main Street area easily (to get to people out of their cars). Transit hubs-need LRT, buses, and GO at one main hub to encourage people to use the whole transit system. Costs-can't answer this issue only you folks can. Will add, does infrastructure costs added to LRT routes take care of two purposes given the age of our core areas are so old!		
21	I believe that LRT will be good for Cambridge and the sooner its completed the sooner you will see more intensification and business improvement.		
22	Galt and GO: Do any of the four proposed GO stations have room for a bus hub? Would Ainslie St terminal be abandoned? Essential that downtown Galt remain animated. <b>Like Option 3-</b> stops at Park Hill, Main, and Concession river crossings. Is Water St wide enough to run track both ways, so as to use Malcolm St GO Station? How about going down Water to Malcolm, Park Hill, Main, Concession and back by Ainslie terminal, Beverly and Dundas (on road)?	I hope my suggestions: <ul style="list-style-type: none"> <li>• Make good use of existing wide roads</li> <li>• Minimize conflict with CP and expensive grade separations</li> <li>• Minimize interference with wetlands and rivers</li> <li>• Animate downtown cores, serve residents, encourage tourism</li> <li>• Serve employment lands and the airport.</li> </ul>	This is a wonderful opportunity for Cambridge. BTW, a downtown GO station would not preclude also having a park'n ride out on Franklin to Townline. Province more likely to support Milton GO train if it connects with an integrated LRT system here.

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	South Kitchener and Preston: Is it essential to go to Sportsworld? I suggest Fairway Rd to Fountain St into Preston. Essential to animate King/Eagle area; I don't see any way to avoid tight Speed crossing at Riverside Park. But is it essential to go along Eagle St? Consider going down King to Bishop or Dunbar Rd, or Coronation with side route up Hespeler Rd.		
23	Harold Sich and his staff have an enormous project to disseminate. For me my days are almost over but for the future generations of Cambridge and their offspring we are beholden to provide the best of projects for our youngsters. Thanks you for persevering.		
<b>Received during PCC No. 1 – Kitchener Location (6 forms)</b>			
1	I would like the route to include a potential station at Freeport Hospital. At that point the route N-4 and N-6 should be used to reach Preston. I do not support the Maple Grove/Speedsville route. LRT should include Preston (even if expensive). LRT station in Preston should be in the core. For South Cambridge I endorse <b>Option #3</b> .		Is Cambridge really getting GO Transit (trains)?
2	Awesome concept just tonnes of construction to deal with.		I hope pedestrians know how to maneuver without getting hit by the train.
3	Great presentation of new alternatives given the new information supplied by MOT and CP Rail and development. Keep moving forward.		
4	Good project-looking forward to it.		
5	Suggest that after Freeport Hospital making new rail line to more populated areas along old Highway 8 towards Cambridge.		
6	Sportsworld station should integrate with existing GO/Greyhound/MTO carpool lot @Sportsworld Crossing. Support the creation of a Chicopee Station. Route N-2 is too far and would lengthen the Stage 2 route unnecessarily	Integration with a future Cambridge GO station is critical. Integration with Sportsworld transportation hub should be a priority. Support for intercity mobility hubs (Sportsworld/Cambridge).	I'm a big supporter of ION Phase 1 and 2, however I work and commute outside Waterloo Region. The ability for ION to support intercity transit is very important to me.

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<b>Received after PCC No. 1 – Hard copy and digital forms</b>			
1			I was not/am not available for the meetings regarding extending LRT into Cambridge but was curious if extending to Waterloo International Airport has been considered? The route could run down Fairway to the Fountain St roundabout. One line could then go to the airport and the mainline could run through the industrial park past TMMC, and other major employers (potential riders), ending up back on King Street (Hwy 8) in Cambridge.
2			Regarding the route options for the second stage of the LRT, just a suggestion, would it be an option to run the rail to Cambridge splitting off at Hayward with a new stop at Hayward, so you could change trains to Cambridge there. Using the existing tracks by Hallman Ball Park. Again just a suggestion
3			In respect to the Region of Waterloo seeking public input on the proposed Stage 2 ION LRT route and stop locations, from Kitchener to Cambridge (see below); INTERMARKET REAL ESTATE GROUP, which is a very active developer in Waterloo Region, strongly supports the Stage 2 route that Regional Council endorsed originally-and does not support an alternative route.
4	<p><b>Kitchener/North Cambridge</b>-The endorsed route from 2011 with stops is appropriate and provides better service to the people of Preston and should not be brought along Maple Grove. The proposed stop at River and King at K-1 should be implemented for access to the Grand River Hospital Freeport site and Chicopee Ski Hill and provide further access for south of Kitchener residents. The Maple Grove route should continue to be serviced by the iXpress 203 (and further expanded bus service) for industrial access. The proposed stop at N-5/N-6 should not be endorsed-it is an environmentally sensitive area and too close to the endorsed Preston stop.</p> <p><b>Cambridge South</b>-Option 3 with the existing endorsed stops and proposed stops along Water St should be the route through Cambridge South. The proposed stop at Water St/Samuelson with the GO station link should definitely be implemented. The</p>	Mill Creek in Cambridge should not be impacted for constructing new GO stations-Samuelson St is appropriate.	It is imperative that we keep striving for this project in this region, even if not all of the route can be achieved immediately through budget. When implementing the project, the Kitchener/North Cambridge route to Preston or Pinebush should still be a critical piece for this project: our main problem for transportation in this Region is the physical divide of the rivers and the 401. For our example, Jeff works in Waterloo and lives in Hespeler so he has to cross the Grand River every day. For the longest time, all of Kitchener-Waterloo had only 4 major bridges across the Grand River: Sawmill Rd, Victoria Rd (Hwy 7), King St E, and Hwy 8. We've only recently added Fairway Rd to bring the count up to 5 (due to the evacuation concerns for the new residents of the Zeller Drive area). This is simply not enough-a rail bridge across the Grand River and 401 is required to tie the region together both in terms of transportation and economics.

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	<p>extra loop to Concession is not required, unless a loop-around is required for train logistics and may be helpful to residents of south Cambridge/North Dumfries. Mill Race Park must be maintained.</p>		<p>Understandably, building a new bridge is difficult due to the socio-economic concerns but the idea of adding more “bridge” to “Cambridge” should really be prioritized in this project. If the entire proposal for Phase 2 is not implemented, we would propose “Phase 1.5” to get the existing line across the Grand River and the 401, extended out to North Cambridge (Preston/Pinebush), or at least implemented in priority to build the bridge links out to Cambridge in a later budgeting period. This would help encourage ridership and buy-in from Cambridge residents.</p>
5	<p>An off-road route along the north side of Hidden Valley Drive continuing along the south side of Highway 8, King St, and Shantz Hill Road would most-directly connect Fairway, Sportsworld, and Preston stations. This route combines options K-3 and N-6. While there are merits to adding a station at King/River, additional crossings of Highway 8 would be required which has the potential to increase construction costs by lengthening the route and added grade separations. I prefer option N-6 in Preston because it would relocate the LRT stop adjacent to King St, making the stop easier to access from downtown Preston, improve connections to cross-corridor routes where they converge, and improve intensification potential along the King Street corridor. Another technical benefit of the N-6 alignment is that no modification to existing bridge structures over the Speed River would be required. Eagle and Speedsville would make a good location for an added station along the ION line. The nearby CN rail line is seldom-used and could potentially serve as a location of a future GO Station on a branch off the Kitchener line connecting Cambridge to Guelph. There is also development opportunity in the vicinity of the station, and the stop spacing would be comparable to other urban corridors along the ION route. Regarding the routing from Delta to Downtown Galt, the location of stations along this corridor will depend on where a GO station can be located. Given the presented options, a GO station in Downtown Galt at the corner of Main and Wellington would be</p>	<p>Provincially significant wetland adjacent the proposed River Road extension will make negotiating a route along Highway 8 a challenge. Retaining walls not initially considered as part of the River Road extension may make an LRT alignment more feasible along this corridor by mitigating environmental impact. In addition, a higher-level bridge across the Grand River as this location has the potential to have fewer impacts on the Grand River than a lower-level bridge due to decreased number of piers. A study was commissioned by the City of Cambridge regarding the location of potential sites for a GO station serving Cambridge and what improvements to the line would be required by CP in order to run GO service. One of these requirements was that the current CP switching yard at Samuelson be relocated further east; north of Clyde Road. This option should be further investigated in order to fully unlock development potential in the vicinity of the junction as well as improve the feasibility of constructing a station near Samuelson St. The new westbound flyover on Highway 8 will reconfigure the ramps at both Sportsworld and King St. The parcolo ramp configuration at Sportsworld Drive would be reversed and the ramp configuration at King/401 will be modified to remove the directional ramp from King St to the WB-401. A station in the vicinity of Sportsworld Drive has a great potential to act as a hub for Greyhound, GO, and GRT as well as an ideal location for a Park-and-Ride facility. The station’s location and</p>	<p>Something else to keep on the radar when considering locations for GO stations in Cambridge as well as potential service levels is The Missing Link study. <a href="http://www.mississauga.ca/portal/cityhall/pressreleases?paf_gear_id=9700020&amp;itemId=5200012q">http://www.mississauga.ca/portal/cityhall/pressreleases?paf_gear_id=9700020&amp;itemId=5200012q</a> The Missing Link is a proposed rail corridor following the 407 which would act as a freight bypass for both CN and CP, allowing for increased GO service on the CP line to Cambridge, as well as clearing the freight bottleneck through Brampton allowing for faster, more frequent, all-day 2-way service on the Kitchener line.</p>

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	<p>preferred. A second GO station further east should also be considered in order to provide enough space for a Park and Ride lot.</p> <p>Station locations in Downtown Galt should not be pinned to the existing Ainslie Street terminal, but instead be placed at Park Hill (depending on the route), Main and Concession. Placing stations at cross-corridors in Downtown Galt would improve access to the LRT and would provide better connectivity across the Grand River.</p> <p>If the LRT is to be built along Water St, it would be worthwhile to convert the section of Water St between Park Hill and Concession to one-way southbound operation in order to provide enough room within the right-of-way for dedicated track and stations.</p>	<p>design should keep in mind the possibility of bus bays and parking facilities. It may be possible to seek a partnership with the GO or the MTO for construction of bus bays and carpool lot. If the grade at Shantz Hill is too steep, trenching the LRT line may be a viable solution.</p> <p>When crossing the CP rail corridor, grade separating Eagle Street on the same structure as the LRT would future-proof this crossing and would make the crossing safer for CP and road users.</p>	
6	<p>We need a Preston stop. We have two children who will need to get around the Region for activities and part-time jobs. They are part of the generation who expect to travel this way.</p>		<p>We need to keep Preston part of the Region and easy to get around.</p>
7	<p>Please include a Preston stop! We need a link to the LRT in Preston to connect us to the rest of the Region. Make it easier for patients to get to my office.</p>		<p>It is important to make a Preston stop. We won't remember how much it cost once its done and we are all benefitting from more business in the core area. Help keep the core area alive. This is your change to help Preston.</p>
8	<p>I believe the endorsed routes in each zone make the most sense, they are the most direct route and therefore the most efficient to operate over the life of the LRT. Although some points along these endorsed routes may be costly upfront, hopefully the operating costs could outweigh this.</p> <p>The majority of the endorsed routes are planned through previously developed land, whereas some other options are being proposed through undeveloped land may limit future developments.</p> <p>As a former business owner in the Preston Core Area, I believe having a stop near the corner of King &amp; Eagle could be a vital contribution towards the continued success and growth of the Preston Towne Centre.</p>	<p>Unfortunately I do not feel that I have enough knowledge on these topics to make an educated comment.</p>	<p>As a member of the Preston Towne Centre BIA, we work hard to promote growth and success in our core area. Keeping the endorsed route through Preston along Eagle Street with a stop in our core area would be a huge step toward helping maintain an engaged, active population at the same time giving visitors a convenient, efficient means of travel into the Preston Towne Centre.</p>

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9	Cambridge King Street Preston Core area must have at least one connected stop. The future growth and stability of the Preston Towne Centre depends on the stop. The Region made the right decision on the first proposed route.		The Region and the City of Cambridge only have one more opportunity to keep King Street alive for future generations. Everyone does lip service to satisfy our cares. This is your opportunity to make it happen. It costs what it costs its necessary.
10	I understand the route stop for Preston no longer exists in the alternative routes. This is not acceptable. Preston is a vibrant community and needs a stop. If this system is to work for Cambridge, Preston needs a downtown stop.	Its hard to give an answer yet because I have a feeling things are going to change. All communities in this Region are equal, Hespeler, Preston and Galt. In order for the future system to work everyone is included not just our mall and downtown Galt. Don't let that vision go.	I am totally blown away by the changes you are making in Kitchener and Waterloo to accommodate the trains and yet you are not seeming to be willing to accommodate Cambridge in the same manner. Why? I've heard it all and its comes down to "will". Perhaps more Cambridge representation is needed on this decision.
11	Kitchener/North Cambridge-prefer the endorsed route and stops. South Cambridge Option1 prefer any of the alternative routes over the endorsed route down Water St. The potential GO station on the south side of the CP rail line would be the best side for a multi-modal station. South Cambridge Option 2-potential location of the GO station is a bold proposal. South Cambridge Option 3-don't like the alternative routes or endorsed route down Water St.		
12	Firstly, we wish to note that we represent "250 King Street Holdings Inc" who are the land owners of property known municipally as 255 King Street West, Cambridge. This property is located at the corner of King Street and Fountain Street within the Preston area. In our general opinion regarding the LRT route alternatives and stop locations is that the alternative marked "N-2" respectfully, is not in accordance or at the very least is at odds with general transit system and growth directive policies of the Regional Official Plan. Even more so alternative N-2 is not in accordance with the City of Cambridge Official Plan policy directives on growth areas and increasing density objectives of a designated "Regeneration Area" which pertains to the Preston area. It is not altogether clear why an alternative route to now by-pass Preston rather than the one previously endorsed by Regional Council bringing the LRT line at the door step of Preston is being considered?	We cannot comment on the suggested alternative "N-2" as again we believe it is fundamentally at odds with several base planning principal policies in the Regional Official Plan and more so with the City of Cambridge Official Plan. What we wish to further point out is that Regional Councils previously endorsed route, as it included the LRT line and the Preston area, supported land use policy directives of the Regional Official Plan and more specifically the following policies of the City of Cambridge Official Plan: 2.2 (g) Growth Management & Urban Structure"; 2.6.1.7"Intenstification with built-up areas"; 2.8.2.5-Range & Mix of Housing Types; 2.8.3-Residential Densities; 6.10-Public Transit. As you will see in reviewing these policies, designated Community Core Areas (Preston is 1of those 3 areas in Cambridge), Major Transit Station Areas (which includes rapid transit Lines) and Regeneration Areas go hand and hand all together.	Respectfully, please do not move forward with any further considerations of Alternative Route "N-2" for reasons noted above and possibly others considered as part of regional staff and ultimately Regional Councils considerations.

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13	<p>The stop at Speedsville and Eagle should be present regardless of whether the route follows the 2011 route or comes down Maple Grove/Speedsville. That intersection is at the half way point on Eagle between King and Hespeler Rd. It has a light industrial area on the river side, and has a dense subdivision on the opposite side. It features many of the same qualities as other stops on LRT route. In addition, it features a rail linkage running up through Hespeler, providing an easy way of incorporating a Hespeler loop on the transit corridor in a future expansion phase, and onto Guelph, even further into the future.</p> <p>The Maple Grove/Speedsville option is suboptimal. The LRT already barely serves the Preston region with the stop some way from the King/Eagle intersection, with a small number of people and miniscule number of businesses within the 400/800m radii from the stop. Removing that stop would disadvantage Preston even further, and of the three town centres in Cambridge, it is Preston which is most in need of the revitalization aspects of the LRT.</p> <p>With regards to a GO Station, I would submit that the Dundas spur would provide a good southbound leg, while leaving Ainslie/Water as the northbound leg, as the narrow streets in downtown Galt aren't forced to support twin tracks, just as legs are split in Waterloo and Kitchener city centres.</p>	<p>The basic problem you have with Phase 2 is that for Cambridge, the Phase 2 route is pretty much entirely useless. You barely serve Preston and you miss Hespeler entirely. The only town centre you engage fully with is Galt, and that centre is already the most developed of the three and the least in need of a boost. By forcing the route down Hespeler Rd -- which I fully admit is really the only choice you've got for economic/ridership reasons -- you bypass pretty much everyone in Cambridge.</p> <p>In Preston's case, to go to Hespeler, you'd take a bus. Maybe you could ride stop or two on the LRT, but more likely, you just ride an iXpress between the town centres. To go to Galt, you do the same, an iXpress down Coronation and onto Ainslie. To go to the mall, if you're in walking distance of the LRT stop, then sure, take the LRT. Since the vast majority of Preston residents are not within such a distance, a bus up Bishop would be quicker and easier.</p> <p>In Hespeler's case, you just take an iXpress down Franklin to either the mall or Galt. To Preston, again you might take a bus to the LRT station at Hespeler/Pinebush/Eagle, ride for a stop and then transfer to another bus to go to your actual destination in Preston, or a direct iXpress to go from centre to centre with a lot less hassle.</p> <p>Galt can use the LRT to go to the mall and the Delta and the Smart Center. So, sure, plus for commercial retail outlets. To Preston or Hespeler, though, an iXpress up Coronation or Franklin would likely be faster.</p> <p>So, Phase 2 is necessary, but still manages to cover only a very small portion of transit needs in Cambridge.</p> <p>This means that your iXpress and local bus support system needs special care, because just saying "LRT" isn't going to bring in Cambridge riders. In fact, I rather think that you need to give</p>	<p>For the stop at Eagle/King, a foot bridge should be constructed over the Speed as part of the stop, to firmly link the stop to Riverside Park.</p> <p>Both Victoria and Waterloo parks have stops in close proximity, but Riverside park patron would need to walk from the stop, to King St, across the river, and then back along the road to the park's entrance.</p> <p>It'll be the next best thing to a kilometer before they make it very far inside -- not very welcoming to park patrons looking to transit to the park. A foot bridge would make the park more convenient to visit, as well as provide lovely scenic views.</p> <p>A foot bridge should also be constructed over the Grand at Warnock Street. I think Warnock should actually be close to road traffic and become a foot path only, like one of the roads in Kitchener downtown. A foot bridge there would easily link the Ainslie station to Dunsfield Theatre as well as Southworks and the Cambridge Sculpture Garden. I believe the city is already discussing such a bridge; coordinating with them might be beneficial.</p>

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		<p>more than a passing thought to "Phase 3" -- where the LRT is going to go in Cambridge after Phase 2 is complete. I'm sorry Cambridge's layout sucks, but it's the hand history has dealt us, and it's only in Phase 3 that the majority of Cambridge residents will actually have a practical use for the LRT.</p> <p>As such, regarding your "transportation and technical factors", please give careful consideration to how Phase 3 is going to run while you're planning Phase 2, to minimize the disruption and maximize the synergy between the phases. If making Phase 2 somewhat suboptimal in order to better accommodate an improved Phase 3, I think you should do it.</p> <p>Further, I don't think that Phase 2 should mean the end of the BRT. I think that since you won't be able to run the LRT into Preston and Hespeler this time around, I think that you should set up aBRT routes between the three town centres. Not LRT, but an upgrade from iXpress and still a real Rapid Transit system, with the queue jump lanes and traffic light trickery.</p> <p>You can't cover Cambridge adequately with LRT, so continue with the current mixed LRT/BRT rapid transit system. Only full rapid transit covering the majority of Cambridge residents will significantly increase Cambridge ridership.</p>	
14			<p>Recently our Board of Directors had the opportunity to attend the ION Phase 2 presentation at City Hall. This evening was very informative to all in attendance.</p> <p>We have reviewed and discussed the proposed, revised options currently on the table.</p> <p>We understand the challenges at hand in the King and Eagle area and know that there will be considerable expense to bring the LRT to the Preston Area. However, we feel that that is a vital part of the LRT's success and future intensification of our Core area.</p> <p>With the original Phase 2 proposal, two of the three Core areas would receive the benefit of this investment. Now with the new</p>

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			<p>routing, we feel that a great opportunity is being missed. There is a current development at the corner of William &amp; Eagle that was partially made more appealing due to the LRT stop right across the road. Having the LRT stop in the industrial area of Cambridge will not bring development or intensification. These are employment lands that will sell and continue the intended industrial sprawl. The LRT stop in Preston will do exactly what it was intended to do, build intensification in the "Preston Towne Centre" core. A possible option, that may be a cost effective way to bring service to our area, would be to bring the LRT down King Street, out Dunbar to Cambridge Centre and then down in to Downtown Galt. This is a huge undertaking to bring Phase 2 to reality, but we only have one opportunity to do it right. Please maintain a stop in the Preston area. We, and our future generations, will appreciate your vision.</p>
15	<p>As a Preston resident (I'm saying this to acknowledge my own bias and register that Prestonites really do want an LRT!), I would primarily like to voice my support for the council-endorsed location of the LRT stop in Preston which I believe--in terms of urban design, density, diversity of land uses and activity--is a transit-supportive location that has the potential to further develop into the kind of higher-density mixed-use node that would make the operation of an LRT sustainable. Within walking distance of the proposed location in Preston you find a diverse mix of commercial uses, employment areas, a variety of housing types and tenures, institutions (schools, a library, churches, a senior's centre) and importantly a regionally significant park--Riverside park, which is an important centre for local recreation, cultural life (as the site of Canada day fireworks, festivals, sports tournaments, etc.), access to trails and green space. I realize this decision comes further in the planning process, but I might even suggest naming the station "Preston-Riverside" and incorporating a pedestrian/cyclist bridge to the park in the station design. More useful information on the heritage value of Riverside to</p>	<p>Think about how this LRT and the surrounding area will re-enforce one another's success. Can people walk to the station (is there a permeable, human scale street network)? Bike to it? What is the existing mix of land use around the station? What is the development potential around the station in terms of lot sizes and how will this affect the viability of the LRT? How might station designs connect to existing amenities like parks? For the case of the Preston station, see my response to question 1.</p>	<p>This is an exciting and important project that I hope will serve to integrate the historic neighborhoods of Cambridge into the broader region.</p>

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	<p>Cambridge can be found here. Preston itself has small blocks, a walkable core and permeable street network and a number of trails and pathways that lead toward the proposed station location. In other words, the existing pattern of development would make it easy for people to walk or bike to the station, which is a key consideration if you want smart, integrated land use planning, transportation planning and urban design, consistent with provincial policy.</p> <p>Overall, Preston is already the kind of "complete community" planners so often want to build around transit -- by providing regional transit links to this area, you could incentivize living in this community with an already more sustainable urban form, instead of lower-density, less diverse auto-oriented parts of Cambridge.</p> <p>When thinking of the LRT as a city-building project, I think it's important to acknowledge the potential of the LRT to reinforce and enhance existing pedestrian activity and public life in Cambridge and to contribute to the ongoing evolution and revitalization of Preston. There are already higher density developments going up along Eagle street that could support transit, and I think this area of Preston has a number of other large, under-used lots that could be re-developed to achieve the higher densities of people and jobs needed to keep the LRT running. The LRT could serve as a catalyst for higher-density development in the area (making sure not to forget design quality--please no giant concrete boxes), which in turn could provide the population base to help sustain local businesses in the Preston core.</p>		
16	<p>For the Kitchener/North Cambridge section, I think that putting the Sportsworld station close to the current developments, while keeping it on the main east-west artery, provides the best balance between a walkable station and potential intermodal and intranet work linkages. This southwesterly route also gives the most direct approach to Cambridge.</p>	<p>After having seen the disruptiveness of the heavy rail grade separation required for Phase 1 of ION at Weber and at King (over \$50 million for road-only separation at Weber, equivalent to over 6% of the total cost of ION), I believe that we should work hard to avoid costly grade separations and rail crossings. As an example, should Phase 2 go from Eagle to Hespeler, we would</p>	

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<p>For South Cambridge, I believe the best option is that represented by Option 3. It is the most direct route by far, giving the flexibility to have split north/south rail locations if desired. I also like the idea of having the three stops in Galt located at the roads which cross the river, for the most effective cross-river connectivity and development-enabling potential. This would mean moving the Ainslie terminal functions to the new Main St terminus, or one stop north, but I believe the benefits of direct routes and the most walkable station areas and simplest transit connections are paramount.</p>	<p>introduce 2 heavy rail crossings, rather than have ION hook south from Eagle and then west to Hespeler, hugging the heavy rail without crossing it, and only moving the station from that route slightly, yet with great cost savings.</p> <p>Considering the cost of track crossing, in the Kitchener/North Cambridge route options map, we see that unless we follow King Street, we risk introducing tens if not well over \$100 million of costs purely in rail-rail interaction costs. As Phase 1 comes online, we will also see the impact in time and route alignments of straying from direct routing, especially between the Borden and Fairview Stations. I would strongly advise that in the interest of cost savings, time savings, we do not consider only Hespeler for the middle segment.</p> <p>Is Hespeler primed for redevelopment? In some ways yes, but we still have yet to see a full transition in Canada from a heavily auto-oriented strip mall of purely commercial uses to either residential or other more pedestrian friendly uses. I would suggest strongly that we consider not only staying southwest of Highway 8 and the rail corridor when following K2/K3 to a King/Sportsworld stop, but taking King straight on down to South Cambridge Option 3. With respect to GO transit, this would enable easy connection to any GO station located on either of the two rail segments which cross the river, either at a direct station for the southern rail, or by short walk to the Delta station. The direct nature of this overall LRT routing would make travel between Cambridge and the other cities far more appealing, and would make the GRT “ribs” of the LRT “spine” far more appealing, as the spine would be the most direct and reliable connection possible, helping to overcome aversion to transfers, especially in transit-hesitant Cambridge. The dense grid network heading south from Preston would make greatest allowance for cars, pedestrians, and bikes to have alternative routings from the main LRT-occupied route. But perhaps the best reason to avoid Hespeler Rd and the potential Speedsville/Maple Grove alignment is that we already have transit there, roughly, in the form of ION aBRT. Imagine: we take the incredibly car-oriented Hespeler, and keep the aBRT infrastructure. We use the funds</p>	


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		<p>saved from incredibly costly rail crossings, especially were we to have a corkscrew/bridge/rail crossing as we would need in turning east at Preston, and use it to enhance the public transit bus accommodation on Hespeler. Give full bus lanes to ION aBRT, making it close to, if not actually full BRT. Take it up into the Speedsville/Maple Grove area, as a parallel network to the future ION down King, giving Cambridge the densest rapid transit network, a hub station for future east side lands development, and in giving dedicated lanes to not just GRT but also Greyhound and GO, we create the opportunity for GO-train-pre-emptying-proof of service GO bus routes down Hespeler to become even more efficient (as well as Greyhound), possibly allowing for a convincing reason to move (with Rapid Transit connections) primary Greyhound and GO connections closer to the 401, in Cambridge. Talk about taking Cambridge from the back of the bus to the head of the pack when it comes to GRT and rapid transit! We would also now open ourselves to extending this aBRT/BRT platform to rise along the west edge of Kitchener, creating a strengthened west-side iXpress or aBRT/BRT parallel platform to ION. With lessons learned from creating bus lanes and stronger bus infrastructure here, we would be better prepared to implement bus-only lanes on University and/or Columbia, one of the densest transit corridors outside of the Central Transit Corridor.</p> <p>This is a once-in-a-century opportunity to help guide Cambridge to a true renaissance, to guide it to being as much as a beacon in the region as Waterloo and Kitchener have been in media of late, helping it to have a rebirth as Kitchener has had, rather than to see it atrophy and be more like a Leamington. Change will happen either way, and in neither case it will be overnight, but let us take the time now to ensure that these changes are of the highest quality for a renewed Cambridge as a strong pillar for our region's future.</p>	
17			<p>1. The Stage 2 ION project should not proceed until the Region receives 100% funding from the Federal and Provincial governments, similar to Mississauga and Hamilton. Regional</p>

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		<p>taxpayers will be burdened with significantly higher taxes arising from the Stage 1 program alone, and cannot afford any further tax increases arising from the Stage 2 project. It is encouraging that both the Federal and Provincial governments are viewing local transit projects in a much different light than was the case when the funding program for the current ION project was finalized. Hopefully, full external funding may be possible.</p> <p>2. It is my belief that the current KW Stage 1 ION project will suffer from a lack of transit stops along its route....the current design leaves too much distance, in a lot of instances, between train stops. The walking distance to stops will be too great for most users, which will result in decreased use due to inconvenience. My experience, in looking at LRT systems in various European cities, is that stops are more frequent within urban areas leading to increased use and efficiency. The term "Rapid Transit" should not be used so widely, in my opinion, as it has the connotation of something "fast moving". To the contrary, in European cities the LRT systems actually move at slower speeds and have frequent stops. Their efficiencies come from having dedicated corridors (tracks) with preferred rights of way over other vehicles. It is only outside of the urban areas that LRT systems speed up and have fewer stops (example: Town-to-Town connections, like we will have from Kitchener to Cambridge). Don't make the same mistakes in the Stage 2 program that may have been made in Stage 1.</p> <p>3. What I see in the current "endorsed Stage 2 ION Plan" is a lack of stops that will lead to reduced efficiency due to a lack of convenience for users. Please consider adding stops at the following locations to supplement those already shown:</p> <p>a. River Road/Freeport: a stop between Fairview and Maple Grove is needed to serve users in the Chicopee/River Rd areas, as well as the Freeport Hospital. River Rd is planned to be extended across Highway 8 into the Hidden Valley and the Wilson Avenue industrial areas, which will generate traffic to the ION system. A stop is needed in</p>

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		<p>this area.</p> <ul style="list-style-type: none"> <li>b. Fountain Street/Toyota: a stop should be considered in the area of Fountain Street and the Toyota plant. The distance between the Maple Grove stop and Eagle Street stop is far too great to provide any efficiencies for users, especially those people who work in this large industrial area.</li> <li>c. Eagle Street/Concession: a stop is needed on Eagle St between the King St stop and the Hespeler Rd stop. The large residential community, south of Eagle St and surrounding Concession St, will be hard pressed to find access to either the King St or Hespeler Rd stations very convenient.</li> <li>d. Hespeler Rd/Sheldon: an additional stop should be considered on Hespeler Rd, between Eagle/Pinebush Rd station and Cambridge Centre Mall station, for the busy Hespeler Rd corridor. The logical location for an intermediary stop would be at Sheldon Dr.</li> <li>e. Water St/Parkhill: an additional stop is needed along the Water St route. One stop between Coronation Dr/Dundas and the Ainslie St Terminal is insufficient for this busy corridor. The logical location, in my opinion, would be at Parkhill Rd, where people from the west side could cross the Parkhill Rd bridge and catch the LRT to KW or other destinations in Cambridge. It would also provide a convenient access point for the large residential community along the George St extension and the west side of Galt.</li> </ul>

## Appendix A – Promotional Material for PCC No. 1 - Copy of notice from Waterloo Region Record

R0013551697



Region of Waterloo

# Public Notice

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**We Want To Hear From You  
On These Upcoming Events In Your Area!**

**Stage 2 ION  
Light Rail Transit from Kitchener to Cambridge  
Public Consultation Centres**

Wednesday, November 18, 2015  
2:00 to 8:00 p.m.  
Cambridge City Hall – Bowman Room  
50 Dickson Street, Cambridge

Thursday, November 19, 2015  
4:00 to 8:00 p.m.  
Kingsdale Community Centre  
72 Wilson Avenue, Kitchener

For more information, visit [www.stage2ION.ca](http://www.stage2ION.ca) or contact:  
TJ Flynn at [TFlynn@regionofwaterloo.ca](mailto:TFlynn@regionofwaterloo.ca) or 519-575-4757 Ext. 3095

**Grand River Transit Northfield Drive Facility  
Preliminary Design and Municipal Class Environmental Assessment**

The Regional Municipality of Waterloo is undertaking the Preliminary Design and Municipal Class Environmental Assessment (Class EA) Schedule 'C', study of a new transit facility at 300 and 350 Northfield Drive in the City of Waterloo.

Any parties that wish to comment on or to be involved in the Class EA study should indicate their interest, preferably in writing to:  
Jerry Biersteker, Senior Project Manager, [jbiersteker@regionofwaterloo.ca](mailto:jbiersteker@regionofwaterloo.ca).

**Notice of Public Consultation Centre - Management of Hauled Wastewater**

The Regional Municipality of Waterloo (Region) is undertaking a study to evaluate alternative sites and select the preferred site for the location of a facility to manage hauled wastewater that is produced in the Region.

A detailed evaluation of the sites has been undertaken and will be presented at Public Consultation Centres (PCCs), which have been scheduled to receive input and comments from interested members of the public, as follows:

<p>Wednesday, December 9, 2015 5:00 to 7:00 p.m. St. Matthew Catholic School 405 Pastern Trail, Gymnasium Waterloo</p>	<p>Thursday, December 10, 2015 5:00 to 7:00 p.m. St. Kateri Tekakwitha Catholic School 560 Pioneer Drive, Gymnasium Kitchener</p>
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For further information please contact: Dave Arsenaault, M.Sc., P. Eng., Senior Project Engineer,  
519-575-4757 Ext. 3682 or [darsenaault@regionofwaterloo.ca](mailto:darsenaault@regionofwaterloo.ca).

The full details of these notices and contact information is available on our Public Notices webpage at [www.regionofwaterloo.ca](http://www.regionofwaterloo.ca). Click on the Public Notices link in the top right of the homepage.

If you have any trouble viewing this information or wish to obtain a full copy of any Public Notice, please contact the Regional Clerk's office at 519-575-4400 or email [regionalclerk@regionofwaterloo.ca](mailto:regionalclerk@regionofwaterloo.ca).

## Appendix B – Public Consultation Centre No. 1 Boards

The display material can be accessed on the project's website: [www.stage2ION.ca](http://www.stage2ION.ca)