Welcome

Stage 2 ION: Light Rail Transit (LRT) from Kitchener to Cambridge
Public Consultation Centre (PCC) No. 4

Please Sign-in

Holiday Inn  May 8, 2018 – 4:00 to 8:00 pm
Preston Memorial Auditorium  May 9, 2018 – 4:00 to 8:00 pm
Hamilton Family Theatre  May 10, 2018 – 4:00 to 8:00 pm
Why LRT?

ION is the foundation for the Regional Official Plan objectives:

- **Enhance natural environment**
- **Provide greater transportation choice**
- **Protect farmland**
- **Ensure overall coordination and communication**
- **Foster strong economy**
- **Build vibrant urban places**

LRT will:
- Help contain urban sprawl
- Protect environmentally-sensitive areas
- Preserve farmland and the rural lifestyle
- Move people; create transportation choice
How will LRT shape our community?

As the Region of Waterloo grows there will be greater demand for more housing options, and supporting facilities, amenities and services.

Building more compact, higher density communities is key to accommodating growth while making efficient use of existing infrastructure, preserving natural areas, and protecting farm land and drinking water.

LRT requires a mix of land uses with medium to high density. Stage 2 ION will support the concentration of existing and planned residents and jobs. Below are maps showing the density of people and jobs per hectare:
What is the purpose of today?

- Hear your feedback
- Provide an overview of comments received at PCC No. 3 and how these have provided input to the route evaluation process
- Explain how the alternative routes were compared in the various segments
- Present the Project Team Preliminary Proposed Route (2018)

The study has not yet advanced to the stage where individual property impacts are known.

Further details will be available at a future public meeting in 2019.
How will my input be used?

Your comments are important and will be used to:

- Identify issues that need further consideration during the preliminary design stage
- Verify study area conditions and constraints to reduce impacts

Please provide feedback by:

- Speaking with a project team member
- Submitting your comments at this PCC
- Sending an email
- Completing our online survey

Feedback must be received by **May 24, 2018**
Study Timeline

Activities Completed

<table>
<thead>
<tr>
<th>Fall 2015</th>
<th>Winter 2017</th>
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<tr>
<td>Develop alternative design concepts and establish evaluation criteria</td>
<td>Evaluate alternatives and identify Preliminary Potential Route (2017)</td>
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PCC No. 1

PCC No. 2

- June 2018
  - Project Team Preliminary Proposed Route (2018) to Regional Council for Endorsement

- Early 2019
  - Complete preliminary design and identify property requirements

- Spring 2019
  - Present the Preferred Route and Business Case to Regional Council for Endorsement

- Fall 2019
  - File the Environmental Project Report for public review and complete the Transit Project Assessment Process

- Fall 2017
  - Identify additional and refined route options based on PCC No. 2 feedback

PCC No. 3

- Spring 2018
  - Complete evaluation and present updated Project Team Preliminary Proposed Route (2018)

PCC No. 4

Regional Council

PCC No. 5

We are here
PCC No. 3 – Feedback on New Alternatives

ATTENDANCE: 383 members of the public over the three sessions

COMMENTS:
- 269 in person comment sheets
- 87 maps with suggested routes
- 39 maps with suggested routes
- 143 online submissions & emails

KITCHENER

Opportunities
- New alternative K3b provides a more direct route, no traffic impact between River Road and King Street, and shorter travel time.
- New alternative K3b has a shorter crossing of Grand River, and proximity to Highway 8 could reduce environmental impact.
- New alternative K3b has less property impact.

Concerns
- New alternative K3b does not provide for potential future station near Grand River Hospital.
- Potential impacts on Hidden Valley Road and adjacent environmental features, additional traffic on River Road extension.
- Traffic impacts on King Street, particularly in Sportsworld/Deer Ridge area – prefer alignment following CP Rail corridor.

NORTH CAMBRIDGE

Opportunities
- Most new alternative routes lessen property impacts along Eagle Street and/or in the core of Preston.
- Station in Preston allows for growth, redevelopment and renewal.
- Maintains access to LRT for residents, encourages urban renewal and supports businesses in Preston.
- New alternative routes using the abandoned CP Rail spur rather than Eagle St. North reduce property and traffic impacts.

Concerns
- Existing congestion on Preston roadways, impacts to businesses during construction.
- Property, heritage and community impacts in Preston, visual impact of elevated LRT on Shantz Hill Road.
- Potential impacts on floodplain areas, wildlife and existing trail network.
- Some alternatives cross Riverside Park and/or affect the King Street entrance to the Park.

SOUTH CAMBRIDGE

Opportunities
- S3c-S3d route alternatives significantly reduce property impacts on Beverly Street.
- Opportunity to preserve and/or relocate multi-use pathway along Mill Creek.
- Opportunity to effectively integrate all modes in downtown Cambridge (vehicle, bus, LRT).
- Opportunity to provide better coverage to south and west (across the Grand River) with T2 or T3.

Concerns
- Property impacts and loss of affordable housing along Beverly.
- Impacts to heritage buildings along Beverly.
- Traffic congestion, lack of parking and potential barrier to river at T2 (Bruce Street).
- Need for a new facility at T2 or T3, versus maintaining existing Ainslie Street terminal (T1).

Legend
- Preliminary Potential Station (2017)
- Preliminary Potential Route (2017)
- Rail Corridor
- Areas Under Review at PCC No. 3
What was used to compare routes?

The evaluation criteria are based on the Regional Official Plan objectives and input received from public consultation. They are consistent with the original evaluation presented at PCC No. 2 in Spring 2017.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<tbody>
<tr>
<td>Transportation</td>
<td>• Ability to Serve Multi-Modal Nodes</td>
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<td>• Impact on Traffic Operations</td>
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<td>• Engineering Challenges</td>
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<td>• Potential Ridership</td>
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<td>• Integration with Local Transit Service (for Downtown Cambridge Terminal Station options)</td>
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<td>• Properties Impacted</td>
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<td>• Cultural Heritage Impacts</td>
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<td>• Transit and Pedestrian Supportive Land Use Policy</td>
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<td>Natural Environment</td>
<td>• Impact on Floodplains</td>
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<td>• Impact to Significant Natural Features</td>
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<td>Economic Environment</td>
<td>• Ability to Serve Concentrations of Employment (existing and future)</td>
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<td>• Opportunity for Intensification and Revitalization</td>
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<td>• Cost (Capital and Operating)</td>
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The additional route alternatives were compared against the Preliminary Potential Route (2017) from PCC No. 2.
A cultural heritage inventory has been completed for the study area, including the new alternatives presented at this PCC. The inventory identified all cultural heritage resources located in proximity to the route alternatives, including:

- Nationally significant properties
- Properties designated under Part IV or Part V of the Ontario Heritage Act
- Properties listed on a Municipal Heritage Register (City of Cambridge and City of Kitchener)
- Candidate properties identified by the heritage specialist during the field survey as having potential cultural heritage value or interest

Potential impacts to cultural heritage resources could include removal, alteration, isolation, shadows, or temporary impacts due to construction. Design refinements will be explored to reduce these impacts throughout the study area during the Preliminary Design phase. Examples of cultural heritage resources along the alternative routes:

- 154-156 Eagle St. S (ARA Architects)
- Water St., Galt (ARA Architects)
- 125 Beverly St. (ARA Architects)
How did we approach the evaluation process?

Alternatives were evaluated in six areas:

1. KITCHENER (F-K)
2. NORTH CAMBRIDGE (N3)
3. KITCHENER TO CAMBRIDGE (J)
4. NORTH CAMBRIDGE (E)
5. SOUTH CAMBRIDGE (S3)
6. SOUTH CAMBRIDGE TERMINAL (T)

An alternative has been brought forward by a group of local residents to be evaluated separately from the other segments.
What would it look like at street level?

Centre running LRT with two-way general traffic (four lane)

Centre running LRT with two-way general traffic (two lane)

Side running LRT with one-way traffic

LRT traveling adjacent to existing rail corridors

Off-street LRT with multi-use trail

Two-way mixed-use – LRT and general traffic (two lane)

LRT adjacent to Highway 8 – north of Grand River

LRT adjacent to Highway 8 – south of Grand River

LRT on structure

Final cross-sections and dimensions will be confirmed during the design process. Not all roadway elements are shown here (e.g. utilities, landscaping, bus shelters).
An alternative to King Street has been proposed by a group of local residents. 

**Alternatives – Kitchener (F-K)**

### Potential Property Impacts

<table>
<thead>
<tr>
<th>Properties Impacted*</th>
<th>Potential Full Buyout</th>
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<tbody>
<tr>
<td>F2a-K2</td>
<td>15-20</td>
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<tr>
<td>F2b-K3b</td>
<td>8-13</td>
</tr>
</tbody>
</table>

*Total, including partial and full buyout

- **F2a-K2**: 15-20
- **F2b-K3b**: 8-13

- Grand River Hospital – Freeport Campus is and will continue to be serviced by GRT bus from the Fairway Station.
- K3b crosses over the Highway 8 exit ramp on a structure, and then rejoins King Street in the centre median.
- K2 has more property and traffic impacts on King Street than K3b.
- The alignment is contained within the approved River Road extension corridor to avoid environmentally sensitive areas.
- LRT will be adjacent to Highway 8; potential property impacts are for grading at the property line.
- LRT will run on an independent structure along the west side of Highway 8, and will fully span the river and be elevated through the valley to minimize environmental impact.

- Alternatives connect to Stage 1 LRT at Fairway Station.
- K2 has more property and traffic impacts on King Street than K3b.

- An alternative to King Street has been proposed by a group of local residents.
Evaluation Results – Kitchener (F-K)
Fairway Station to King Street at Sportsworld Crossing Drive

F2a-K2: River Road Extension, King Street

NOT PREFERRED
✓ Less impact to natural features
✘ More properties impacted
✘ More traffic impacts on King Street
✘ Longer travel time
✘ More expensive to build, operate, and maintain

F2b-K3b: River Road Extension, Parallel to Highway 8, King Street

PREFERRED
✓ Shorter travel time
✓ Lower traffic impacts on King Street
✓ Fewer properties impacted
✓ Fewer cultural heritage resources impacted
✓ Less expensive to build, operate, and maintain
✘ More impacts to natural features
North Cambridge - additional route alternatives considered following PCC No. 3

- **Q1** is a refinement to the Q alternative crossing the Speed River and wetland on a diagonal to reduce property impacts.
- **P3** crosses the Speed River on a diagonal with piers on existing land masses to minimize environmental impacts while reducing property impacts.
- **M3** runs on a structure over Riverside Park and the Speed River on the north side of the existing CP rail corridor.
- **P4** reduces property impacts, reduces traffic impacts, eliminates a bend, and creates opportunities for an off-street LRT station.
North Cambridge - eliminated route alternatives

Legend
- Preliminary Potential Route (2017)
- Route Alternatives Presented at PCC No. 3
- Route Set Aside Following Initial Review
- LRT Station on Preliminary Potential Route (2017)
- Regulatory Floodplain
- Significant Environmental Features

- Z eliminated, no positive/beneficial tradeoff versus "Y" and "X" alternatives
- M1 eliminated after confirming that it must be elevated across entire park
- M eliminated following discussion with MTO regarding ramp operations/safety and required setback from right-of-way
- M2 eliminated after confirming there is not adequate space between CP Rail and the existing condominium building
- M1 eliminated after confirming it must be elevated across entire park
- M2 eliminated due to three CPR crossings and elevated station location
- P-P1 eliminated, no improvement over O-L if traffic lanes maintained
- P-P2 eliminated, property impacts at mill, slower than P3 and Q1 with no added benefit
- North Cambridge - eliminated route alternatives

Future Highway ramps by MTO
Alternatives – North Cambridge (N3)

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<tbody>
<tr>
<td>N3 30-40 20-25</td>
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<tr>
<td>N3a 30-40 10-15</td>
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<td>N3b 30-40 10-15</td>
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<tr>
<td>N3c 25-35 10-25</td>
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<tr>
<td>N3d 30-40 10-15</td>
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<tr>
<td>N3e 25-35 10-25</td>
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*Total, including partial and full buyout

N3b follows Fountain Street and King Street, and therefore has some traffic impact and slower travel time.

All alternatives cross the Speed River and floodplain on structures; walking trail network can be accommodated.

Gated crossing of southbound King Street would impact traffic flow.

Reduction of property impacts was one of the key goals of exploring alternatives.
• The route is shown wider here because more analysis and design is needed to confirm the final alignment

• Cultural heritage and property impacts will be considered further

• Yellow shading shown for potential property impacts, direct or indirect, of works required to implement the project

• Alignment and station location will be confirmed during preliminary design then presented in 2019

• Where possible buildings will be preserved
Evaluation Results – North Cambridge (N)

N3: Shantz Hill, across Speed River, Moore Street, Eagle Street (Preliminary Potential Route 2017)

NOT PREFERRED
✓ Fewer commercial properties impacted
✓ Lower traffic impacts on King/Eagle than N3b and N3d
✓ Least impact to natural features due to shortest crossing of the Speed River and floodplain
✓ Less expensive to build
✘ Highest number of residential properties impacted and the most full buyouts
✘ Longer travel time

N3a: Same as N3, except running in mixed traffic on Eagle Street

NOT PREFERRED
✓ Fewer full buyouts than N3
✓ Least expensive to build
✓ Least impact to natural features due to shortest crossing of the Speed River and floodplain
✘ Highest number of residential properties impacted
✘ Longest travel time

N3b: Shantz Hill, Fountain Street, King Street

NOT PREFERRED
✓ Fewest full buyouts, fewest residential properties impacted
✓ Less expensive to build than N3c, N3d and N3e
✓ Least impact to natural features due to use of existing roadways
✘ Highest number of total properties impacted
✘ Highest traffic impacts on Fountain Street and King Street
✘ Longer travel time due to length and slower average speed

N3c: Shantz Hill, across Speed River “islands”, through King/Eagle/Queenston/Chopin block to Eagle Street

NOT PREFERRED
✓ Fewest properties impacted and fewer full buyouts than N3
✓ Least impact on traffic, particularly King/Eagle intersection
✓ Shorter travel time (similar to N3e)
✘ Most expensive to build
✘ Highest impacts to the Speed River

N3d: Shantz Hill, across Speed River, behind properties, King Street

NOT PREFERRED
✓ Fewer full buyouts than N3; similar to N3a and N3b
✓ Shorter travel time
✘ Highest number of properties impacted
✘ Highest impact to natural features
✘ More expensive to build than N3

N3e: Shantz Hill, across Speed River, along river valley, through King/Eagle/Queenston/Chopin block to Eagle Street

PREFERRED
✓ Fewest properties impacted, fewer full buyouts than N3
✓ Least traffic impacts
✓ Shortest travel time
✘ More impacts to natural features than N3
✘ More expensive to build than N3
Shantz Hill LRT Bridge Concept

Conceptual rendering of the Shantz Hill LRT structure shown here to demonstrate how it could work. Final alignment and appearance to be confirmed during preliminary and detailed design.

Traffic passes under the LRT tracks, eliminating traffic impacts on Fountain Street.

Shantz Hill is quite steep so the LRT tracks won’t follow the grade of the hill.
An alternative has been brought forward by a group of local residents to be evaluated separately from the other segments. The route was refined to reduce major impacts.
Evaluation Results – Alternative J

F2b-K3b-N-N3e: River Road extension, parallel to Highway 8 and King Street

PREFERRED

✓ Higher ridership potential
✓ Sportsworld station is centrally located within commercial and employment zone
✓ Less expensive to build, operate and maintain
✓ Best supports transit and pedestrian goals and policies
✘ More properties impacted and more full buyouts

Alternative J: River Road extension, parallel to Highway 8 on east side and CP corridor

NOT PREFERRED

✓ Lower traffic impacts
✘ Lower ridership potential
✘ Sportsworld station is further from residential and commercial developments
✘ Sportsworld station is less accessible to vehicles and pedestrians
✘ Least compatible with Region and city transit and pedestrian goals and policies
✘ More expensive to build, operate and maintain
Alternatives – North Cambridge (E)

**Legend**
- Preliminary Potential Route (2017)
- Project Team Preliminary Proposed Route (2018)
- LRT Station
- Potential Property Impacts
- Regulatory Floodplain
- Significant Environmental Features

**Potential Property Impacts**

<table>
<thead>
<tr>
<th>Properties Impacted</th>
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<tbody>
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<td>40-50</td>
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<tr>
<td>E2</td>
<td>20-25</td>
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*Total, including partial and full buyout

- E1 and E2 use CP Rail line (no longer in use)
- E2 is fastest because it has a higher operating speed
- E1 and E2 result in some impact to significant environmental features
- E1 and E2 require grade separation of LRT only over CP rail
- C1a and E1 likely require grade separation of LRT and Eagle Street over CN Rail
- E2 requires grade separation with the CN Rail corridor, then follows a railway spur to Eagle Street
Evaluation Results – North Cambridge (E)

C1a: Eagle Street

- Least impact to natural features
- Least expensive to operate and maintain due to shorter route
- Highest traffic impacts
- Highest number of properties impacted and most full buyouts

E1: Rail spur, Speedsville Road, Eagle Street

- Fewer properties impacted and full buyouts than C1a
- Less traffic impact than C1a
- More traffic impact than E2
- More properties impacted and full buyouts than E2
- Most expensive to build

E2: Rail spur

- Fewest properties impacted and full buyouts
- Shortest travel time
- Best location for LRT-over-CN Rail grade separation
- Least expensive to build
- Highest impacts to natural features east of Speedsville Road
- More expensive to operate and build due to route length
5 Alternatives – South Cambridge (S3)

Legend
- Preliminary Potential Route (2017)
- Project Team Preliminary Proposed Route (2018)
- LRT Station
- Alternative LRT Station
- Potential Property Impacts
- Regulatory Floodplain
- Significant Environmental Features

Potential Property Impacts

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<td>S3c</td>
<td>30-40</td>
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<tr>
<td>S3d</td>
<td>25-30</td>
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*Total, including partial and full buyout

Property impacts along Beverly Street for S3a and S3b would be primarily full takings.

Property impacts (S3c & S3d) would be primarily partial impacts to rear lot, S3c & S3d avoid impacts to built heritage resources along Beverly Street.

Mill Creek Trail to be adjusted with S3c, relocated to the east side of Mill Creek with S3d.

An additional station at Main Street is provided with the T2 or T3 alternative in downtown Cambridge to provide access to LRT from a larger area, T1 is too close to Main Street to add another station.

Property impacts along Beverly Street for S3a and S3b would be primarily full takings.

Properties Impacted:
- S3a: 45-55
- S3b: 25-30
- S3c: 30-40
- S3d: 25-30

*Total, including partial and full buyout.
Evaluation Results – South Cambridge (S3)

S3a: Beverly Street

**NOT PREFERRED**

- ✓ No significant impact on traffic operations, no new signalized intersections required
- ✓ No changes to Mill Creek Trail
- ✗ Highest number of properties impacted and full buyouts
- ✗ Highest number of cultural heritage resources impacted
- ✗ Longest travel time
- ✗ Most expensive to build

S3b: Beverly Street, side running with Beverly as one-way

**NOT PREFERRED**

- ✓ Fewest properties impacted
- ✓ Less expensive to build due to reduced property acquisition
- ✓ No changes to Mill Creek Trail
- ✗ More full buyouts than S3c and S3d
- ✗ Longest travel time
- ✗ Highest traffic impacts due to Beverly Street one-way conversion
- ✗ More cultural heritage resources impacted than S3c and S3d

S3c: Along Mill Creek, walking trail on west side of Mill Creek

**NOT PREFERRED**

- ✓ Fewer properties impacted and fewer full buy-outs
- ✓ Fewer cultural heritage resources impacted
- ✓ Shortest travel time
- ✓ Least expensive to build
- ✗ Located closer to Mill Creek and beside Mill Creek Trail

S3d: Along Mill Creek, walking trail on east side of Mill Creek

**PREFERRED**

- ✓ Fewest properties impacted and full buy-outs
- ✓ Fewer cultural heritage resources impacted
- ✓ Shortest travel time
- ✓ Less expensive to build
- ✗ Located closest to Mill Creek and relocates Mill Creek Trail
# Alternatives – South Cambridge Terminal (T)

T1 is the existing Ainslie Street Terminal, it is the most centrally located to downtown Cambridge but would require some reconstruction to accommodate LRT and improve passenger transfers.

Proximity of T2 to the new pedestrian bridge and waterfront walking trail improves access to LRT for potential riders on west side of Grand River, however narrow streets could introduce design challenges for bus facilities.

T2 and T3 would require a small on- or off-street bus facility to optimize transfers, and a driver's facility.

This new pedestrian bridge will soon be open for public use.

Design of bus interface at T3 is challenging due to grade differences between Wellington, Concession and Ainslie streets, however more land is available for off-street bus platforms.

An additional station at Main Street is provided with the T2 or T3 alternative to provide access to LRT from a larger area; T1 is too close to Main Street to add another station.

### Potential Property Impacts

<table>
<thead>
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<tr>
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<td>10-15</td>
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<tr>
<td>T3</td>
<td>10-15</td>
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**Legend**
- Preliminary Potential Route (2017)
- Project Team Preliminary Proposed Route (2018)
- LRT Station
- Alternative LRT Station
- Potential Property Impacts
- Regulatory Floodplain
- Significant Environmental Features
# Evaluation Results – South Cambridge Terminal (T)

**T1: Wellington Street, Ainslie Street Terminal**

- NOT PREFERRED

  ✓ Centrally located and provides good access to the core
  ✓ Good connectivity for passengers transferring to/from LRT
  ✓ Least expensive to build and maintain, route is shorter and terminal site already in place

  ✗ Less efficient for bus operations with more travel through the city core
  ✗ Requires redevelopment of existing terminal site to properly integrate LRT

**T3: Wellington Street, new Terminal on Wellington Street at Concession Street; additional station at Main Street**

- NOT PREFERRED

  ✓ Better access to the core area due to additional station
  ✓ More pedestrian-friendly on-street LRT-bus connections
  ✓ Opportunity to streamline bus routes, improve efficiency and reduce travel time

  ✗ More properties impacted than T1
  ✗ More expensive than T1 to build, operate, and maintain

**T2: Wellington Street, Bruce Street, new Terminal on Bruce Street at Water Street; additional station at Main Street**

- PREFERRED

  ✓ Best access to the core area due to central location and additional station
  ✓ Better access from west side of the Grand River via pedestrian bridge
  ✓ More pedestrian-friendly on-street LRT bus connections
  ✓ Most supportive of Region and city pedestrian goals and policies
  ✓ Opportunity to streamline bus routes, improve efficiency and reduce travel time

  ✗ Most expensive to build, operate and maintain
  ✗ Highest number of properties impacted
What could the GRT Bus network look like?

This figure shows how the GRT network could be routed through Downtown Cambridge to provide connections with LRT:

• All bus routes in Downtown Cambridge would continue to connect to each other, while also connecting at the Downtown Cambridge LRT station. Stops would be on street or in the LRT station area to enable convenient transfers. Routes would continue to be scheduled to connect.
• “Through-routing” of buses in this area instead of ending all routes at a terminal could reduce transfers, reduce duplication in routing (thereby improving operating efficiency) and increase bus frequency.
• Bus layover and driver’s facilities could be moved out of Downtown, providing redevelopment opportunities.

This is an illustration of a modified bus network that could be introduced with any of the Downtown Cambridge LRT concepts. It applies only to bus routes in southern Cambridge that currently use the Ainslie Terminal. Any potential bus route changes would be subject to public consultation and Council approval before implementation.
Route refinements based on feedback

Compared to the Preliminary Preferred Route (2017) presented at PCC No. 2, the Project Team Preliminary Proposed Route (2018):

- 3 minutes faster
- 60 fewer property impacts
- 70 fewer full property buyouts
- 33 fewer Built Heritage and Cultural Landscape Resources affected

What we heard: Impacts to residential properties and potential loss of affordable housing along Beverly Street.
What we did: The S3d alternative runs adjacent to Mill Creek, relocating the walking trail to the east side of Mill Creek minimizes impacts to the back of lots along Beverly Street.

What we heard: Add a station at Grand River Hospital – Freeport Campus.
What we did: This location is not a good candidate for an infill station due to low redevelopment potential, poor connectivity to surrounding area, and distance from the Freeport Campus. GRT is seeking to implement an express bus from Fairway to better serve patients needs.

What we heard: Property and traffic impacts along Eagle Street North.
What we did: E2 refinement suggested by the public runs along the abandoned CP spur, reduces property and traffic impacts and significantly improves travel time.

What we heard: Property and traffic impacts along King Street.
What we did: Significantly reduced impacts to the residential area by running along the River and crossing through the block south-west of King/Eagle.

What we heard: Concerns about traffic and property access along King Street near Sportsworld.
What we did: Evaluated an additional alternative (Alternative J) that was brought forward by local residents. While it reduced traffic and property impacts along King Street, the Sportsworld station is located a significant distance from existing and planned commercial and residential lands, in an area which will see limited future development. In addition, the estimated capital cost is significantly higher (~$47M higher) than the Preliminary Potential Route (2017).

What we heard: Additional traffic congestion along Eagle and King streets with N3/N3a alternatives.
What we did: The N3e refinement avoids Eagle St. S. and introduces the opportunity for an off-street LRT station.

What we heard: Impacts to residential properties along Eagle and Moore streets.
What we did: Evaluated an additional alternative (Alternative J) that was brought forward by local residents. While it reduced traffic and property impacts along King Street, the Sportsworld station is located a significant distance from existing and planned commercial and residential lands, in an area which will see limited future development. In addition, the estimated capital cost is significantly higher (~$47M higher) than the Preliminary Potential Route (2017).

What we heard: Impacts to residential properties along King Street, and significantly reduces travel time.

What we heard: Additional traffic congestion along Eagle and King streets.
What we did: Relocating the Downtown Cambridge terminal promotes urban growth in the area, expands the reach of the LRT and allows for better transfers between LRT and GRT buses.

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</thead>
<tbody>
<tr>
<td>2017 Route</td>
<td>220-260</td>
<td>95-120</td>
</tr>
<tr>
<td>2018 Route</td>
<td>180-220</td>
<td>45-60</td>
</tr>
</tbody>
</table>

*Total, including partial and full buyout

Legend
- Preliminary Potential Route (2017)
- Project Team Preliminary Proposed Route (2018)
- LRT Station
- Rail Corridor
- Potential Property Impacts
- Potential GO Station Location
The need for additional stations will be examined, and local bus stops and intermodal connections (GRT, GO Transit, intercity coach and commuter parking) will be determined; GRT will develop changes to bus routes to interface with LRT service.

Reduced localized impacts to environmental features will be developed.

Alignment and station at King/Eagle will be further examined to reduce property impacts, maximize pedestrian access and ease of bus transfers.

Potential Property Impacts

<table>
<thead>
<tr>
<th>Properties Impacted*</th>
<th>Potential Full Buyout</th>
</tr>
</thead>
<tbody>
<tr>
<td>180-220</td>
<td>45-60</td>
</tr>
</tbody>
</table>

* Total, including partial and full buyout

Legend
- Project Team Preliminary Proposed Route (2018)
- LRT Station
- Rail Corridor
- Potential Property Impacts
- Potential GO Station Location
What happens next?

- Project Team to review all public feedback and incorporate any new information
- Planning and Works Committee (June 19) – Present the Project Team Preliminary Proposed Route (2018) for Committee consideration
- Pending Council Endorsement of a preferred route the preliminary design (including station locations/names) and the identification of the associated property requirements will be completed
- Prepare the business case for the project
- Finalize station locations/names
Future steps

• Hold PCC No. 5 to present the preliminary design and associated property requirements in 2019
• Determine location of maintenance and storage facility
• Present recommended route (including business case) to Regional Council for final authority to initiate the formal Transit Project Assessment Process (Late 2019)
• Address any comments submitted during the public or Minister of Environment and Climate Change’s review periods
• File the Environmental Project Report for public review and complete the Transit Project Assessment process
• Submit Provincial and Federal funding applications
Property impact identification

- Impacts to individual properties have not been confirmed and will be identified during preliminary design (over the next six to eight months)
- Efforts to acquire property will start only after Council has endorsed the preliminary design of the recommended route
- Property impacts can include partial buyout, full buyout, or an easement (right to use or gain access)
Property buyout process

• When ready to buy property, Region staff will meet with property owners, the goal is to reach a fair and equitable agreement for both the property owner and the Region
• Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (e.g. repairing or replacing landscaping, fencing, paving)
• Compensation is based on fair market value (not MPAC assessed value) at the time of buyout
• Typically over 90% of all required lands and interests are acquired through the negotiation process and not by expropriation
• Refer to the Information Package for more information about process
Thank You for Attending

Your opinion matters!

Please provide feedback by **May 24, 2018** using the comment sheet or one of the other methods below

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**Website:** www.stage2ION.ca

**Phone:** 519-575-4757 x 3461

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