

**Attachment #3
Waterloo Region Rapid Transit Initiative
Individual Environmental Assessment - Terms of Reference Preparation**

**Input Public Meeting held on Wednesday, March 8, 2005
Cameron Heights Secondary School**

Source	Date Received	Comment	Response / Follow-up
Public Comments	Comments noted through facilitated discussions at Public Consultation Meeting #2 held on March 8, 2005	<p>About the Study Area</p> <ul style="list-style-type: none"> • Seems appropriate – accommodates rail links • Can technology affect the study area? • • 500 metres of primary reurbanization boundary • today's trip generators are important • potential generators are also important (zoning, economics of development) • Should include Cambridge Business Park, the Airport • Needs to be large enough to plan for system connectivity • Need to recognize that development is moving east / west of the transit corridor • Residential intensification is questionable • Include area with ample parking • Zoning needed in study area to ensure concentration of uses • Connect with educational institutions • Ensure large enough to provide for shared use of right of way and grade separated 	<p>Study area is maximized considering all technologies All are included in study area Included within reurbanization area</p> <p>Not within reurbanization area</p> <p>This will be considered in the EA</p> <p>Still part of RGMS Will be important station siting criteria Agreed</p>

Source	Date Received	Comment	Response / Follow-up
Public Comments	Comments noted through facilitated discussions at Public Consultation Meeting #2 held on March 8, 2005	<p>Criteria for Screening Alternative Methods</p> <ul style="list-style-type: none"> • With respect to Regional Growth Management Strategy (RGMS) Reurbanization - Is it too late for transit? Need to look at education, form of employment, recreational uses, make Rapid Transit (RT) accessible and attractive • Short-listing methods: Add the following <ul style="list-style-type: none"> – Ability to phase costs – Ability to attract technology to induce people to ride – recognize that some technologies are more likely to get people to use it. Ask questions - Does technology have a better way of doing this? – Are there opportunities for increasing off-peak usage, beautification of rapid transit stations, cost incentives for off-peak usage (free days) – Transportation – other reason to induce ridership – Environment – ability to get increased ridership to get people out of their cars 	<p>All part of RGMS</p> <p>Included Included</p> <p>Yes</p>
Public Comments	Comments noted through facilitated discussions at Public Consultation Meeting #2 held on March 8, 2005	<p>Criteria for Evaluating and Ranking Short-Listed Alternatives</p> <ul style="list-style-type: none"> • 5.1.3 combine right-of-way options with technology routes – short-listed could be evaluated by section. • add noise – for the impact area and technology • social needs to include technology as well • for RT to be successful it must have supportive transportation and land use policies • Natural Environment <ul style="list-style-type: none"> – Health impact assessment – Air quality – GHG emission 	<p>Will be evaluated by sections</p> <p>Noise impacts will be considered</p> <p>Agreed</p> <p>Considered as part of contribution to health Will be included Will be included</p>

Source	Date Received	Comment	Response / Follow-up
		<ul style="list-style-type: none"> - Active lifestyle - Curb-side emissions - Groundwater quality - salting technology - What do we do in the next five years – overall master plan • What do we envision in the next 50 years • Reurbanization is in the initial screening but not in the evaluation and ranking of short-listed alternative methods – would like to see it also included in the evaluation • Overall energy consumption not included. 	<p>Considered as part of contribution to health Will be considered as part of air quality Will be included Pending</p> <p>Reurbanization is a major consideration in all evaluation criteria</p>
Public Comments		<p>Criteria for Evaluating Alternative Systems</p> <ul style="list-style-type: none"> • Flexibility in the system • Ensure that nodes are accessible by all modes, not only transit • Look at trip origins/destinations and impact on freight movement • Connections to GO / Inter-City transit • No. 7 – consider using RT line for other modes also – cycling/walking/recreation • Phase One - Alternatives to the undertaking <ul style="list-style-type: none"> - High Occupancy Vehicle lanes along with municipally led carpools / van pools – Transportation Demand Management (TDM) strategy - Trolley buses along with one-way King Street and Duke Street 	<p>Included</p> <p>Included</p> <p>Will be considered</p> <p>Part of TDM strategy</p> <p>Trolley buses are a potential technology</p>