



Conestoga College Bus Stops

299 Doon Valley Drive

City of Kitchener

- What:** Proposed bus stops and passenger amenities at Conestoga College Doon Campus.
- Where:** Parking Lots 5 and 6, Conestoga College Doon Campus.
- Why:** To improve Grand River Transit bus operations and passenger facilities at Conestoga College Doon Campus.
- When:** Construction in Fall 2020
- Who :** Region of Waterloo Project Manager
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Public Consultation Centre #1
Tuesday, February 25th, 3:00 p.m. to 6:00 p.m.
Room 103, Welcome Centre,
Conestoga College Doon Campus
299 Doon Valley Drive, Kitchener, ON

We Want Your Input! There is a comment sheet at the back of this package. Please fill it out and share your comments with us.

Docs 3172457

Page 1 of 17

Conestoga College – Doon Campus



1. Why is the Region planning this project?

The Region of Waterloo's Transportation Master Plan (TMP) presents a vision for an increase in the number of walking, cycling and transit trips made by the public.

More and more Conestoga College students are using public transit. Nearly 4,000 riders head to the college on a typical weekday. As of Fall 2019 the addition of more frequent transit service, a new route, and more hours of service have resulted in more buses on campus. This has meant that the existing bus stops at Door 3 can no longer accommodate the number of buses required to service the campus. In addition, Conestoga College has plans for a future building addition in the area currently used for the Door 3 stops. Refer to **Appendix A** for a map of the current bus routing at Conestoga College Doon Campus.

In 2017, the Region of Waterloo completed a Transit Study to review possible improvements to transit service at the Conestoga College Doon Campus. The study recommended new bus stops at Conestoga College Doon Campus, located in Parking Lot 6 to replace the existing bus stops located at Door 3.

The proposed location will help reduce conflicts between transit buses and campus traffic and improve passenger amenities.

2. How is this project being planned?

This project is planned as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process. As part of this process, members of the public and approval agencies have an opportunity to review and comment on the preferred design concept that is currently being considered.

3. Who is directing this project?

This project is being directed by a "Project Team" consisting of staff from the Region of Waterloo, Grand River Transit, and Conestoga College. The Project Team also includes consultants from IBI Group, who have been retained by the Region to assist with the study and detailed design.

4. What is the purpose of this Public Consultation Centre?

This Public Consultation Centre is a forum for you to:

- Review the study that has been completed to date;
- Understand how the preferred location has been identified;
- Ask questions of Regional staff; and
- Provide comments on the planning and design of the facility being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. An online page is also available at Engage Waterloo Region to view this information and provide comments. All comments received will be considered along with other information received over the course of the project to assist the Project Team in completing the planning and design for this project.

5. What improvements are being considered?

Based on technical studies and investigations completed, the Project Team is proposing the following improvements at Conestoga College Doon Campus:

- Nine (9) new bus bays with a transit-only entrance and exit off of Doon Valley Drive;
- Canopies and shelters, including on-demand heating and scheduling display panels;
- Covered bike parking;
- Multi-use trail connection to Doon Valley Drive; and
- Benches and landscaping.

Please refer to **Appendix D** for the Project Team's preferred bus stop layout.

6. Why can't the bus stops remain at their current location at Door 3?

The expansion of the existing bus stops at Door 3 was completed as a temporary measure to accommodate the increased transit service that has been introduced over the last two years. The temporary work was necessary to ensure that adequate transit service is maintained while the final bus stop design is being completed. Even with the temporary work, Door 3 only provides 7 of the 9

required stops and some routes are still required to use an alternate location on campus for their stop.

The Region of Waterloo and Conestoga College looked at Door 3 as a potential location during the Transit Study, but it was ultimately ruled out due to future College plans for building expansions, conflicts with delivery vehicles, and conflicts between buses and vehicular or pedestrian traffic.

Refer to **Appendix B** for the proposed bus routing at Conestoga College.

7. Are any property acquisitions required for this project?

The Region of Waterloo will be negotiating a land use agreement with Conestoga College to allow the construction and operation of the proposed facility on College land.

No other property is required for the project.

8. Were alternative locations and layouts considered for the proposed stops?

As part of the Transit Study, a number of alternative locations were looked at around the Doon Campus. These alternatives were assessed to determine potential impacts on transit travel time, transit reliability, traffic impacts, pedestrian impacts, potential passenger amenities, and integration with Conestoga College's future plans for development.

Based on the project team's assessment, Parking Lot 6 was chosen as the preferred location for the facility.

A number of alternative layouts were considered by GRT and the College during the preliminary design work. These were reviewed to ensure adequate connections to existing and future campus facilities, bus and pedestrian operations, as well as impacts to parking lot capacity. The original design concept was then included in a notification letter to local residents in early 2019. Refer to **Appendix C** for a drawing of the original design concept.

After receiving the letter, some local residents contacted the Region to express concern about the proximity of the proposed bus stops and bus access to residential properties. The concerns included glare from bus headlights at night when exiting Lot 6, noise, traffic, and bus exhaust impacting air quality. After discussions with concerned local residents, the Project Team reconsidered and re-assessed alternative locations for bus stops at the Doon Campus. The Project Team concluded that Lot 6 remained the best location because of its proximity to

the main building on Doon Campus, the potential future location of the student life centre, and the fewer number of traffic conflicts for arriving and departing buses. However, the Project Team revised the layout in Lot 6 in order to mitigate some of the local residents' concerns. A Preferred Design Concept was established, and is shown in **Appendix D**.

The Preferred Design Concept includes an offset of the proposed transit-only entrance to reduce conflicts with existing residential driveways. The overall layout is also rotated and further away from existing residential properties to reduce noise and visual impacts to nearby residents.

9. How were noise impacts considered?

The Region completed a noise assessment to review noise impacts of the proposed location in Parking Lot 6 and associated bus traffic on Doon Valley Drive. Based on this assessment, the proposed facility layout maintains noise levels below regulated ranges at all adjacent residential properties. Refer to **Appendix E** for details of the noise assessment results.

10. How were air quality impacts considered?

The Region completed an air quality assessment to review impacts to air quality at adjacent properties. Based on this assessment, concentrations of air contaminants are well below the subject air quality standards for all of the alternatives considered. Refer to **Appendix F** for details of the air quality assessment results.

11. How will trees be affected?

Two of the existing berms between parking lots will need to be modified to fit the proposed design. Some of the trees within these berms will be removed.

The project will include new tree planting in the landscaped areas, including the new center median between bus stops. The Region and Conestoga College will plan new tree plantings to ensure an equal or greater number of trees are planted to replace any trees that need to be removed.

12. How will the project affect the parking in Lots 5 and 6?

The preferred design concept would remove approximately 200 parking spots in Lots 5 and 6. While the parking lots are well used during the school year, the College has acknowledged the importance of transit as a way to access the

Doon Campus. While many of the current trips made to the College by car include only one passenger, each bus trip can include up to 45 passengers, which helps alleviate parking requirements and traffic congestion around campus. As the student population continues to grow at Conestoga College, the demand for transit is expected to continue growing faster than the demand for parking.

13. How does this project relate to the objectives of the Regional Official Plan, the Regional Transportation Master Plan, and GRT Business Plan?

The Regional Official Plan gives the direction to plan and manage integrated, accessible and safe multi-modal transportation systems that provide transportation choice. The Regional Transportation Master Plan also includes the goal to promote transportation choice, and has set increased targets for transit modal share within the Region. This project has been initiated to provide increased access to transit infrastructure.

14. When is construction planned?

Construction of the bus stops is planned to start in Fall 2020.

15. What is the estimated cost of this project and how will it be funded?

The estimated construction cost of the proposed bus stops is \$3.7 Million. The Region's Approved 2020-2029 Transit Services Capital Program includes the construction of the bus stops in 2020, to be funded from the Investing in Canada Infrastructure Program (73%).

16. What are the next steps?

Prior to making a final decision on the Preferred Design Concept, the Project Team is asking for the public's input. This Public Consultation Centre is your opportunity to ask questions and provide suggestions to the Project Team. Once your input is received, it will be used by the Project Team, in conjunction with other relevant information, to finalize the Preferred Design Concept for this project.

The final Preferred Design Concept will be presented to the Region's Planning and Works Committee for their endorsement. At this meeting, members of the public will be given another opportunity to provide comments on this project. Pending Committee endorsement, final approval of the Preferred Design Concept for this project will be considered by Regional Council, which will make the final decision regarding the proposed improvements.

In advance of these meetings, letters will be sent to all adjacent property owners as well as to all members of the public specifically registering at this Public Consultation Centre so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

17. How can I voice my comments at this stage?

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comment sheet to the Project Team member listed below, no later than March 10, 2020.

The Region has also setup a consultation page at www.engagewr.ca/conestoga-college-bus-stops where you can provide your comments on the project. Comments will be open on the engage website until March 10, 2020.

18. How will I receive further notification regarding this project?

Adjacent property owners and tenants, as well as members of the public registering at this Public Consultation Centre or on the Engage website, will receive further information and will be notified of future meetings via email, mail, and/or hand delivered notices.

We thank you for your involvement and should you have any questions or concerns please contact:

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Kitchener, ON N2G 4J3
Tel: 519-575-4757 x3182
Email: SVanKruistum@regionofwaterloo.ca

19. How can I view project information following the PCC?

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above.

Alternatively, you may visit the Region's engage site at

www.engagewr.ca/conestoga-college-bus-stops.

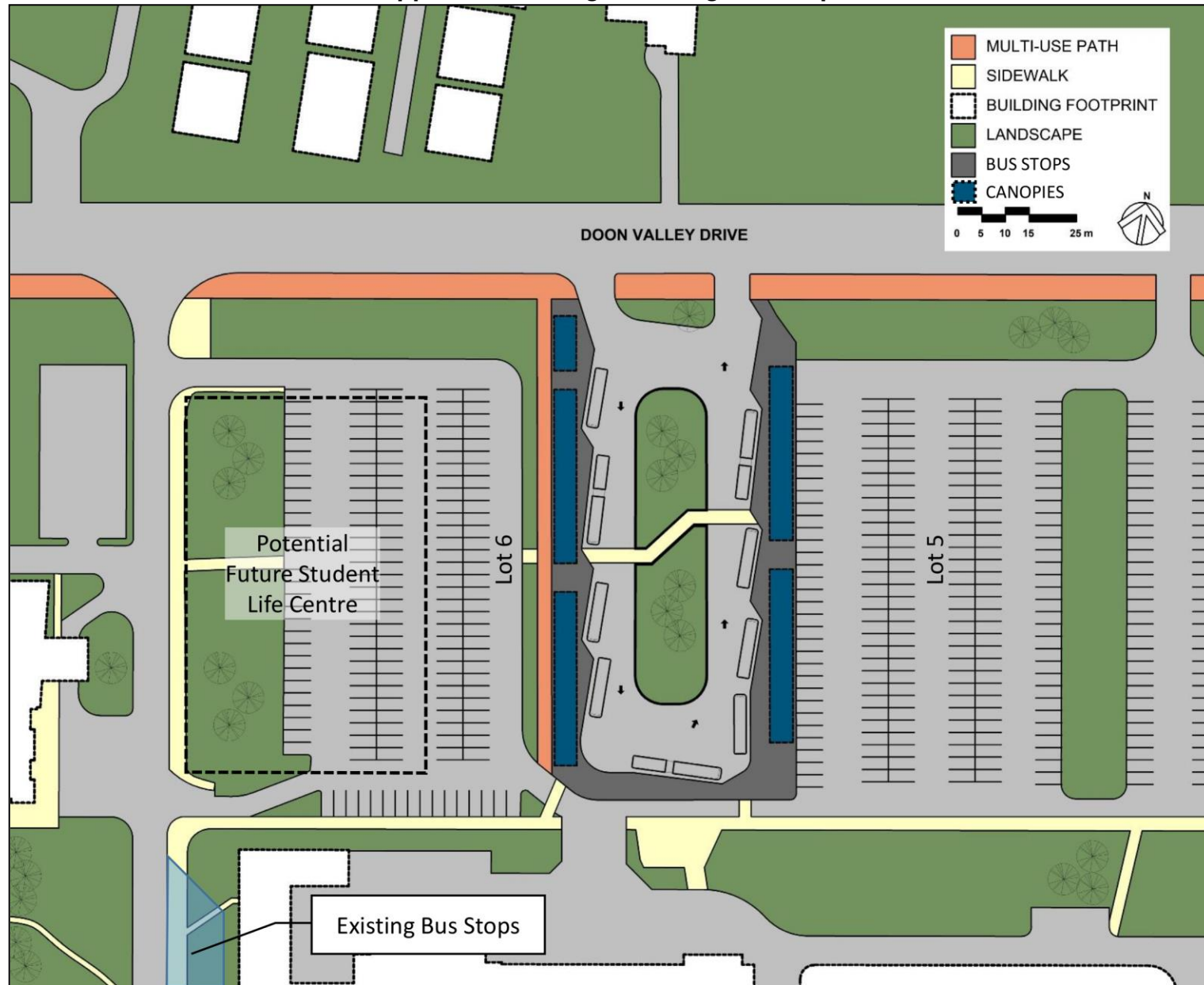
Appendix A – Existing Bus Routing at Conestoga College



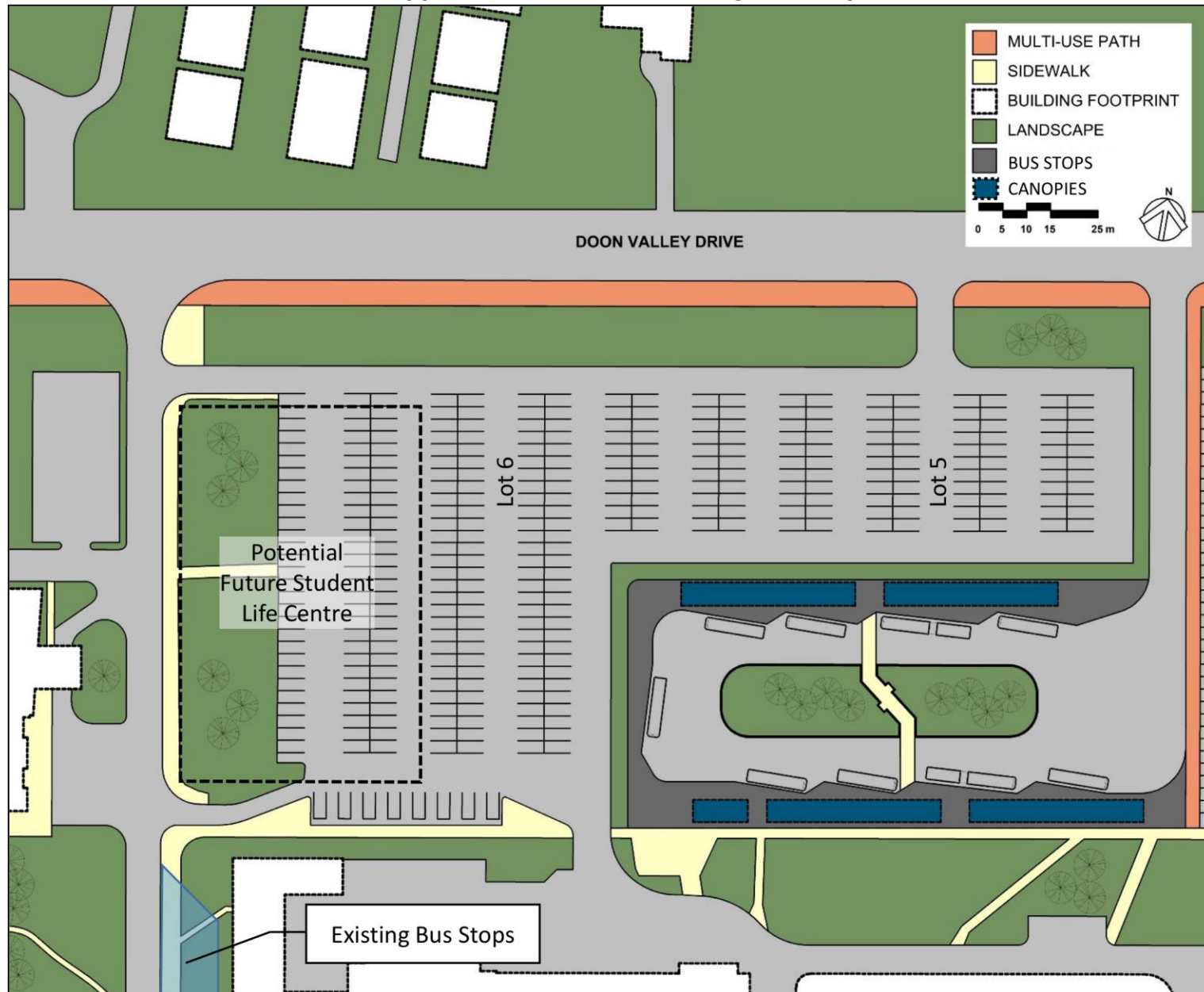
Appendix B – Proposed Bus Routing at Conestoga College



Appendix C – Original Design Concept



Appendix D – Preferred Design Concept



Appendix E – Noise Assessment Results

The Region retained IBI Group to undertake a Noise Study to analyze the impacts of noise from the proposed Conestoga College Bus Stops on nearby receivers. Three receivers were used to assess changes in noise levels resulting from the bus stops: 350 Doon Valley Drive (south units), 350 Doon Valley Drive (southeast units), and 400 Doon Valley Drive.

The Noise Study looked at two primary sources of noise resulting from the bus stops:

1. Stationary Noise - Primarily related to idling buses at the bus stops, and movement of buses within the bus stop area.
 - a. The criteria for stationary noise is given by MECP noise guidelines (NPC-300).
2. Transportation Noise – Primarily related to buses traveling along the municipal roadway to access the new bus stop location.
 - a. Changes to bus routes along a municipal roadways are not typically subject to the Region of Waterloo's Noise Policy (July 14, 1999), however the noise assessment used the criteria in this policy (Part B) as a benchmark for comparison.

The findings for these noise sources are as follows:

1. Stationary Noise: the noise levels produced by the proposed on-site stationary noise sources do not exceed the 50 dBA daytime/evening or 45 dBA during the nighttime. Therefore, the Preferred Design Concept meets the MECP stationary noise guidelines.
2. Transportation Noise: road transportation noise will remain below 60 dBA. Therefore, according to the Region's criteria for "Road Undertakings" noise mitigation for bus road noise is not required.

For further details on the noise assessment findings, IBI Group's full Noise Assessment Report is available upon request.

Appendix F – Air Quality Assessment Results

The Region retained A.J. Chandler and Associates to examine the potential air quality impacts of the proposed bus stops in the immediate neighbourhood.

The assessment considered emissions of oxides of nitrogen, [NO_x], and fine particulate matter, [PM_{2.5}], as markers for the potential impacts of vehicle activities on local air quality. Generally, the estimated concentration of NO_x resulting from emissions most often comes closest to Ontario's air quality standard levels. Published reports were used to estimate emissions from the average Grand River Transit (GRT) bus engine and typical passenger cars under distinct operating conditions: idling, acceleration/cruising, coasting and braking. The duration of operation in each of these categories was estimated and the total contaminant release for typical movements around the site was determined.

The emission estimates were used in the AERMOD dispersion model. This is the model that Ontario recommends for assessing the effects of new facilities in the province under O.Reg. 419/05. The standard applied to new sources for NO_x emissions is a level of 400 µg NO₂/m³ at the point where the maximum level is predicted. The model showed that the maxima estimated around the site was 244 µg NO_x/m³, based on the existing operations on site. The predictions associated with the Preferred Design Concept operations showed a maxima of 220 µg NO_x/m³. In all cases the maximum predicted levels are 61% of the criteria or less.

PM_{2.5} levels predicted to occur from the operation of the proposed bus stops are on the order of 2.3 ug/m³ or approximately 10% of the criteria level for this contaminant.

The report notes the conservative nature of the emission estimates used in the modelling, suggesting that typical levels could be lower.

For further details on the air quality assessment findings, A.J. Chandler's full Air Quality Assessment Report is available upon request.

Comment Sheet

Regional Municipality of Waterloo

Conestoga College Bus Stops

299 Doon Valley Drive, Kitchener

Public Consultation Centre

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete this comment sheet today, please take it home and mail, fax or e-mail your comments **by March 10, 2020** to:

Skylar Van Kruistum, P. Eng.
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What do you like about the Preferred Design Concept for Conestoga College Bus Stops?

What challenges do you see with the Preferred Design Concept for Conestoga College Bus Stops?

What new information should the Project Team consider for this design?

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Name: _____

Address: _____

Postal Code _____

Phone: _____ Email: _____

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record.