

King Victoria Transit Hub

Information Handout & Comment Sheet

Open House - May 19, 2016, 4 to 8 p.m.

Welcome!

The purpose of this open house is to share site illustrations for the King Victoria Transit Hub with you. We also need your input on options to connect pedestrians to the Transit Hub using Waterloo Street.

Please submit your comments at the open house, or via email, mail or fax. You can also submit comments on our online consultation portal at regionofwaterloo.ca/transithub. **Comments are due by June 3, 2016.**

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Name: _____

Organization: _____

City/Township: _____

Email: _____

Would you like to receive updates about the Transit Hub? Yes No



Transit Hub: Making Connections

The Transit Hub will be a place to connect to ION Light Rail Transit, Grand River Transit, expanded GO transit service, VIA Rail, inter-city buses, Community CarShare and pedestrian and cycling facilities. The buildings on the Transit Hub site would include retail stores, offices, condos and apartments, as well as the transit hall, ticketing and waiting areas, bus bays, passenger pick-up and drop-off, taxi stands and 100 parking spaces for GO and VIA Rail users. A GO and VIA Rail platform and canopy, a multi-use trail connection over King Street and the Waterloo Street pedestrian access would also connect to the Transit Hub.

Planning for the Transit Hub

The Region of Waterloo has approved a process to integrate the transit infrastructure on the site with the residential, office and retail spaces. Several years of preparation and consultation have resulted in the completion of:

- A Heritage Impact Assessment
- An Urban Design Brief
- A Noise and Vibration Report

The Region of Waterloo and City of Kitchener consulted with the public in September 2012 on:

- Official Plan and Zoning By-law approvals
- A Preliminary Site Design

And in November 2012 on:

- The Environmental Assessment

These documents set out the City of Kitchener's expectations and the Region of Waterloo's requirements for the Transit Hub. The concepts show how the Transit Hub could look, but the final integrated design will be up to the selected developer.

Transit Hub Illustrations

The Region is exploring a range of acceptable densities for the Transit Hub site. The zoning already provides for a maximum density of approximately 1.2 million square feet of residential, office and retail on four acres of land. Minimum floor areas could range from 500,000 to 750,000 square feet. It is expected that the developer would tailor the form, scale and land-use mix of the final development according to economic conditions. The Region will retain control of the design of public transit infrastructure on the site and the City of Kitchener will have final approval of the site layout. The following illustrations show how a range of densities could be integrated with public transit on the site.



Higher Density Illustration

This illustration shows an example of how the maximum density allowed on the site could look. The zoning allows up to 1.2 million square feet of residential, office and retail on the four acre site, with a landmark tower that could be between 25 and 30 storeys tall. The number of people living and working on the site would be the highest in this example.



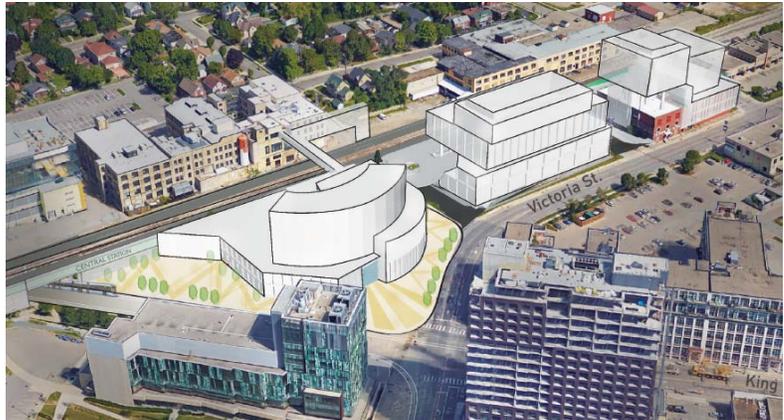
Medium Density Illustration

This illustration shows an example of how a mid-range density with about 750,000 square feet of space could look on the site. The tallest building in this illustration could be between 15 and 20 storeys tall. The number of people living and working on the site would be lower than the previous example.



Lower Density Illustration

A lower density development is also a possibility as shown in this example illustration. Minimum floor areas could range from 500,000 to 600,000 square feet on the four acre site, with buildings under 12 storeys tall. The number of people living and working on the site would be the lowest in this example. In each scenario, high quality public spaces would be included.



1. Do you have any comments about the transit hub plans?

Waterloo Street: Over or under?

Waterloo Street will remain closed to vehicles at the railway tracks. However, there is an opportunity to use Waterloo Street to connect people to the transit hub using either an underpass or an overpass. Waterloo Street will need to remain accessible to delivery trucks going to properties along Waterloo Street. Space will also be needed for an important power source for ION light rail transit called a Traction Power Sub Station (TPSS).

Waterloo Street Options

Three design concepts have been developed to get a sense of what is possible for Waterloo Street. Each option has strengths and weaknesses to consider, which are summarized below. Please view the concepts on the display panels and tell us what is most important to you.

Concept 1: Overpass with ramp

Considerations:

- No stairs or elevator will be required
- Takes advantage of the slope to move people over the railway tracks
- Large structure; high cost to build and maintain
- The ramp concept potentially encroaches on the adjacent transformer
- Using the maximum slope for wheelchair access, the bridge clearance would be less than what is required for truck access; further design work is required to determine whether this option would be feasible
- Presents moderate security/vandalism challenges

Concept 2: Overpass with stairs and elevator

Considerations:

- Stairs and elevator will be required
- Elevators require regular maintenance
- Overpass could be an architectural feature
- Could connect the Transit Hub directly to the Breithaupt Block
- More money and space left over to create a pedestrian friendly environment along Waterloo Street with added environmental features
- More visibility provides a higher level of security for users

Concept 3: Underpass with stairs and elevator

Considerations:

- Stairs and elevator will be required
- Elevators require regular maintenance
- Underground utilities limit the underpass width to four metres
- Metrolinx recommends an underpass width of six metres
- Construction costs are higher
- Presents security, visibility and vandalism challenges

2. What would make you want to use Waterloo Street to connect to the transit hub?

3. What features are most important to you? Please rank your top five.

- | | |
|---|--|
| <input type="checkbox"/> Protection from rain/snow/sun | <input type="checkbox"/> Special pavement |
| <input type="checkbox"/> Landscaping that manages water during storms | <input type="checkbox"/> Public art |
| <input type="checkbox"/> Attractive design | <input type="checkbox"/> Safety/security |
| <input type="checkbox"/> Trees | <input type="checkbox"/> Park-like feeling |
| <input type="checkbox"/> As much green landscaping as possible | <input type="checkbox"/> Creative lighting |
| <input type="checkbox"/> Easy stroller/wheelchair access | <input type="checkbox"/> Other _____ |

4. Other Comments:

Next Steps

Thank you for your participation!

The Region of Waterloo is currently hiring advisors to help prepare Request for Proposal documents. They will include detailed requirements for the transit hall, ticket and waiting areas, GO platforms, bus bays and public spaces. These documents will inform the process to select a master developer, which could begin in early 2017.

Once the Request for Proposal process is complete and a master developer is selected, they will purchase the property and build the transit infrastructure according to the Region's timing and design requirements. Construction could start as early as 2019, with transit components completed by 2022. Regional Council has decided to proceed with project construction only with the receipt of senior level government funding.

Your comments will inform the recommended design for Waterloo Street. Staff will report back to Regional Council in fall 2016 with this recommendation.

Collection Notice: Personal information requested on this form is collected under the authority of the Municipal Act and will be used to assist the Region of Waterloo in making a decision on this project. Any personal information such as name, address, telephone number, email and property location included in a submission from the public may become part of the public record file for this matter. Questions regarding collection should be forwarded to John Hill at jhill@regionofwaterloo.ca.

