Welcome

King-Victoria Transit Hub:
CENTRAL STATION

Open House
May 19, 2016 4 PM to 8 PM

The purpose of this Open House is to share with you conceptual illustrations for the King-Victoria Transit Hub (Central Station) and design options for the Waterloo Street Pedestrian Access. Please review the displays and take time to give us your input. Staff are available to answer your questions.

Region of Waterloo

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Transit Hub Making Connections

The Transit Hub will be a place to connect to many different types of transportation including ION Light Rail Transit, Grand River Transit, expanded GO train and bus service, VIA Rail, intercity bus, car share and amenities for transit users, pedestrians, and cyclists. 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.

Connecting people and businesses in the Toronto-Waterloo Region Innovation Corridor

Planning for the Transit Hub

The Region of Waterloo has approved a process to integrate the transit infrastructure with residential, office and retail spaces.

September 2012

The Region consulted with the public on Official Plan and Zoning By-law approvals

November 2012

The Region consulted with the public on Environmental Assessment and Preliminary Site Design

The Region has also completed:

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

These documents set out the City of Kitchener's expectations and the Region of Waterloo's requirements for the Transit Hub. The Region is seeking funding from the Federal and Provincial governments to assist with construction costs. This support will be needed before the Region will complete the Request for Proposal process to select a master developer. The site illustrations show how the Transit Hub could be laid out, but a developer must be selected before the final design will be known.

Transit Hubs Around the World

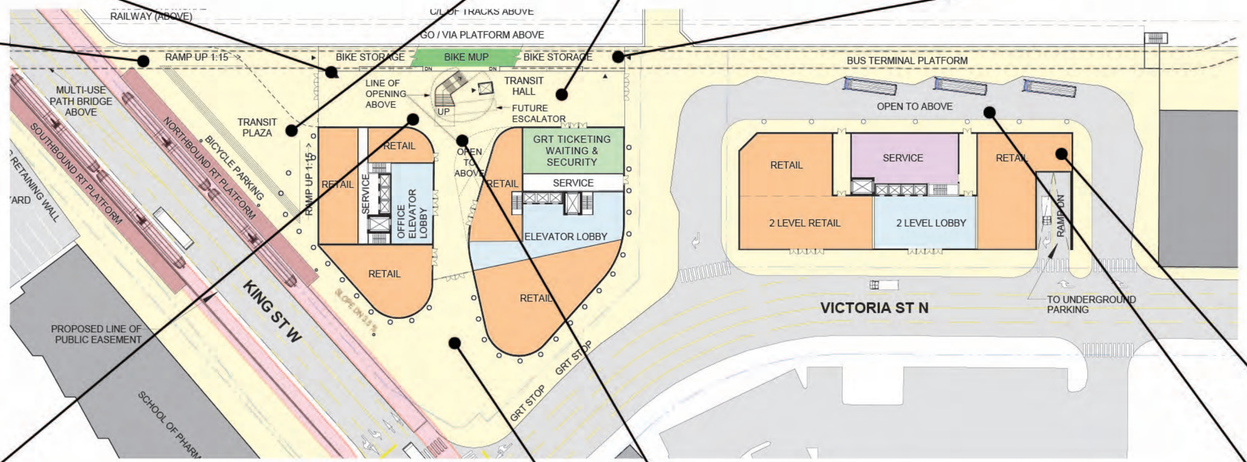
Multimodal Connections - Mexico City, Mexico

High Quality Public Space - Helsinki, Finland

Interior Design - Deflt, Netherlands

Multi-Use Path Ramp - Munster, Germany

Multi-Use Path Overpass - Copenhagen, Denmark



Bus Terminal - Breda, Netherlands

Transit Hub Interior - New York City, USA

Public Space and Entrance - Amersfoort, Netherlands

Transit Hub Interior - Darmstadt, Germany

Bus Terminal - Breda, Netherlands

Benefits of the Transit Hub

Community and Environmental Benefits

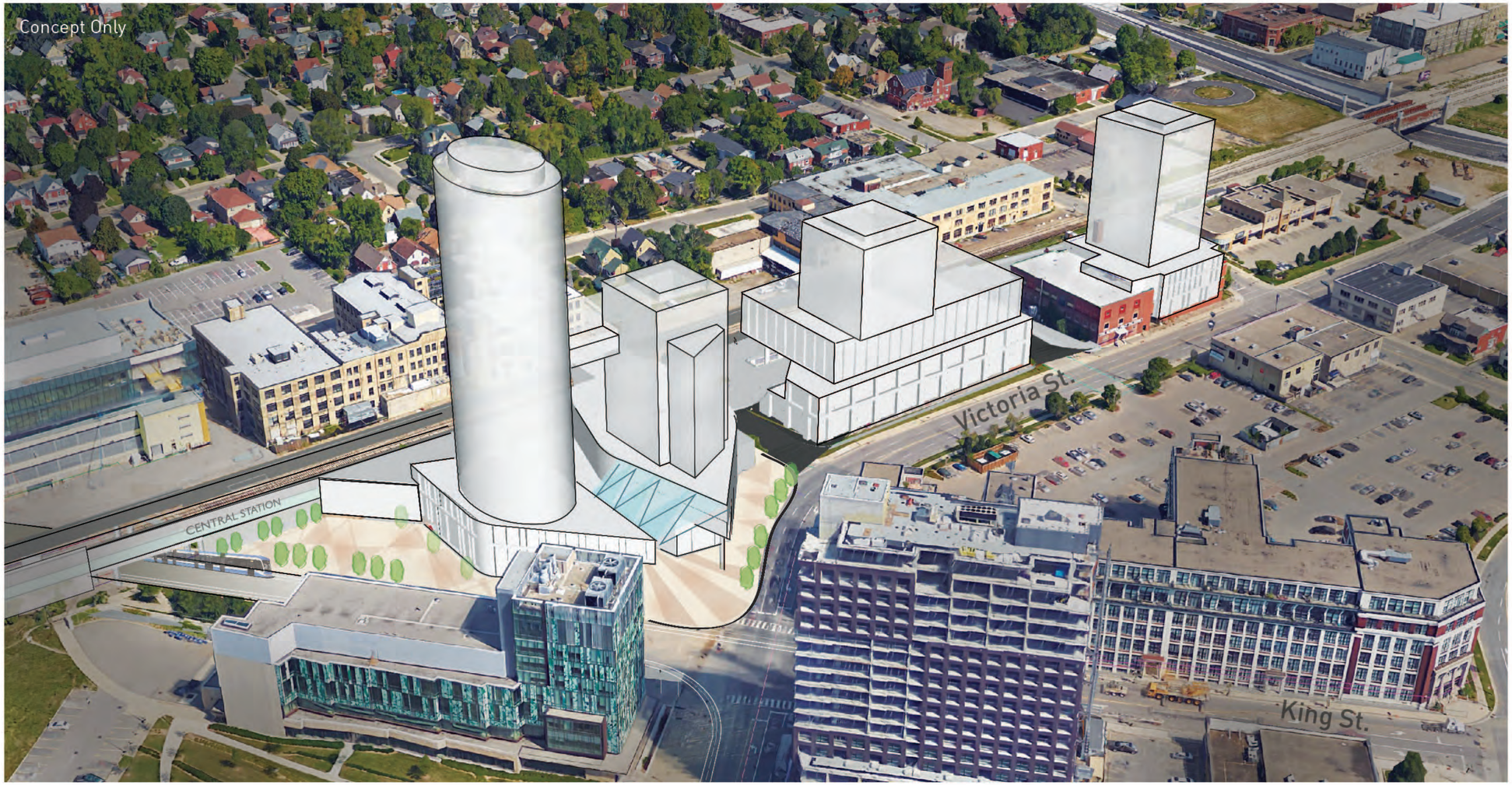
- Improve the convenience of public transportation
- Create opportunities for retail shops, offices, residences, and public art
- Contribute to a vibrant and successful ION corridor
- Promote walking and cycling through higher densities
- Help reduce the region's dependency on cars, and in turn reduce greenhouse gas emissions and energy consumption

Economic Benefits

- Promote continued residential, office, and retail development in downtown Kitchener
- Improve connections along the Toronto-Waterloo Innovation Corridor, making Waterloo Region more attractive and easily accessible to a larger geographic area

Financial Benefits

- Larger property tax base from the residences, offices, and stores located on the site
- Reduce capital costs for the new transit infrastructure through the sale of the property to a master developer



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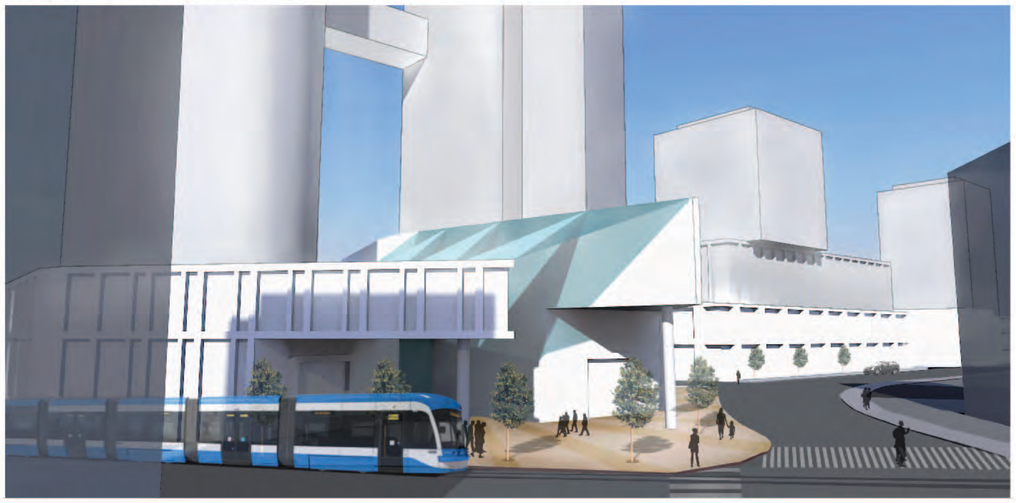
Higher Density Illustration

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.

The number of people living and working on the Transit Hub site would be the highest in this example. This provides an opportunity for a landmark main tower that could be between 25 and 30 storeys tall.

King Street facing northeast



Victoria Street facing west

These are concepts only. They show a range of options for the buildings on the Transit Hub site with different layouts, sizes and densities. A developer for the hub must be selected before the final design of the buildings will be known. It is assumed that development will occur in phases.

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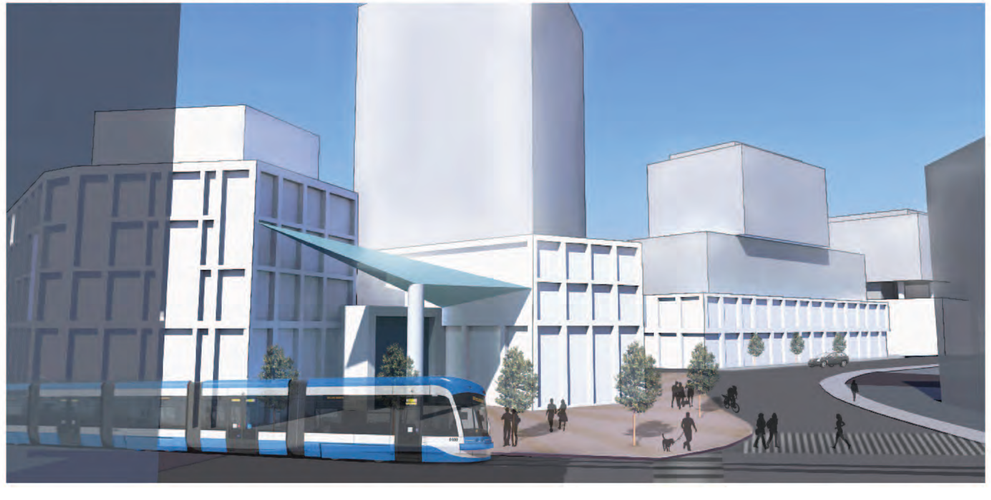
Medium Density Illustration

The selected developer will likely tailor the form, scale, and land use mix according to economic conditions.

This illustration shows an example of how a mid-range density of about 750,000 square feet could look on the site. The height and number of towers is lower than the previous illustration. The number of people living and working on the site would be lower as well.

The tallest building in this illustration could be between 15 and 20 storeys tall.

King Street facing northeast



Victoria Street facing west

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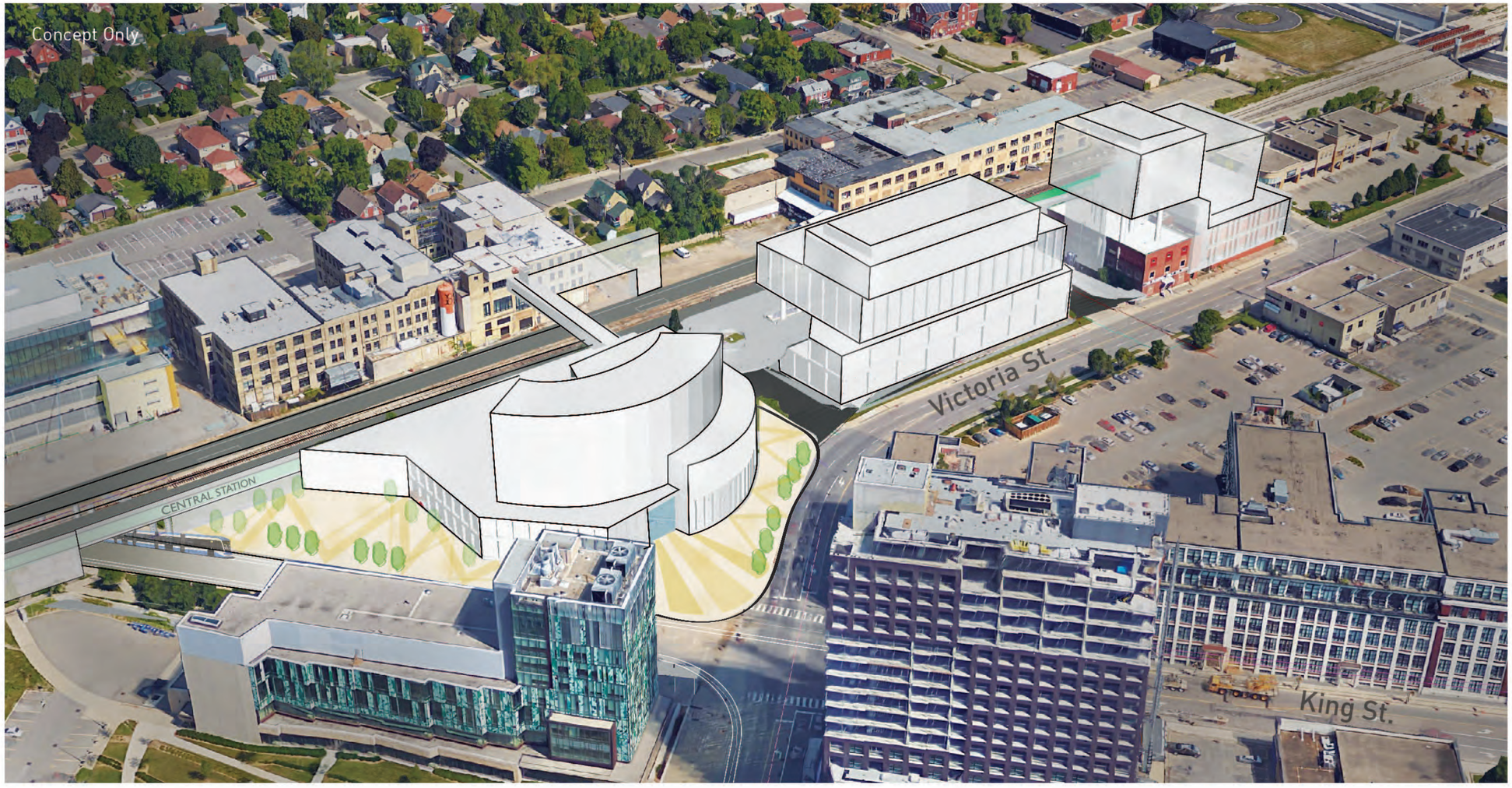

Lower Density Illustration

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. The number of people living and working at the Transit Hub would be the lowest in this example. In each scenario, high quality public spaces would be included.

The buildings in this illustration are under 12 storeys tall.

King Street facing northeast

Victoria Street facing west

These are concepts only. They show a range of options for the buildings on the Transit Hub site with different layouts, sizes and densities. A developer for the hub must be selected before the final design of the buildings will be known. It is assumed that development will occur in phases.

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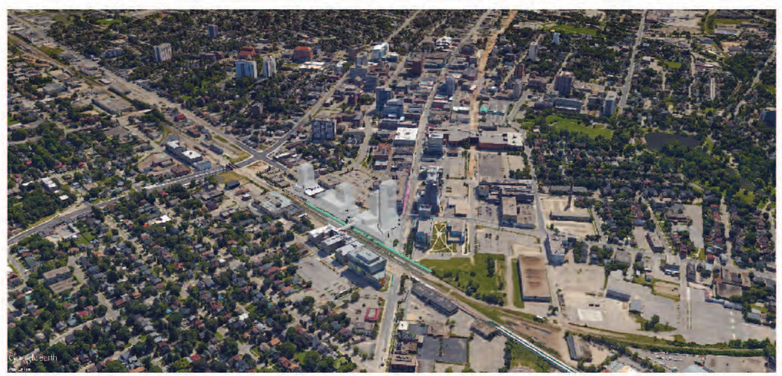
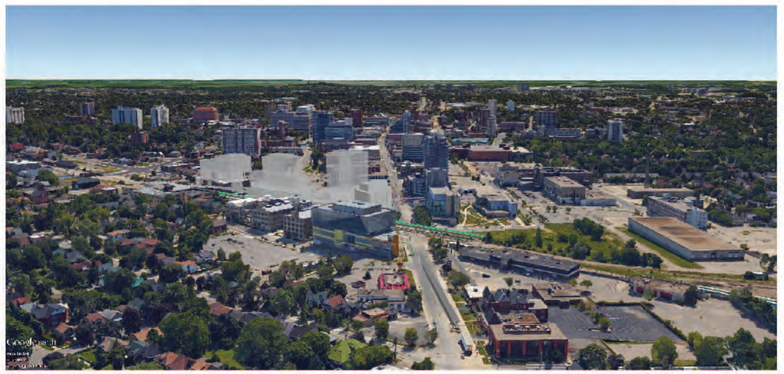
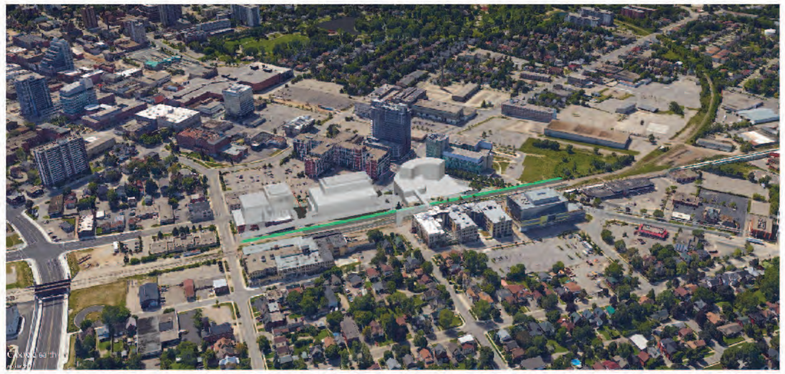
Higher Density Illustration

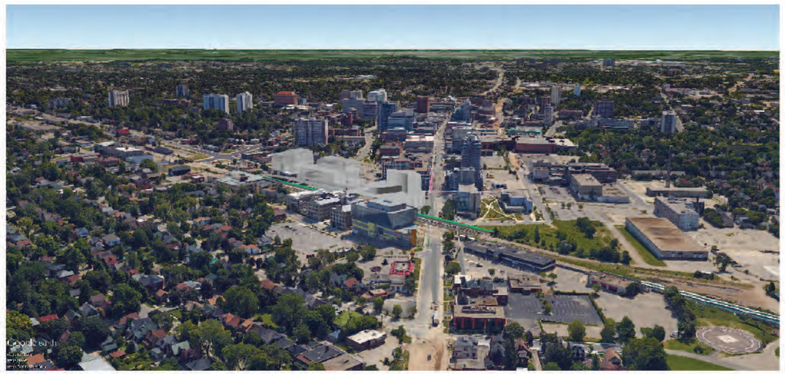


Medium Density Illustration



Lower Density Illustration





Waterloo Street Over or Under?

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Waterloo Street will remain closed to vehicles at the railway tracks. This presents an opportunity for pedestrians to access the future Transit Hub with either an overpass or underpass. The construction of the Waterloo Street access and streetscape will occur when the Transit Hub is built, not at the time of ION construction.

Example of streetscape features

Example of overpass design

Waterloo Street today

General Considerations

- New design elements should create a pedestrian friendly environment along Waterloo Street
- A pedestrian overpass could become an added architectural feature and could connect directly to the Breithaupt Block
- Truck access to adjacent properties (e.g. Breithaupt Block) along Waterloo Street must be maintained
- A transformer, known as a Traction Power Sub Station (TPSS), will be located on Waterloo Street to help power ION
- Space is limited for a pedestrian ramp and further study would be needed to address significant challenges
- Underground utilities limit a possible underpass width to four metres
- Underpass construction costs would be higher than overpass costs

Waterloo Street Considerations

Three design concepts have been developed to explore how Waterloo Street could look. Each option has different strengths and weaknesses to consider. We need your feedback to understand what is important to you.

Concept 1: Overpass with ramp

Considerations

- No stairs or elevator are required.
- Takes advantage of the slope of Waterloo Street 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 are 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 are 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.

Waterloo Street Overpass with Ramp Concept Only

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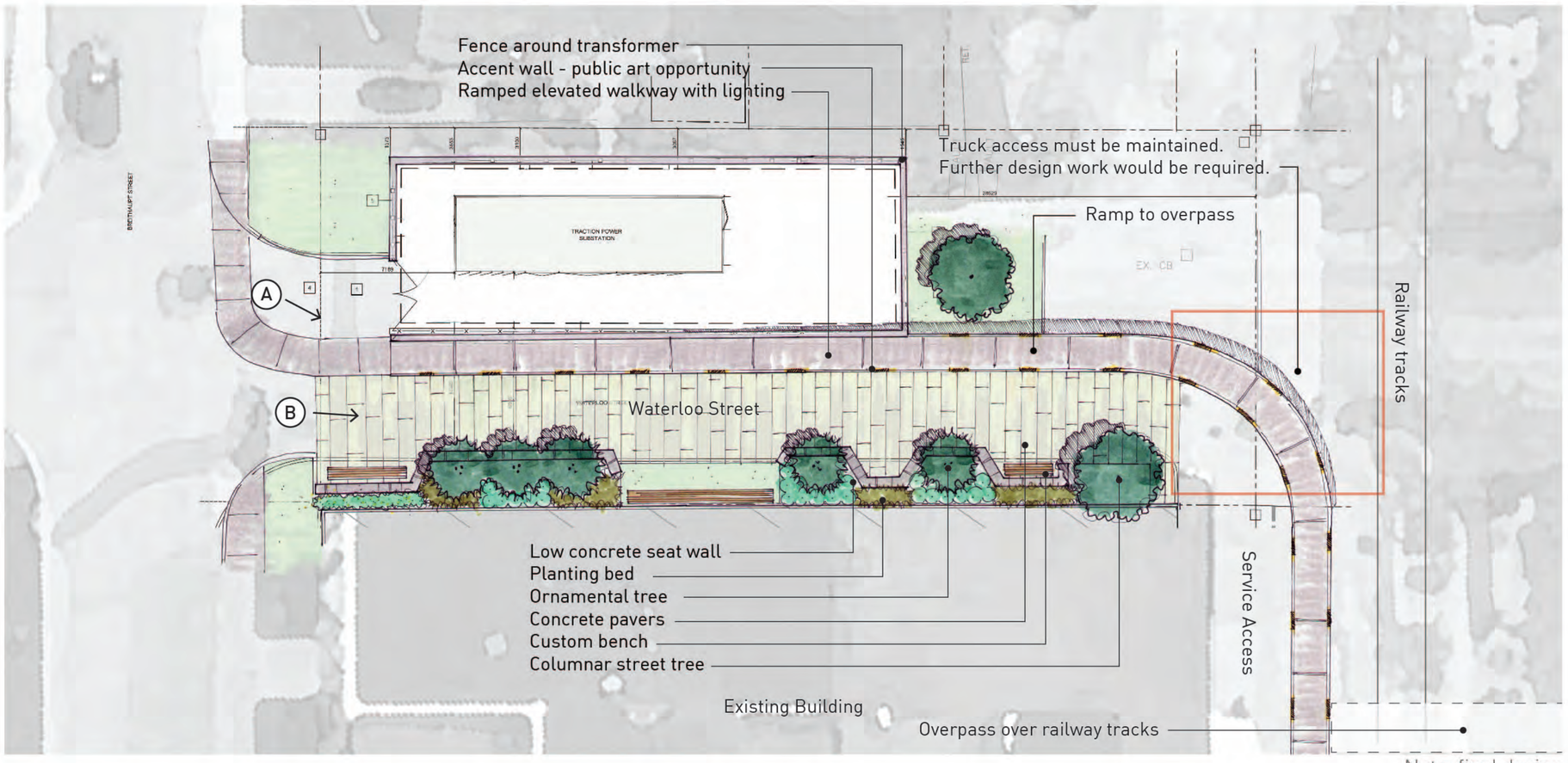
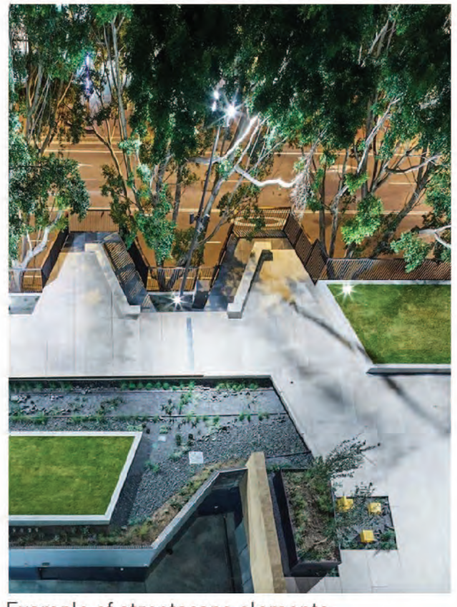


Not a final design

Example of elevated walkway

Example of ramped overpass



Example of streetscape elements

Waterloo Street Overpass with Stairs and Elevator Concept Only

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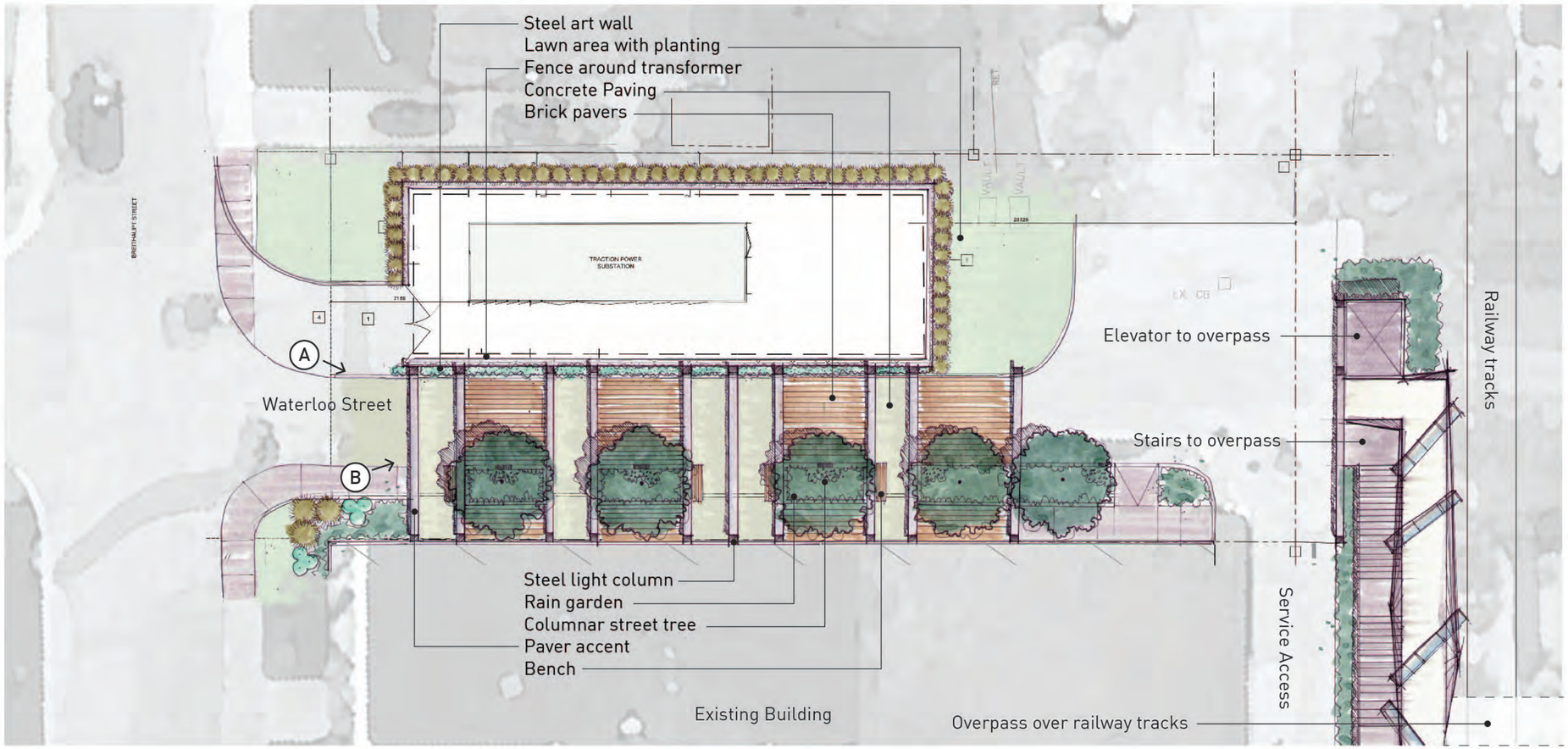


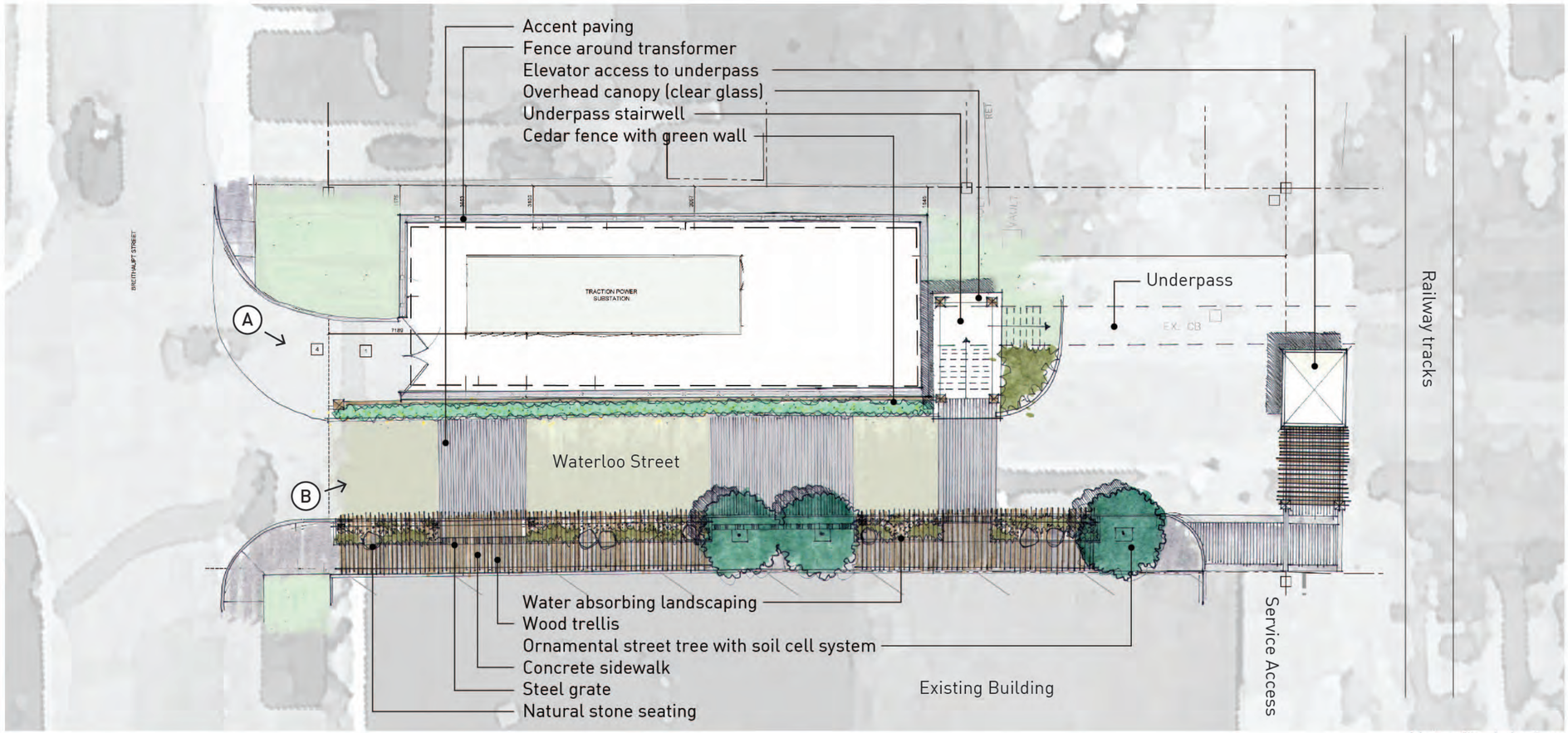
Not a final design

Example of decorative screening

Example of overpass

Example of overpass

Waterloo Street Underpass Concept Only



Not a final design

Example of green wall

Example of underpass

Example of elevator access

Next Steps

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.

Please submit your comments on the comment sheet at the open house, or online at **regionofwaterloo.ca/transithub**. Comments are due June 3, 2016.

Questions?
Please contact John Hill at **jhill@regionofwaterloo.ca**.

Thank you for your participation!