The Making of a Multi-Modal Transit Hub

ACT Canada – 2016 Sustainable Mobility Summit
Who We Are

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What We'll be Talking About

• Overview of Region's Transit Strategy
• King-Victoria Transit Hub Conceptual Overview
  – Incorporation of TDM into site vision (modal integration, supportive design elements for active modes...)
• Project Timeline and Milestones
Region of Waterloo Overview

Region of Waterloo Population Growth

$1.4B for 500km of new roads over 20 years!
Transit Today: Grand River Transit

- GRT established in 2000
  - Transit ridership more than doubled from 1999-2014
- RTMP 2031 Goal:
  - 15% of all trips in Region by transit (21 million rides in 2015 to 53 million rides)
- Network redesign in progress
ION Phase One

- **Light Rail Transit**
  - Waterloo to Kitchener (19km)
- **Bus Rapid Transit**
  - Kitchener to Cambridge (17km)
- **Launch in 2018**

ION Phase Two

- **Proposed LRT extension to Cambridge**

* Conceptual and subject to funding
The New Transit Network

- Redesigned to grid
  - ION to serve as "spine"
  - Working towards seamless integration with conventional network
- Redesign impacts existing transit terminal
  - Charles Street Terminal

Proposed 2018 Integration of ION and GRT Express Network
Introducing the King-Victoria Transit Hub (KVTH)*

• Central downtown location key for integrated mobility
  – Zoned for broad range of uses
• Major intersection of North-South (King) and East-West (Victoria) thoroughfares for travel through the Region
• Adjacent to LRT, GO, VIA corridors

*Conceptual Design - final designs will be determined by a developer selected by the Region
• Since 2008, the Region has assembled approximately 1.6 hectares of land for the site

• 2012 Public consultations on the initial concept:
  – Prioritize pedestrians and cyclists
  – Integrate transit modes seamlessly
  – Strong public support
Site Vision

(Full-Site Buildout Complete, Maximum Density)

- Landmark Residential, Office Towers(s) above Transit Hall
- Mixed Use Towers over Bus Loop Bays and PPUDO
- Adaptive Reuse of Heritage Building
Pedestrian Environment - Today

• King Street is a major vehicle and pedestrian corridor
  – Streetscape improvements
  – Redevelopment of former industrial lands surrounding hub

• Challenge: rail corridor and major intersection restricts pedestrian access

Kitchener's King Street Festival Streetscape
Goal: Priority mode of access and circulation within the Transit Hub.

- All transfer movements can be accommodated within 100m:
  - Intersection Improvements
  - 2 Public Plazas
  - Pedestrian Underpass
Cycling Environment - Today

- Major North-South MUTs connect Kitchener and Waterloo's cores:
  - Iron Horse Trail
  - Spur Line Trail
- Bike lanes on nearby neighbourhood connectors
**Goal:** Provide safe, direct, and maintained routes to and from surrounding areas.

- **MUT Linkages**
  - Rail-level MUT overpass King St. connects to Iron Horse Trail (and feeds directly into transit hall)

- **Space for:**
  - Bikeshare Station
  - Short Term Sheltered Bike Parking at access points
  - Long Term Bike Storage in Transit Hall
**Goal:** On-street transfers between local bus services, and between bus-LRT.

- Provide fast transfers, but maintain safe pedestrian realm
**Focus:** Create short, clear, direct, and seamless connections between transit modes.

- Same service location for all transit users!
Vehicle Considerations

Rail-Level Passenger Pick Up and Drop Off

• Immediate access
• Reserved space for accessible vehicles, Carshare
Vehicle Considerations

Parking Constraints

- Reduced zoning requirement for parking
- Additional TDM measures to mitigate neighbourhood traffic/parking infiltration
  - Unbundled Parking
  - TravelWise TMA Membership for tenants
    - Discounted Bus Pass, Emergency Ride Home, Carpool Matching Program
# Project Timeline

<table>
<thead>
<tr>
<th>Milestones/Projected Next Steps</th>
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<tr>
<td><strong>2012 - 2015</strong></td>
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<tr>
<td>• Initial Concept Public Open Houses</td>
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<td>• Hub Urban Design Brief and Planning Report</td>
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<td>• City of Kitchener Zoning and OP Amendments Application</td>
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<td>• Preliminary Site Design and Station Area Access Plan by IBI Group</td>
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<td>• Environmental Assessment, Market Scope and Feasibility Study</td>
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<td>• Infrastructure Ontario and Deloitte hired to assess best approach for developing the Transit Hub lands</td>
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<td><strong>2016</strong></td>
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<td>• Open House to re-engage neighbourhood and public</td>
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<td>• <strong>Province commits $43 million to Transit Hub</strong></td>
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<td>• GO doubles Kitchener-Toronto train trips</td>
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<td><strong>2017</strong></td>
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<td>• <strong>Request for Qualification and Request for Proposals process begins</strong></td>
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<td><strong>2018</strong></td>
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<tr>
<td>• <strong>Master Developer selected</strong></td>
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<td><strong>2019</strong></td>
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<tr>
<td>• <strong>Construction of transit components of Hub begins</strong></td>
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<td><strong>2021 - 2022</strong></td>
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<td>• Hub transit components operational</td>
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<td><strong>2027</strong>*</td>
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<tr>
<td>• Full site build-out (pending market conditions)</td>
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FAQ

• Master developer requirements to stay close to conceptual design (i.e., what TDM-supportive design elements are "guaranteed"?)