

King Victoria Transit Hub

Public Meeting Q&A Transcript

Transcript from Question and Answer Period – December 3, 2020

- Q1. Previous drawings and designs for the transit hub included mid / high-rise residential buildings on the transit hub site, is this still the plan? If so, would it come at the expense of the public square?
- A1. Ellen – Yes, the long-term plan includes private development on the site. Development would be concentrated in the center and most eastern part of the site (Rumpel felt area, parking lot and bus loop). Planning for this development will start once construction is under way on the transit hub.
- Q2. Why isn't retail included in the transit hub?
- A2. Ellen – The overall vision is to have a complete mixed-use destination including residential, commercial, and office space. Those would be immediately adjacent to the hub once it is fully developed.
- Q3. Can you provide insight on how the site could be expanded for phase two and beyond?
- A3. Ellen- The site has been designed with expandability and flexibility in mind. Transportation needs have changed significantly over the past 50 years and will continue to change over the next 50 years. The design has been created with that concept in mind. We need to make sure we are prepared for changes and making sure there is flexibility as well. To comment on the question about additional platforms. The platforms are located within the Metrolinx rail corridor and they would determine if additional platforms are required. In our conversations with them they are aware of the potential of a third platform at some point in time.
- A3. Robert- The parking lot and bus loop has been designed to limit the impact of any future development on the site. What we have done with design of the bus loop and lay out of parking is allow for the space to be adjusted in the future to accommodate maybe a larger bus loop if the site becomes a fully transit site. Maybe it is an office building or condominium building in that area. The way we have approached that option has been sensitive to flexibility in the future to allow the transit hub site to react to future conditions.

Q4. How much parking will the transit hub have?

A4. Robert- The site currently has 65 surface parking spaces that will be available for commuters and 22 spaces for short-term parking, passenger pick up and taxis. There have been discussions with the project team to look into other areas to develop additional parking for the transit hub, but those plans are not fully developed to date.

A4. Rod – When this whole system was contemplated, that is the integration of LRT, GRT services, intercity community bus service as well as two way all day go rail service, the Breslau station was contemplated as the commuter rail station that would be car oriented. If you were in your car and had access to Highway 7 it would be much easier to get to the Breslau station. This is a very dense urban site so it is much more difficult to accommodate large volumes of car parking. It is a transit-oriented location. Our expectation is the parking at this site will be relatively minimal in the long run.

Q5. How will the transit hub impact connectivity with existing forms of transportation?

A5. Ellen- AD101.5 shows the various connections. We tried to look at all the various modes of connection to the site to make sure the connectivity is appropriate and plan to make sure commuters have the shortest possible path.

A5. Robert- We tried to balance the levels of connectivity. In a multi modal transit hub there are various needs we have to look at and make sure we have accounted for. What we have done is try to keep most of the pathways on the site multi modal. They are very wide and can accommodate pedestrians and cyclists at the same time. These multi modal paths are following or exceeding the City of Kitchener's multi-use trail standards to make sure we have adequate space for everybody to move around the site and be as safe as possible. Metrolinx is planning a connection at Duke Street as a main north south connection for cyclists and pedestrians to connect to the Waterloo spur trail. Both major trail systems in the Region that go through downtown Kitchener will eventually be connected by the transit hub development and future connection at Duke.

Q6. How is the project team incorporating the needs of people experiencing homelessness with respect to bathrooms, warmth, water fountains inside, and affordable housing on site?

A6. Ellen- The building is open to the public and as with many of our public buildings it serves many purposes including public washrooms, drinking fountains and potential for use as warming and cooling centres. We have a lot of opportunity to support the community and work with our community partners on potential supports. Affordable housing is more likely to be something that could be

potentially addressed through the second and third phases as we look into partnerships with private developers. We do not anticipate apartment units within the transit infrastructure directly but there is lots of opportunity in the future phases.

- A6. Rod- The site will need to function first as a transit site. If it does not function as a multi modal station its not going to achieve its primary objective. There will be opportunities for mixed-use development else where on the site, but overall this may or may not be a good site for affordable housing. The Region of Waterloo is looking at other sites that are available for affordable housing, some of which might be better than this site for that purpose.
- Q7. Will the transit hub be wheel chair accessible? Please expand on any other accessibility features.
- A7. Ellen – Yes, it will be fully wheel chair accessible and barrier free. All connection points will be designed as multi-use trails, which includes easy access for wheel chairs.
- A7. Robert- The transit hub will also have two elevators so that if one is shut down for maintenance then the other can be used. Universal washrooms are located on each floor as well as a separate breastfeeding room. We are also considering finishes that allow edge detection to ensure those with low visual acuity or a visual impairment will be able to navigate the site with ease. All forms of disabilities are being considered in the design of the transit hub.
- Q8. The plans seems to show bus access for GO and inner city travel but are GRT busses using the same bays?
- A8. Reid- With the redesign of the GRT network to support ION, our focus is on offering GRT services on-street at the corner of King and Victoria. This offers a faster experience for riders traveling through downtown for cross-town trips while also still offering very close connectivity and integration with ION LRT and the rest of the hub. There may be some GRT buses that use the on-site bus loop in the future but the plan is predominantly to stop on-street.
- A8. Robert- MobilityPLUS could potentially use one of the bus bays to drop passengers off at the door to the Hub building.
- Q9. Will there be a kiss and ride drop off?
- A9. Robert- Yes, we refer to this as the Passenger Pickup and Drop Off (PPUDO).

- Q10. How can the design accommodate an east to west LRT corridor?
- A10. Ellen- It depends on where the LRT corridor is situated. If it were using the existing rail corridor, which the current one did in some instances, then the hub would be ideally situated to do so. If it were in another location then some modifications would be required.
- Q11. What are the environmental features of the building?
- A11. Robert- The Region has instructed the hub should achieve LEED Silver at a minimum and we are targeting more points than LEED silver at this point. The mechanical system for the building will be an all-electric system, so that in the future the Region would be able to purchase from all green sources to lower carbon emissions. The team is focused on limiting the carbon footprint as much as possible. Green design standards are incorporated in landscape features and in the plaza as well.
- Q12. What is the design capacity for the station and how many passengers / users do you predict per day?
- A12. Robert- It is designed to have a capacity of 300 passengers waiting in the station which is well above what the target is for the station for future capacity.
- Q13. What is the square footage inside of the building? Who will be picking out the finishes?
- A13. Robert- The main floor is 2,102 square meters, the second floor is 1,335 square meters, which totals 3,437 square meters (36,976 square feet). Finishes are being inspired by the Metrolinx design standards, which are comparable to the Regions standard for public buildings.
- Q14. What will the Region do with the Rumpel Felt Factory?
- A14. Ellen- The Rumpel Felt Building is historically designated and we anticipate that when we look into private development in that area the building would be incorporated into the design.
- Q15. Why is it the assumption that Duke Street would have to be closed to accommodate the GO train instead of the platform be more westerly across the King Street overpass?
- A15. Ellen- The rail corridor work is the responsibility of Metrolinx so detailed questions should be directed to them. There are technical limitations in terms of where a train can stop in relation to other infrastructure along the rail corridor and because of those limitations the train has to stop in close proximity to Duke Street. Depending on how many cars are on it, it will either be hanging over Duke or adjacent to it which neither of those can work in a station configuration. They have identified more than a year ago that there is a requirement to close Duke for a station to be located in this location.

- Q16. Can you verify that there is a community meeting room? If so how large is the room?
- A16. Ellen- Yes there is a community meeting room on the second floor to the eastern side of the building.
- A16. Robert- The room be large enough to host a small lecture or gathering (10-12 people) with an area of 115 square meters (1,237 square feet).
- A16. Ellen – In addition, we want activity and life in the transit hall, the open areas as well as in the plaza. Those areas will also be available to the community.
- Q17. Can you explain how the Waterloo Street underpass works?
- A17. Ellen- This is part of the corridor works and is not been designed in detail yet by Metrolinx, which is why it is not shown in this drawing set. There will be a connection immediately under the rail towards the eastern side of the building so you can walk under the rail corridor. There will be elevators to get up to the platform level on the north side of the tracks.
- A17. Robert – Each platform will also have elevators and stair access.
- Q18. What are the plans for the current VIA train station? Why don't we just use the current train station?
- A18. Ellen- The current train station will not meet the requirements in the near to mid term for commuter travel so realistically using the current station would not be an option for very long. In terms of what the intent is for the current station, it is not a Region of Waterloo building so that would be something for CN to determine in terms of what usages there might be. We would be encouraging an interesting adaptive re use in this location.
- A18. Rod- The existing train station and land fronting on Victoria is located in the mixed-use corridor and will be a great redevelopment site at some point in the future. The key reason this is not a great location for the station is that it is not connected to ION LRT. Passengers need to move seamlessly between various modes of transportation in particular between the ION LRT and the GO and VIA systems. The existing VIA station and the property in front of it is definitely going to make significant contribution to the urban landscape at some point in the future.
- Q19. Why doesn't the proposed design match any of the existing industrial vernacular architecture or the surrounding architecture that is around it, like the Tannery or Breithaupt Block?
- A19. Robert- It is different from more of the heritage buildings in the area like the Breithaupt Block and the Seagram Lofts but I think it connects well to the newer buildings in the area like the pharmacy school and the annex that was added to the Breithaupt Block to hold the Google offices. The building is trying to bridge

this gap between older repurposed industrial buildings and the new buildings that have been constructed in this area of Kitchener. This area is going through a substantial redevelopment and is going to see a lot more buildings that have either a more contemporary built fabric or older buildings that have a district heritage aesthetic being adapted with new architecture. The hub is a building that suits the current and future needs of the Region of Waterloo and looks to a more contemporary aesthetic.

Q20. Is the building going to be white like shown in the pictures?

A20. Robert- The colour scheme for the interiors has not yet been decided. Colour selections will be based on the Accessibility for Ontarians with Disabilities Act. The Act includes a certain level of colour contrast between elements for edge detection for the visually impaired or visually limited people. We need to choose materials that have high colour contrast and will likely be getting into an interior that has charcoals and darker colours as well as lighter more natural porcelain colours that are white, beiges and lighter greys. Those pallet of colours also generally let the building be timeless. The heritage buildings in the neighbourhood that are well respected and loved have materials of a similar colour scheme and have the timeless qualities to them such as natural local stones and natural clays fired in brick ovens. We are looking to pickup up these qualities in more contemporary materials in the building that connect it to the site and its materiality.

Q21. What is the capacity of bicycle parking, is it offered indoors and would it be secured parking?

A21. Robert- We have contemplated a wide variety and type of bike storage. We recognized that some cyclists may want to store an expensive road bike and they may want to secure it in a locked storage facility. We have that type of facility. We also have a type of facility that anybody can use that has 24/7 access. A cyclist can lock up their cheaper bike to a rack indoors and it will be safe and dry. We want to encourage cyclists to bring their bikes indoors. Commuters are encouraged to have an active transportation option as part of their daily commute and part of the use of the facility. In summary, there are two distinct interior areas for different levels of security as well as bike stands throughout the site.

A21. Reid – We will be looking at how future micro mobility services (such as bike share or e-Scooters) could be incorporated into the site as well.

Q22. How is the second platform accessed? Is there an underground pedestrian passage like a typical GO station?

A22. Robert- Yes, the Waterloo Street underpass will be the primary connection to the second platform and will include elevators and stairs for accessibility. Metrolinx is planning to have a secondary access to the platform from Duke Street.

Q23. Are you expecting the Waterloo-Breithaupt underground walkway to become a secondary or unofficial passenger drop off. Are there implications for increased traffic on Waterloo Street and Breithaupt?

A23. Robert- We are not anticipating increased traffic but I believe it might be inevitable that people might drop off passengers in that area.

A23. Ellen- Increased traffic is something that is possible and we would work with the City of Kitchener to encourage passenger pick up and drop off to occur in the formal area so we don't create increased congestion in that area.

Q24. What is the expected use per day? Are there any plans for high-speed rail?

A24. Ellen- The building has been design to make sure it has the flexibility to accommodate changes or adjustment to requirements over many years to come. As high-speed rail comes we expect we will be able to adjust to accommodate.

A24. Rod- That is a long-term concept and something that we need to be able to accommodate in the fullness of time when we make those investment decisions. They key idea here is that we have an extensive platform and the station could be extended along the platform in partnership with the redevelopment of the area east of Waterloo Street. There is some potential to add a third platform if it is necessary in the future. It is complicated but theoretically it could be done. We are thinking that there is some very significant capacity for growth here. This station will be able to respond to whatever rail transit requirements are invested in the long run.

Q25. In what ways will Victoria Street change with the realignment?

A25. Ellen- The realignment of Victoria Street essentially shifts the lanes within the existing right of way. This creates less of a bend in the road in that location and provides us the opportunity to create multi-use trail sized sidewalks in front of the Rumpel felt building. The little porch in the front of Rumpel projects into the sidewalk and creates a pinch point, which limits the multi-use connectivity to the site. The realignment also allows for a little more space for passenger pickup and drop off and the plaza. It is not a significant modification to the right of way but has a significant impact on the site by doing so.

Q26. Will there be any challenges with the expected electrification of the rail corridors?

A26. Ellen – We have reviewed Metrolinx electrification requirements. One of the key restrictions for this design prevented the canopies over the platforms from being connected to the hub building. There are no other significant impacts on the building design itself.

Q27. What is the cost structure for this project?

A27. Ellen- Currently we have funding from the provincial government for \$43 Million. We are awaiting cost estimates based on this design, however we anticipate the project will cost more. We will have more clarity in terms of what the additional requirements might be, and then we will be looking to various sources in terms of the additional funding that will be required.

Q28. Will there be a basement level roughed in for future expansion below the station?

A28. Ellen - The base scope does not include a basement level. It is something we have looked at and may consider as we move through the cost estimate.

Q29. Will there be time of arrival screens for trains and buses at their respective platforms?

A29. Ellen – Yes, we do not know necessarily what they will look like yet which is why they are not incorporated in the renderings.

Q30. How will connectivity work beyond the downtown area?

A30. Reid- ION LRT immediately adjacent to the building providing connections to most of the central core area of Kitchener Waterloo such as UW and Fairway. There are a number of bus routes that pass through the Central Station area that provide connections to other parts of the urban area. A couple major cross town routes, including Route 20 and 204 iXpress, connect to the Boardwalk in western Kitchener and residential neighbourhoods in east Kitchener for example. This may evolve over time with additional routes or increased frequency on these routes.

Q31. Are there plans for public art in the public square?

A31. Ellen- There are plans for public art for the site but the location has not yet been determined. It will be part of a competition as with many other public art installations. Typically the approach is for us to identify two or three potential locations and then for the artist to respond in terms of what they would propose for those various locations.

Q32. With limited parking what is the timeline for the development of the Breslau GO? How will the Hub accommodate in the interim?

A32. Ellen- We will be looking for alternative solutions for parking within the vicinity of the Hub to address the interim needs until Breslau GO is available.

A32. Rod- We currently do not have firm timing on the Breslau GO Station. It is safe to say this project will be in construction before the Breslau GO Station, although that is not entirely certain. We know that Metrolinx has a very ambitious plan for the Guelph subdivision, which runs from downtown Kitchener to Georgetown. Metrolinx is planning significant upgrades to rail infrastructure if funding is made available. The concept of Breslau GO Station is pretty well established. There is a design being contemplated and some basic planning has been done to make sure it fits into the surrounding developments in that area.

Q33. How does the Iron Horse trail link to the new pedestrian bridge?

A33. Robert- The bridge is intended to cross the rail right of way and once across have a gentle slope down to meet the spur trail at the appropriate gradient for a multi-use trail. It will gently slope down behind the pharmacy school along the rail corridor and join the spur trail in that area. We are also considering a stair connection that allows people to use the bridge to cross over the rail corridor and immediately exit underneath the grade separation and come out the north side. This connection would allow pedestrians to access King without having to walk all the way to Victoria Street.

A33. Reid – The new pedestrian bridge would connect to a new trail built in phases through a variety of different means including the City of Kitchener’s work to reconstruct Stewart Street, the private perimeter developments project at the end of Stewart Street, and also the construction of a new multi-use trail from Joseph Street to King Street. The above improvements would connect to the trail built from the Iron Horse Trail to Park Street.

Q34. How are we addressing concerns about the nighttime lighting being too bright for residents near the transit hub?

A34. Robert- As this is a LEED building all of our exterior lights are required to be dark sky compliant and cannot be pointed up. Some of the renderings have over exaggerated the quality of light for dramatic purposes and are more of an artist rendering rather than an actual simulation of what we expect to have. The bright halo lighting underneath some of the planters will not be that bright when we actually see it in person. All of the tall pedestal lamps are intended to light the paving area and not cast light into any of the neighbouring buildings. There are some views showing lighting effects on the façade of the transit hub and we are

thinking those would only be for special events and be eventually turned off when the hub is not in use.

Q35. What is being done to make sure water run off is taken care of in the plaza?

A35. Robert- We are very concerned about overland flow on this site. What we don't want to do is to have any rain water on this site shed to the King Street grade separation and potentially impact LRT service. A lot of the storm water strategy has been to collect run off in the plaza to direct it away from there as well as to make sure the plaza surface is safe for people to walk on. We are also looking at snow clearing on site. We have also thought of permeable pavers and will further consider them.

A35. Ellen- For the areas that are direct routes to platform areas we are looking at snowmelt systems. For other portions of the site that are lower traveled we will follow a similar strategy to what we typically do with our public buildings. This includes minimizing the amount of snow clearing in order to minimize the amount of salt use in the winter in the reliance with the smart about salt programs. We will ensure any run off or snowmelt is managed and contained to minimize risks of slips and falls.

Q36. Question- What is your favorite part of this project?

A36. Ellen- What excites me the most is the way that we have used the natural grades on the site to create such an interesting connection between the Victoria Street level and the rail corridor level, and the way the building merges itself into that naturally to create natural flow for passengers who might be traveling from Ion up to GO or the reverse.

A36. Rod- I am really excited that we are having this conversation and that we are about to build a train station. This is a once in a lifetime project, very few generations get to build major pieces of infrastructure like this. People are still talking about the experience of building the express way though the Waterloo Region. This is a singularly important piece of infrastructure because it will help redefine how we travel. It is really positioning the Region of Waterloo to become a much more urban, sustainable and vibrant place. It is all about the people and making the Region a great place to live, work and travel too. I think it is fantastic we are doing this and it is a very exiting time in our history.

A36. Reid- Echo Rod's comments. The thing that excites me about this is how much the traveller experience and the connectivity between all other systems is a core part of the project. It is rewarding to see that come to life.

A36. Robert- I am looking forward to coming back to the station from my travels from outside of the Region. Coming in and seeing that sunset pour in through the western windows and walk through the building and really experience the arrival

home from elsewhere. This building is a place for people to arrive into the Region and come home from their travels outside of the Region. Having a beautiful sunlit building to come back to that is warm and inviting it is important to people now and in the future.

Additional Questions

Q37. Did you consider how many people use GO transit when providing only 65 parking spaces?

A37. Ellen – The design team continues to look at parking options both on site and in the near vicinity of the site.

Q38. Did you consider installing traffic lights at the parking entrance/exit to facilitate those needing to travel north on Victoria to access the expressway?

A38. Ellen – The design team continues to work with Regional and City of Kitchener partners on potential traffic impacts and solutions. Specifically, lights may be challenging in this location given the proximity to other signalized intersections.

Q39. Did you consider how passengers will access the eastbound ION from the hub? Where is protected access?

A39. Ellen – The southbound ION platform will be accessible by crossing a new covered pedestrian bridge over King Street which is being built as part of this project.

Q40. Why are there so many green raised planters on the plaza?

A40. Ellen – the integration of green space is in direct response to the feedback we received in the last round of public consultation.

Q41. Has there been any design of the King/ Victoria Street location being a hub to connect to the rural Townships of Waterloo Region? As well as the towns and rural areas of South Western Ontario?

A41. Rod - VIA Rail is a key partner in the KVTH and provides service to Stratford, London, Sarnia and Windsor through its connection between Kitchener and London. The KVTH will help strengthen the market for those routes and provide great rail options for SW Ontario.

Q42. What height will the platforms be? Will they be level with GO trains, or with VIA trains? Or will they be at the same level as the current station, with both trains requiring a step up?

A42. Ellen – The platform height will meet the current Metrolinx design standard, which will require a step up for all passengers except those using the barrier free coach.

Q43. Could PPUDO and taxi parking spaces be moved closer to the station than general parking?

A43. Robert - Yes, this could be possible and something we will think about in the next design phase.

Q44. What's the red arrow from King St? The renders look like that's one big green wall facing King St. Is there an access door there?

A44. Robert - Yes, this is access to the service rooms in the rear of the station. It also provides for staff emergency egress.

Q45. Does the design provide room for amenities to be added in the future, such as a Via Rail lounge?

A45. Robert - This is currently not planned for this phase of the Hub. It is imagined that future phases of development on this site will included retail and food & beverage services.

Q46. Is the city delaying construction given that it is in a budget crunch and has decided to defund essential services such as child care?

A46. Ellen – there is no plan to delay construction of the transit hub.

Q47. Has there been any renewable energy additions such as solar been considered? Large roof would be excellent for solar.

A47. Robert - Some solar is being considered for the site for the glazing. The roof slope has a northern slope, so this limits the efficiency of solar.

Q48. When will pre qualified contractors be chosen for this project? What time frame are you looking at having construction start?

A48. Ellen –We expect to pre qualify contractors for the construction of the Hub. The prequalification will likely be over the winter / spring of 2021. We are expecting construction to start in the late summer of 2021.

Q49. Will there be opportunity for any local businesses to open pop-up shops within the building? IE Cafe, Bookstore.

A49. Ellen – We expect retail to be included in the future phases of site development, however pop-up shops may be a possibility in the Transit Hall and on the Plaza.

Q50. How does the transit hub project link with the GO layover to the west between King and Park? Metrolinx keeps referring to the transit hub schedule when asked for updates on changes to the layover. Is there any coordination with Metrolinx to facilitate layover changes that have been promised to residents of Cherry Park?

A50. Ellen – This is a better question for Metrolinx. From a Region of Waterloo perspective there is no direct connection between the two projects.

Q51. Can you talk to reference to realigned Victoria reference and how that might affect existing traffic for example at the entrance to Kaufman.

A51. Robert - The re-alignment will be only within the right-of-way. Access to Kaufman would only be affected, but not closed during construction of the road. Traffic is intend to not block the flow of Victoria.

Q52. Is there an entrance to the train platform from the east side?

A52. Robert - Yes, Metrolinx is planning to design access at Duke St.

Q53. For the train platform, why no canopy or overhang like the bus loop? Not unlike most other GO station platforms.

A53. Robert - This is part of the corridor works and has not been design in detail yet by Metrolinx.

Q54. Is the pedestrian bridge over King Street an extension of the platform or a stand alone bridge?

A54. Robert - It will be stand-alone. The train is planned to stop west of the bridge.

Q55. Are the four bus bays for all of GRT, GO, and inter-city buses?

A55. Robert - Six bays are planned. They will be a combination of GRT, GO, Intercity Buses as well as MobilityPLUS.

Q56. Is there a trail plan available for the section being developed between Stewart St and the hub?

A56. The Transit Hub Trail is being implemented in two separate phases: Phase 1 from the Iron Horse Trail to Park Street; and Phase 2 from Park Street to the King Victoria Transit Hub. The first phase of the multi-use trail between the Iron Horse Trail and Park Street has been completed. The second phase is scheduled to be

completed under a separate project, concurrently with the development of the Transit Hub facility. The design for the multi-use trail project is underway and is anticipated to be completed in 2021; however, there are no drawings available as of yet. The timing of construction is being coordinated with private site developments in the area, as well as, road improvement projects planned on Stewart Street and Joseph Street by the City of Kitchener. For more information on this project, please direct inquiries to Eric Saunderson (esaunderson@regionofwaterloo.ca or 519-575-4746).

Q57. With the train platform moving to king&victoria, which already have and will have many more residential units nearby, has there been any considerations given to noise control on the rail corridor?

A57. Robert - This is mainly part of the corridor works and has not been design in detail yet by Metrolinx. For the station building we have retained Air, Noise and Vibration consultants who will set the standards that the contractor must follow in the construction. These will included limits on noise and restrictions during off hours.

Q58. The pedestrian/cyclist flow diagram seems to only consider King St from downtown, not from midtown. Is there plan for an easier access from King St W that doesn't involve so much back-tracking? Someone walking along King St from Google, Station Park, Midtown Lofts, etc. appears to have to walk all the way to the public square, rather than having a door through where the green wall is.

A58. Robert - Due to grades on site we have tried to maintain building access to limit the amount of levels. More levels the more possibility for people to get lost in the building. The focus has been on designing the building to support intuitive wayfinding.

Q59. The open space is very uncomfortable due to visual & very high auditory traffic motion at high levels. Could consideration be given to increasing protection by adding a low perimeter building or loggia to make the space habitable?

A59. Robert – To separate the plaza from the street we have used trees and planters as much as possible to balance the need for protection against the desire for an open public space.

Q60. Lifespan of the building and end restoration possibilities?

A60. Robert - The building is planned to have a 100 year lifespan. During this time major components will have to be maintained, repaired or replaced and these have been considered in the design.

Q61. Is there consideration for use of glass that does not result in death of our song birds?

A61. The glass design has been considered and we are using Canadian Standards Association (CSA) A460:19, Bird-friendly building design.

Q62. What is the cost of this facility both in capital and expected running cost? Is it comparable with the old Charles Street hub and via rail station?

A62. Ellen – The design team is currently awaiting cost estimates and will complete a review early in the new year.

Q63. Apologies if this has been asked, but how come the train tracks are not covered (as previous designs had shown)?

A63. Robert - This is part of the corridor works and has not been design in detail yet by Metrolinx. Earlier designs showed a covered full track canopy and this was a plan by Metrolinx that has been shelved due to the continued operation of diesel trains on the line and high cost.

Q64. What are the predicted maintenance costs - for building, outdoors spaces and parking areas? Including cleaning all the windows! Are these costs factored into region's future budgets?

A64. Ellen – The operating costs for the building will be considered during the design phase and incorporated into Regional budgets once the building is operational.

Q65. It's a very large space - what acoustic design elements have been taken into consideration?

A65. Robert - Yes, the interiors will consider acoustic design as part of further design phases.

Q66. Is the rail elevated along the full length of the station there are windows in the rendering that show the buildings on the other side

A66. These window look out on the cyclist ramp between the building and the platform.

Q67. Whose is responsible for the design and construction of the trail bridge over Kind Street?

A67. Ellen –This will be part of the KVTH project scope.

Q68. Your video shows the proposed bus bays, without any signage or the shelters mentioned. The remaining sidewalk seems very narrow for passengers trying to get past to buses parked further east, unless there are more exits included.

A68. Robert - The distance between the platform and the shelters has been designed to meet current standards. This could be enlarged to be better however.

Q69. We are seeing cost inflation for Carl Zehr Square for the restoration. What are the expected timelines for major repairs and what is the budget. How is the city, Metrolinx and other parties planning on splitting that.

A69. Ellen – The transit hub building, plaza and parking areas will be Region of Waterloo infrastructure, which will be the Region's responsibility to maintain over time.

Q70. Why was the main entrance designed as a single rotating door? It seems underwhelming and should be larger.

A70. Robert - The planned door is similar to one you would find at an airport and design to accommodate passengers with luggage.

Q71. Will the elevator accommodate cargo bikes?

A71. Robert - Yes, it is design to fit a stretcher so it will fit a Bakfiets or a Longjohn style cargo bike.

Q72. Will there be a plan created, or is there a plan created showing future possibilities? Example, more train platforms...

A72. Ellen – Additional platforms would be a Metrolinx responsibility.

Q73. The green planters interfere with direct lines of sight and travel to the main entrance. Why was this design chosen?

A73. Robert - The view in this case was a bit miss leading. The planters have been designed for seating and are not intended to block line of sight.

Q74. Is the multi-use trail on Victoria Street planning on connections to the new trails on Victoria Street at Conestoga Parkway towards Breslau?

A74. The ultimate plan is for continuous active transportation facilities along Victoria Street between the future transit hub and the newly-implemented trails along both sides of Victoria Street which currently end at Bruce Street (near the Conestoga Parkway). However, the implementation of the Victoria Street active transportation facilities is closely tied to the planned realignment of Highway 7 through Kitchener. With a timeline for the Highway 7 realignment yet to be

determined, the Region has not yet been able to program the Victoria Street active transportation upgrades into the Capital Plan. In the immediate future, the Region will continue to monitor progress towards the Highway 7 Realignment and will further review this corridor as part of the planned upcoming active transportation master planning exercise.

Q75. Why has not more Green Infrastructure been used in the design?

A75. Robert - The majority of the Green infrastructure is integrated with the building. We had a strong desire that the building be green, not just look "green". This has involved the design the heating system to be electric so that power sources are de-coupled from fossil fuels and great thermal performance and air tightness to ensure building systems are not operating all the time. Materials have also been chosen with consideration to their embodied energy.

Q76. Will the platform height be flush with GO train doors, or will they be a similar height to the current train station?

A76. Robert - The station building has been designed to meet future level boarding standards that Metrolinx has developed. Currently the Metrolinx platform will be at the lower height so there will be steps and ramps from the building to the platform.

Q77. Was there consideration given to creating this building as net zero or at the least using the building as a way to offset additional carbon created elsewhere in the Region?

A77. Ellen – Currently the building is designed to meet the Region’s minimum standard of LEED Silver. Additional sustainable design options will be considered as part of the next design phase.

Q78. So much green space will be noticed by regulars for perhaps two days. After that it will only be noticed by possibly only 5% of the users, who are irregulars! Is it then worth so much space and cost?

A78. Ellen – The site is intended to be much more than just a train station. The open space will support both the mixed-use development on the site as well as bringing activity and life to this important corner.

Q79. Could we get some kind of virtual representation of all the buses, cars, trains etc. and where they will be connecting? It is hard to get an overview of what the mature terminal will look like with all the traffic.

A79. Ellen – We can look at including something in the next round of consultation.

Q80. How will the design of the public square ensure adequate rain and wind protection for people walking the significant distance from the King/Victoria corner to the building entrance?

A80. Robert – Generally multi modal transit stations connect the various modes of travel via an urban plaza or forecourt and have limited canopy coverage. KVTH has been designed to be welcoming and we want passengers to wait inside before proceeding to their next transit journey.

Q81. When will all Day go to Toronto?

A81. Ellen – The timelines for two way all day go to Toronto are unknown at this time, however, the development of this station will demonstrate the community's readiness and desire for the service.

Q82. Will there be competition between cyclists and pedestrians on the ramps (especially going down)?

A82. Robert - Cyclist will be required to dismount on the ramp.

Q83. Are there any options to better engage with King St, rather than presenting the blank green wall?

A83. Robert – The team is reviewing that elevation in more depth.