

Appendix B: Regional report from the City of Kitchener- transfer of Duke St from Victoria St to CN Rail tracks

Report: PDL-LEG-21-58/ COR-FFM-21-13

Region of Waterloo

Planning Development and Legislative Services

Legal Services

Corporate Services

Facilities & Fleet Management

To: Regional Council

Meeting Date: November 17, 2021

Report Title: King-Victoria Multi-Modal Transit Hub, Proposed Assumption of part of Duke Street between the CN Rail Tracks and Victoria Street, North, City of Kitchener

1. Recommendation:

- a) The Regional Municipality of Waterloo approve the commencement of the process to transfer part of Duke Street, legally described as Edwards Street, Plan 374, Kitchener (AKA Duke Street) lying West of Victoria Street and South of CNR, City of Kitchener being PIN 22319-0180 (LT), from the City of Kitchener to the Regional Municipality of Waterloo, as described in Report PDL-LEG-21-58/ COR-FFM-21-13;
- b) Notice to the public of the proposed transfer of part of Duke Street between the CN Rail Tracks and Victoria Street from the City of Kitchener be given in accordance with the Region's Notice Policy;
- c) Confirmation from the City of Kitchener be obtained that the City supports the proposed transfer of part of Duke Street between the CN Rail Tracks and Victoria Street;
- d) Region staff commence the process to amend the Road Consolidation By-law 01-059 (Regional Road System) to assume part of Duke Street between the CN Rail Tracks and Victoria Street from the City of Kitchener;
- e) Region staff commence the process to amend Traffic and Parking By-law 16-023 to reflect the addition of existing traffic regulations on the section of road to be assumed by the Region of Waterloo; and

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- f) Region staff report back to Regional Council at such time as it is necessary to legally and physically close the section of Duke Street to be assumed by the Region of Waterloo.

2. Purpose / Issue:

The purpose of this report is to obtain direction from Regional Council commence the process to assume part of Duke Street between the CN Rail Tracks and Victoria Street from the City of Kitchener, as part of the Regional Road System.

3. Strategic Plan:

The implementation of the King-Victoria Transit Hub supports the Thriving Economy, Sustainable Transportation, and Environment and Climate Action focus areas in the 2019-2023 Strategic Plan by creating a competitive business-supportive community to help attract, retain and grow employers, talent and investments in Waterloo Region (Objective 1.1); enhancing the transit system to increase ridership and ensure it is accessible and appealing to the public (Objective 2.1); improving and better integrating roads and rail transportation services to and from Waterloo Region (Objective 2.2); and reducing greenhouse gas emissions (Objective 3.1).

4. Key Considerations:

- a) In coordination with the development of the new King-Victoria Transit Hub (KVTH) Metrolinx is undertaking the relocation of the existing Kitchener GO Station to support two-way-all-day GO service.
- b) Following assessment of technical requirements (including rail operations, grade crossing regulation and Transport Canada railway operating rules) and existing site conditions and constraints Metrolinx has determined the only viable relocation option is to shift the platform to the east side of the King Street West Rail Bridge. The typical GO train used along the line is 12 cars long and needs a platform approximately 315 metres long to accommodate access to those cars. By accommodating a platform of that size at the King/Victoria transit hub, the train would extend into the Duke Street right of way, as shown in Appendix B.
- c) An alternative alignment was considered that could have lessened the impact on Duke Street and would have seen the train pushed beyond King Street. However, locating the platform more westerly would force the realignment of a spur rail line adjacent to Victoria Park, and require property purchases that affect several homes. Ultimately this alternative alignment was screened out through the assessment process.
- d) A traffic study was completed that demonstrates that there is sufficient

capacity within the street network to accommodate the closure with limited impact to the adjacent neighbourhood. From a vehicle capacity and safety standpoint, the closure of Duke Street can be accommodated, however pedestrian and bicycle access from the Mount Hope Breithaupt neighbourhood and the downtown is critical to be maintained. Staff at both the City and the Region of Waterloo consider an active transportation corridor with direct connection to the rail platforms a necessary component of the overall design and a requirement of the closure of Duke Street between Victoria Street and the rail corridor.

- e) Duke Street north of the CN Rail tracks would be terminated with an appropriate cul-de sac and the closed portion would be incorporated into the future KVTH development.
- f) The only vehicular access to that part of Duke Street to be assumed is from lands owned by the Region. Access is also available from Victoria Street and ultimately access to these lands will be provided through the development of KVTH.

5. Background:

As outlined in report COR-FFM-21-04/COR-CFN-21-09 dated February 9, 2021, the overall KVTH Project is currently paused pending funding availability. Metrolinx is committed to moving forward with the work within the adjacent rail corridor to relocate their platform to the KVTH site as a critical part of the Kitchener Line expansion in preparation for two-way all-day GO service. As outlined in Report COR-FFM-21-09 dated June 22, 2021, some elements of the Region's site design are moving forward in parallel with the Metrolinx design work in order to ensure that site circulation, parking, bus loop and passenger pick up and drop off area are coordinated and can be ready for use when Metrolinx is ready to move to the new platform (expected Summer 2023).

6. Area Municipality Communication and Public/Stakeholder Engagement:

The project Joint Design Review Panel has provided input into the design process and includes representation from the City of Kitchener and Metrolinx. In addition, City of Kitchener staff are consulted regularly on various design elements.

7. Public/Stakeholder Engagement:

The Region, City of Kitchener and Metrolinx hosted neighbourhood public meeting was on November 28, 2019 to update the public on the KVTH project and integration of GO Transit. Of the 2 options considered by Metrolinx the preferred option to locate the new platforms east of the King Street Rail Bridge was identified along with proposed Duke Street Closure. Subsequent public consultation on January 27 and December 3, 2020

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noted the proposed assumption of Duke Street and future closure to accommodate the GO Station relocation. Notice of the proposed assumption of Duke Street between the CN Rail tracks and Victoria Street will be given in accordance with the Region's Notice Policy. The actual closure of the assumed section of Duke Street will require By-law approval, and that by-law will be advertised in accordance with the Region's Notice Policy.

8. Financial Implications:

The addition of this portion of Duke Street would add a total of 0.15 lane-kilometres to the total length of the Regional Road System. This would require a \$1,400 base adjustment to the Transportation Operations Budget in 2022 for the maintenance and operation of this road. Actual costs in 2022 will depend on the timing of the planned closure as per the Metrolinx contract. Maintenance costs for 2021 can be accommodated in the current operating budget.

9. Conclusion / Next Steps:

On November 8, 2021 City of Kitchener staff reported to City Council with a recommendation that City Council supports the assumption by the Region of that part of Duke Street between the CN Rail tracks and Victoria Street North. With the support of City Council, Region staff will proceed to present a by-law to Regional Council for approval to amend the Road Consolidation By-law 01-059 (Regional Road System) to assume that part of Duke Street and a by-law to amend Traffic and Parking By-law 16-023 to reflect the addition of existing traffic regulations on the section of Duke Street to be assumed by the Region, both to be effective upon passing of the amending by-law.

Construction of the new Kitchener GO Platform is anticipated to commence in Spring 2022 and Region staff will report back to Regional Council on the proposed closure of Duke Street when the timing is known.

10. Attachments / Links:

Appendix A: Section of Duke Street to be assumed by the Region

Appendix B: Train Length at Platform

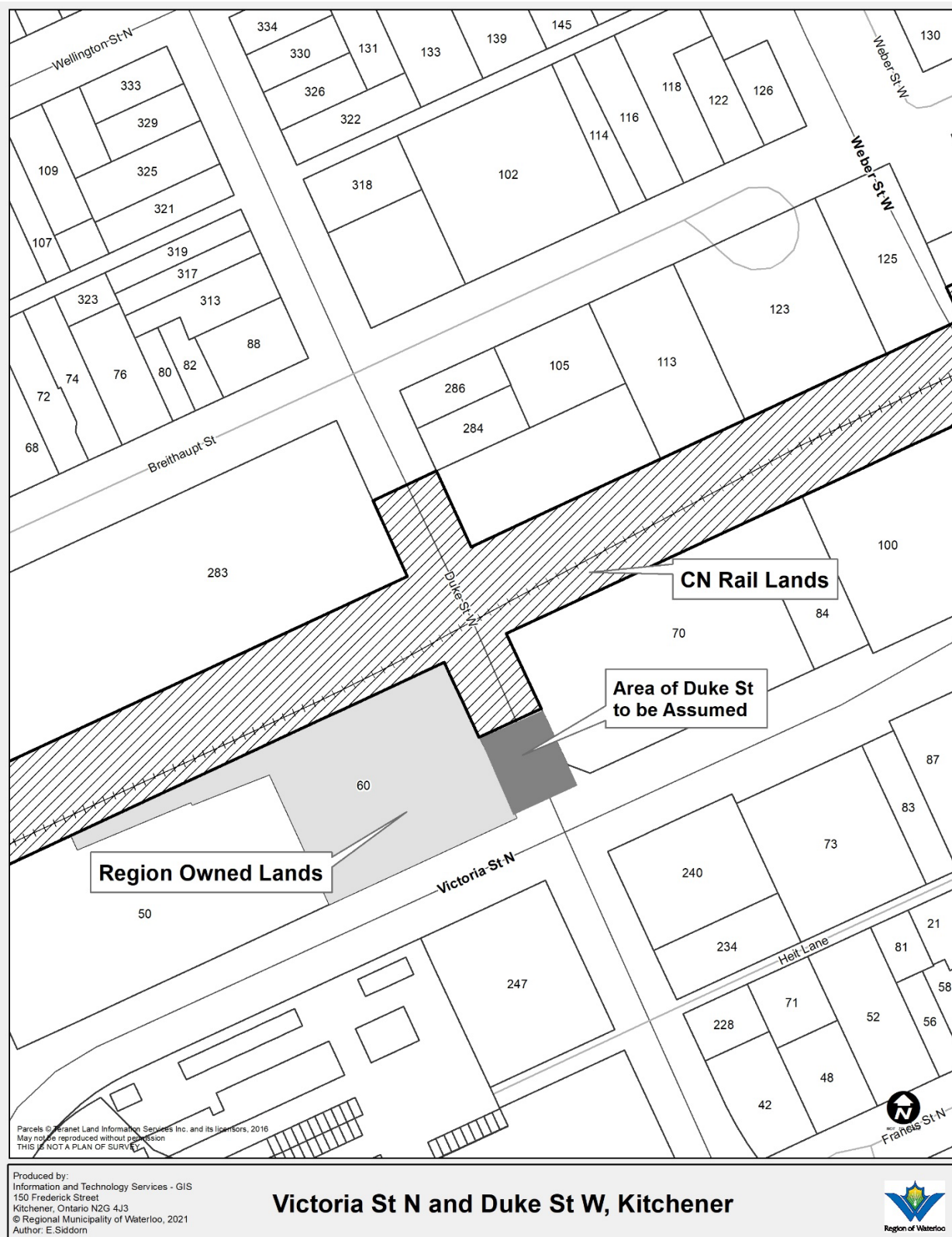
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Appendix A



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Appendix B – Train Length at Platform

