GRAND RIVER TRANSIT BUSINESS PLAN

STATION PROFILES
ION Light Rail is an important piece within GRT’s family of transit services. It consists of a 19-kilometre route from the Conestoga Station in Waterloo to the Fairway Station in Kitchener, comprising 19 stations along the route. Each ION station is a major place of connectivity where walking, cycling, and riding transit come together. The surrounding area within a walkable distance to each ION station has high potential to be developed into destinations to work, live, shop, and/or play.

This document provides a snapshot of each ION station with four major sections describing the station area’s land use characteristics, connection to active transportation, station passenger environment, and location of transit connections.

The **STATION AREA CHARACTERISTICS** summarizes the current land use within each station area, and includes projected 2021 population and employment densities. The MTO desired population and employment density around light rail stations is 160/hectare. Where current and projected densities around stations meet or exceed this value, the values are shown in green. Where they are approaching this value, the values are shown in blue. Where they are far below this value, they are shown in red. The section also includes land use recommendations from the City of Waterloo’s Station Area Plans, the City of Kitchener’s PARTS plans, and GRT and WSP to realize each station area’s potential for transit-oriented development.

The **ACTIVE TRANSPORTATION** sections assess the current condition of the network of sidewalks, trails and paths within each station area. The sidewalk-roadway ratio (defined in the glossary) of each station is compared to the overall average ratio of 84% among all stations. Where the ratio meets or exceeds this value, the ratio is shown in green. Where the ratio is approaching this value, the ratio is shown in blue. Where the ratio is far below this value, the ratio is shown in red. A Walk Score based on Metrolinx’s Mobility Hub Profiles Methodology Document is also provided and describe the quality of the walking environment in and around the station. Ultimately, the goal is to encourage walking to and from key transit hubs; therefore, the built environment that surrounds the station will be an important determinant of people’s propensity to walk. The section also includes recommendations from the City of Waterloo, City of Kitchener, and GRT and WSP to improve overall pedestrian and cyclist connectivity and to decrease walk distances.

The **PASSENGER ENVIRONMENT** sections of this document outline the station access points, station design and amenities, and additional recommendations provided by GRT and WSP.

The **TRANSIT CONNECTIONS** sections include the location and description of connecting bus routes.
GLOSSARY OF KEY TERMS
This section outlines terms used within this document that require further explanation. All items referenced from this glossary are in italics within the document text, or are included in legends with a double asterisk (**).

**Active Frontage:** Indicates areas where the ground floor is required to accommodate non-residential uses, including commercial, retail and community/institutional uses at grade that are designed in a manner that animates and activates the street.

**Additional Active/Convertible Frontage:** Consultant/GRT proposed locations for active or convertible frontage.

**Convertible Frontage:** Indicates areas which are planned and designed to accommodate mixed commercial, retail, and community/institutional uses at grade, at such time as these uses may be supported.

**Convergence Hub:** An innovative, mixed-use node characterised by an urban campus with buildings connected via attractive public spaces where workers, students and residents will come together.

**Cycling Connection:** Existing (solid line), proposed (dashed line) and consultant/GRT proposed (solid-dashed line) bike lanes, multi-use trails, and other dedicated cycling paths allowing cyclist access between locations.

**Desired Residential and Job Density within 800m of LRT Station:** Ministry of Transportation - Ontario standard of density that supports light rail transit.

**Gateway Enhancements:** Important access points which should be targeted for the public realm and wayfinding enhancements.

**Mobility Enhancement Zone:** Areas not directly adjacent to station where various transportation infrastructure improvements should be targeted to support a high number of transfers between pedestrians, cyclists, and the transit network.

**Pedestrian Connection:** Existing (solid line), proposed (dashed line), and consultant/GRT proposed (solid-dashed line) sidewalks, pathways, and trails allowing pedestrian access between locations.

**Potential All-Way Pedestrian Crossing:** Scramble intersections that allow for pedestrian crossings in all directions including diagonally.

**Potential Gateway Enhancements:** Indicates important points of access which should be targeted for public realm and wayfinding enhancements.

**Potential Infrastructure Improvement:** Provision of direct, accessible pedestrian connection where one is not present.

**Potential Intersection Improvement:** Indicates areas where improvements to the existing intersection could help to enhance access and safety for pedestrians and cyclists.

**Potential New Intersection:** Indicates areas where the introduction of a new intersection requiring enhanced pedestrian crossings or traffic signals are recommended.

**Potential Pedestrian-Activated Crossing:** Crossings where the introduction of new pedestrian-activated signals could support connectivity between the station area and surrounding neighbourhoods and destinations.

**Potential Ramp Improvements:** Additional pedestrian-only opportunities on ramps.

**Potential Streetscaping Improvements:** Indicates areas where the introduction of wider sidewalks, benches, trees, and/or other streetscaping enhancements would improve pedestrian connections.

**Potential Traffic Reduction:** Areas where various transportation infrastructure and policy improvements are proposed to reduce vehicle speed limits and promote increased pedestrian and cycling safety and usage.

**Sidewalk-Roadway Ratio:** The ratio of sidewalk to roadways where a value of 100% indicates sidewalk on both sides of all roads.

**Signed Cycling Route:** Existing (solid line) and recommended (dashed line) roads that serve as recommended paths for cyclists to travel where no dedicated infrastructure is provided.

**SPA:** Land Use Special Policy Area. See City of Waterloo’s land use plans for more detail on specific SPAs.

**SRP:** Land Use Special Regulation Provisions. See City of Kitchener’s land use plans for more details on specific SRPs.

**Transfer Zone:** Indicates areas where improvements should be targeted to support a high number of transfers between pedestrians, cyclists and the transit network.

**Walk Score:** From Metrolinx’s Mobility Hub Profiles Methodology Document. A widely used indicator that measures an area’s walkability based on accessibility and proximity to amenities. It both describes the quality of walking environment and can explain differences in walking behaviour across space. Walk scores in this document are representative of December 2017.

**Wayfinding:** Systems that guide people through their physical environment and increase their understanding of this environment such as signs, maps, graphic materials, and other landmarks.
<table>
<thead>
<tr>
<th>Station Name</th>
<th>Station Area Characteristics</th>
<th>Active Transportation</th>
<th>Passenger Environment</th>
<th>Transit Connections</th>
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Updated December 2020
STATION AREA CHARACTERISTICS

General Characteristics
- Mixture of commercial, employment and residential uses centred around Conestoga Mall
- Largely auto-centric
- Fragmented sidewalk and street network
- High employment densities
- Two highway interchanges within 1km of station area

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: 160/hectare
Current Conestoga Station residential density: 21/hectare
Current Conestoga Station employment density: 30/hectare
Current Conestoga Station residential and employment density: 51/hectare
Projected 2021 Conestoga Station residential and employment density: 59/hectare

City of Waterloo Land Use Recommendations
- Support the continued intensification of the Conestoga Mall parking lot to create a higher-density and more transit-oriented place
- Plan for a greater mix of uses immediately around the station
- Encourage buildings that actively address the street with uses at grade along King Street
- Transform Conestogo Road as a key link through the area with street-related uses and more-transit oriented development
- Encourage employment growth within the station area

Additional Land Use Recommendations
- Consolidate existing parking areas to structured parking to increase available land for redevelopment

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 65% (excludes highways)
- Current ratio indicates relative number of streets have sidewalk on one side only or none at all
- Major gaps include along Conestogo Road where there are no sidewalks, King Street between Northfield Drive and Conestogo Road where there are sidewalks on one side, and Northfield Drive west of King where there are sidewalks on one side

Existing Connectivity & Walkability

- Walk Score of 73 (Very Walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- Three main corridors of bike infrastructure:
  - Bike lanes on both sides along Davenport Road between Northfield Drive and Lexington Road
  - Multi-use trail on both sides along King Street between Blue Springs Drive and Conestoga Mall
  - Multi-use trail on the east side along King Street between Weber Street and Blue Springs Drive

Existing Trail Network

- Interior trail networks within Kingscourt Park and Anndale Park
City of Waterloo Active Transportation Recommendations

- Create a finer grained and interconnected street grid pattern with new street connections and smaller blocks to improve connectivity
- Establish a pedestrian transfer zone around the station to support transfers and improve access to surrounding destinations
- Improve connections between Lincoln neighbourhood and Conestoga Mall/Station
- Complete the sidewalk network and add pedestrian paths through the mall parking lot to support pedestrian access to and from Conestoga Mall/Station
- Long term, transition to denser urban developments by reducing parking requirements and encourage structured parking decks and facilities instead of surface parking
- Encourage completion of the sidewalk network in the adjacent residential areas

Additional Active Transportation Recommendations

- Create improved connections between Colby Drive and King Street for better access to transit
- Improve pedestrian and cycling infrastructure in industrial areas near Dutton Drive
**PASSENGER ENVIRONMENT**

**Station Access**
- Access to each end of the platform is provided by 2 concrete sidewalks over the tracks from the mall parking lot to and from King Street
- There is an existing signalized crossing at King Street and Conestogo Road
- A 3-metre-wide multi-use trail is provided along the eastern side of King Street (Conestoga Mall side) to accommodate pedestrians and cyclists

**Station Design and Amenities**
- Serves as the northern terminus of ION Light Rail
- Two bi-directional platforms with lighting
- Glass canopy shelters provided over boarding/alighting platform areas
- Glass enclosure under canopy with push button infrared heater for inclement weather
- 1 Bench with back rest in glass enclosure of each platform
- 1 Bench with back rest in front of Anchor Wall of each platform
- 1 Bench at opposite end of each platform from Anchor Wall
- Blue, orange and yellow Anchor walls with station name
- Public art installation
- Real-time and static transit system information displays
- 2 Fare Vending Machines per platform
- Way-finding Signage and Information
- 2 Garbage/Recycling bins per platform
- 2 Platform Validators per platform
- 1 On Demand Call Station per platform
- 1 Passenger Assistance Intercom per platform

**Recommendations**
- Provide digital dynamic displays at either end of the platforms to show next bus departure times and other passenger information

**Early station design cross-section**

*Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*

Updated December 2020
TRANSIT CONNECTIONS

Legend
- Bus Shelter
- GRT Bus
- Railway Gate
- Bike Rack
- Concrete
- Bus Stop
- Plantings
- Pavement Markings
- Signalized Pedestrian Crossing
- Pedestrian Access to Platform
- Bus Movements

Updated December 2020
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<th>Walk Distance to ION</th>
<th>Headway</th>
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Updated December 2020
General Characteristics

- Within a major employment area and home to industrial and manufacturing-based uses
- Largely auto-centric
- Fragmented active transportation network
- Station area in between a highway interchange and office employment

Future Population and Employment Density

**Desired residential and job density within 800m of LRT Station:** 160/hectare

Current Northfield Station residential density: 14/hectare
Current Northfield Station employment density: 33/hectare
Current Northfield Station residential and employment density: 47/hectare
Projected 2021 Northfield Station residential and employment density: 81/hectare

City of Waterloo Land Use Recommendations

- Reinforce the transformation of the station area into a destination for high value employment uses
- Encourage the introduction of more amenities throughout the Northfield employment district to support businesses and workers
- Consider limited residential uses in proximity of the station to support greater levels of activity throughout the day and evening
- Encourage the intensification of single-use retail areas to create more mixed-use and transit-supportive commercial destinations around the station

Additional Land Use Recommendations

- Consolidate existing parking areas to structured parking to increase available land for redevelopment

Updated December 2020
**ACTIVE TRANSPORTATION**

**Existing Sidewalk Network**

Sidewalk–roadway ratio of 65% (excludes highways)
- Current ratio indicates relative number of streets have sidewalk on one side only or none
- Major gaps include Kumpf Drive where there is no sidewalk on the east side of the roadway, Randall Drive where there is no sidewalk on the north side of the roadway, and Colby Drive, Conestogo Road, and Conrad Place where there is no sidewalk on either side of the roadway

**Existing Connectivity & Walkability**

- *Walk score of 44 (Car-Dependent)*
- This indicates long walk distances and/or out-of-direction travel for pedestrians

**Existing Bike Network**

- Three main corridors of bike infrastructure:
  - Bike lanes on both sides along Weber Street between Benjamin Road and Northfield Drive
  - Bike lanes on both sides along Northfield Drive between Weber Street and Westmount Road
  - Bike lanes on both sides along Parkside Drive between Northfield and Bearinger Road
- Do not connect directly to Northfield Station

**Existing Trail Network**

- Limited to Waterloo Trail on Parkside Drive, 1km from Northfield Station
City of Waterloo Active Transportation Recommendations

- Improve pedestrian and cycling conditions along Northfield Drive
- Establish a pedestrian transfer zone around the station to support transfers and improve access to surrounding destinations
- Create a finer grained and interconnected street grid pattern with new street connections and smaller blocks to improve connectivity, including extending Parkside Drive north to Northfield Drive West
- Extend the Laurel Trail north towards Northfield as the spine for a network of interconnected greenway connections
- Expand and connect the bicycle infrastructure network to improve access and mobility to area businesses and neighbourhoods, St. Jacobs Market, and the new station
- Encourage shared parking, structured parking, and reduced parking requirements to support redevelopment and new development of new uses and amenities

Additional Active Transportation Recommendations

- Create improved connections between Colby Drive and King Street for better access to transit
- Improve pedestrian and cycling infrastructure in industrial areas near Colby Drive, Froebisher Drive, Conestogo Rd, and Dutton Drive
- Provide bike lanes along Northfield Drive for improved connections
- Encourage completion of the sidewalk network in the adjacent residential areas
Recommendations

- Integrate station with surrounding businesses
- Provide opportunities for neighbouring properties to connect directly to the station
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Station Access

- Northfield Station is located south of Northfield Drive West between Highway 85 and Parkside Drive
- Access to the platform is provided by concrete sidewalk along Northfield Drive
- There are signalized crossings at Northfield Drive & Kumpf Drive; pedestrian crossing gates are provided along sidewalks on Northfield Drive
- Sidewalks are available on both sides of Northfield Drive

Station Design and Amenities

- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy with push button infrared heater for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Brown marbled Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom
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Updated December 2020
RESEARCH & TECHNOLOGY
STATION AREA CHARACTERISTICS

General Characteristics
- Growing cluster of research, technology and knowledge-based office uses surrounding the station
- Abundance of green spaces
- Low density area and several vacant lots
- Limited amenities for local employees

Future Population and Employment Density
Desired residential and job density within 800m of LRT Station: 160/hectare
Current Research & Technology Station residential density: 8/hectare
Current Research & Technology Station employment density: 40/hectare
Current Research & Technology Station residential and job density: 48/hectare
Projected 2021 Research & Technology Station residential and job density: 72/hectare

City of Waterloo Land Use Recommendations
- Support existing employment uses and business while encouraging new job growth
- Encourage the introduction of more amenities within office and mixed-use areas
- Support higher densities and a mix of uses at the station to support activity at all hours of the day
- Consider the introduction of residential uses at strategic transit-adjacent locations
- Orient new development to create interesting and active street frontages and public spaces

Additional Land Use Recommendations
- Consolidate existing parking areas to structured parking to increase available land for redevelopment

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 85%
- Current ratio indicates large number of streets have sidewalk on both sides
- Major gaps include Phillip Street between Albert Street and Columbia Street where there are no sidewalks on the east side of the roadway

Existing Connectivity & Walkability

- Walk Score of 53 (Somewhat walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- Five main corridors of bike infrastructure:
- Bike lanes and multi-use trail on both sides along Hagey Boulevard between Columbia Street and Bearinger Road
- Bike lanes on both sides along Wes Graham Way between Hagey Boulevard and Bearinger Road continuing on to Parkside Drive
- Bike lanes on both sides along Bearinger Road between Albert Street and Westmount Road
- Bike lanes on both sides along Columbia Street between Erbsville Road and King Street
- Bike lanes on both sides along Phillip Street between University Avenue and Albert Street

Existing Trail Network

- Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks in the Research and Technology Station area
- Other trails and green space located on University of Waterloo North Campus

Updated December 2020
City of Waterloo Active Transportation Recommendations

- Create a finer grained and interconnected street grid pattern that includes new roads and connections to the east of the station towards Albert Street
- Complete the pedestrian and cycling network along Philip Street to strengthen the corridor as a key link through the "Idea Quarter"
- Enhance connections to Laurel Trail that includes northbound extension that follows LRT rail corridor
- Expand number of trails and trail connections in Research and Technology Park to improve mobility and connectivity for pedestrians and bicyclists
- Encourage shared parking, structured parking, and reduced parking requirements to support redevelopment and new development of new uses and amenities

Additional Active Transportation Recommendations

- Provide improved pedestrian and cycling connections between Phillip Street and Wes Graham Way
PASSENGER ENVIRONMENT

Station Access

- Access to each end of the platform is provided by 2 concrete sidewalks over the tracks from Wes Graham Way to the new trail to Phillip Street
- Research and Technology Station is located adjacent to where the Laurel Trail intersects Wes Graham Way
- Sidewalks are available on both sides of Wes Graham Way

Station Design and Amenities

- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy with push button infrared heater for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at north end of platform
- Orange Anchor Wall with station name
- Public art installation
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations

- Provide formalized crossing across Wes Graham Way from the station
- Provide curb cuts on the southern side of Wes Graham Way to the station
- Enhance the street presence of the station to allow for improved way-finding on both Phillip Street and Wes Graham Way
- Formalize the access point toward Phillip Street
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
## TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
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<td>Cedarbrae Ave</td>
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<td>15 min</td>
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Updated December 2020
STATION AREA CHARACTERISTICS

- **Business Park**
- **Commercial**
- **Corridor Commercial**
- **Core**
- **High Density Residential**
- **Medium Density Residential**
- **Low Density Residential**
- **Mixed Use**
- **Mixed Use Residential**
- **Mixed Use Non-Residential**
- **Mixed Use Neighbourhood Commercial**
- **Mixed Use Office**
- **Mixed Use Residential**
- **Mixed Use Non-Residential**
- **Mixed Use Neighbourhood Commercial**
- **Mixed Use Office**
- **Industrial/Employment**
- **Heavy Industrial Employment**
- **Institutional**
- **Major Institutional**
- **Open Space**

**Legend**

**General Characteristics**
- Defined by University of Waterloo campus on the west side of station
- High density student housing development in adjacent Northdale neighbourhood
- Underdeveloped parking lots along Phillip Street
- GRT and intercity bus terminal will be located on the right side of the station

**Future Population and Employment Density**

- Desired residential and job density within 800m of LRT Station: 160/hectare
- Current University of Waterloo Station residential density: 32/hectare
- Current University of Waterloo Station employment density: 65/hectare
- Current University of Waterloo Station residential and job density: 97/hectare
- Projected 2021 University of Waterloo Station residential and job density: 164/hectare

**City of Waterloo Land Use Recommendations**
- Plan for a *Convergence Hub* and support placemaking around the station
- Support the transformation of the University Shops Plaza into a mixed-use and transit-oriented destination
- Plan for more amenities and a greater range of uses along the Phillip Street corridor in proximity to the station
- Ensure the design of taller buildings contributes to the pedestrian experience
- Ensure new developments preserve opportunities for improved connectivity through the station area
- Retrofit existing buildings to animate streets and public spaces

**Additional Land Use Recommendations**
- Encourage redevelopment of surface parking lots to high intensity land use to achieve transit-oriented development potential

*Updated December 2020*
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 80%
• Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
• Major gaps include Westmount Road between Columbia and Longfellow Drive

Existing Connectivity & Walkability

• Walk Score of 65 (Somewhat Walkable)
• This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

• Five main corridors of bike infrastructure:
  • Bike lanes on both sides along Seagram Drive between Albert Street and University Avenue
  • Bike lanes on both sides along University Avenue between King Street and the Boardwalk
  • Bike lanes on both sides along Columbia Street between King Street and Erbsville Road
  • Bike lanes and multi-use trail on both sides along Hagey Boulevard between Columbia Street and Bearinger Road
  • Bike lanes on both sides along Phillip Street between University Avenue and Albert Street

Existing Trail Network

• Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks in the University of Waterloo Station area

Updated December 2020
City of Waterloo Active Transportation Recommendations

- Encourage shared parking, structured parking, and reduced parking requirements to support redevelopment and new development of new uses and amenities
- Promote use of the Laurel Trail as an active transportation route for access to the University, the proposed station, and the surrounding area
- Study the potential of a bikeshare program at the University and the surrounding neighbourhoods (e.g. Northdale)
- Improve the pedestrian environment (i.e. sidewalk and crosswalk network) along Ring Road and sidewalk and bicycle infrastructure network along southern side of campus/Westmount Road
- Promote use of transit by creating an intermodal transit hub adjacent to LRT station and in close proximity to University
- Enhance connectivity between the campus and areas to the north of Columbia Street.

Additional Active Transportation Recommendations

No additional recommendations are identified for the station area at this time.
PASSENGER ENVIRONMENT

Station Access
- University of Waterloo Station is located adjacent to where the Laurel Trail runs parallel to Ring Road
- Access to each end of the platform is provided by 2 concrete sidewalks over the tracks from Ring Road/Laurel Trail integrated with the platform
- Sidewalks are available on both sides of Ring Road

Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Blue and grey Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Provide additional crosswalks across Ring Road to enhance the southwest access of the platform
- Provide additional bike racks at the north access of the platform to enhance cycling to the transit transfer environment
- Provide formalized walkway from GRT bus platforms to the path in front of Engineering 5 building to the east of the ION platform through the parking lot to encourage seamless passenger transfers
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Early station design cross-section
Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
CONESTOGA
NORTHFIELD
RESEARCH & TECHNOLOGY
UNIVERSITY OF WATERLOO
LAURIER-WATERLOO PARK
WATERLOO PUBLIC SQUARE
WILLIS WAY
ALLEN
GRAND RIVER HOSPITAL
CENTRAL STATION-INNOVATION DISTRICT
KITCHENER CITY HALL
VICTORIA PARK
QUEEN
FREDERICK
KITCHENER MARKET
BORDEN
MILL
BLOCK LINE
FAIRWAY

TRANSIT CONNECTIONS

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<td>Bike Rack</td>
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First Base Solutions (2016)

Updated December 2020
# TRANSIT CONNECTIONS

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<th>Headway</th>
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<td>Cedarbrae Ave</td>
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*Pending completion of University of Waterloo Station bus platforms.
General Characteristics
- Directly adjacent to Waterloo Park
- Wilfrid Laurier University campus to the east
- University of Waterloo campus to the north
- Waterloo Memorial Recreation Complex to the south

Future Population and Employment Density

**Desired residential and job density within 800m of LRT Station:** 160/hectare

Current Laurier-Waterloo Park Station residential density: 43/hectare

Current Laurier-Waterloo Park Station employment density: 68/hectare

Current Laurier-Waterloo Park Station residential and job density: 111/hectare

Projected 2021 Laurier-Waterloo Park Station residential and job density: 127/hectare

City of Waterloo Land Use Recommendations

- Ensure that new development helps enhance the setting of and improve connectivity to the park
- Ensure that the redevelopment of existing recreational facilities and new park-related structure contribute to the setting of the park
- Support the implementation of the Laurier Master Plan
- Plan for a range of housing, including options for families and seniors
- Improve the relationship of UW Place to its surroundings and explore opportunities for new commercial, retail and service uses

Additional Land Use Recommendations

- Extend the recommended active frontages at Seagram and the ION alignment along the length of Seagram Drive to University Avenue West
- Consolidate existing parking areas to structured parking to increase available land for redevelopment
- Improve the relationship of Waterloo Memorial Recreation Centre to its surroundings to allow for improved connections to the facility

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 85%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions

Existing Connectivity & Walkability
- Walk Score of 69 (Somewhat Walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network
- Five main corridors of bike infrastructure:
  - Bike lanes on both sides along Seagram Drive between Albert Street and University Avenue
  - Bike lanes on both sides of University Avenue between King Street and the Boardwalk
  - Bike lanes on both sides of Father David Bauer between Westmount Road and Erb Street
  - Bike lanes on both sides of Westmount Road between University Avenue and Pinebrook Park
  - Bike lanes on both sides along Phillip Street between University Avenue and Albert Street

Existing Trail Network
- Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks in the Laurier-Waterloo Park Station area
- Internal trail network within Waterloo Park
City of Waterloo Active Transportation Recommendations

- Implement the proposed trail network extensions through Waterloo Park to improve walkability and transportation throughout the station area.
- Provide clear and direct access between the proposed station and the festival space(s) at Waterloo Park.
- Promote use of the Laurel Trail as an active transportation route for access to Waterloo Park, the university, the proposed station, and the surrounding area.
- Enhance the pedestrian and bicycle infrastructure at Waterloo Park and along Seagram Drive.
- Create a pedestrian transfer zone that supports easy connections between the various modes and transit services along University Avenue West between Hazel Street and King Street North.
- Encourage shared parking, structured parking, and reduced parking requirements to support redevelopment and new development of new uses and amenities.

Additional Active Transportation Recommendations

- Extend “active frontage” to west side of Seagram Drive in place of proposed open space/green area with wide sidewalks
Station Access
- Laurier-Waterloo Park Station is located adjacent to where the Laurel Trail intersects Seagram Drive
- Access to each end of the platform is provided by concrete sidewalks over the tracks from Laurel Trail and Seagram Drive integrated with the platform; pedestrian gates ensure safe crossings
- Sidewalks are available on both sides of Seagram Drive

Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Faux wood Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Formalize the gateway between the pathway and the parking lot along Seagram Drive
- Widen the proposed pathway that connects the north end of the station to the parking lot
- Connect and unify existing pathways with newly proposed pathways in the station area
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
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<tr>
<th>Route Name</th>
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<th>Walk Distance to ION</th>
<th>Headway</th>
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*Updated December 2020*
**WATERLOO PUBLIC SQUARE**

**STATION AREA CHARACTERISTICS**

**General Characteristics**
- Urban core of the City of Waterloo
- Mix of commercial, residential, cultural, employment and institutional uses

**Future Population and Employment Density**
- Desired residential and job density within 800m of LRT Station: 160/hectare
- Current Waterloo Public Square Station residential density: 51/hectare
- Current Waterloo Public Square Station employment density: 57/hectare
- Current Waterloo Public Square Station residential and job density: 108/hectare
- Projected 2021 Waterloo Public Square Station residential and job density: 122/hectare

**City of Waterloo Land Use Recommendations**
Waterloo Public Square Station was not included in the City of Waterloo’s Station Area Planning Initiative.

**Additional Land Use Recommendations**
- Encourage higher density and mixed use land uses along key transit corridors while maintaining established low density residential neighbourhoods
ACTIVE TRANSPORTATION

Existing Sidewalk Network

*Sidewalk-roadway ratio of 90%

- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include residential streets with sidewalk on one side only

Existing Connectivity & Walkability

- *Walk Score* of 97 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network

- Three main corridors of bike infrastructure:
  - Multi-use trail on Caroline Street between Erb Street and William Street,
  - Bike lanes on both sides of Father David Bauer Drive between Westmount Road and Erb Street
  - Segment of multi-use trail on Erb Street connecting the Father David Bauer Drive bike lanes and Caroline Street multi-use trail

Existing Trail Network

- Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks in the Waterloo Public Square Station area
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal trail network within Waterloo Park
City of Waterloo Active Transportation Recommendations

Waterloo Public Square Station was not included in the City of Waterloo’s Station Area Plans initiative. Preliminary recommendations include:

- Provide additional bicycle infrastructure along Erb Street West and Bridgeport Road West to connect existing bicycle facilities that currently stop at Erb Street West and Westmount Road and Erb Street East and Margaret Avenue N. This also will connect to the existing bicycle facilities along University Avenue West as well as the facilities along Father David Bauer Drive.
- Provide additional signed cycling routes along William Street, Moore Avenue, and Avondale Avenue

Additional Active Transportation Recommendations

- Provide new bicycle infrastructure along Short Street/Park Street to provide north-south bicycle connectivity
- Expand the existing bike network as share-road on John Street, Park Street, and Walter Street to build an integrated cycling network throughout Kitchener and Waterloo
- Increase multi-use trail signage along Caroline Street multi-use trail to encourage use by bicycles.
PASSENGER ENVIRONMENT

Station Access

- Waterloo Public Square Station is located adjacent Waterloo Public Square at King Street South
- Access to each end of the platform is provided by concrete sidewalks over the tracks from King Street and the adjacent properties integrated with the platform; pedestrian gates ensure safe crossings
- Sidewalks are available on both sides of King Street

Recommendations

- Increase warning signage to discourage drivers from driving onto Light Rail tracks
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Station Design and Amenities

- Northbound platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at west end of platform
- Blue Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

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<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
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<td>Erb St Bridgeport Rd</td>
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<tr>
<td>7 King</td>
<td>Conestoga Station</td>
<td>King St Connaught St</td>
<td>Fairway Station</td>
<td>50 m (0.5 min)</td>
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<td></td>
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<td>King St</td>
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<tr>
<td>16 Strasburg-Belmont</td>
<td>Waterloo Public Square Station</td>
<td>Belmont Ave Highland Rd Strasburg Rd</td>
<td>Conestoga College Doon Campus</td>
<td>50 m (0.5 min)</td>
<td>15 min</td>
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<tr>
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<td>Fairway Station</td>
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<td>15 min</td>
<td>15 min</td>
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Updated December 2020
WILLIS WAY STATION AREA CHARACTERISTICS

General Characteristics
- Urban core of the City of Waterloo
- Mix of commercial, residential, cultural, employment and institutional uses

Future Population and Employment Density

**Desired residential and job density within 800m of LRT Station:** 160/hectare
Current Willis Way Station residential density: 51/hectare
Current Willis Way Station employment density: 57/hectare
Current Willis Way Station residential and job density: 108/hectare
Projected 2021 Willis Way Station residential and job density: 122/hectare

City of Waterloo Land Use Recommendations

Willis Way Station was not included in the City of Waterloo’s Station Area Planning Initiative.

Additional Land Use Recommendations
- Encourage higher density and mixed use land uses along key transit corridors while maintaining established low density residential neighbourhoods
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
• Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
• The majority of gaps include residential streets with sidewalk on one side only

Existing Connectivity & Walkability

• Walk Score of 97 (Walker’s Paradise)
• This indicates comfortable and direct walking distances for pedestrians

Existing Bike Network

• Three main corridors of bike infrastructure:
  • Multi-use trail on Caroline Street between Erb Street and William Street
  • Bike lanes on both sides of Father David Bauer Drive between Westmount Road and Erb Street
  • Segment of multi-use trail on Erb Street connecting the Father David Bauer Drive bike lanes and Caroline Street multi-use trail

Existing Trail Network

• Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks in the Willis Way Station area
• Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
• Internal trail network within Waterloo Park
**City of Waterloo Active Transportation Recommendations**

Willis Way Station was not included in the City of Waterloo’s Station Area Plans initiative. Preliminary recommendations include:

- Provide additional bicycle infrastructure along Erb Street West and Bridgeport Road West to connect existing bicycle facilities that currently stop at Erb Street West and Westmount Road and Erb Street East and Margaret Avenue N. This also will connect to the existing bicycle facilities along University Avenue West as well as the facilities along Father David Bauer Drive.
- Provide additional signed cycling routes along William Street, Moore Avenue, and Avondale Avenue.

**Additional Active Transportation Recommendations**

- Provide new bicycle infrastructure along Short Street/Park Street to provide north-south bicycle connectivity.
- Expand the existing bike network as share-road on John Street, Park Street, and Walter Street to build an integrated cycling network throughout Kitchener and Waterloo.
- Increase multi-use trail signage along Caroline Street multi-use trail to encourage use by bicycles.
**PASSENGER ENVIRONMENT**

Station Access
- Access to the platform is provided by 2 concrete sidewalks over the tracks connecting the west side of Caroline Street to the platform
- A formalized pedestrian crossing is also available at Father David Bauer Drive
- Sidewalks are available on both sides of Caroline Street

Station Design and Amenities
- Southbound island platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Blue and grey Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

**Recommendations**
- Provide formalized pedestrian crossings aligned with ends of the platform or additional crossing at Alexandra Avenue across Caroline Street to increase passenger access points to the station
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

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**Early station design cross-section**

*Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*
## TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
<th>Peak</th>
<th>Midday</th>
<th>Saturday</th>
<th>Sunday</th>
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<tr>
<td>5 Erb</td>
<td>The Boardwalk Station</td>
<td>Erb St Bridgeport Rd</td>
<td>Daniel/Bloomingdale</td>
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<tr>
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<td>Conestoga Station</td>
<td>King St Connaught St</td>
<td>Fairway Station</td>
<td>0 m (0 min)</td>
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<tr>
<td>16 Strasburg-Belmont</td>
<td>Waterloo Public Square Station</td>
<td>Belmont Ave Highland Rd Strasburg Rd</td>
<td>Conestoga College Doon Campus</td>
<td>0 m (0 min)</td>
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<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
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<td>Fairway Station</td>
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<td>10 min</td>
<td>10 min</td>
<td>15 min</td>
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</table>

Updated December 2020
General Characteristics

- Southern fringe of urban core of the City of Waterloo
- Mix of commercial, residential, cultural, employment and institutional uses

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: 160/hectare
Current Allen Station residential density: 48/hectare
Current Allen Station employment density: 79/hectare
Current Allen Station residential and job density: 127/hectare
Projected 2021 Allen Station residential and job density: 132/hectare

City of Waterloo Land Use Recommendations

Allen Station was not included in the City of Waterloo’s Station Area Planning Initiative.

Additional Land Use Recommendations

- Encourage a shift to higher density and mixed use land uses along key transit corridors while still maintaining established low density residential neighbourhoods
- Consolidate existing parking areas to structured parking to increase available land for redevelopment

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include residential streets with sidewalk on one side only

Existing Connectivity & Walkability
- Walk Score of 93 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network
- One main corridor of bike infrastructure including multi-use trail on Caroline Street between Erb Street and William Street

Existing Trail Network
- Laurel Trail travels between Bearinger Road and Uptown Waterloo, running parallel along much of the LRT tracks north of the Allen Station area
- Iron Horse Trail travels from Uptown Waterloo to the Rockway area of Kitchener
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal paths within Mount Hope Cemetery
City of Waterloo Active Transportation Recommendations

Allen Station was not included in the City of Waterloo’s Station Area Plans initiative. Preliminary recommendations include:

- Provide additional bicycle infrastructure along Erb Street West and Bridgeport Road West to connect existing bicycle facilities that currently stop at Erb Street West and Westmount Road and Erb Street East and Margaret Avenue N. This also will connect to the existing bicycle facilities along University Avenue West as well as the facilities along Father David Bauer Drive.
- Provide additional signed cycling routes along William Street, Moore Avenue, and Avondale Avenue

Additional Active Transportation Recommendations

- Provide new bicycle infrastructure along Short Street/Park Street to provide north-south bicycle connectivity
- Expand the existing bike network as share-road on John Street, Park Street, and Walter Street to build an integrated cycling network throughout Kitchener and Waterloo
- Increase multi-use trail signage along Caroline Street multi-use trail to encourage use by bicycles.

Updated December 2020
PASSENGER ENVIRONMENT

Station Access
- Allen Station is located in the centre of King Street South
- Access to each end of the platform is provided by 2 concrete sidewalks over the tracks connecting either side of King Street to John Street to the south and Allen Street to the north
- There are formalized pedestrian crossings at Allen Street and John Street
- Sidewalks are available on both sides of King Street

Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Red and white Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Provide additional bike racks adjacent to the nearby GRT bus stops at King Street and Allen Street
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Early station design cross-section
Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.

Updated December 2020
## TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
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<th>Walk Distance to ION</th>
<th>Headway</th>
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<td>King St Connaught St</td>
<td>Fairway Station</td>
<td>50 m (0.5 min)</td>
<td>Peak: 15 min</td>
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<td>Midday: 15 min</td>
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<tr>
<td>16 Strasburg-Belmont</td>
<td>Waterloo Public Square Station</td>
<td>Belmont Ave Highland Rd Strasburg Rd</td>
<td>Conestoga College Doon Campus</td>
<td>50 m (0.5 min)</td>
<td>Peak: 15 min</td>
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<td>301 ION Light Rail</td>
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<td>Fairway Station</td>
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<td>Sunday: 15 min</td>
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Updated December 2020
GRAND RIVER HOSPITAL
STATION AREA CHARACTERISTICS

General Characteristics
- Centred on Grand River Hospital
- Many other major employers and medical offices
- Mixture of established low and high density residential
- Large sprawling parking lots

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: 160/hectare
Current Grand River Hospital Station residential density: 43/hectare
Current Grand River Hospital Station employment density: 53/hectare
Projected 2021 Grand River Hospital Station residential and job density: 98/hectare

City of Kitchener Land Use Recommendations
- Maintain innovation employment south of Glasgow Street
- Encourage redevelopment of existing surface parking lots and continue to respond to demand for parking appropriately
- Focus new retail and active frontages on King Street
- Provide centrally located parks and enhanced green spaces

Additional Land Use Recommendations
No additional recommendations are identified for the Grand River Hospital Station area.

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

*Sidewalk-roadway ratio* of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include residential streets with sidewalk on one side only

Existing Connectivity & Walkability

- *Walk Score* of 80 (Very Walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- One main corridor of bike infrastructure including multi-use trail on Caroline Street between Erb Street and William Street

Existing Trail Network

- Iron Horse Trail travels from Uptown Waterloo to the Rockway area of Kitchener
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal paths within Mount Hope Cemetery
City of Kitchener Active Transportation Recommendations

- Introduce a new street and block pattern northeast of King Street
- Improve the cycling network and enhance connectivity between existing trail systems
- Reinforce Glasgow Street’s role as a connective street
- Develop a parking strategy
- Transform Mount Hope Street into a complete street

Additional Active Transportation Recommendations

- Provide new bicycle infrastructure along Short Street/Park Street to provide north-south bicycle connectivity
- Expand the existing bike network as share-road on John Street, Park Street, and Walter Street to build an integrated cycling network throughout Kitchener and Waterloo
- Increase multi-use trail signage along Caroline Street multi-use trail to encourage use by bicycles.
- Provide improved pedestrian connections from Moore Avenue to King Street through Mount Hope Cemetery
- Provide new pedestrian and cycling connections from Strange Street to Belmont Avenue along the railway tracks
**PASSENGER ENVIRONMENT**

**Station Access**
- Grand River Hospital Station is located in the centre of King Street West
- Access to the platform is provided by a concrete sidewalk over the tracks connecting either side of King Street to Pine Street to the south
- There is a signalized crossing at Pine Street
- Sidewalks are available on both sides of King Street

**Station Design and Amenities**
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy with push button infrared heater for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at north end of platform
- Blue Anchor Wall with station name
- Public art bench
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

**Recommendations**
- Provide formalized access to north end of platform at Mount Hope Street
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

*Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*
TRANSIT CONNECTIONS

- Route 4 to the Boardwalk Route 16 to Conestoga College
- Route 4 to Downtown Route 7 to Conestoga Station
- Route 7 to Fairway Station

Legend:
- Bus Shelter
- GRT Bus
- Railway Gate
- Bike Rack
- Concrete
- Bus Stop
- Plantings
- Signalized Pedestrian Crossing
- Pedestrian Access to Platform
- Bus Movements

Updated December 2020
## TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
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<td>Peak</td>
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<td>Frederick Station</td>
<td>Margaret Ave</td>
<td>The Boardwalk Station</td>
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<td></td>
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<tr>
<td>7 King</td>
<td>Conestoga Station</td>
<td>King St</td>
<td>Fairway Station</td>
<td>50 m (0.5 min)</td>
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<td>Connaught St</td>
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<tr>
<td>16 Strasburg-Belmont</td>
<td>Waterloo Public Square Station</td>
<td>Belmont Ave Highland Rd Strasburg Rd</td>
<td>Conestoga College Doon Campus</td>
<td>150 m (1.5 min) Southbound only</td>
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<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
<td>Fairway Station</td>
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<td>10 min</td>
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</table>

Updated December 2020
CENTRAL STATION-INNOVATION DISTRICT

STATION AREA CHARACTERISTICS

**General Characteristics**
- Adjacent to several major tech employers and the University of Waterloo School of Pharmacy
- Northern fringe of the urban core of the City of Kitchener
- Mixture of medium and high density mixed use residential to the south and low density to the north
- Large stock of old industrial buildings

**Future Population and Employment Density**

*Desired residential and job density within 800m of LRT Station: 160/hectare*

Current Central Station residential density: 37/hectare
Current Central Station employment density: 58/hectare
Projected 2021 Central Station residential and job density: 96/hectare

**City of Kitchener Land Use Recommendations**
- Encourage bonusing for increased height and density within 450m of an ION station and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts
- Create a new Innovation Employment land use district for lands on north side of Breithaupt Street between King and Weber and to lands located on Whitney Place

**Additional Land Use Recommendations**
- Encourage redevelopment of surface parking lots to intensified uses with reduced parking requirements and/or structured parking

**Updated December 2020**
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability

- Walk Score of 90 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network

- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Queen Street between Courtland Avenue and Joseph Street
  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive

Existing Trail Network

- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal paths within Mount Hope Cemetery
- Internal trail network within Victoria Park

Updated December 2020
City of Kitchener Active Transportation Recommendations

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Provide sharrows on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street
- Construct more direct connections between Walter Street and Wellington Street to King Street

Additional Active Transportation Recommendations

- Expand the existing bike network as share-road on John Street, Park Street, and Walter Street to build an integrated cycling network throughout Kitchener and Waterloo
- Provide new pedestrian and cycling connections from Strange Street to Belmont Avenue along the railway tracks

Footnotes

1 Potential Infrastructure Upgrade**
2 Mobility Enhancement Zone - Duke St - Francis to Louisa**
3 Potential Streetscaping Improvements**
4 Potential All-Way Pedestrian Crossing**
5 Mobility Enhancement Zone - Young St - King to Ahrens**
PASSENGER ENVIRONMENT

Station Access
- Access to each end of the platforms is provided by concrete sidewalk along King Street integrated with the platforms
- There is a signalized crossing at the intersection of King and Victoria
- Sidewalks are available on both sides of King Street

Station Design and Amenities
- Two single direction curb-side platforms with lighting
- Glass canopy shelters provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in each glass enclosure
- 1 Bench with back rest in front of each Anchor Wall
- 1 Bench at north end of each platform
- 2 Blue-green Anchor Walls with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines per platform
- 2 Bike Racks per platform
- Way-finding Signage and Information
- 2 Garbage/Recycling bins per platform
- 2 Platform Validators per platform
- 1 On Demand Call Station per platform
- 1 Passenger Assistance Intercom per platform

Recommendations
- Provide digital dynamic displays at either end of the platforms to show next bus departure times and other passenger information

Early station design cross-section
Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
<table>
<thead>
<tr>
<th>Route Name</th>
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<th>Walk Distance to ION</th>
<th>Peak</th>
<th>Midday</th>
<th>Saturday</th>
<th>Sunday</th>
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</thead>
<tbody>
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<td>Conestoga Station</td>
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<td>Bridge St</td>
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<td>Courtland Ave</td>
<td>Fairway Station</td>
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<td>30 min</td>
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<tr>
<td>7 King</td>
<td>Conestoga Station</td>
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<td>8 Weber</td>
<td>University/King</td>
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<td>Fairway Station</td>
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<tr>
<td>20 Victoria-Frederick</td>
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<td>Stanley Park</td>
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<td>34 Bingemans</td>
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<td>10 min</td>
<td>10 min</td>
<td>15 min</td>
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Updated December 2020
### General Characteristics
- High concentration of employment, institutional and residential uses
- Centred around Kitchener City Hall and Carl Zehr Square
- King Street “main street” area and high quality streetscaping
- Surface parking to the east and west of King Street
- Victoria Park serves as a major destination
- Charles Street Terminal to the south serves as a major hub but also disconnects Victoria Park from the Downtown

### Future Population and Employment Density

**Desired residential and job density within 800m of LRT Station:** 160/hectare

Current Kitchener City Hall Station residential density: 52/hectare

Current Kitchener City Hall Station employment density: 125/hectare

Current Kitchener City Hall Station residential and job density: 177/hectare

Projected 2021 Kitchener City Hall Station residential and job density: 207/hectare

### City of Kitchener Land Use Recommendations
- Encourage bonusing for increased height and density within 450m of an ION station and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts

### Additional Land Use Recommendations
- Encourage redevelopment of surface parking lots to intensified uses with reduced parking requirements and/or structured parking
- Prioritize infill of currently vacant lots to create a complete and usable streetscape
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability
- Walk Score of 96 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network
- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive
  - Bike lanes on both sides along Queen Street between Courtland Avenue and Joseph Street
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal trail network within Victoria Park
City of Kitchener Active Transportation Recommendations

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Implement all-way pedestrian crossings at Gaukel Street and King Street
- Provide sharrows on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street

Additional Active Transportation Recommendations

No additional recommendations are identified for the station area at this time.
PASSENGER ENVIRONMENT

Station Access

- Access to each end of the platform is provided by concrete sidewalk along Duke Street integrated with the platform
- There are signalized crossings at Young Street and Ontario Street
- Sidewalks are available on both sides of Duke Street

Recommendations

- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Station Design and Amenities

- Northbound curb-side platform with lighting
- Glass canopy shelters provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench with back rest at south end of platform
- Grey-green Anchor Wall with station name
- Real-time and static transit system information displays
- 1 Fare Vending Machine
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Early station design cross-section

Note: Grandlining made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
## Transit Connections

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Weber</td>
<td>University/King</td>
<td>Weber St</td>
<td>Fairway Station</td>
<td>25 m (0.5 min)</td>
<td>15 min Peak</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30 min Midday</td>
</tr>
<tr>
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<td>30 min Sunday</td>
</tr>
<tr>
<td>20 Victoria-Frederick</td>
<td>The Boardwalk Station</td>
<td>Victoria St</td>
<td>Stanley Park</td>
<td>25 m (0.5 min)</td>
<td>15 min Peak</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Frederick St</td>
<td></td>
<td></td>
<td>30 min Midday</td>
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<td></td>
<td></td>
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<td>30 min Saturday</td>
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<td></td>
<td></td>
<td>30 min Sunday</td>
</tr>
<tr>
<td>204 ixPress Highland-</td>
<td>The Boardwalk Station</td>
<td>Highland Rd</td>
<td>Ottawa/Lackner</td>
<td>25 m (0.5 min)</td>
<td>15 min Peak</td>
</tr>
<tr>
<td>Victoria</td>
<td></td>
<td>Victoria St</td>
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<td>30 min Sunday</td>
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<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
<td>Fairway Station</td>
<td>10 min</td>
<td>10 min Peak</td>
</tr>
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<td>10 min Midday</td>
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<td>15 min Saturday</td>
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<td>15 min Sunday</td>
</tr>
</tbody>
</table>

Updated December 2020
VICTORIA PARK
STATION AREA CHARACTERISTICS

General Characteristics
- High concentration of employment, institutional and residential uses
- King Street "main street" area and high quality streetscaping
- Surface parking to the east and west of King Street
- Victoria Park serves as a major destination
- Charles Street Terminal to the south serves as a major hub but also disconnects Victoria Park from the Downtown

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: 160/hectare
Current Victoria Park Station residential density: 56/hectare
Current Victoria Park Station employment density: 93/hectare
Current Victoria Park Station residential and job density: 149/hectare
Projected 2021 Victoria Park Station residential and job density: 187/hectare

City of Kitchener Land Use Recommendations
- Encourage bonusing for increased height and density within 450m of an ION stop and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts

Additional Land Use Recommendations
- Encourage redevelopment of surface parking lots to intensified uses with reduced parking requirements and/or structured parking
- Prioritize infill of currently vacant lots to create a complete and usable streetscape
- Create a high quality mixed use parcel on the existing Charles Street Terminal property

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

**Sidewalk-roadway ratio of 90%**
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability

- **Walk Score** of 95 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network

- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive
  - Bike lanes on both sides along Queen Street between Courtland Avenue and Joseph Street
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network

- Iron Horse Trail travels from Uptown Waterloo to Rockway area of Kitchener
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal trail network within Victoria Park
City of Kitchener Active Transportation Recommendations

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Implement all-way pedestrian crossings at Gaukel Street and King Street
- Provide sharrows on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street

Additional Active Transportation Recommendations

No additional recommendations are identified for the station area at this time.
PASSENGER ENVIRONMENT

Station Access
- Access to each end of the platform is provided by concrete sidewalk along Charles Street integrated with the platform
- There is a signalized crossing at Gaukel Street
- Sidewalks are available on both sides of Charles Street

Station Design and Amenities
- Southbound curb-side platform with lighting
- Glass canopy shelters provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at north end of platform
- Brown marbled Anchor Wall with station name
- Real-time and static transit system information displays
- 1 Fare Vending Machine
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
TRANSIT CONNECTIONS

- Charles Street Terminal
- Route 6 to Conestoga Station
- Route 34 to Bingemans
- Route 34 to Downtown
- Route 6 to Fairway

Legend:
- Bus Shelter
- GRT Bus
- Railway Gate
- Bike Rack
- Concrete
- Bus Stop
- Plantings
- Pavement Markings
- Signalized Pedestrian Crossing
- Pedestrian Access to Platform
- Bus Movements

Updated December 2020
# TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Bridge St</td>
<td>Fairway Station</td>
<td>Westbound - 50 m (0.5 min) Eastbound - 100 m (1 min)</td>
<td>Peak</td>
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<tr>
<td>6 Bridge-Courtland</td>
<td>Conestoga Station</td>
<td>Lancaster St Courtland Ave</td>
<td></td>
<td></td>
<td>Midday</td>
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<td>Saturday</td>
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<td></td>
<td></td>
<td></td>
<td>Sunday</td>
</tr>
<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td>Fairway Station</td>
<td></td>
<td></td>
<td>Peak</td>
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<td></td>
<td></td>
<td>Sunday</td>
</tr>
</tbody>
</table>

Updated December 2020
GENERAL CHARACTERISTICS

- Clusters of civic and institutional uses
- King Street “main street” area and high quality streetscaping

FUTURE POPULATION AND EMPLOYMENT DENSITY

Desired residential and job density within 800m of LRT Station: **160/hectare**
Current Queen Station residential density: **59/hectare**
Current Queen Station employment density: **98/hectare**
Current Queen Station residential and job density: **157/hectare**
Projected 2021 Queen Station residential and job density: **167/hectare**

CITY OF KITCHENER LAND USE RECOMMENDATIONS

- Encourage bonusing for increased height and density within 450m of an ION stop and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts

ADDITIONAL LAND USE RECOMMENDATIONS

- Consolidate existing parking areas to structured parking to increase available land for redevelopment
- Prioritize infill of currently vacant lots to create a complete and usable streetscape
- Redevelop adjacent parcels to higher density uses oriented to the street to create a more transit-supportive space

**Updated December 2020**
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability

- Walk Score of 96 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network

- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
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  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network

- Iron Horse Trail travels from Uptown Waterloo to Rockway area of Kitchener
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal trail network within Victoria Park

Updated December 2020
**City of Kitchener Active Transportation Recommendations**

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Implement all-way pedestrian crossings at Gaukel Street and King Street
- Provide sharrows on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street
- Improve the pedestrian environment on the Madison Avenue Ramp
- Extend sharrows on King Street from Madison Avenue to Ottawa Street

**Additional Active Transportation Recommendations**

- Create a pedestrian link from Madison Avenue to Stirling Avenue through Kaufman Park
Station Access

- Access to each end of the platform is provided by concrete sidewalk along Charles Street integrated with the platform
- There are signalized crossings at Queen Street and Benton Street
- Sidewalks are available on both sides of Charles Street

Station Design and Amenities

- Southbound curb-side platform with lighting
- Glass canopy shelters provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Blue and orange Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations

- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information
## TRANSIT CONNECTIONS

<table>
<thead>
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<th>Route Name</th>
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<tbody>
<tr>
<td>1 Queen-River</td>
<td>The Boardwalk Station</td>
<td>Queens Blvd Krug St River Rd</td>
<td>Fairway Station</td>
<td>100 m (1 min)</td>
<td>15 min 30 min 30 min 30 min</td>
</tr>
<tr>
<td>3 Ottawa South</td>
<td>Frederick Station</td>
<td>Ottawa St Chandler Dr</td>
<td>Sunrise Centre Station</td>
<td>100 m (1 min)</td>
<td>30 min 30 min 30 min 30 min</td>
</tr>
<tr>
<td>6 Bridge-Courtland</td>
<td>Conestoga Station</td>
<td>Bridge St Lancaster St Courtland Ave</td>
<td>Fairway Station</td>
<td>100 m (1 min)</td>
<td>30 min 30 min 30 min 30 min</td>
</tr>
<tr>
<td>7 King</td>
<td>Conestoga Station</td>
<td>King St Connaught St</td>
<td>Fairway Station</td>
<td>150 m (1.5 min)</td>
<td>15 min 15 min 15 min 15 min</td>
</tr>
<tr>
<td>204 iXpress Highland-Victoria</td>
<td>The Boardwalk Station</td>
<td>Highland Rd Victoria St</td>
<td>Ottawa/Lackner</td>
<td>100 m (1 min)</td>
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<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
<td>Fairway Station</td>
<td></td>
<td>10 min 10 min 15 min 15 min</td>
</tr>
</tbody>
</table>

Updated December 2020
General Characteristics
- Centred around Market Square shopping centre which creates a blank wall along Frederick Street and King Street
- Clusters of civic and institutional uses
- City of Kitchener
- King Street “main street” area and high quality streetscaping

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: **160/hectare**
Current Frederick Station residential density: **63/hectare**
Current Frederick Station employment density: **102/hectare**
Current Frederick Station residential and job density: **165/hectare**
Projected 2021 Frederick Station residential and job density: **175/hectare**

City of Kitchener Land Use Recommendations

- Encourage bonusing for increased height and density within 450m of an ION stop and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts

Additional Land Use Recommendations

- Encourage redevelopment of surface parking lots to intensified uses with reduced parking requirements and/or structured parking
- Promote the redevelopment or facade improvements of Market Square to provide more active frontage
- Prioritize infill of currently vacant lots to create a complete and usable streetscape

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%

- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability

- *Walk Score* of 96 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network

- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive
  - Bike lanes on both sides along Queen Street between Courtland Avenue and Joseph Street
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network

- Iron Horse Trail travels from Uptown Waterloo to Rockway area of Kitchener
- Spur Line Trail travels from William/Willow Street to Ahrens Street West in Kitchener
- Internal trail network within Victoria Park

Updated December 2020
City of Kitchener Active Transportation Recommendations

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Implement all-way pedestrian crossings at Gaukel Street and King Street
- Provide sharrows on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street
- Improve the pedestrian environment on the Madison Avenue Ramp
- Extend sharrows on King Street from Madison Avenue to Ottawa Street

Additional Active Transportation Recommendations

- Create a pedestrian link from Madison Avenue to Stirling Avenue through Kaufman Park

Legend:
- ION Station
- 500m & 1000m Buffer Streets
- Transfer Zone**
- Existing Pedestrian Connection**
- Proposed Pedestrian Connection**
- GRT/Consultant Proposed Pedestrian Connection**
- Existing Cycling Connection**
- Proposed Cycling Connection**
- Existing Signed Cycling Route**
- Recommended Signed Cycling Route**
- GRT/Consultant Proposed Cycling Connection**
- Potential Intersection Improvement**
- See Footnotes

Footnotes:
1 Mobility Enhancement Zone - Duke St - Francis to Louisa**
2 Potential Streetscaping Improvements**
3 Potential All-Way Pedestrian Crossing**
4 Mobility Enhancement Zone - Young St - King to Ahrens**
5 Mobility Enhancement Zone - Benton St - Courtland to Charles**
6 Potential Traffic Reduction - Lancaster St - Krug to Frederick**
7 Potential Streetscaping Improvements**
8 Potential Ramp Improvements**

Updated December 2020
**PASSENGER ENVIRONMENT**

**Station Access**
- Frederick Station is located in the centre of Frederick Street
- Access to the platform is provided by concrete sidewalk over the tracks connecting either side of Frederick Street to King Street to the west
- There are signalized crossings at King Street and Duke Street
- Sidewalks are available on both sides of Frederick Street

**Station Design and Amenities**
- Northbound centre platform with lighting
- Glass canopy shelters provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench with back rest at east end of platform
- Blue-grey Anchor Wall with station name
- Real-time and static transit system information displays
- 1 Fare Vending Machine
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

**Recommendations**
- Provide formalized access to east end of platform at Duke Street
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

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*Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*
## TRANSIT CONNECTIONS

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<td>Sunrise Centre Station</td>
<td>25 m (&lt;0.5 min)</td>
<td>30 min 30 min 30 min 30 min</td>
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<tr>
<td>4 Glasgow-Margaret</td>
<td>Frederick Station</td>
<td>Margaret Ave Glasgow St</td>
<td>The Boardwalk Station</td>
<td>25 m (&lt;0.5 min)</td>
<td>30 min 30 min 30 min 30 min</td>
</tr>
<tr>
<td>6 Bridge-Courtland</td>
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<td>Fairway Station</td>
<td></td>
<td>10 min 10 min 15 min 15 min</td>
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</tbody>
</table>

*Updated December 2020*
STATION AREA CHARACTERISTICS

Legend

Business Park
Commercial
Corridor Commercial

Core
High Density Residential
Medium Density Residential
Low Density Residential

Mixed Use
Mixed Use Residential
Mixed Use Non-Residential
Mixed Use Neighbourhood Commercial
Mixed Use Office

Industrial/Employment
Heavy Industrial Employment
Institutional
Major Institutional

Active Frontage**
Convertible Frontage**
Additional Active/Convertible Frontage**

General Characteristics

- Adjacent to Kitchener Farmer’s Market, within walking distance to Cameron Heights Collegiate Institute and Kaufman Park
- Mix of established low density residential and smaller employment uses
- Large areas of surface parking and vacant lots

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: 160/hectare
Current Kitchener Market Station residential density: 50/hectare
Current Kitchener Market Station employment density: 74/hectare
Current Kitchener Market Station residential and job density: 124/hectare
Projected 2021 Kitchener Market Station residential and job density: 122/hectare

City of Kitchener Land Use Recommendations

- Encourage bonusing for increased height and density within 450m of an ION stop and the Urban Growth Centre
- Maintain established low density neighbourhoods and Heritage Conservation Districts

Additional Land Use Recommendations

- Consolidate existing parking areas to structured parking to increase available land for redevelopment
- Provide facade treatments of the Crowne Plaza parking structure along Charles Street north of Eby Street to improve the pedestrian experience
- Prioritize infill of currently vacant lots to create a complete and usable streetscape
- Redevelop adjacent parcels to higher density uses oriented to the street to create a more transit-supportive space

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 90%
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets and laneways

Existing Connectivity & Walkability
- Walk Score of 93 (Walker’s Paradise)
- This indicates comfortable and direct walk distances for pedestrians

Existing Bike Network
- Several main corridors of bike infrastructure:
  - Sharrows on Queen Street between King Street and Ahrens Street
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Water Street between King Street and Jubilee Drive
  - Bike lanes on both sides along Queen Street between Courtland Avenue and Joseph Street
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network
- Iron Horse Trail travels from Uptown Waterloo to Rockway area of Kitchener
- Internal trail network within Victoria Park
City of Kitchener Active Transportation Recommendations

- Prepare a comprehensive signage and wayfinding strategy
- Support and encourage the public provision of bicycle parking on lands in close proximity to the station area
- Construct wider sidewalks and implement streetscaping along key roads
- Implement all-way pedestrian crossings at Gaukel Street and King Street
- Provide sharrow on Young Street from King Street to Weber Street and on Water Street from Weber Street to King Street
- Improve the pedestrian environment on the Madison Avenue Ramp
- Extend sharrow on King Street from Madison Avenue to Ottawa Street
- Provide enhanced markings and reduced curb radii at key intersections to enhance the safety of pedestrians and cyclists crossing the street

Additional Active Transportation Recommendations

- Create a pedestrian link from Madison Avenue to Stirling Avenue through Kaufman Park to enhance pedestrian connectivity
- Extend cycling connections on Courtland Avenue from Madison Avenue to Rockway Golf Courses

Footnotes

1 Potential Streetscaping Improvements**
2 Potential All-Way Pedestrian Crossing**
3 Mobility Enhancement Zone - Young St - King to Ahrens**
4 Mobility Enhancement Zone - Benton St - Courland to Charles**
5 Potential Traffic Reduction - Lancaster St - Krug to Frederick**
6 Potential Streetscaping Improvements**
7 Potential Ramp Improvements**
PASSENGER ENVIRONMENT

Station Access
- Kitchener Market Station is located in the centre of Charles Street East
- Access to the platform is provided by concrete sidewalk over the tracks connecting either side of Charles Street to Cedar Street to the north
- There is a signalized crossing at Cedar Street
- Sidewalks are available on both sides of Charles Street

Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench with back rest at south end of platform
- Yellow and orange Anchor Wall with station name
- Public art installation
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Provide formalized access to south end of platform at Madison Avenue
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Public Art Installation - Because Cats Can't Fly by Veronica & Edwin Dam de Nogales

Updated December 2020
<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Peak</th>
<th>Midday</th>
<th>Saturday</th>
<th>Sunday</th>
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<td>Ottawa St</td>
<td>Sunrise Centre Station</td>
<td>50 m (0.5 min)</td>
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<tr>
<td>7 King</td>
<td>Conestoga Station</td>
<td>King St</td>
<td>Fairway Station</td>
<td>100 m (1 min)</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
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<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
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<td></td>
<td>10 min</td>
<td>10 min</td>
<td>15 min</td>
<td>15 min</td>
</tr>
</tbody>
</table>
General Characteristics

- Numerous vacant or marginally used low-rise and industrial uses as well as brownfield sites
- Fragmented neighbourhoods interspersed with industrial employment uses
- In proximity to the Kitchener Auditorium which serves as a major destination

Future Population and Employment Density

*Desired residential and job density within 800m of LRT Station: 160/hectare*

Current Borden Station residential density: 29/hectare
Current Borden Station employment density: 31/hectare
Current Borden Station residential and job density: 60/hectare
Projected 2021 Borden Station residential and job density: 109/hectare

City of Kitchener Land Use Recommendations

- Create a mixed-use corridor along King Street and a high density mixed-use node at the Borden Station with active ground floor uses facing the station
- Redevelop Kent Avenue as a primary pedestrian connection leading to the ION station
- Redevelop the former Schneiders/Maple Leaf Food site into a mixed use, innovation employment and higher density residential area
- Conserve the character of established neighbourhoods around the station
- Encourage reurbanization and infill of the lands at Ottawa Street & Weber Street
- Utilize minimum parcel frontage requirements to encourage lands in fragmented ownership to consolidate and redevelop in a more comprehensive manner

Additional Land Use Recommendations

- Consolidate existing parking areas to structured parking to increase available land for redevelopment
- Prioritize infill of currently vacant lots to create a complete and usable streetscape
- Promote facade improvements of adjacent warehouse buildings to improve the pedestrian experience
ACTIVE TRANSPORTATION

Existing Sidewalk Network

*Sidewalk-roadway ratio of 85%*
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- The majority of gaps include dead-end streets, residential streets with sidewalk on only one side, and roads adjacent to the Rockway Golf Course

Existing Connectivity & Walkability

- *Walk Score of 73 (Very Walkable)*
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- Several main corridors of bike infrastructure:
  - Sharrows on King Street between Madison Avenue and Francis Street
  - Sharrows on Duke Street between Madison Avenue and Water Street
  - Sharrows on Jubilee Drive
  - Bike lanes on both sides along Courtland Avenue between Hebel Place and Stirling Avenue

Existing Trail Network

- Iron Horse Trail travels from Uptown Waterloo to Rockway area of Kitchener

Updated December 2020
City of Kitchener Active Transportation Recommendations

- Introduce a fine-grained street and block network to break up large sites
- Extend the Iron Horse Trail Network south of Sydney Street
- Transform Kent Avenue into a complete street
- Improve the pedestrian and cycling conditions on Borden Avenue between Charles Street and Kitchener Auditorium
- Provide enhanced markings and reduced curb radii at key intersections to enhance the safety of pedestrians and cyclists crossing the street

Additional Active Transportation Recommendations

- Create a pedestrian link from Madison Avenue to Stirling Avenue through Kaufman Park to enhance pedestrian connectivity
- Extend cycling connections on Courtland Avenue from Madison Avenue to Rockway Golf Course
**PASSENGER ENVIRONMENT**

**Station Access**
- Borden Station is located in the centre of Charles Street East
- Access to the platform is provided by concrete sidewalk over the tracks connecting either side of Charles Street to Borden Avenue to the south
- There is a signalized crossing at Borden Avenue
- Sidewalks are available on both sides of Charles Street

**Recommendations**
- Provide formalized access to north end of platform
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

**Station Design and Amenities**
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at north end of platform
- Blue and green Anchor Wall with station name
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

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*Early station design cross-section*

*Note: Grandlining made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*
TRANSIT CONNECTIONS

Legend
- Bus Shelter
- GRT Bus
- Railway Gate
- Bike Rack
- Concrete
- Bus Stop
- Plantings
- Pavement Markings
- Signalized Pedestrian Crossing
- Pedestrian Access to Platform
- Bus Movements

Updated December 2020
<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Headway</th>
</tr>
</thead>
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<td>2 Stirling</td>
<td>Westheights/Driftwood</td>
<td>Greenbrook Dr</td>
<td>Stanley Park</td>
<td>25 m (&lt;0.5 min)</td>
<td>30 min 30 min 30 min No service</td>
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<tr>
<td>7 King</td>
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<td>King St</td>
<td>Fairway Station</td>
<td>100 m (1 min)</td>
<td>15 min 15 min 15 min 15 min</td>
</tr>
<tr>
<td>205 iXpress Ottawa</td>
<td>Sunrise Centre Station</td>
<td>Ottawa St</td>
<td>Ottawa/Lackner</td>
<td>25 m (&lt;0.5 min)</td>
<td>15 min 15 min 30 min 30 min</td>
</tr>
<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
<td>Fairway Station</td>
<td></td>
<td>10 min 10 min 15 min 15 min</td>
</tr>
</tbody>
</table>

Updated December 2020
General Characteristics

- Low-density residential interspersed with some medium density residential units and churches
- In proximity to Concordia Club restaurant and event hall
- Small industrial warehouses south of Ottawa Street, along Courtland Avenue, Hoffman Street, and south of Highway 7/8
- CN Rail Corridor and two highway interchanges within 1km of the station

Future Population and Employment Density

Desired residential and job density within 800m of LRT Station: **160/hectare**
Current Mill Station residential density: 16/hectare
Current Mill Station employment density: 17/hectare
Current Mill Station residential and job density: **33/hectare**
Projected 2021 Mill Station residential and job density: **44/hectare**

City of Kitchener Land Use Recommendations

- Create a modest mixed-use node at the station with innovation employment
- Redevelop the former Schneiders/Maple Leaf Food site into a mixed use, innovation employment and higher density residential area
- Encourage long-term reinvestment on the employment lands within the Mill Street and Striling Avenue block
- Encourage the gradual evolution of the employment uses between Schneider Creek & Courtland Avenue and Ottawa Street & Borden Avenue
- Introduce new mixed-use land use permission and minimum density targets on lands immediately surrounding the station
- Consider stricter parking regulations including prohibiting surface parking

Additional Land Use Recommendations

- Provide additional active frontages along the north-east corner of the former Schneiders/Maple Leaf Food site
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 75% (excludes highways)
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- Major gaps include Ottawa Street between Kehl Street and Mill Street where there is sidewalk on one side only, Mill Street between Ottawa Street and Heiman Street where there is no sidewalk on the east side of the road, Mill Street south of Ottawa Street where there are no sidewalks, and industrial areas south of the station

Existing Connectivity & Walkability

- Walk Score of 52 (Somewhat Walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- Three main corridors of bike infrastructure:
  - Bike lanes on both sides along Highland Road between Stirling Avenue and Hoffman Street
  - Signed route along Nyberg Street and Sydney Street

Existing Trail Network

- Multi-use trail on Ottawa Street from Homer Watson Boulevard to McClennan Park
- Multi-use trail from Sydney Street to Trans Canada Trail
- Interior trail networks within Kingscourt Park and Anndale Park

Updated December 2020
City of Kitchener Active Transportation Recommendations

• Introduce a fine-grained street and block network to break up large sites
• Extend the Iron Horse Trail Network south of Sydney Street
• Transform Kent Avenue into a complete street
• Provide enhanced markings and reduced curb radii at key intersections to enhance the safety of pedestrians and cyclists crossing the street

Additional Active Transportation Recommendations

• Extend cycling connections on Courtland Avenue from Madison Avenue to Rockway Golf Course
• Install sidewalk on the north side of Ottawa Street between Hoffman Street and Kehl Street and the south side of Ottawa Street between Hoffman Street and Pattandon Avenue
• Install sidewalk on both sides of Mill Street between Ottawa Street and Courtland Avenue
PASSENGER ENVIRONMENT

Station Access
- Mill Station is located south of Ottawa Street South
- Access to the platform is provided by concrete sidewalk along Ottawa Street integrated with the platform
- There are a signalized crossings at Ottawa Street and Mill Street; pedestrian gates ensure safe crossings
- Sidewalks are available on both sides of Ottawa Street with some gaps

Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at south end of platform
- Brown and white Anchor Wall with station name
- Public art installation
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

Recommendations
- Develop a new urban plaza at the gateway to the station from Ottawa Street
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

Public Art Installation - Tall Tales by Terry O’Neill and Tara Cooper

Updated December 2020
### TRANSIT CONNECTIONS

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Start</th>
<th>via</th>
<th>End</th>
<th>Walk Distance to ION</th>
<th>Peak</th>
<th>Midday</th>
<th>Saturday</th>
<th>Sunday</th>
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<tbody>
<tr>
<td>3 Ottawa South</td>
<td>Frederick Station</td>
<td>Ottawa St</td>
<td>Sunrise Centre Station</td>
<td>50 m (0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>205 iXpress Ottawa</td>
<td>Sunrise Centre Station</td>
<td>Ottawa St</td>
<td>Ottawa/Lackner</td>
<td>25 m (&lt;0.5 min)</td>
<td>15 min</td>
<td>15 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>301 ION Light Rail</td>
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<td></td>
<td>10 min</td>
<td>10 min</td>
<td>15 min</td>
<td>15 min</td>
</tr>
</tbody>
</table>
**BLOCK LINE STATION AREA CHARACTERISTICS**

**General Characteristics**
- Adjacent to existing CN/GPR Rail Corridor
- Largely auto-centric
- Mix of low, medium and high density residential, mixed use, institutional, industrial, and open space
- Multiple vacant parcels to the west
- Fragmented sidewalk and street network

**Future Population and Employment Density**

Desired residential and job density within 800m of LRT Station: **160/hectare**

Current Block Line Station residential density: 32/hectare

Current Block Line Station employment density: 13/hectare

Current Block Line Station residential and job density: **45/hectare**

Projected 2021 Block Line Station residential and job density: **50/hectare**

**City of Kitchener Land Use Recommendations**

The Block Line Station Area Plan has not yet been completed. The City of Kitchener PARTS Existing Conditions report identifies a lack of smaller parcel sizes, high rise buildings, and an abundance of underutilized sites in the Block Line Station area.

**Additional Land Use Recommendations**
- Rezone and develop lands immediately adjacent to station to the west as high-density, mixed use to support transit over time
- Encourage redevelopment and intensification of under-used industrial lands and auto-oriented commercial to more transit-supportive uses over time
- Provide additional active frontages along Courtland Avenue adjacent to the station

**Legend**
- Business Park
- Commercial
- Corridor Commercial
- Core
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Mixed Use Residential
- Mixed Use Non-Residential
- Mixed Use Office
- Mixed Use Office
- Mixed Use Neighborhood Commercial
- Industrial/Employment
- Heavy Industrial Employment
- Institutional
- Major Institutional
- Open Space
- Active Frontage**
- Convertible Frontage**
- Additional Active/Convertible Frontage**
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 85% (excludes highways)
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- Major gaps include Shelley Drive where there is sidewalk on the west side only, Vanier Drive between Shelley Drive and Walton Avenue where there is sidewalk on one side only, Ardelt Avenue where there are no sidewalks, and Balzer Road where there are no sidewalks

Existing Connectivity & Walkability

- Walk Score of 52 (Somewhat Walkable)
  - This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- Three main corridors of bike infrastructure:
  - Bike lanes on both sides along Block Line Road east of Fallowfield Drive
  - Multi-use pathway adjacent to Shelley Drive
  - Bike lanes on both sides along Lennox Lewis Way and Hanson Avenue

Existing Trail Network

- Internal trails in Wilson Park and the Peter Hallman Ball Yard
- Multi-use trail from Sydney Street to Trans Canada Trail
The Block Line Station Area Plan has not been completed at this time. Preliminary recommendations include:

- Improve the pedestrian and cycling conditions on Courtland Avenue and Homer Watson Boulevard between Balzer Road and Highway 7/8
- Provide new multi-use trails between Block Line Road and Manitou Drive/Bleams Road
- Provide on-road bike lanes along Vanier Drive

Additional Active Transportation Recommendations

- Create a pedestrian connection along Balzer Road between Courtland Avenue and Fallowfield Drive
- Create a pedestrian connection between Lennox Lewis Way and Homer Watson Boulevard adjacent to the Activa Sportsplex
- Create a pedestrian connection from the end of Lennox Lewis Way to the apartment buildings on Fallowfield Drive
- Create a pedestrian connection from the end of Vanier Drive to Courtland Avenue
- Create a pedestrian connection from Kingswood Drive to Homer Watson Boulevard, roughly opposite the Activa Sportsplex
# PASSENGER ENVIRONMENT

## Station Access
- Access to each end of the platform is provided by concrete sidewalk over the tracks connecting to sidewalk along the west side of Block Line Road
- There are signalized crossings at Block Line Road and Hillmount Street
- Sidewalks are available on both sides of Block Line Road and Courtland Avenue south of Hillmount Street

## Station Design and Amenities
- One bi-directional centre platform with lighting
- Glass canopy shelter provided over boarding/alighting platform area
- Glass enclosure under canopy with push button infrared heater for inclement weather
- 1 Bench with back rest in glass enclosure
- 1 Bench with back rest in front of Anchor Wall
- 1 Bench at north end of platform
- Purple and white Anchor Wall with station name
- Public art installation
- Real-time and static transit system information displays
- 2 Fare Vending Machines
- 2 Bike Racks
- Way-finding Signage and Information
- 2 Garbage/Recycling bins
- 2 Platform Validators
- 1 On Demand Call Station
- 1 Passenger Assistance Intercom

## Recommendations
- Improve access from the adjacent development parcel to the station
- Widen sidewalk/passenger waiting area for southbound buses on Courtland Avenue
- Remove obstacles/utilities around Block Line entrance to station
- Create an improved transfer experience to connecting local buses
- Provide digital dynamic displays at either end of the platform to show next bus departure times and other passenger information

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**Public Art Installation - Three Sisters**
by Lindsey Lickers & Katharine Harvey

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*Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.*
TRANSIT CONNECTIONS

Legend

- Bus Shelter
- GRT Bus
- Railway Gate
- Bike Rack
- Concrete
- Bus Stop
- Plantings
- Pavement Markings
- Signalized Pedestrian Crossing
- Pedestrian Access to Platform
- Bus Movements

Updated December 2020

as of January 2020
## TRANSIT CONNECTIONS

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<tr>
<th>Route Name</th>
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<th>End</th>
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<th>Headway</th>
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<td>Conestoga Station</td>
<td>Bridge St Lancaster St Courtland Ave</td>
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<td>25 m (&lt;0.5 min)</td>
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<td>Conestoga College Doon Campus</td>
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<td>10 min</td>
</tr>
<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td></td>
<td>Fairway Station</td>
<td></td>
<td>10 min</td>
</tr>
</tbody>
</table>

Updated December 2020
**General Characteristics**

- Centred around Fairview Park Mall with large format and strip retail uses along Fairway Road
- Heavy industrial employment to the south
- Adjacent to highway interchange
- Fragmented sidewalk and street network

**Future Population and Employment Density**

*Desired residential and job density within 800m of LRT Station: 160/hectare*
*Current Block Line Station residential density: 43/hectare*
*Current Block Line Station employment density: 30/hectare*
*Current Block Line Station residential and job density: 73/hectare*
*Projected 2021 Block Line Station residential and job density: 68/hectare*

**City of Kitchener Land Use Recommendations**

The Fairway Station Study Area Plan has not yet been completed. The City of Kitchener PARTS Existing Conditions report identifies a lack of parkland and smaller parcel sizes in the Fairway Station area.

**Additional Land Use Recommendations**

- Provide additional active frontages along Fairway Road, Kingsway Drive and Wilson Avenue
- Provide additional active frontage in the internal transit station area for an improved user experience
- Consolidate existing parking areas to structured parking to increase available land for redevelopment, including encouraging the provision of increased parkland in the area
- Encourage redevelopment and intensification of under-used industrial lands and auto-oriented commercial to more transit-supportive uses over time

Updated December 2020
ACTIVE TRANSPORTATION

Existing Sidewalk Network

Sidewalk-roadway ratio of 75% (excludes highways)
- Current ratio indicates large number of streets have sidewalk on both sides with some exceptions
- Major gaps include Webster Road and Belwood Crescent that have no sidewalk, and Goodrich Drive, Wabanaki Drive, Wilson Avenue, and Fairway Road that only have sidewalk on one side of portions of the road

Existing Connectivity & Walkability

- Walk Score of 74 (Very Walkable)
- This indicates some long walk distances and/or out-of-direction travel for pedestrians

Existing Bike Network

- One main corridor of bike infrastructure including signed route along Greenfield Avenue

Existing Trail Network

- Internal trails in Kingsdale Park
City of Kitchener Active Transportation Recommendations

The Fairway Station Area Plan has not been completed at this time. Preliminary recommendations include:

- Provide a multi-use trail beside the light rail tracks
- Provide bike lanes along Wilson Avenue and Traynor Avenue to enhance cycling connectivity
- Provide a multi-use trail along the south side of Fairway Road east of the station to provide connectivity under the highway
- Provide enhanced pedestrian crossings at the entrances to the station area and the Fairway Road/Wilson Avenue intersection to improve safety for pedestrians

Additional Active Transportation Recommendations

- Provide a pedestrian crossing over the ION tracks from Traynor Avenue to Fairway Road
- Create a formalized bike connection between Greenfield Avenue and Wilson Avenue for access to the ION station
- Provide a multi-use trail between Manitou Drive and Wabanaki Drive to provide east-west connectivity through the industrial area
- Provide sidewalk along Webster Road to enhance pedestrian access to the industrial area
- Provide pedestrian connections from Cedarwoods Crescent to the adjacent neighbourhoods to provide a finer grid for pedestrians
**PASSENGER ENVIRONMENT**

**Station Access**
- Access to each end of the north platform is provided by concrete sidewalk connecting to the parking lot's sidewalk and sidewalk on Wilson Avenue.
- Access to each end of the south platform is provided by concrete sidewalk connecting to the parking lot's sidewalk and sidewalk around the GRT bus platforms.

**Station Design and Amenities**
- Serves as southern terminus of ION Light Rail.
- Two bi-directional platforms with lighting.
- Glass canopy shelter provided over boarding/alighting platform areas.
- Glass enclosure under canopy with push button infrared heater for inclement weather.
- 1 Bench with back rest in glass enclosure of each platform.
- 1 Bench with back rest in front of Anchor Wall of each platform.
- 1 Bench at opposite end of each platform from Anchor Wall.
- Blue and white Anchor Walls with station name.
- Public art installation.
- Real-time and static transit system information displays.
- 2 Fare Vending Machines per platform.
- 2 Bike Racks per platform.
- Way-finding Signage and Information.
- 2 Garbage/Recycling bins per platform.
- 2 Platform Validators per platform.
- 1 On Demand Call Station per platform.
- 1 Passenger Assistance Intercom per platform.

**Recommendations**
- Provide an additional crosswalk at the east end of the south platform in line with the new transit roadway.
- Provide digital dynamic displays at either end of the platforms to show next bus departure times and other passenger information.
- Provide bus shelters along the GRT bus platforms.

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Note: Grandlinq made adjustments to the design in the field as construction progressed. The information represented here is not a final representation of completed construction.
TRANSIT CONNECTIONS

*Bus Station Design still under review and subject to change

- Route 7 to Conestoga Station
- Route 10 to Conestoga College
- Route 23 to Stanley Park
- Route 110 to Conestoga College
- 302 ION Bus to Ainslie Terminal

- Route 1 to the Boardwalk
- Route 8 to University/King
- 206 iXpress to Southwood/Cedar
- 301 ION Bus to Ainslie Terminal

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<td>Bridge St</td>
<td>Fairway Station</td>
<td>50-100 m (0.5-1 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>7 King</td>
<td>Conestoga Station</td>
<td>King St</td>
<td>Fairway Station</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
</tr>
<tr>
<td>8 Weber</td>
<td>University/King</td>
<td>Weber St</td>
<td>Fairway Station</td>
<td>50-100 m (0.5-1 min)</td>
<td>15 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>10 Pionner</td>
<td>Fairway Station</td>
<td>Pioneer Dr</td>
<td>Conestoga College Doon Campus</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>10A Pionner</td>
<td>Fairway Station</td>
<td>Pioneer Dr</td>
<td>Conestoga College Doon Campus</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>No service</td>
<td>No service</td>
</tr>
<tr>
<td>12 Westmount</td>
<td>University/King</td>
<td>Westmount Rd</td>
<td>Fairway Station</td>
<td>50-100 m (0.5-1 min)</td>
<td>15 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>23 Idlewood</td>
<td>Fairway Station</td>
<td>Fairway Rd</td>
<td>Stanley Park</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>No service</td>
</tr>
<tr>
<td>27 Chicopee</td>
<td>Fairway Station</td>
<td>Morgan Ave</td>
<td>Quinte/Morrison</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>28 Franklin North</td>
<td>Fairway Station</td>
<td>Wilson Ave</td>
<td>Stanley Park</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>110 College Express</td>
<td>Fairway Station (Express)</td>
<td>Conestoga College Doon Campus</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>15 min</td>
<td>15 min</td>
<td>No service</td>
<td>No service</td>
<td></td>
</tr>
<tr>
<td>206 iXpress Coronation</td>
<td>Fairway Station</td>
<td>King St</td>
<td>Southwood/Cedar</td>
<td>50-100 m (0.5-1 min)</td>
<td>15 min</td>
<td>15 min</td>
<td>30 min</td>
<td>30 min</td>
</tr>
<tr>
<td>301 ION Light Rail</td>
<td>Conestoga Station</td>
<td>Hwy 8</td>
<td>Fairway Station</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>10 min</td>
<td>10 min</td>
<td>15 min</td>
<td>15 min</td>
</tr>
<tr>
<td>302 ION Bus</td>
<td>Fairway Station</td>
<td>Hwy 8</td>
<td>Ainslie Terminal</td>
<td>0-25 m (&lt;0.5 min)</td>
<td>10 min</td>
<td>10 min</td>
<td>15-30 min</td>
<td>15-30 min</td>
</tr>
</tbody>
</table>

Updated December 2020