

Georgetown to Kitchener Rail Expansion

Environmental Assessment
Public Information Centre # 2



WELCOME - Please Sign In

- **Please sign in** on the sheet provided so that we will have a record of your attendance.
- If you have **any questions, the Project Team members will be pleased to discuss them with you.**
- **Please take a Comment Sheet and review the display material.** Please place your completed comment sheets in the Comment Box or mail / fax / email it to Project Team (contact information provided on the comment sheet).



Study Overview

- GO Transit is undertaking an Environmental Assessment (EA) for the possible extension of rail service from Georgetown to Kitchener.
- This study will determine the demand for rail travel and identify station locations, train layover facilities and track improvements between Georgetown and Kitchener over a planning horizon of 2011 to 2031.

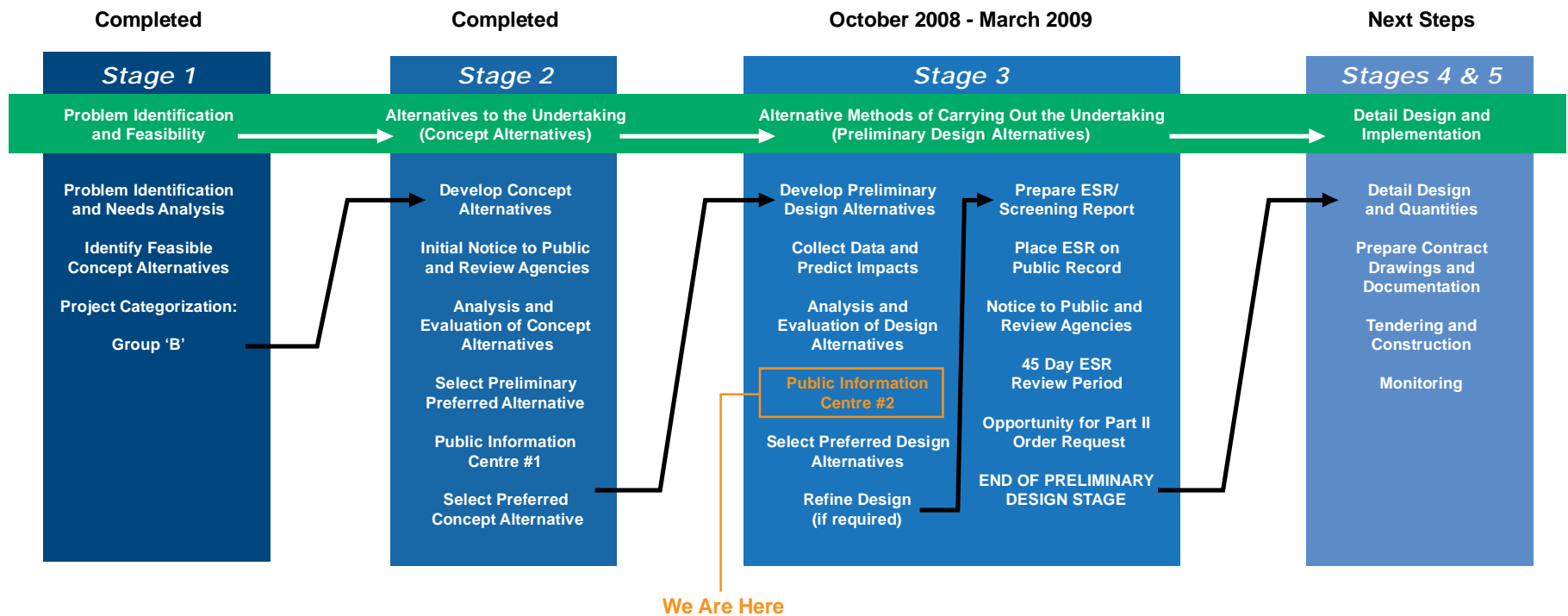
Study Process

- This study is being undertaken in accordance with a Group 'B' undertaking (see flow chart) as outlined in the GO Transit Class EA.
- The process includes public and review agency consultation, an evaluation of alternatives, an assessment of the effects on the environment and identification of reasonable measures to mitigate any adverse effects.
- An Environmental Study Report (ESR) will be prepared to document the Class EA process. The ESR will be made available for public and agency review upon completion of the study.

Purpose of Public Information Centre (PIC) # 2

- Inform you of our progress since PIC #1 and present the preferred solution.
- Obtain comments on the information provided and the project in general.

GO Transit Class Environmental Assessment Process



Description of Problem/Opportunity

Problem

- GO Transit currently operates four morning peak trains from Georgetown to Union Station in Toronto and four evening peak return trains.
- There is currently a significant demand for affordable and efficient public transit service to alleviate commuter road traffic between the Guelph / Kitchener areas and downtown Toronto.
- The expected growth in employment and population in the Georgetown to Kitchener corridor is forecast to generate a transportation demand which will require additional transportation facilities.

Opportunity

- The opportunity exists to accommodate transit ridership demands by utilizing the existing CN/GEXR rail line between Georgetown and Kitchener. The expansion of GO Transit service can be accomplished through track improvements to increase capacity and rail safety, the siting of potential GO Transit stations in the Halton Hills, Guelph and Kitchener area, and the siting of a train storage area in the Kitchener area.
- Increasing the proportion of travelers using rail or public transit will reduce road congestion, air pollution and energy consumption.
- Identifying property requirements for GO Transit expansion at an early stage will protect lands adjacent to the corridor before they are developed.

2011 Ridership Estimates for Future GO Rail Stations

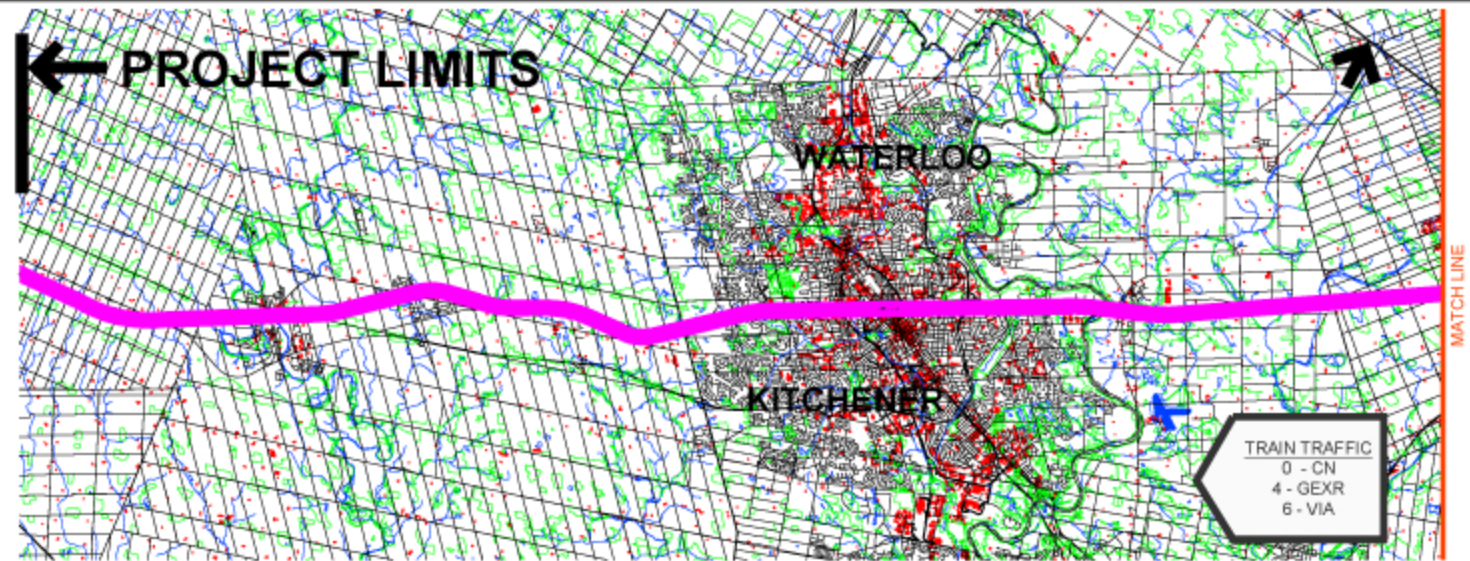
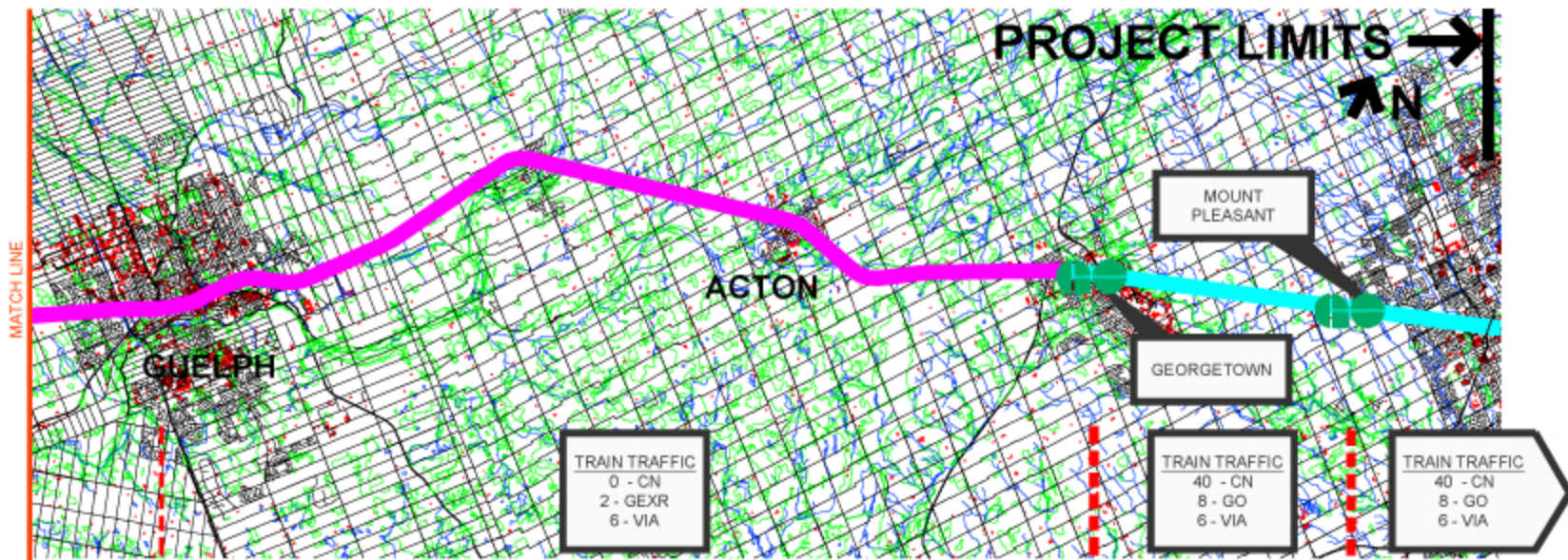
Potential Station Locations	Eastbound		Westbound	
	ON	OFF	ON	OFF
AM Peak Period				
Kitchener Station	950			700
Guelph Station	310	430	310	200
Acton Station	180	0	30	0
PM Peak Period				
Kitchener Station	660			940
Guelph Station	210	230	420	290
Acton Station	30	30	30	190
24 Hour Period				
Kitchener Station	1,820			1,860
Guelph Station	580	820	830	570
Acton Station	250	40	70	250

2031 Ridership Estimates for Future GO Rail Stations

Potential Station Locations	Eastbound		Westbound	
	ON	OFF	ON	OFF
AM Peak Period				
Kitchener Station	3,110			1,980
Guelph Station	1,030	1,400	890	580
Acton Station	260	0	30	0
PM Peak Period				
Kitchener Station	2,110			3,200
Guelph Station	730	830	1,440	990
Acton Station	40	40	40	280
24 Hour Period				
Kitchener Station	5,370			6,160
Guelph Station	1,730	2,800	2,770	1,860
Acton Station	360	50	90	350

PIC#1 Feedback

Key Issues Raised	Study Team Response
<p>Service/Schedules:</p> <ul style="list-style-type: none"> •In addition to Kitchener-Toronto service, operate trains in both directions between Guelph and Kitchener. •Provide bus service when trains are not running. •Minimize travel time from Kitchener/Guelph to Toronto. •Provide trains in later PM and on weekends. •Provide preliminary schedule of AM/PM trains. 	<p>Comments noted. Additional information on schedules will be presented during the next phase of the Project.</p>
<p>Station Sites:</p> <ul style="list-style-type: none"> •Many favour downtown locations (Guelph and Kitchener), however concerned about adequacy of parking. •Some also favour semi-urban locations of Lafarge, Watson, Breslau and Ira Needles for park & ride facilities. •Strong interest for station in Acton (Olde Hide House generally preferred over Dublin Line location). 	<p>A detailed evaluation of alternatives using natural, social, cultural, financial and technical criteria has been completed. Preliminary preferred alternatives are presented at PIC#2. Preferred stations include: Georgetown (existing station improvements), Acton – Hide House, Guelph – Downtown VIA, Breslau – Greenhouse Road (Park & Ride Facility), Kitchener – Downtown (Day 1 Service), Kitchener – King Street (Ultimate Solution).</p>
<p>Layover Sites:</p> <ul style="list-style-type: none"> •Petersburg site is not preferred for several reasons including noise and safety impacts to nearby rural community, loss of farm land, lack of site utility for public (i.e. no station). 	<p>Preferred layover is at site near Ira Needles Boulevard.</p>
<p>Technical Issues:</p> <ul style="list-style-type: none"> •Design, integration with local and regional transit systems, parking. 	<p>Technical issues have been broadly evaluated during the evaluation of alternative station and layover sites. Additional information will be available during the detailed design stage of the Project.</p>



GO TRANSIT PROJECT NO. R00-2008-EN-006



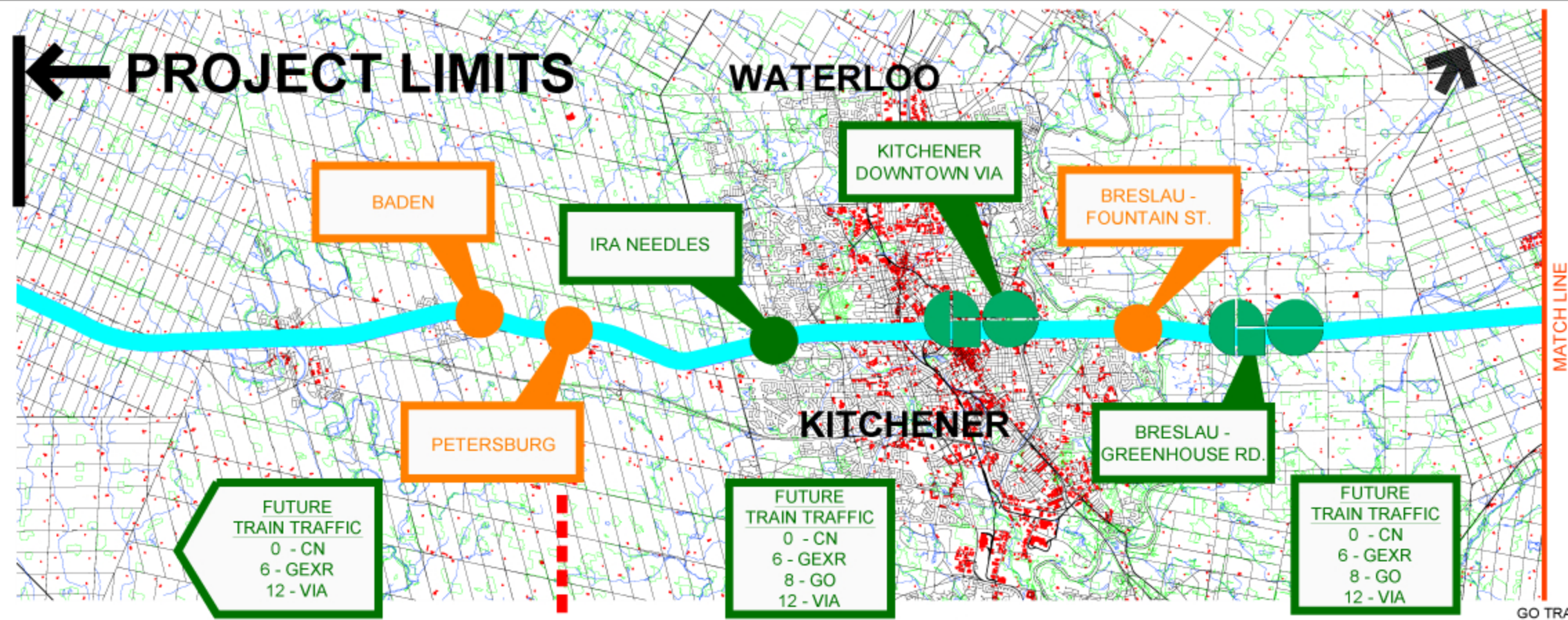
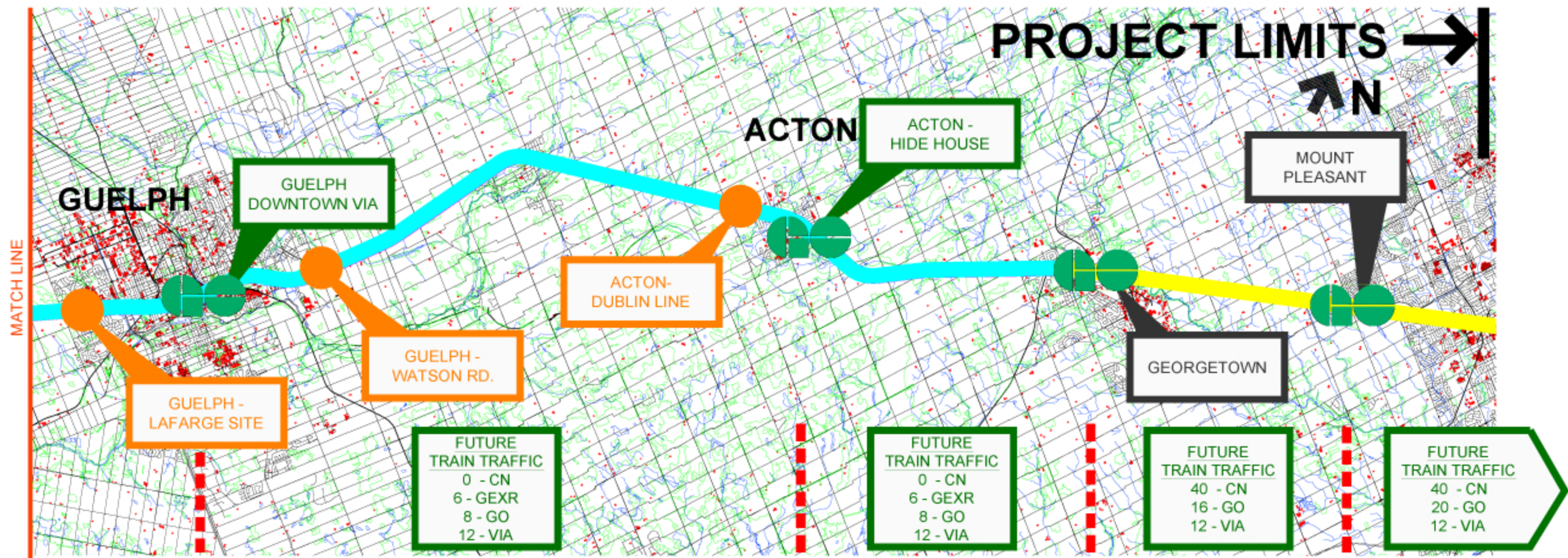
LEGEND
NUMBER OF EXISTING MAINLINE TRACKS
0
1
2
EXISTING STATION



DATE
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
PUBLIC INFORMATION CENTRE
EXISTING CONDITIONS - MAINLINE TRACK

FIGURE
2



GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:
 NUMBER OF EXISTING MAINLINE TRACKS
 2
 3
 EXISTING STATION
 PREFERRED STATION
 PREFERRED LAYOVER SITE
 ALTERNATIVE STATION/LAYOVER SITE



DATE:
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
PUBLIC INFORMATION CENTRE
 POTENTIAL OPTIONS - MAINLINE TRACK

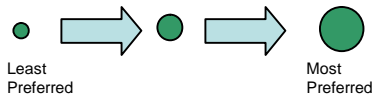
FIGURE
3

Evaluation of Alternative Stations

Georgetown / Acton Areas

Factor	Improvements to Existing Georgetown GO Station ¹	Alternative Station Locations Evaluated (Acton Area)	
		Acton – Hide House	Acton – Dublin Line
Natural Environment			
Social / Cultural Environment			
Economic			
Technical			
Summary	Negligible impact to the environment. Improvements are compatible with planning policy. Since no changes will be made to the existing station building; no anticipated impact to cultural heritage value of building. Future additional parking and kiss and ride will improve utility of station for public.	Negligible impact to the environment. Conforms to planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. No anticipated impacts to cultural heritage value of nearby tannery warehouse building. More affordable option than Dublin Line site. Can accommodate buses and passenger drop-off. Will require closure of Queen Street to accommodate future island platform. Will provide good service to Acton and nearby Rockwood. Was site of previous GO Station.	Minor impact to environment, site located near seasonal watercourse. Mitigation measures required. Generally compatible with planning policy, however site located within Zone 3 Wellhead Protection Area and may need further study. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. More expensive option than Hide House site. Acton patrons would have to drive in the opposite direction from GO train travel.
Recommendation	Recommended.	Recommended.	Not Recommended.

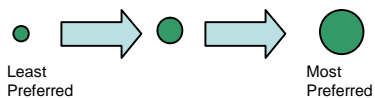
1) No alternatives were evaluated for the Georgetown GO Station. Information provided for this site summarizes the potential impacts resulting from the proposed improvements to the Station.



Evaluation of Alternative Stations

Guelph Area

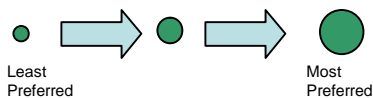
Factor	Watson Road	Downtown	LaFarge
Natural Environment			
Social / Cultural Environment			
Economic			
Technical			
Summary	Potential for indirect impacts to watercourse and Provincially Significant Wetland to the north of site. Mitigation measures required. Compatible with planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. More expensive solution than the downtown site. Site access limited to Watson Road. Can accommodate parking, buses and passenger drop-off, but requires modification to local transit routes to adequately service the GO station.	Negligible impact to the environment. Improvements are compatible with City planning policy. Proposed station improvements are not anticipated to impact the area cultural heritage resources. Most affordable option for Guelph. Central to Guelph market and provides good integration with local and regional transit systems. Future Neeve Street parking lot will support park & ride demand.	Potential for impact to designated species located on site and nearby watercourse associated aquatic habitat. Mitigation measures required. Compatible with planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. More expensive solution than the downtown site. Good location relative to local highways and market area. Can accommodate parking, buses and passenger drop-off, but requires modification to local transit routes to adequately service the GO station.
Recommendation	Not Recommended.	Recommended.	Not Recommended.



Evaluation of Alternative Stations

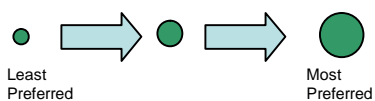
Kitchener Area

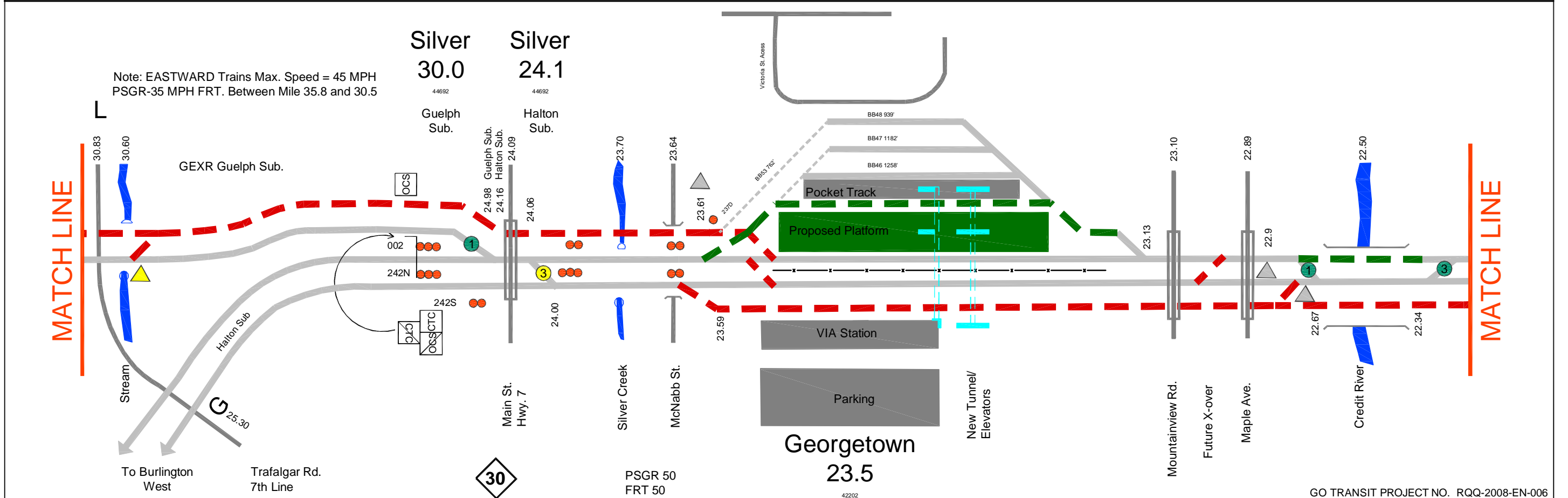
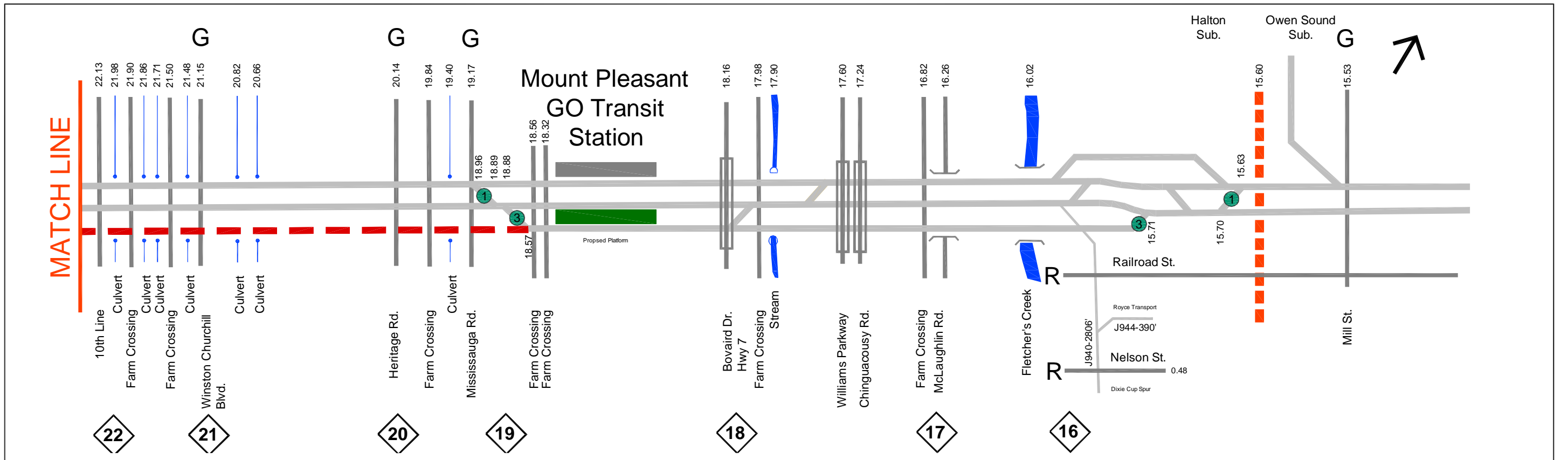
Factor	Breslau – Greenhouse Rd.	Breslau – Fountain St.	Downtown	King Street	Ira Needles Blvd.
Natural Environment					
Social / Cultural Environment					
Economic					
Technical					
Summary	Potential for direct impacts to watercourse and Provincially Significant Wetland located on southeast side of site. Mitigation measures required. Compatible with planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. Least expensive option as park & ride station. Good access to Highway 7. Can accommodate parking, buses and passenger drop-off. East of Kitchener market area.	Potential for indirect impacts to watercourse and Provincially Significant Wetland to the north of site. Mitigation measures required. Compatible with planning policy. No archaeological site potential. More expensive option as a park & ride station. Site access limited to Fountain Street. Can accommodate parking, buses and passenger drop-off. East of Kitchener market area.	Negligible impact to the environment. Compatible with planning policy. Since no changes will be made to the existing station building, no anticipated impact to cultural heritage value of building. Most affordable option for Kitchener for Day 1 Service, however requires more permanent solution to accommodate parking and transit integration needs. Central to Kitchener market.	Negligible impact to the environment. Compatible with planning policy. Most affordable option for Kitchener for ultimate service as it can accommodate integration with local transit and LRT service. Central to Kitchener market.	Potential for impacts to two local wetlands on site. Compatible with planning policy. Mitigation measures required. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. Can accommodate parking, buses and passenger drop-off. West of Kitchener market area. Site is better suited as a layover facility.
Recommendation	Recommended. Park & Ride Facility. (Day 1 Service).	Not Recommended.	Recommended. Interim solution. (Day 1 Service).	Recommended as Ultimate Solution.	Not Recommended.



Evaluation of Alternative Layover Sites

Factor	Greenhouse Rd.	Fountain St.	Ira Needles Blvd.	Petersburg	Baden - Sandhills Rd.
Natural Environment					
Social / Cultural Environment					
Economic					
Technical Factors					
Summary	Potential for direct impacts to watercourse and Provincially Significant Wetland located on southeast side of site. Mitigation measures required. Compatible with planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. Requires more land than Ira Needles option. Operation of layover at this site less efficient than layover alternatives west of Kitchener.	Potential for indirect impacts to watercourse and Provincially Significant Wetland to the north of site. Mitigation measures required. Compatible with planning policy. No archaeological site potential. Requires more land than Ira Needles option. Operation of layover at this site less efficient than layover alternatives west of Kitchener.	Potential for impacts to two local wetlands on site. Mitigation measures required. Compatible with planning policy. Some archaeological site potential to be assessed through a Stage 2 archaeological assessment. Requires less land than other options. No operational challenges foreseeable, however requires consultation and consent with adjacent landowners to resolve site issues.	Will be considered as an alternative layover site if consent for the use of Ira Needles Boulevard site cannot be reached with adjacent landowners.	Will be considered as an alternative layover site if consent for the use of Ira Needles Boulevard site cannot be reached with adjacent landowners.
Recommendation	Least Preferred.	Least Preferred.	Most Preferred.	Least Preferred.	2nd Preferred.

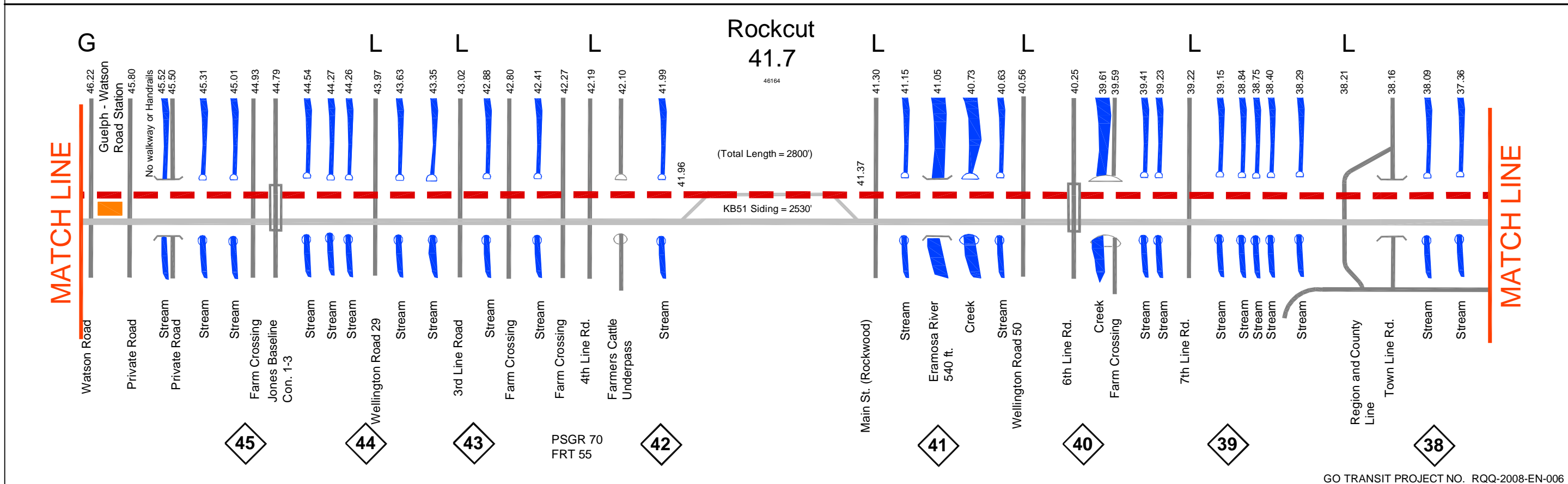
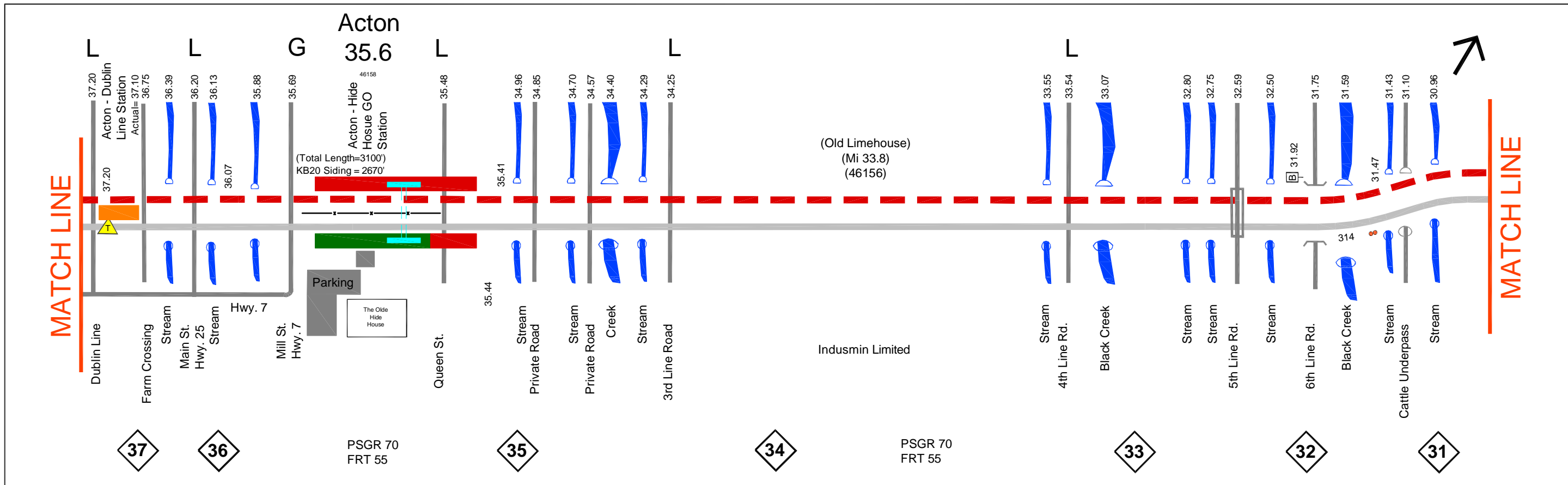




Note: EASTWARD Trains Max. Speed = 45 MPH
PSGR-35 MPH FRT. Between Mile 35.8 and 30.5

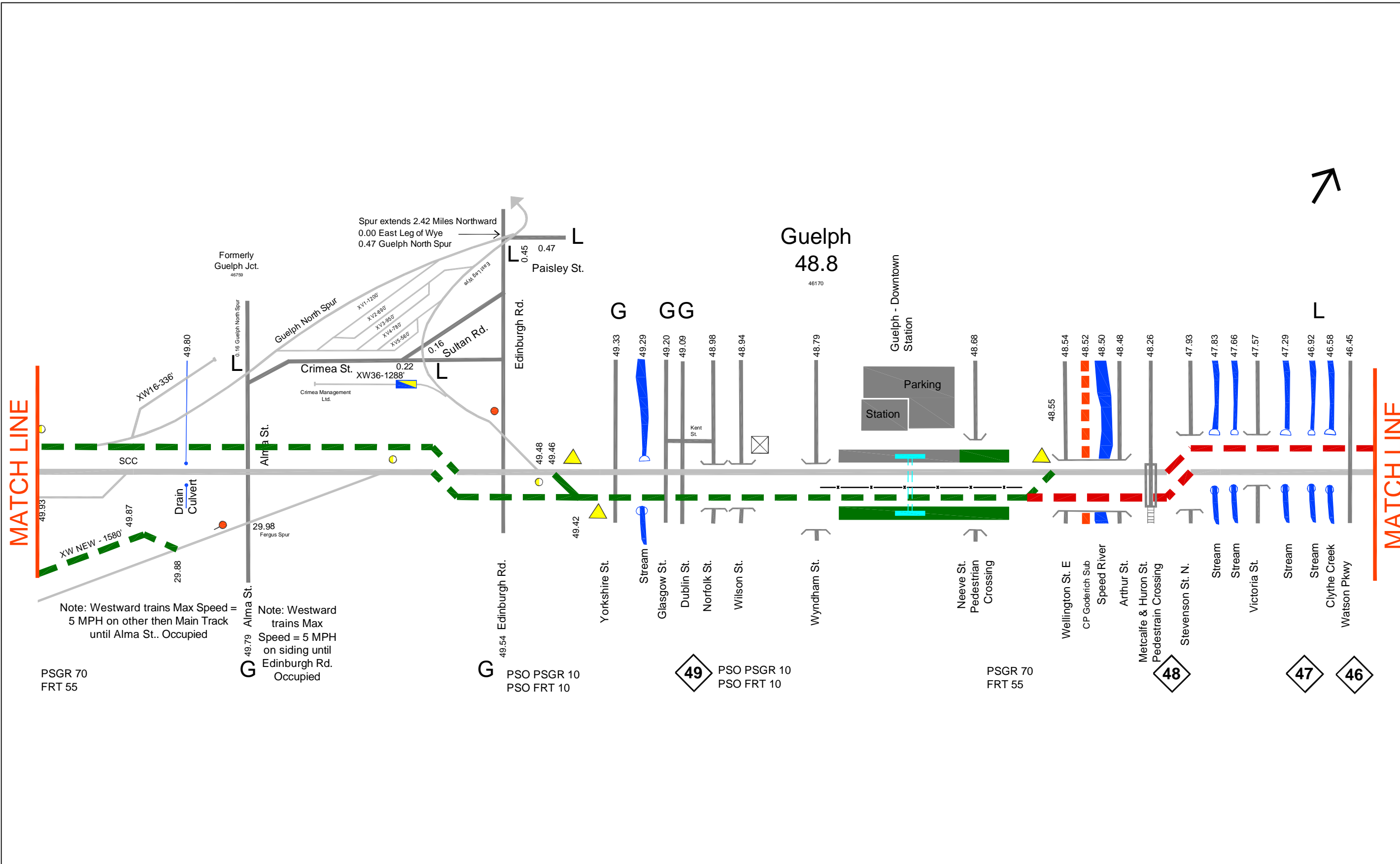
GO TRANSIT PROJECT NO. RQQ-2008-EN-006

 	LEGEND: - - - EXISTING MAINLINE TRACK - - - EXISTING C.N.R. PROPERTY LINE - - - PROPOSED BRIDGE OR CULVERT MODIFICATION - - - EXISTING PLATFORM - - - PHASE 1 - PLATFORM	- - - PHASE 2 - PLATFORM - - - ALTERNATIVE STATION LAYOVER - - - PHASE 1 - TRACK IMPROVEMENTS - - - PHASE 2 - ULTIMATE TRACK IMPROVEMENTS ▲ EXISTING CONTROL SWITCH	- - - CHAIN LINK FENCE - - - ELEVATORS / STAIRS - - - TUNNEL - - - PHASE 1 - LAYOVER ▲ DUAL CONTROL SWITCH (PHASE 1)	SCALE: NOT TO SCALE	GEORGETOWN TO KITCHENER RAIL EXPANSION ENVIRONMENTAL ASSESSMENT PROPOSED CONDITIONS - TRACKS	FIGURE 1
				DATE: FEBRUARY 2009		



GO TRANSIT PROJECT NO. RQQ-2008-EN-006

	LEGEND: - - - EXISTING MAINLINE TRACK - - - EXISTING C.N.R. PROPERTY LINE - - - PROPOSED BRIDGE OR CULVERT MODIFICATION - - - EXISTING PLATFORM - - - PHASE 1 - PLATFORM - - - PHASE 2 - PLATFORM - - - ALTERNATIVE STATION LAYOVER - - - PHASE 1 - TRACK IMPROVEMENTS - - - PHASE 2 - ULTIMATE TRACK IMPROVEMENTS - - - EXISTING CONTROL SWITCH - - - CHAIN LINK FENCE - - - ELEVATORS / STAIRS - - - TUNNEL - - - PHASE 1 - LAYOVER - - - DUAL CONTROL SWITCH (PHASE 1)	SCALE: NOT TO SCALE DATE: FEBRUARY 2009	GEORGETOWN TO KITCHENER RAIL EXPANSION ENVIRONMENTAL ASSESSMENT PROPOSED CONDITIONS - TRACKS	FIGURE 2



Note: Westward trains Max Speed = 5 MPH on other than Main Track until Alma St.. Occupied

Note: Westward trains Max Speed = 5 MPH on siding until Edinburgh Rd. Occupied

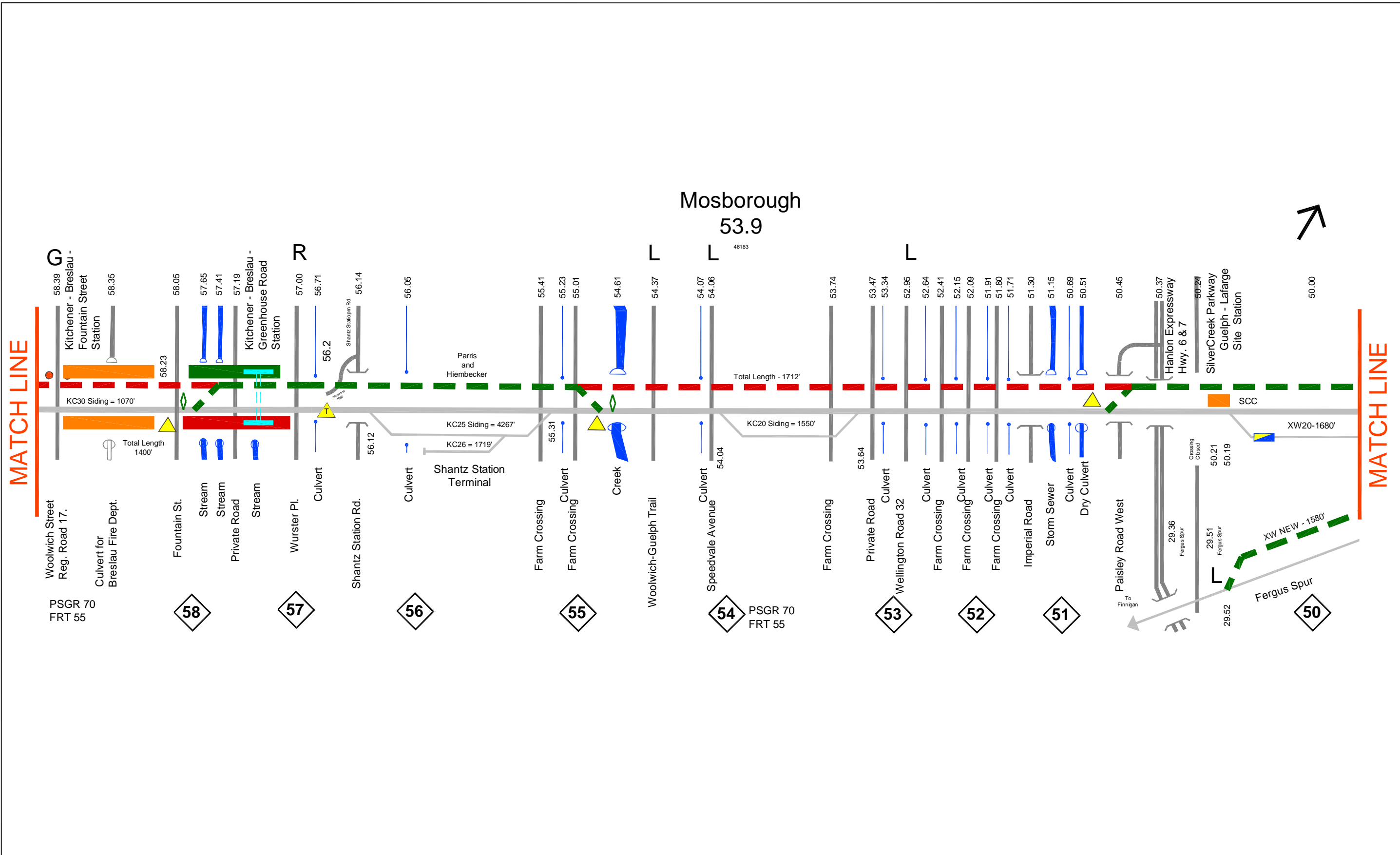


LEGEND:	
	EXISTING MAINLINE TRACK
	EXISTING C.N.R. PROPERTY LINE
	PROPOSED BRIDGE OR CULVERT MODIFICATION
	EXISTING PLATFORM
	PHASE 1 - PLATFORM
	PHASE 2 - PLATFORM
	ALTERNATIVE STATION LAYOVER
	PHASE 1 - TRACK IMPROVEMENTS
	PHASE 2 - ULTIMATE TRACK IMPROVEMENTS
	EXISTING CONTROL SWITCH
	CHAIN LINK FENCE
	ELEVATORS / STAIRS
	TUNNEL
	PHASE 1 - LAYOVER
	DUAL CONTROL SWITCH (PHASE 1)

SCALE:
NOT TO SCALE

DATE:
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 PROPOSED CONDITIONS - TRACKS

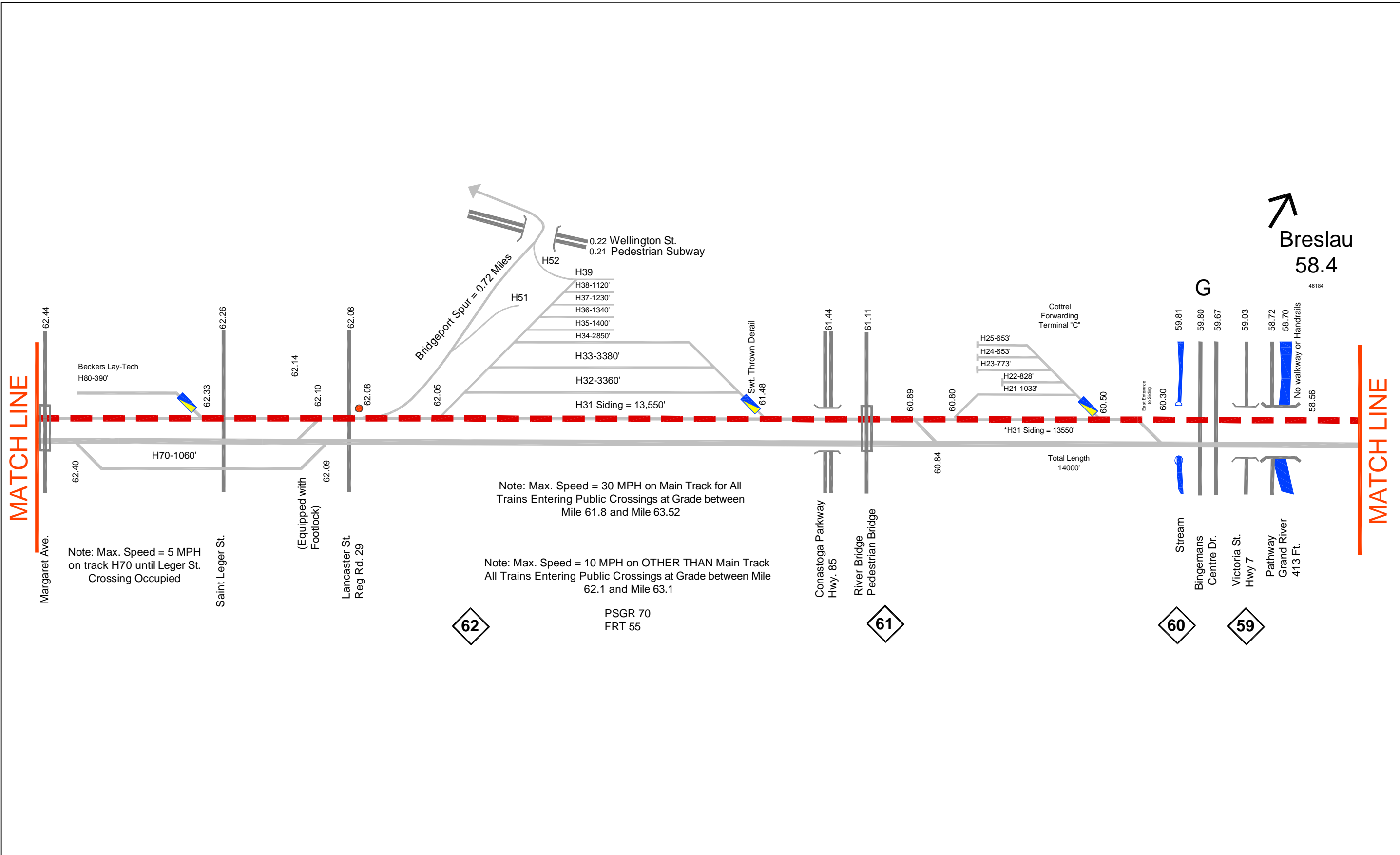


LEGEND:	
	EXISTING MAINLINE TRACK
	EXISTING C.N.R. PROPERTY LINE
	PROPOSED BRIDGE OR CULVERT MODIFICATION
	EXISTING PLATFORM
	PHASE 1 - PLATFORM
	PHASE 2 - PLATFORM
	ALTERNATIVE STATION LAYOVER
	PHASE 1 - TRACK IMPROVEMENTS
	PHASE 2 - ULTIMATE TRACK IMPROVEMENTS
	EXISTING CONTROL SWITCH
	DUAL CONTROL SWITCH (PHASE 1)
	CHAIN LINK FENCE
	ELEVATORS / STAIRS
	TUNNEL
	PHASE 1 - LAYOVER

SCALE:
NOT TO SCALE

DATE:
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 PROPOSED CONDITIONS - TRACKS



GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:	
	EXISTING MAINLINE TRACK
	EXISTING C.N.R. PROPERTY LINE
	PROPOSED BRIDGE OR CULVERT MODIFICATION
	EXISTING PLATFORM
	PHASE 1 - PLATFORM
	PHASE 2 - PLATFORM
	ALTERNATIVE STATION LAYOVER
	PHASE 1 - TRACK IMPROVEMENTS
	PHASE 2 - ULTIMATE TRACK IMPROVEMENTS
	EXISTING CONTROL SWITCH
	CHAIN LINK FENCE
	ELEVATORS / STAIRS
	TUNNEL
	PHASE 1 - LAYOVER
	DUAL CONTROL SWITCH (PHASE 1)

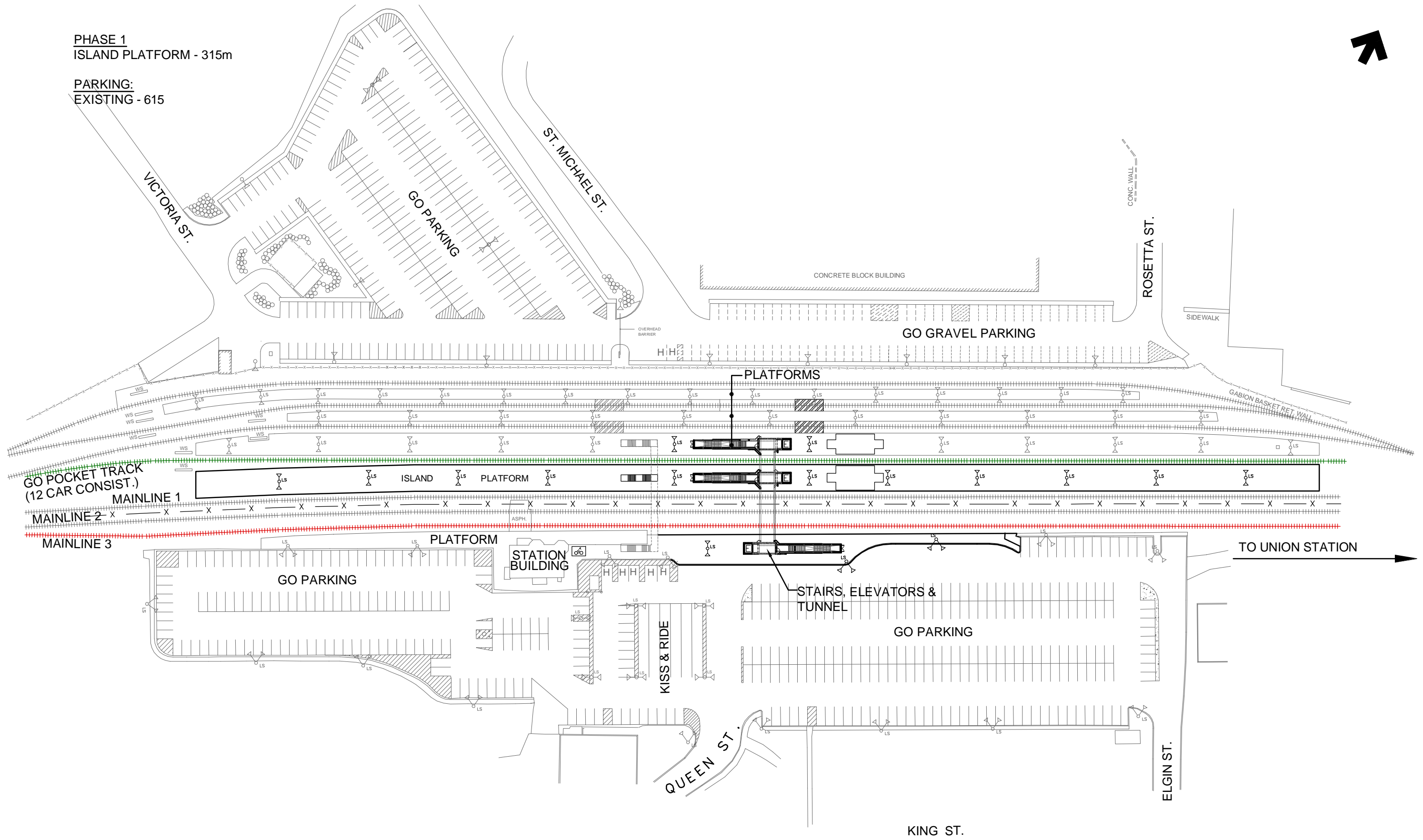
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 DATE:
 FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 PROPOSED CONDITIONS - TRACKS

FIGURE
5

PHASE 1
ISLAND PLATFORM - 315m

PARKING:
EXISTING - 615



BURNSIDE PROJECT NO. MTB14877
GO TRANSIT PROJECT NO. RQQ-2008-EN-006



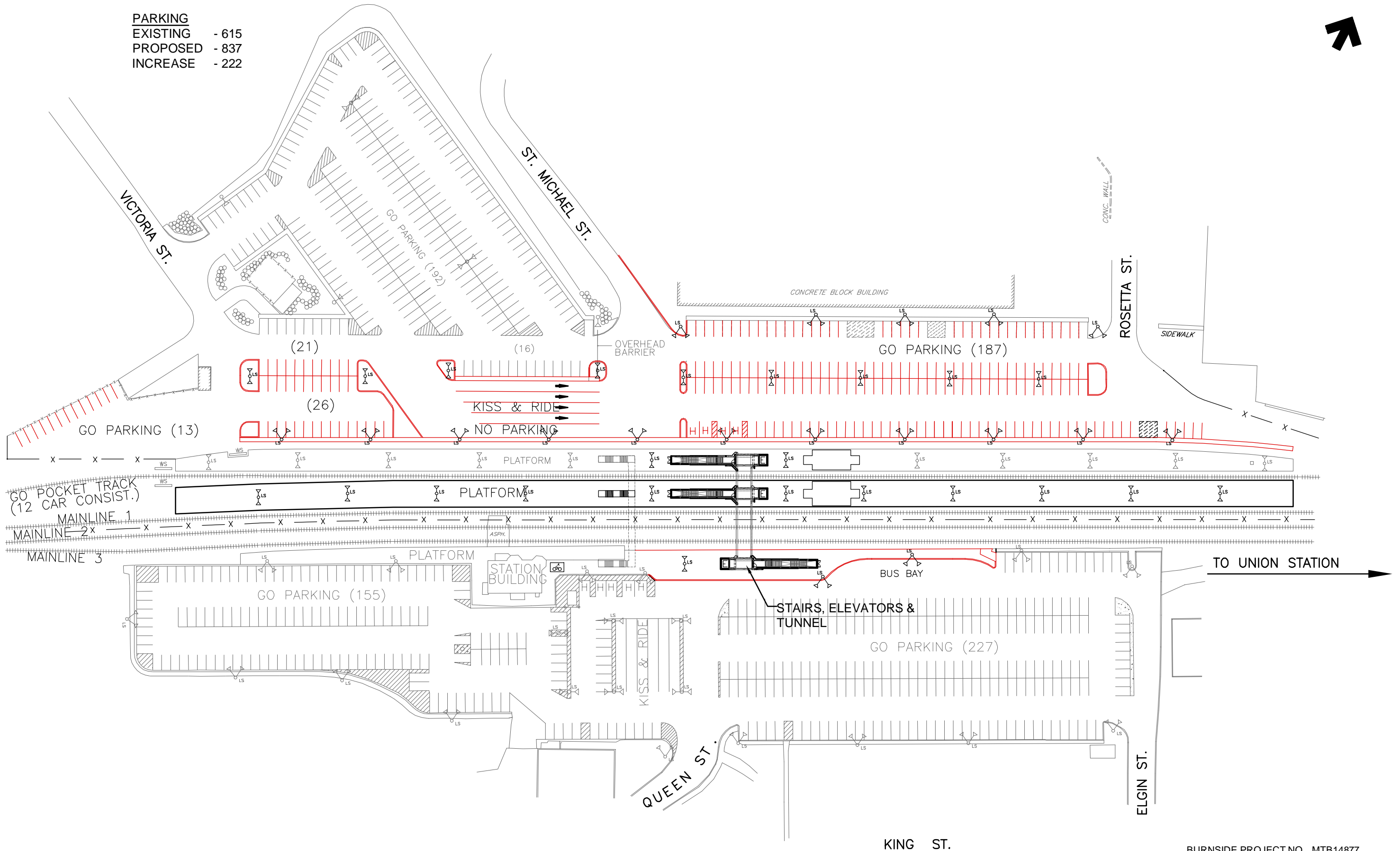
LEGEND:			
	- EXISTING		- OPENING DAY (CIVIL)
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)
	- FUTURE (TRACK)		- PROPERTY REQUIREMENTS
	- MINI PLATFORM		- CHAIN LINK FENCE
	- BIKE RACK		- ELEVATOR

SCALE:
0 5 10 15 20 25
H. SCALE 1:1000
DATE:
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
GEORGETOWN GO STATION - PHASE1 CONCEPT - HALTON SUB. MI.23.5

FIGURE
ST1

PARKING
 EXISTING - 615
 PROPOSED - 837
 INCREASE - 222



TO UNION STATION →

BURNSIDE PROJECT NO. MTB14877
 GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:			
	- EXISTING		- OPENING DAY (CIVIL)
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)
	- FUTURE (TRACK)		- PROPERTY REQUIREMENTS
	- MINI PLATFORM		- CHAIN LINK FENCE
	- BIKE RACK		- ELEVATOR

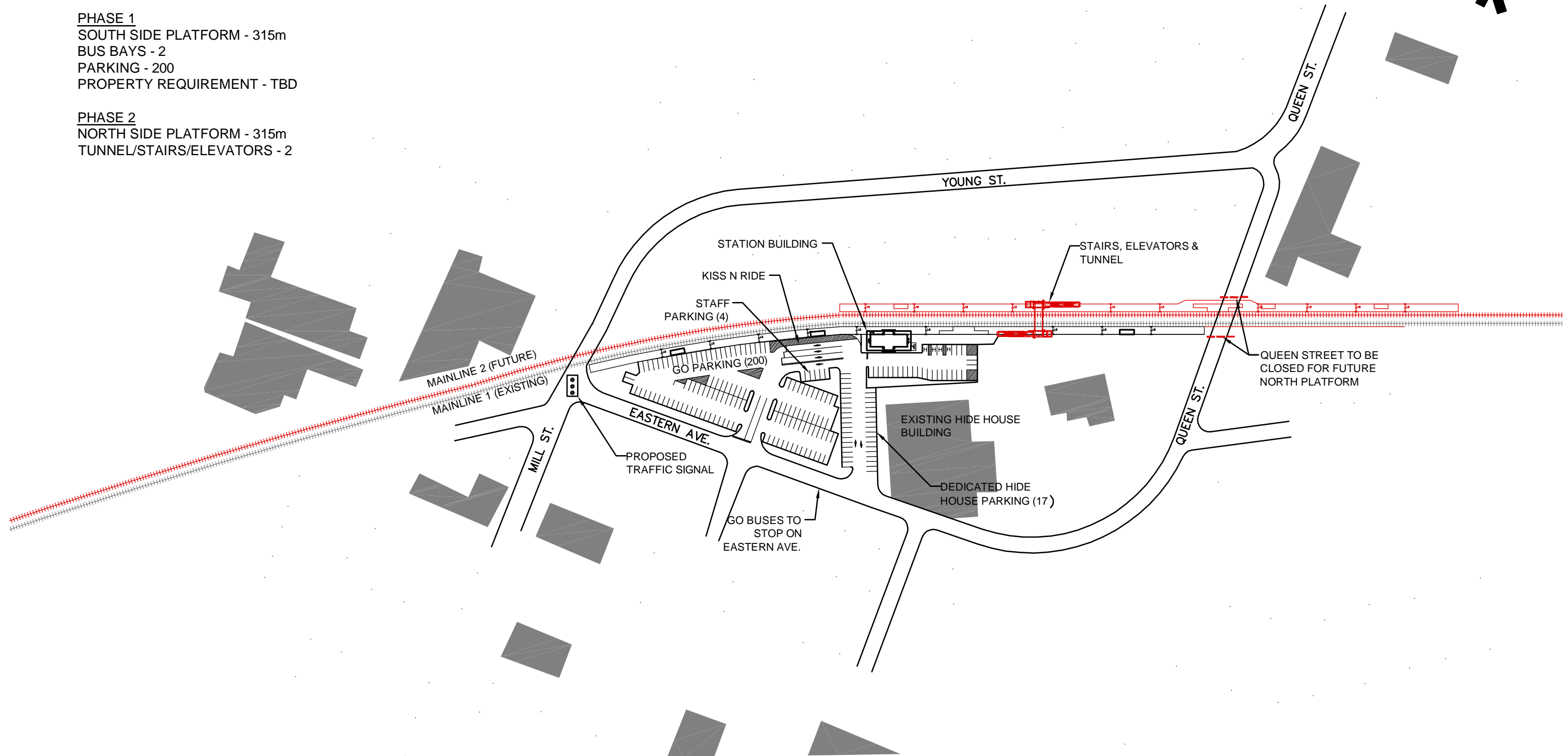
SCALE:
 0 5 10 15 20 25
 H. SCALE 1:1000
 DATE:
 FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 GEORGETOWN GO STATION - PHASE 2 CONCEPT - HALTON SUB. MI. 23.5

FIGURE
ST2

PHASE 1
 SOUTH SIDE PLATFORM - 315m
 BUS BAYS - 2
 PARKING - 200
 PROPERTY REQUIREMENT - TBD

PHASE 2
 NORTH SIDE PLATFORM - 315m
 TUNNEL/STAIRS/ELEVATORS - 2



BURNSIDE PROJECT NO. MTB14877
 GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:			
	- EXISTING		- OPENING DAY (CIVIL)
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)
	- FUTURE (TRACK)		- PROPERTY REQUIREMENTS
			- MINI PLATFORM
			- CHAIN LINK FENCE
			- BIKE RACK
			- ELEVATOR

SCALE:
 0 10 20 30 40 50
 H. SCALE 1:2000

DATE:
 FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 STATION CONCEPT- ACTON - HIDE HOUSE - GUELPH SUB. MI. 35.6

FIGURE
ST3

NOTES:
 GUELPH DOWNTOWN VIA STATION
 PLATFORM / SIDE PLATFORM - 315m
 PHASE 1
 PARKING - 210



WILSON STREET
 LOT, 80 EXISTING
 PUBLIC SPACES,
 (PROPOSED
 PARKADE, 2010)



BURNSIDE PROJECT NO. MTB14877
 GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:

	- EXISTING (TRACK)		- OPENING DAY (CIVIL)		- PROPERTY REQUIREMENTS		- CHAIN LINK FENCE
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)		- MINI PLATFORM		- BIKE RACK
	- FUTURE (TRACK)						- ELEVATOR

SCALE:
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 H. SCALE 1:1500
 DATE:
 FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
 ENVIRONMENTAL ASSESSMENT
 STATION CONCEPT - GUELPH - DOWNTOWN VIA - GUELPH SUB. MI. 48.7

FIGURE
ST6

NOTES:

BRESLAU - GREENHOUSE RD. STATION

PHASE 1

PLATFORM - 315m

BUS BAYS - 8

PROPERTY REQUIREMENT - 5.6 ha (13.8 ac)

PHASE 2

SIDE PLATFORM - 315m

TUNNEL/STAIRS/ELEVATORS - 2

PARKING

PHASE 1 - 650

PHASE 2 - 450

TOTAL - 1100



800m TO HWY 7

TOWNSHIP ROAD 72 (GREENHOUSE ROAD)

EXISTING ENTRANCE BLOCKED

FILL
REGULATED
AREA

PROPERTY REQUIREMENTS

GO PARKING (450)

GO PARKING (650)

STORM-
WATER
FACILITY

-KISS & RIDE

STAFF
PARKING

SEPTIC
SYSTEM

PLATFORM

FUTURE PLATFORM

STATION

STAIRS, ELEVATORS &
TUNNEL

MAINLINE 2 (PROPOSED)

MAINLINE 1 (EXISTING)

BURNSIDE PROJECT NO. MCG14395
GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:			
	- EXISTING		- OPENING DAY (CIVIL)
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)
	- FUTURE (TRACK)		- PROPERTY REQUIREMENTS
	- MINI PLATFORM		- CHAIN LINK FENCE
	- BIKE RACK		- ELEVATOR

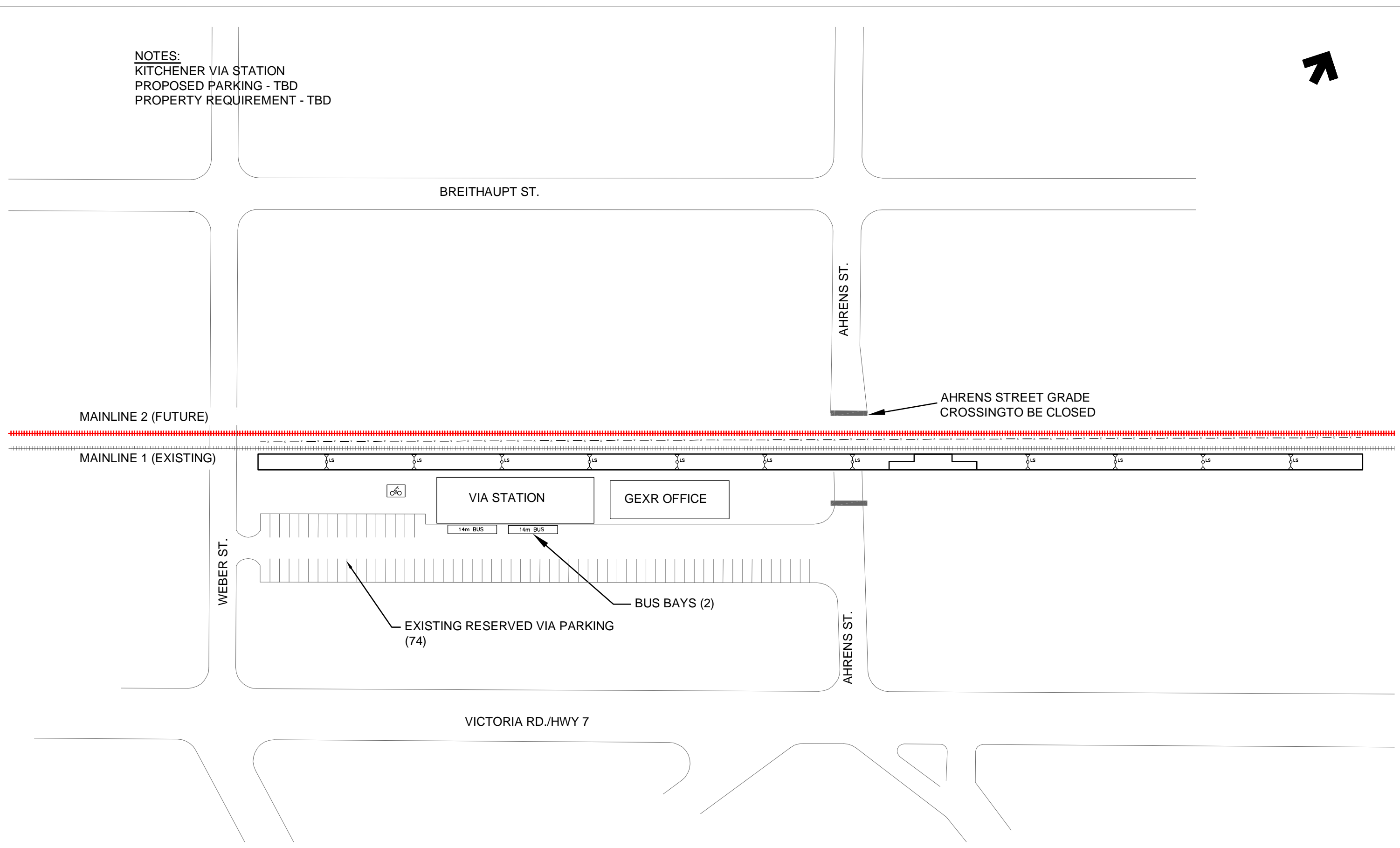
SCALE:
0 10 20 30 40 50
H. SCALE 1:2000

DATE:
FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
STATION CONCEPT - BRESLAU - GREENHOUSE RD - GUELPH SUB. MI. 57.2

FIGURE
ST8

NOTES:
 KITCHENER VIA STATION
 PROPOSED PARKING - TBD
 PROPERTY REQUIREMENT - TBD



BURNSIDE PROJECT NO. MTB14877
 GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:

	- EXISTING (TRACK)		- OPENING DAY (CIVIL)		- PROPERTY REQUIREMENTS		- CHAIN LINK FENCE
	- OPENING DAY (TRACK)		- FUTURE (CIVIL)		- MINI PLATFORM		- BIKE RACK
	- FUTURE (TRACK)				- ELEVATOR		

SCALE:
 0 10 20 30 40 50
 H. SCALE 1:1000

DATE:
 FEBRUARY 2009

GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 INTERIM STATION CONCEPT - KITCHENER VIA - GUELPH SUB. MI. 62.7

FIGURE
ST10

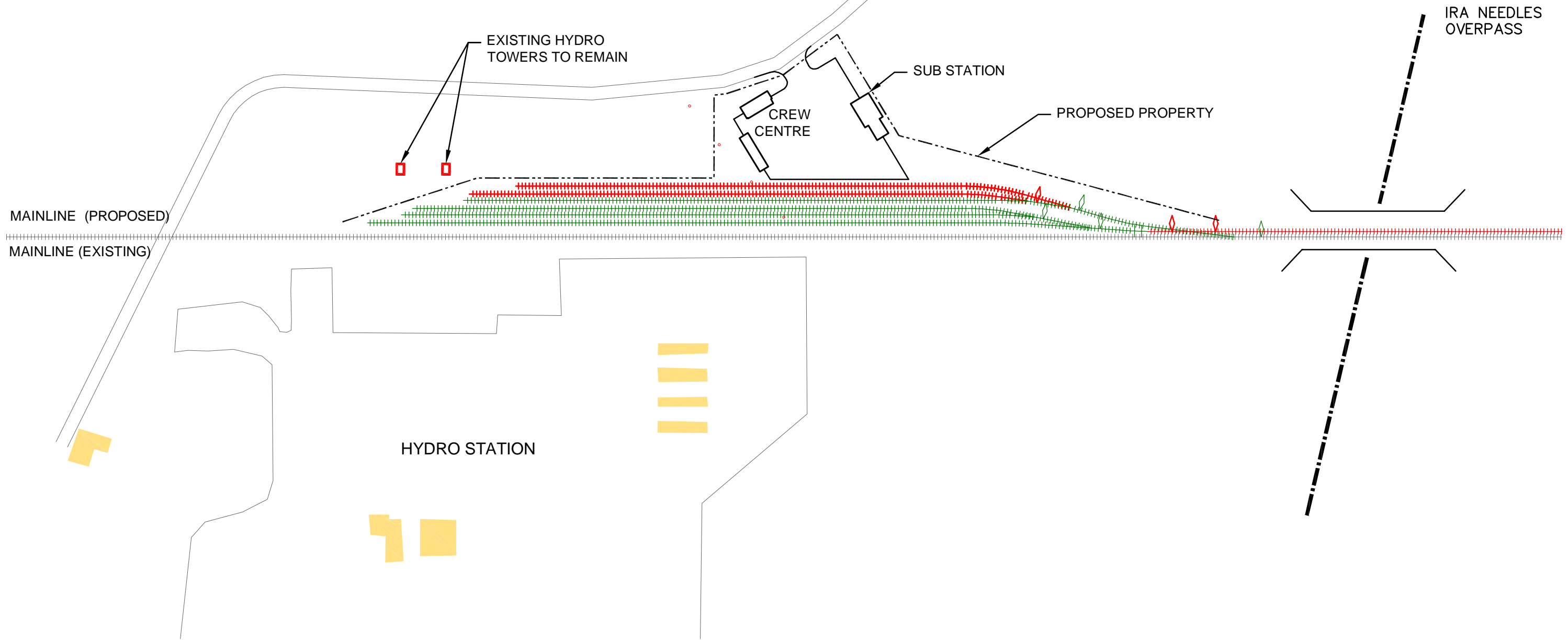
NOTES:
 KITCHENER - IRA NEEDLES/HYDRO ONE LAYOVER

PHASE 1
 4 TRACKS
 PROPERTY REQUIREMENTS - 3.1ha (7.7 ac)

PHASE 2
 2 TRACKS (6 TOTAL)

REGION OF WATERLOO
 WASTE MANAGEMENT SITE

GLASGOW STREET



BURNSIDE PROJECT NO. MTB14877
 GO TRANSIT PROJECT NO. RQQ-2008-EN-006



LEGEND:

- EXISTING (TRACK)	- OPENING DAY (CIVIL)	- PROPERTY REQUIREMENTS	- CHAIN LINK FENCE
- OPENING DAY (TRACK)	- FUTURE (CIVIL)	- MINI PLATFORM	- BIKE RACK
- FUTURE (TRACK)			- ELEVATOR

SCALE:
 0 15 30 45 60 75
 H. SCALE 1:3000

DATE:
 FEBRUARY 2009

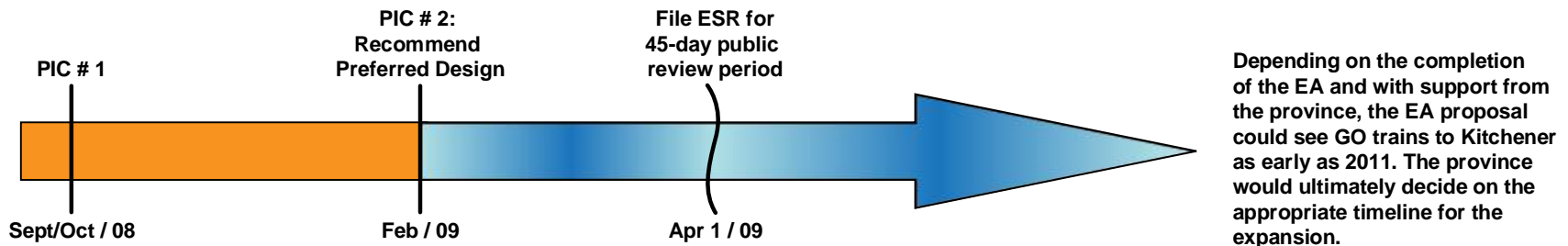
GEORGETOWN TO KITCHENER RAIL EXPANSION
ENVIRONMENTAL ASSESSMENT
 LAYOVER CONCEPT - IRA NEEDLES/HYDRO ONE - KITCHENER - GUELPH SUB. MI.66.6

FIGURE
ST11

Next Steps

- Comments received from this PIC will be considered along with those received from agencies and the public to confirm the preferred station and layover sites.

Tentative Project Schedule



Thank-you for your participation

- Please provide your comments to this PIC in writing by completing a comment form and submitting it today or taking it home and returning to one of the following Project team members by February 27, 2009:

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