METROLINX

Public Meeting #1 Summary Report

Guelph Subdivision Transit Project Assessment Process
Kitchener Corridor Expansion Program

19-Feb-2020

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Table of Contents

1 Introduction 1
1.1 Scope of the Guelph Subdivision TPAP 1
1.2 Other Metrolinx Undertakings Not Included in TPAP Scope 2
1.3 Purpose of this Report 2
2 Public Meeting Round One Overview 3
2.1 Notifications 3
2.1.1 Newspaper Advertisements 3
2.1.2 E-Mail Correspondence 3
2.1.3 Property Owners 4
2.1.4 Project Website 4
2.2 Meeting Format 4
2.3 Attendance and Comment Forms 4
3 Common Themes of Feedback Received 5
4 Feedback Received by Public Meeting Location 6
4.1 City of Guelph Public Meeting – November 20, 2019 6
4.1.1 Overview 6
4.1.2 Detailed Summary of Feedback Received 7
4.1.2.1 General 7
4.1.2.2 Electrification Infrastructure 7
4.1.2.3 Potential Effects 7
4.1.2.4 Consultation Process 8
4.1.2.5 Other Non-TPAP Related Feedback 8
4.2 City of Kitchener Public Meeting – November 25, 2019 9
4.2.1 Overview 9
4.2.2 Detailed Feedback 10
4.2.2.1 General 10
4.2.2.2 Electrification Infrastructure 10
4.2.2.3 Potential Effects 11
4.2.2.4 Consultation Process 11
4.2.2.5 Other Non-TPAP Related Feedback 12
4.3 Town of Halton Hills Public Meeting - November 27, 2019 12
4.3.1 Overview 12

4.3.2 Detailed Feedback: 13
4.3.2.1 General 13
4.3.2.2 Electrification Infrastructure 14
4.3.2.3 Potential Effects 14
4.3.2.4 Consultation Process 15
4.3.2.5 Other Non-TPAP Related Feedback 15
5 How Feedback will be Considered by Metrolinx 17
6 Next Steps 18

Tables

Table 2-1 Newspapers and Publication Dates..... 3

Figures

Figure 1-1 Guelph Subdivision TPAP Study Area 1
Figure 4-1 Guelph Public meeting, November 20, 2019..... 6
Figure 4-2 Kitchener Public Meeting, November 25, 2019 10
Figure 4-3 Town of Halton Hills Public Meeting, November 27, 2019..... 13

Appendices

APPENDIX A: Public Meeting Notifications and Newspaper Ad

APPENDIX B: Public Meeting Materials

1 Introduction

Metrolinx is undertaking the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings* for various infrastructure improvements along the Guelph Subdivision of the Kitchener corridor.

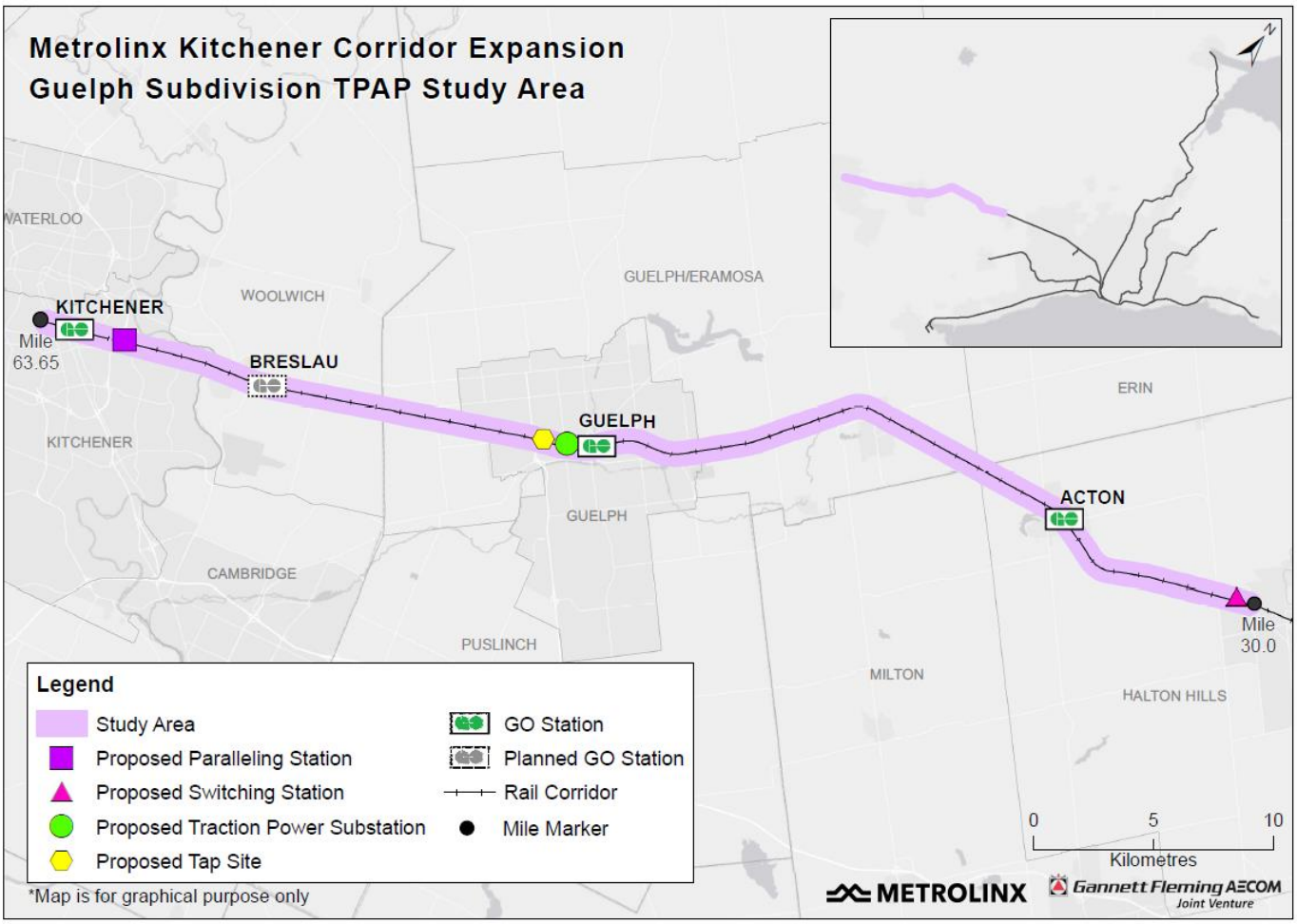

FIGURE 1-1 GUELPH SUBDIVISION TPAP STUDY AREA

1.1 Scope of the Guelph Subdivision TPAP

The scope of the infrastructure proposed as part of the Guelph Subdivision TPAP (the Project) is as follows:

Electrification of approximately 54 kms of rail corridor on the Guelph Subdivision between Mile 30.0 (in the Town of Halton Hills/Acton) to Mile 63 (in the City of Kitchener), including the following:

- One Hydro One Tap location
- Three Traction Power Facilities (TPF)

  - One Traction Power Substation (TPS)
  - One Paralleling Station (PS)
  - One Switching Station (SWS)
- Overhead Contact System (OCS) infrastructure
- Gantries, aerial/underground feeders
- Bridge modifications required to accommodate electrification
- Grounding and bonding

The TPAP will examine the potential environmental effects of the Project, including construction and operation of the proposed infrastructure.

1.2 Other Metrolinx Undertakings Not Included in TPAP Scope

It is important to note that as part of the Kitchener Corridor Expansion Program (currently underway by Metrolinx), there are several other improvements being undertaken by Metrolinx. These additional improvements are being carried out as improvements to facilitate service increases in the near term and are being designed/constructed concurrently with the Guelph Subdivision TPAP. These additional improvements including: double tracking in select areas along the corridor, rehabilitation of existing siding tracks, new switches, various bridge/overpass works, new siding tracks, etc. are not included in the current TPAP scope as they were subject to a an Environmental Assessment (EA) study previously completed by Metrolinx/GO Transit in 2009 (*GO Transit Georgetown to Kitchener Rail Expansion Environmental Study Report*).

With this in mind, it should be noted that the content of this report is focused on the Public Meeting content and feedback that is relevant to the Guelph Subdivision TPAP only. Any queries received from meeting participants regarding proposed infrastructure/plans outside of the TPAP scope will be responded to by Metrolinx separately.

1.3 Purpose of this Report

The purpose of this report is to summarize the results of the first round of Public Meetings held in November 2019 as part of the consultation and engagement program being carried out by Metrolinx as part of the TPAP. This summary is intended to capture participant feedback and comments received on the information provided. It should be noted that this document is not intended to provide a verbatim transcript of the collected feedback, rather it summarizes the key topics of discussion raised and the range of the perspectives shared by participants captured through one-on-one conversations, via written comment forms submitted, and any subsequent mail and/or e-mail submissions.

The report contains a section discussing common themes of feedback received (see Section 3), as well as another section in which further detail is provided about the comments and feedback received at each of the three (3) Public Meetings (see Section 4).

2 Public Meeting Round One Overview

In November 2019, Metrolinx hosted the first round of public consultation meetings for the Guelph Subdivision TPAP as part of the Kitchener Corridor Expansion Program. The purpose of the first round of public consultation was to introduce the Project, to share information and seek feedback on electrification and its benefits, proposed local infrastructure to support electrification, and local existing conditions. The first round of public consultation consisted of three (3) in-person Public Meetings and online engagement, including:

1. A Public Meeting in the City of Guelph: at Guelph Civic Museum on Wednesday November 20, 2019;
2. A Public Meeting in the City of Kitchener: at Central Library on Monday November 25, 2019;
3. A Public Meeting in the Town of Halton Hills: at Acton Arena & Community Centre on Wednesday November 27, 2019; and
4. Online engagement at www.metrolinxengage.com, where participants could learn more about the Project and share their comments by e-mailing kwGOexpansion@metrolinx.com
5. By mail from November 20th to December 6th, 2019 (which was the deadline to submit written comments to be included in this report).

2.1 Notifications

2.1.1 Newspaper Advertisements

Beginning on November 7th, 2019, Metrolinx published a series of newspaper advertisements to inform the public/stakeholders of the upcoming public meetings. Below is a list of newspapers that published the advertisements and the respective dates that they were featured.

TABLE 2-1 NEWSPAPERS AND PUBLICATION DATES

Newspaper	Dates Published
Waterloo Kitchener Regional Record	Saturday, November 9, 2019
Kitchener Today - www.kitchenertoday.com (online only)	Thursday, November 7, 2019
Guelph Mercury Tribune	Thursday, November 7, 2019
Guelph Today - www.guelphtoday.com (online only	Thursday, November 7, 2019
Georgetown/Acton Independent Free Press	Thursday, November 7, 2019
Fergus Wellington Advertiser	Thursday, November 7, 2019

2.1.2 E-Mail Correspondence

Metrolinx sent out invitations to Public Meeting #1 via e-mails to individuals identified on the Project's Master Contact List. Each e-mail provided an update and overview of the TPAP and the study area map. A list of upcoming public meetings was provided which detailed the location, date and time of each meeting. Instructions were provided on how the recipient could contact members of the Project Team to receive further information and participate in the consultation process.

An example copy of this e-mail correspondence is included in Appendix A.

2.1.3 Property Owners

A notification letter to advise of the upcoming Public Meeting was mailed via Canada Post to identified property owners located within 100 metres of the Project study area.

2.1.4 Project Website

The Metrolinx Engage Website (https://www.metrolinxengage.com/en) provides a comprehensive hub for interested stakeholders and members of the public to learn more about a variety of Metrolinx initiatives, including the TPAP. This website allows viewers to find out how they can participate in consultation events, provide feedback, as well as register their e-mail address for project updates. Any feedback received through the Metrolinx Engage Website regarding the TPAP was forwarded to the project team for consideration. Information about the Public Meetings, including locations, dates, and times, were posted on the website as well

2.2 Meeting Format

The three public meetings were held as a drop-in open house format from 5:00PM to 8:00PM. Informational display boards were set up at every meeting and Project staff from Metrolinx and Gannett Fleming – AECOM Joint Venture (GFAJV) were present to share information and answer attendee questions.

In addition, informational handouts were distributed which described the Project overview and proposed local infrastructure, and comment forms were provided to all attendees. Copies of the public meeting materials are included in Appendix A of this report.

2.3 Attendance and Comment Forms

At the first round of Public Meetings:

- Over 230 members of the public signed-in at the events;
- Sixty-nine (69) comment forms were submitted;
- Six (6) written comments were submitted after the public meetings by mail or e-mail for feedback.

All materials, including this summary, are available online at www.metrolinxengage.com.

3 Common Themes of Feedback Received

This section provides an overview of the common themes of feedback that emerged at the three public meetings through: conversations with Project Staff, comment sheets collected at the meetings, and written submissions shared via e-mail and mail before the feedback deadline of December 6th, 2019. The themes below should be read in conjunction with the detailed feedback captured in Section 4.

- **Support for the Project.** Generally, participants were supportive of the Project and service increases. Across the three meeting locations, a number of participants were supportive of reducing greenhouse gas (GHG) emissions. Many participants noted they were pleased to see that the environmental studies are being done. Several participants encouraged Metrolinx to complete the Project as soon as possible, but urged them to minimize the negative effects.
- **Key concerns** shared by participants included: increasing frequency of disruptive whistles (i.e., noise) at level crossings; increasing level of vibration experienced by residents living adjacent to the corridor; ensuring safety at level crossings; electromagnetic field (EMF) and electromagnetic interference (EMI) effects; visual and aesthetic impact of the proposed electrification infrastructure; and potential effects on property values.
- **Key points of consideration** identified by participants included: local places of cultural and natural heritage; integration with ION LRT and active transportation routes; and partnership and coordination with farmers, businesses, and freight operators.
- **Common questions** asked by participants focused on the electrification system, including how the system works in harsh weather conditions, during power outages, and along the non-electrified portion of the corridor. There were several questions regarding how and when the Halton Subdivision portion of the corridor will be electrified. There were also questions about locations that require double tracking, grade separating level crossings, new GO Stations, and other proposed infrastructure not included in the TPAP scope. Additionally, participants asked about the cost and timeline to electrify and expand the Kitchener corridor.
- **Helpful staff and Public Meeting format.** Many participants shared that they found the meetings to be useful in learning more about the Project and that the staff was helpful and knowledgeable. A few attendees suggested that Metrolinx consider a Public Meeting format with a presentation and a question and answer (Q&A) period in the future.
- **Continue to engage with the public.** Several attendees recommended that Metrolinx continue to keep the public well-informed of the Project and to bring more information addressing the anticipated effects to the next round of public consultation.

4 Feedback Received by Public Meeting Location

This section further summarizes the specific feedback, comments and queries that emerged at each of the three Public Meetings.

4.1 City of Guelph Public Meeting – November 20, 2019

4.1.1 Overview

Overall, 103 individuals signed in at the meeting, which took place at the Guelph Civic Museum in Guelph. There were 23 comment forms received at the public meeting, and one (1) comment form was received by mail.

Many participants expressed support for the Project and the increased level of service. Some participants encouraged Metrolinx to complete the Project as soon as possible. Common questions, comments, and concerns included: whistles and safety at level crossings; potential effects on heritage areas and heritage properties; noise and vibration; cost and timeline associated with construction. Many participants noted they were looking forward to seeing the anticipated effects and mitigation strategies in the next round of consultation. Several participants said they supported the reduction of greenhouse gas emissions due to electrification.

The following section summarizes the participant feedback shared with Project staff at the meeting, as well as written comments submitted.



FIGURE 4-1 GUELPH PUBLIC MEETING, NOVEMBER 20, 2019

4.1.2 Detailed Summary of Feedback Received

4.1.2.1 General

- **Support for increased service.** Many participants said they were pleased to see that studies had been initiated to increase service levels and expand the Kitchener corridor. Several participants said that this Project is long overdue and encouraged Metrolinx to construct and complete it as soon as possible. A few participants mentioned their desire to expand service outside of typical 9:00PM to 5:00PM working hours, over the weekend, and on holidays.
- **Desire for faster trains.** A few participants noted they would like to have faster train service.
- **Project cost.** A few participants inquired as to whether the Kitchener corridor has enough ridership to make the case for the investment and whether the proposed infrastructure and construction have sufficient funding. A few participants asked about Option 2 in the Initial Business Case and expressed their interest in seeing more information about the cost differences of operating electric trains compared to Tier 4 diesel trains.
- **Project timeline**. Queries about the construction timeline for electrification infrastructure.
- **Electrification of the Halton Subdivision.** A few participants asked how an electrified train service would work if electrification was not completed for the Halton Subdivision.
- **Property Impacts.** Participants inquired about property impacts associated with the project.

4.1.2.2 Electrification Infrastructure

- **Siting of Traction Power Facilities.** Many participants were interested in learning about the siting process for the proposed traction power facilities (TPFs). Several participants were concerned that the facilities would look unappealing and it was discussed that a Visual Assessment Report is being prepared as part of the TPAP. Several participants noted that consideration of residential areas in proximity to the TPFs is important.
- **Lack of space for new electrification infrastructure along Kent Street.** Several residents on Kent Street shared concerns about potential nearby electrification infrastructure along the corridor. some participants suggested that there is not a lot of space between the rail corridor and Kent Street to accommodate the OCS infrastructure.

4.1.2.3 Potential Effects

- **Potential effects on local heritage buildings and features.** Several participants had questions about potential impacts to heritage areas and properties adjacent to the rail corridor, including the Limehouse Conservation Area. Some participants identified two houses at Yorkshire Street (the one on the south side used to be the stationmaster's house) and the kilns and stone buildings in the Limehouse Conservation Area as locally significant heritage examples.
- **Current and future noise and vibration impacts to properties by the rail corridor.** Several participants emphasized the importance of providing more information at the next round of consultation about anticipated noise and vibration effects from electrified trains and increased rail service, as well as how these effects will be mitigated. Some participants said it was especially important given the noise and vibration generated from the existing service and construction along the corridor.
- **Visual impacts of electrification infrastructure.** Some participants asked about visual impacts associated with electrification infrastructure, particularly the overhead contact system (OCS), and

the Traction Power Facilities (TPFs). A few participants said the TPFs should be located away from residential areas and should not look unattractive.

- **Potential EMI/EMF effects.** A few participants wanted to learn more about potential EMI/EMF effects on neighbouring properties along the rail corridor.
- **Impacts on property values.** Some participants expressed concerns that increased train service and proximity to electrification infrastructure may negatively affect property values.
- **Environmental impacts along the rail corridor.** A few participants emphasized the importance of understanding environmental impacts and natural heritage, suggesting that the route is a "green corridor" for wildlife and birds. As examples, the participants pointed out the pond by Schroeder Crescent, Tiger Lilies along the corridor, and wildlife crossings on the track for turtles.
- **Reduced greenhouse gas emissions.** Some participants said they supported the switch from diesel to electric service, particularly because electrified trains would result in lower levels of GHG emissions compared to diesel trains.

4.1.2.4 Consultation Process

- **Keep the public informed.** Many participants said they would like to stay updated with the Project, rail corridor activities, and any potential future need for road closures (especially on local working farms where the rail corridor cuts across the property). A few participants said there was no communication about the rail corridor for two years, and that they were unaware of the change in ownership and current construction or maintenance activities along the corridor. A few participants said they were not aware that a new fence was being installed along Kent Street.
- **Helpful staff and Public Meeting format.** Most participants said they thought the meeting was helpful in learning about the Project, and that it was good to see these studies undertaken. Many participants also said that talking to Project staff one-on-one was helpful.

4.1.2.5 Other Non-TPAP Related Feedback

- **Safety at level crossings.** Many participants submitted concerns about level crossings. Those participants inquired as to how Metrolinx is planning to improve safety at existing crossings, especially given the potential to increase traffic congestion.
- **Disruptive train whistles.** Some participants said that current train bells and whistles are loud and disruptive.
- **Active transportation integration.** A few participants said they would like to see active transportation routes that connect with – or run adjacent to - GO stations.
- **New rail corridors.** A few participants suggested that Metrolinx should consider building other new corridors, high speed rail service and/or an electrified train service alongside Highway 401.
- **Net transit service impact.** A participant urged Metrolinx to consider the net transit service impact. As an example, they noted Greyhound has reduced their number of buses as the GO service increased.
- **Need for density around GO transit stations.** A participant emphasized that greater density should be encouraged around GO stations.
- **Lack of parking in downtown Guelph.** A few participants said there is a lack of parking in downtown Guelph, and that Metrolinx should consider providing more parking to riders.

- **Existing construction impacts.** A few participants said that noise and vibration from previous and current construction work is disruptive. The participants said they are unsure whether it is Metrolinx-related, what the work is for, or who to contact for more information about this issue.
- **Double Tracking.** Will Metrolinx double track the Guelph Subdivision, and where will it travel?
- **Breslau GO Station.** Are there any confirmed plans for the Breslau GO Station as part of this process?

4.2 City of Kitchener Public Meeting – November 25, 2019

4.2.1 Overview

Overall, 40 members of the public attended the meeting at the Central Library in the City of Kitchener. There were 17 comment forms received at the public meeting, and no comment forms received after the event.

In general, participants were supportive of the Project. Many participants said that they wanted to see electrification of the rail corridor happen as soon as possible. There was a number of questions about how the electrification system works, particularly in winter and along the non-electrified stretches of the Kitchener corridor. Many participants expressed an interest in seeing more information on the effects of the Project during the next round of consultation. This included: noise and vibration; whistling and whistle cessation; natural and cultural heritage; EMI/EMF; and impacts to property values. Area-specific questions and concerns raised by participants included the proximity of the rail track to residential buildings on Kent Street, potential use and modifications to a newly replaced bridge on Margaret Avenue, whistle noise at the Park Street level crossing, and congestion on Lancaster Street.

Overall, participants said the meeting provided sufficient information and that Project staff was knowledgeable. One individual suggested having a presentation and Q&A at a future event.

The following section summarizes the participant feedback shared with Project staff at the meeting and through the submitted comment forms.



FIGURE 4-2 KITCHENER PUBLIC MEETING, NOVEMBER 25, 2019

4.2.2 Detailed Feedback

4.2.2.1 General

- **Electrification of the Halton Subdivision.** A few participants asked how an electrified train service would work if electrification was not completed for the Halton Subdivision**.** Some participants asked whether riders would have to change trains at Georgetown, since there is no electrification infrastructure on the Halton Subdivision tracks.
- **Clarity around Kitchener Corridor Expansion.** A few participants said they were unaware that this TPAP involved assessing electrification infrastructure. Some individuals suggested including more language about electrification in the title and/or description of the Project. A participant indicated that the media uses different terms to refer to GO Expansion (such as Regional Express Rail (RER), On-Corridor, and Electrification) and suggested that Metrolinx provide more consistent messaging.
- **Environmental benefits of electrification.** A few participants expressed support for the environmental benefits resulting from electrified GO service.
- **Hydrogen trains.** One participant suggested exploring the use of hydrogen trains.

4.2.2.2 Electrification Infrastructure

- **Siting of Traction Power Facilities.** Several participants asked about the siting process for the Paralleling Station. Several participants emphasized the importance of visual aesthetics of the new infrastructure. Several participants noted concerns about the potential impact of construction traffic on Highway 85. A few participants expressed concern over the potential EMI/EMF effects coming from the future Paralleling Station. One participant noted that the identified Baden Study Area for the Paralleling Station is located too far from Baden. No major concerns were raised.

- **Resilience of electrification infrastructure during weather events.** Some participants asked whether infrastructure, such as the OCS, can withstand weather events like ice or windstorms.
- **Electrification system.** A few participants expressed their interest in electrification and asked Project staff to describe and explain how an electrified rail system works.
- **Aesthetics of electrification infrastructure.** A few participants said they would prefer infrastructure to be walled off, more aesthetically appealing, and/or located away from residential areas.
- **Bridge modifications.** A few participants asked if the Margaret Avenue bridge would require modifications or reconstruction. A participant shared that this bridge was recently replaced.
- **Room for OCS infrastructure on Kent Street.** A participant said Kent Street and the rail corridor are very close, and it may be challenging to fit OCS infrastructure in this area.

4.2.2.3 Potential Effects

- **Local impacts from increased service.** Many participants expressed their desire to see more information about potential impacts of electrification infrastructure. Participants who said they live close to the corridor raised their concerns about potential noise and vibration as a result of service increases. Residents near Park Street raised their concerns about increasing the number of idling trains as well as the noise from train bells and whistles at level crossings. A participant also said the level crossing at Lancaster Street creates traffic congestion.
- **Potential construction impacts.** Some participants also shared their concerns about future construction impacts related to noise, dust, and traffic. One participant said that weekend construction activity is preferred.
- **EMI/EMF from electrification infrastructure.** Some participants said they would like to understand whether there are any negative effects as a result of EMI/EMF.
- **Commercial access to the rail corridor with increased commuter service.** A few participants said it is important to maintain and consider private operators and businesses that rely on access to the rail corridor, such as the Shantz Station Terminal. These participants were particularly interested in whether access will still be available with the increased service, and how their trains would operate with the electrification infrastructure.

4.2.2.4 Consultation Process

- **Keep the public informed.** Several participants said that they appreciated the opportunity to learn about updates from Metrolinx and suggested that Metrolinx should continue to keep the public informed about the Project. One individual suggested using Metrolinx's Twitter account, @GOtransitKT, to provide updates as well. One participant also expressed interest in receiving updates about the Kitchener Transit Hub.
- **Helpful staff and Pubilc Meeting format.** Most of the participants said that the public meeting was generally helpful, and staff were approachable and informative. Some participants expressed their interest in seeing more information on detailed design plans, potential impacts, the location of the traction power facilities, and technical information from the TPAP studies. A few participants said they were excited about this Project and encouraged the Project team to get it done without delays.
- **Presentation and Q&A.** A few participants suggested that Metrolinx consider having a presentation and a question and answer period during future rounds of consultation.

4.2.2.5 Other Non-TPAP Related Feedback

- **Active transportation routes.** A few participants suggested that the Kitchener cycling network has only two safe options for crossing the rail tracks in the study area east of Weber Street: at Margaret Street and at the River Road pedestrian bridge. The participants emphasized that losing either of these, even temporarily and especially in the summer, would negatively effect the local cycling network. They also said it is important for Metrolinx to know that there are plans to construct a multi-use path on Victoria Street between Highway 85 and the Grand River.
- **Double tracking.** A few participants asked whether there were plans to add a second track to the corridor in order to support the service increase.
- **Upcoming Kitchener Utilities Projects in the area.** A City of Kitchener staff person indicated that Kitchener Utilities has several gas mains that cross the railway. Some of the gas mains are steel. The staff person suggested that the City will require more information to understand these potential effects (e.g., corrosion, etc.).
- **Planned new GO Station at Breslau.** Several participants asked about the details for Breslau Station and whether it would be built. A few participants expressed interest in the new station providing parking, since there is no commuter parking at the Kitchener GO station.
- **Freight bypass.** One participant urged Metrolinx to ensure that a freight bypass is being considered and might be accommodated in the future.
- **Fergus subdivision.** One participant asked if there were any plans to electrify the Fergus Subdivision that connects Cambridge to Guelph.
- **Suggestions for other service improvements.** There were various suggestions to Metrolinx regarding consideration of the following service improvements:
    - Operate high-speed rail service and/or express train service that does not make all stops along the line;
    - Increase service before electrifying the rail corridor;
    - Connect GO rail service with ION LRT service;
    - Provide a late day train to Kitchener (before 5:00PM);
    - Extend GO service to Baden;
    - Consider a dark/dimly lit car, similar to a bus or airplane experience in the nighttime, so passengers can see outside of the car; and
    - Provide parking at the Kitchener GO station.

4.3 Town of Halton Hills Public Meeting - November 27, 2019

4.3.1 Overview

Overall, 88 members of the public attended the last of three public meetings at the Acton Arena and Community Centre in the Town of Halton Hills. There were 29 comment forms received at the meeting. In addition, Metrolinx received four e-mails and one letter after the event.

Overall, participants were supportive of the Project and increased rail service. Many participants indicated that it is important to ensure that potential Project impacts – existing and future – are assessed and that negative effects are properly mitigated. More specifically, several participants suggested that they were concerned about the potential increase in noise produced by train whistles as well as vibration

experienced by residents living adjacent to the rail tracks. Some participants discussed the value of the Limehouse Conservation Area and other heritage properties of local significance. Other individuals expressed their concern about traffic and connectivity, safety at level crossings, and the potential visual effects of the electrification infrastructure.

In general, participants said the Acton Public Meeting was informative and that Project staff was knowledgeable. Attendees expressed a general interest in staying updated about the Project and seeing more information about its potential effects and mitigation measures at the next round of consultation.

The following section summarizes the participant feedback shared with Project staff, as well as written comments submitted during and after the event.



FIGURE 4-3 TOWN OF HALTON HILLS PUBLIC MEETING, NOVEMBER 27, 2019

4.3.2 Detailed Feedback:

4.3.2.1 General

- **Support for the Project and the need to address local effects.** Many participants expressed their support for the Project and said that they welcomed more service. Many participants indicated that the Project needs to be done right and that negative effects be mitigated properly.
- **Kitchener Corridor Expansion and electrification**. Some participants said they were unaware that this Project was examining electrification of the corridor. They suggested including “electrification” in the title and making it clearer that electrification is the primary focus.
- **Service on the Halton Subdivision.** Some participants asked how electrification will work if Metrolinx does not own the Halton Subdivision.
- **Construction and implementation timelines for Electrification**. Queries about the construction timelines for the Project.

4.3.2.2 Electrification Infrastructure

- **Siting of Traction Power Facilities** Several participants were interested in understanding where the Switching Station would go. Many participants were concerned that the facilities would look unappealing and it was discussed that a Visual Assessment Report is being prepared as part of the TPAP. Several participants noted that consideration of residential areas in proximity to the TPFs is important. A few participants noted that the TPF should not be located close to Trafalgar Road due to traffic concerns. A few participants asked about the kind and the level of noise anticipated from the Switching Station.
- **Electrification infrastructure resilience.** Some participants were interested to learn about how electrification infrastructure functions in the winter, particularly during ice and windstorms, and during a power outage.
- **Ensure safety for residents who live by the rail corridor.** A few participants expressed their concerns about the safety of living next to a rail corridor with live electrical wires.
- **The height of the underpass at Crewson's Corner.** A few participants said that the underpass at Crewson's Corner has existed for a long time and that some trucks often cannot fit underneath.
- **Third Rail Technology.** Queries about whether third rail could be used instead of an overhead contact system.

4.3.2.3 Potential Effects

- **Cultural and natural heritage features.** Several participants emphasized the importance of protecting locally significant features, including the Limehouse Conservation Area, the GTR Bridge in the Conservation Area, Limehouse Memorial Hall, Tolton Park, and old rail stations. One participant urged Metrolinx to ensure that Project staff are aware of the terrain, including swamps, bedrock, and shale.
- **Noise and vibration.**
    - Several participants expressed their concern about current and future noise and vibration impacts from the increased train service. The participants suggested recent service increases have resulted in more disruptions. A few participants also expressed their concern about the potential noise from the proposed switching station and pantograph connecting to the OCS. Other participants were interested in seeing more information on noise and vibration and their mitigation measures at the next round of public consultation. In particular, participants were interested in learning more about noise barriers and their potential effects on human health.
    - Noise and vibration effects of current and future train traffic at level crossings. Several participants expressed their concerns about the current level of service and its effects at level crossings, as well as future effects from more train traffic. Several participants suggested that noise and vibration produced by trains negatively impact residents living adjacent to the corridor. Locations where residents indicated increased noise and vibration might be especially a concern include: #4, #5, #10, Trafalgar Road in Georgetown, Main Street in Rockwood, Main Street in Acton, and Eramosa Townline. Participants also expressed concern about effects of vibration near the switch adjacent to Highway 7 in Acton, near Lakeview Avenue.
- **Air quality.** Some participants suggested that those who live close to the rail corridor would be exposed to more air pollution as a result of increased diesel train service. The participants

wanted to view more information about air quality and mitigation impacts at the next round of consultation.

- **Visual impacts of electrification infrastructure.** Some participants expressed their concerns about the potential visual impact of the electrification infrastructure. A few participants suggested that they would see the OCS in a similar manner as the heritage buildings. One participant suggested that sightlines from homes should be considered if towering infrastructure is to be built.
- **Property value impacts.** A few participants expressed their concerns that property values will be negatively affected by the electrification infrastructure. Some participants inquired whether property taxes would increase.
- **EMI/EMF.** A few participants raised concerns about EMF and EMI impacts on human health, and whether they would interfere with 4G and Wi-Fi signals. One participant asked how far EMF/EMI travel, and whether they travel with the wind.
- **Freight traffic and coordination.** Some participants shared their concern that increasing commuter train traffic would force freight traffic to run later in the evening/early morning. A few participants said that they were impacted by vibration from existing freight traffic, and that there are disruptive trains at 3:00AM along the corridor. Another participant suggested that operating freight in the rail corridor is important because it keeps trucks off the roads.
- **Effects on the utilities systems.** One individual expressed an interest in understanding if an electrified corridor would place stress on the existing utilities system, and whether this would lead to higher utility fees.
- **Coyotes in residential areas.** A few participants said that train whistles attract coyotes to residential areas and that there was a recent increase in coyote attacks on dogs in rural areas.

4.3.2.4 Consultation Process

- **Keep the public informed.** Several participants said it is important for Metrolinx to continue to engage with the community and to keep the public updated, especially concerning potential road closures and traffic impacts.
- **Helpful staff and Public Meeting format.** Some participants said that engaging staff at the meeting was helpful in learning more about this Project. Some participants encouraged staff to complete the Project quickly and on budget. Some participants asked to see more information on the alignment and potential impacts during the next round of consultations.
- **Presentation and Q&A.** A few participants suggested that Metrolinx consider having a presentation and a question and answer period during future rounds of consultation
- **Provide the 2009 Environmental Assessment Study.** One participant noted that the study is referred to in the Initial Business Case but was not on the Metrolinx website.

4.3.2.5 Other Non-TPAP Related Feedback

- **Connectivity and congestion in Acton, Georgetown, and Rockwood.** Several participants suggested that there were few ways to cross the rail corridor in Georgetown, Acton, and Rockwood. The participants were concerned that more trains would increase traffic, especially along Trafalgar Road in Georgetown, Main Street in Rockwood, and Main Street in Acton. One participant suggested that a grade separation be considered at the Main Street level crossing in

Rockwood, because there is already significant traffic connecting to a community centre, sports field, and library, with future activities.

- **Double tracking.** A few participants asked whether there were plans to add a second track to the corridor in order to support the service increase.
- **Whistle cessation.** Many participants said they would like whistle cessation to take place at level crossings in Acton, Georgetown, and Rockwood. These participants suggested that bells and whistles on trains are noisy and are impacting the health and well-being of community members. One participant indicated that a whistle cessation Project is currently underway for the Trafalgar Road and Lindsay Court crossing, and inquired about a status update.
- **Landlocked farmlands.** Several farmers from Guelph/Eramosa Township indicated the importance of providing level crossings for their farms and noted that they could not afford have another crossing closed. These participants said they did not feel safe operating their equipment on public roads, and that they would like to stay informed on whether any crossings would be closed in the future.
- **Bridge at 6th Line in Guelph/Eramosa.** A few participants asked if the bridge would be reopened as a result of this Project.
- **Accommodate the Farmers Parade of Lights.** A few participants highlighted the importance of this event for the community and urged Metrolinx to accommodate it in the future by not running trains during the parade. This parade runs annually on the second Thursday of December.
- **GO Station Platforms.** Will station platforms be modified in length to accommodate shorter or longer trains?
- **Other service improvement suggestions.** Some participants suggested additional service improvements, including:
  - Add a Rockwood GO station;
  - Provide weekend service;
  - Provide bus service connecting Acton to a GO station;
  - Provide a line connecting the Milton Line to the Lakeshore West Line;
  - Provide sufficient parking at GO stations; and
  - Move the GO service underground.

5 How Feedback will be Considered by Metrolinx

Following the first round of public meetings, Metrolinx will review and consider all feedback received as part of developing the conceptual design, siting the project infrastructure, identifying environmental and land use constraints, and assessing potential impacts of the project. A detailed summary of the comments received and how they were considered by Metrolinx will be documented in the consultation chapter of the Environmental Project Report (EPR).

In addition to the feedback summarized in this report, a number of comment forms were submitted by members of the public containing queries that requested Metrolinx provide a direct response in writing. As such, responses were sent by Metrolinx to each person who requested one. Documentation and copies of these comments and responses will be included in the EPR.

6 Next Steps

The subsequent phase of the TPAP will involve carrying out a number of impact assessment studies to identify potential project effects and establish mitigation measures as required. It is anticipated that the second round of Public Meetings will be held in Spring 2020 to present information on: updated conceptual design, Hydro One tap location, Traction Power Facility locations, potential environmental impacts, preliminary mitigation measures, and potential property impacts.

APPENDIX A: Public Meeting Notifications and Newspaper Ad

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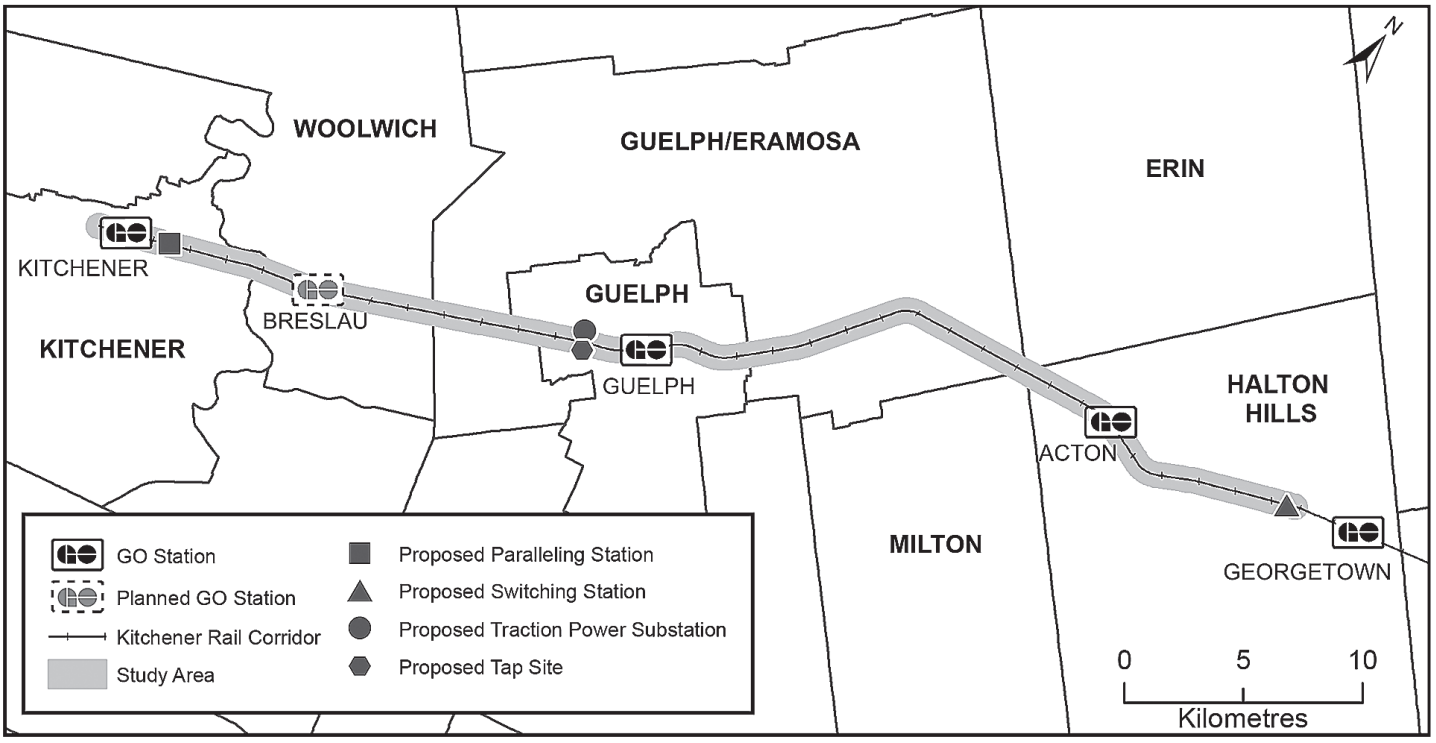
Public Meetings: Kitchener Corridor Expansion Program



Metrolinx is transforming the existing GO system to deliver a whole new rapid transit experience, making connections like never before. The Kitchener GO expansion will transform the line into a true frequent rapid transit experience. There will be more trips at every point along the line – from Kitchener-Waterloo, Guelph, Halton Hills, Brampton, Mississauga and Toronto. Two-way, all-day service to Kitchener requires a host of new infrastructure on the corridor.

Starting in November 2019, Metrolinx will be hosting a number of public meetings to share information and seek your feedback on the Guelph Subdivision Transit Project Assessment Process (TPAP).

Metrolinx is currently carrying out the Guelph Subdivision TPAP (the Project) under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings*. The scope of this environmental assessment study includes electrification of the rail corridor starting from west of Georgetown to Kitchener (see key map). The proposed electrification infrastructure includes power supply and power distribution components as well as various ancillary works: one (1) Tap location, three (3) Traction Power Facilities (i.e. Paralleling Station, Switching Station and Traction Power Substation), overhead contact system, aerial/underground feeders, grounding and bonding, and bridge modifications.

Wednesday, November 20, 2019
Guelph Civic Museum
52 Norfolk Street
Guelph, Ontario
5:00 p.m. – 8:00 p.m.

Monday, November 25, 2019
Kitchener Central Library
85 Queen Street North
Kitchener, Ontario
5:00 p.m. – 8:00 p.m.

Wednesday, November 27, 2019
Acton Arena and Community Centre
415 Queen Street
Acton, Ontario
5:00 p.m. – 8:00 p.m.

We encourage you to attend to learn about the Project and to provide your input. Project staff will be available to answer questions and to receive your feedback.

If you would like to be added to our Project contact list, or receive additional information related to the Project, please contact us at:
e-mail: kwGOexpansion@metrolinx.com
telephone: 416-202-3467
website: metrolinxengage.com

Comments and information regarding these projects are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-895-0724.

Metrolinx is working to provide residents and businesses in the GTHA with a transportation system that is modern, efficient and integrated. Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

Disponible en français.

Metrolinx Kitchener Corridor Expansion - Guelph Subdivision TPAP

kwgoexpansion

Fri 11/15/2019 3:01 PM

1 attachment

KCE_Guelph Sub TPAP_NoticePM1_Nov2019.pdf;

Hello,

Please find attached notification of the first public meeting for the ***Kitchener Corridor Expansion – Guelph Subdivision Transit Project Assessment Process*** (TPAP).

Metrolinx is undertaking the Kitchener Corridor Expansion – Guelph Subdivision TPAP (the Project) is for various infrastructure improvements, including electrification of approximately 54 kilometres of rail corridor, along the Guelph Subdivision section of the Kitchener rail corridor. We are currently in the pre-planning phase of the TPAP, whereby consultation activities, preliminary design, and environmental studies are being undertaken.

Metrolinx is holding a first round of public meetings to introduce the Project, electrification infrastructure, TPAP process, and receive feedback from the general public and local stakeholders. Details of the public meetings are attached.

If you have any questions, or you wish to provide input to the Project team in advance of the Public Meeting, please feel free to contact us.

Kind regards,

Kyla Suchovs
Project Coordinator, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2N8

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APPENDIX B: Public Meeting Materials

METROLINX

KITCHENER CORRIDOR EXPANSION

GUELPH SUBDIVISION - TRANSIT PROJECT ASSESSMENT PROCESS

Public Information Centre (PIC) #1

November 2019

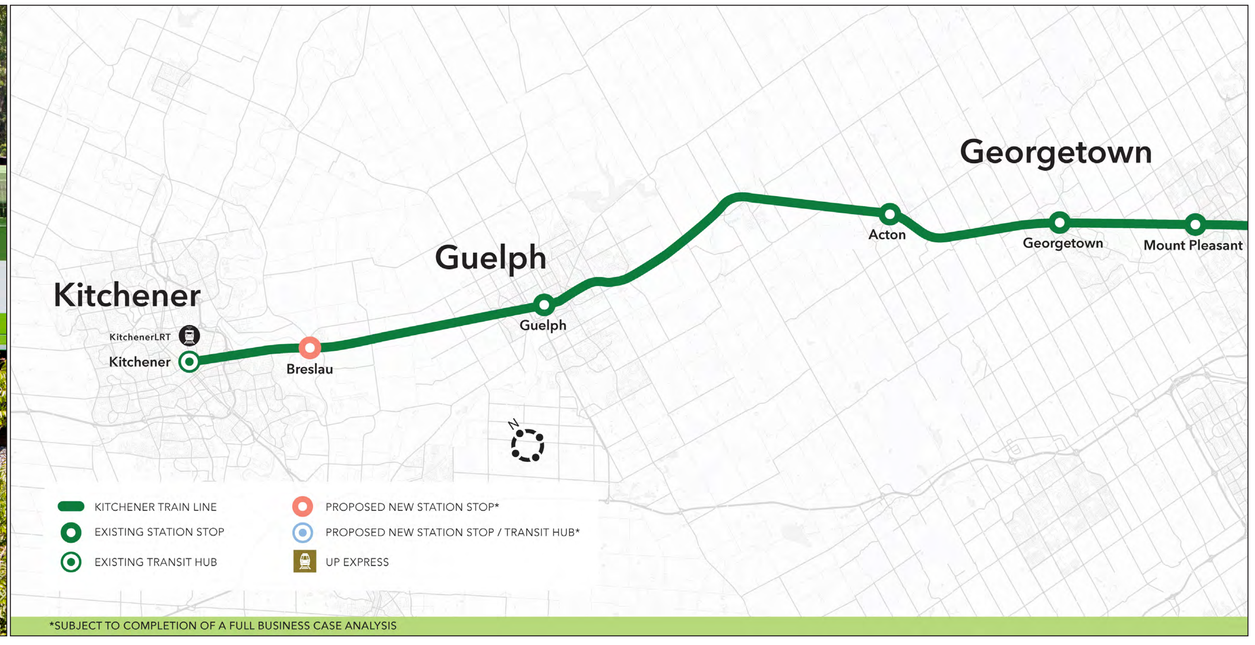
Kitchener Corridor Expansion

Metrolinx is transforming the existing GO rail system to deliver a whole new rapid transit experience to your community. With more frequent train service and a seamless, convenient, integrated transit network, you'll have more options to get you where you need to go.

Two-way, all-day service on the Kitchener corridor requires a host of new infrastructure between Kitchener GO and Bramalea GO. Significant steps are underway to make the changes needed. Maintenance and repair work is happening today to improve the comfort and speed of the commute.

Since extending services from Georgetown to Kitchener in 2011, service on the Kitchener corridor has more than doubled to six trains running east in the morning and west in the afternoon. In September 2019 the first midday and late night options were added to the corridor.





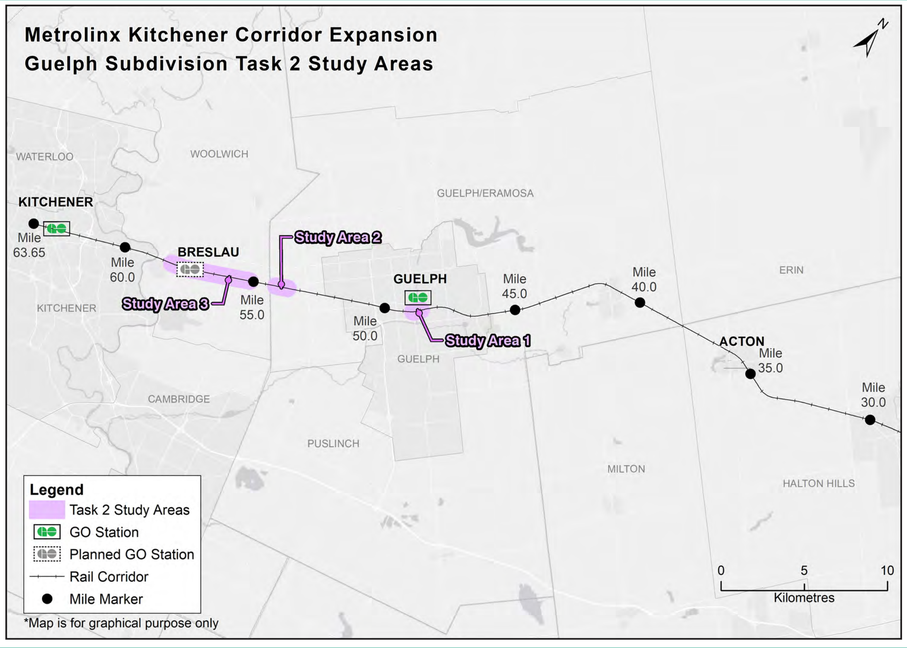
METROLINX

Kitchener Corridor Expansion - Early Works

In November 2018, Metrolinx took over ownership of the Guelph Subdivision, the section of the rail corridor that extends from Georgetown through to Kitchener. We are already making significant improvements that will result in a faster, more reliable trip. Crews are installing new switches, and replacing rail, ties and ballast, to make the commute faster and more comfortable.

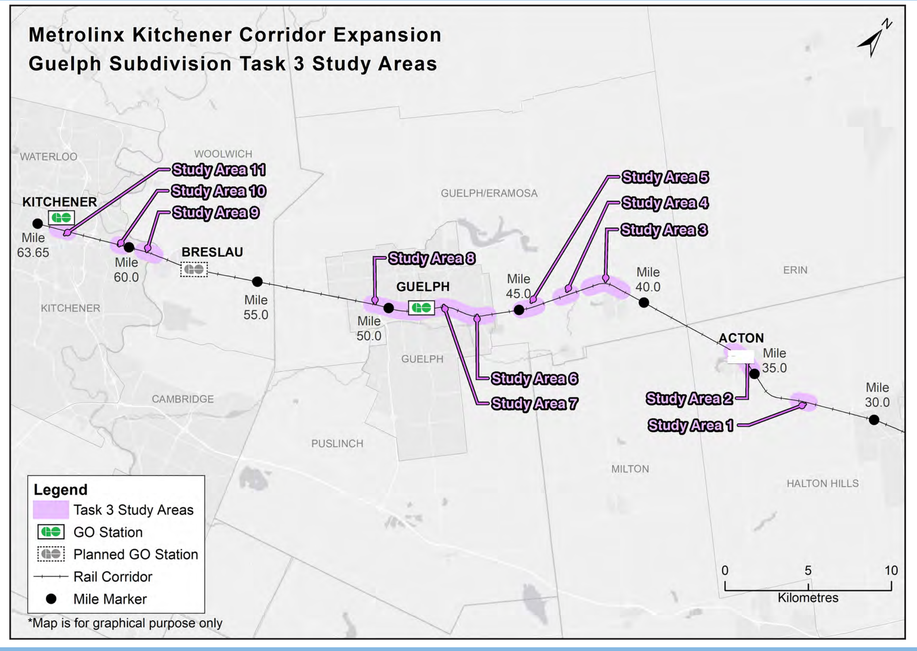
These infrastructure improvements were previously approved as part of the Georgetown to Kitchener Rail Expansion Environmental Study Report – 2009, which assessed the expansion of GO Rail service to Kitchener.

Potential Phases of Construction



- New platform at Guelph GO Station on the south side of the tracks
- Track works within various sections of the Guelph Subdivision, near Breslau

Potential Phases of Construction



- Maintenance and track curve improvements at various locations along the corridor

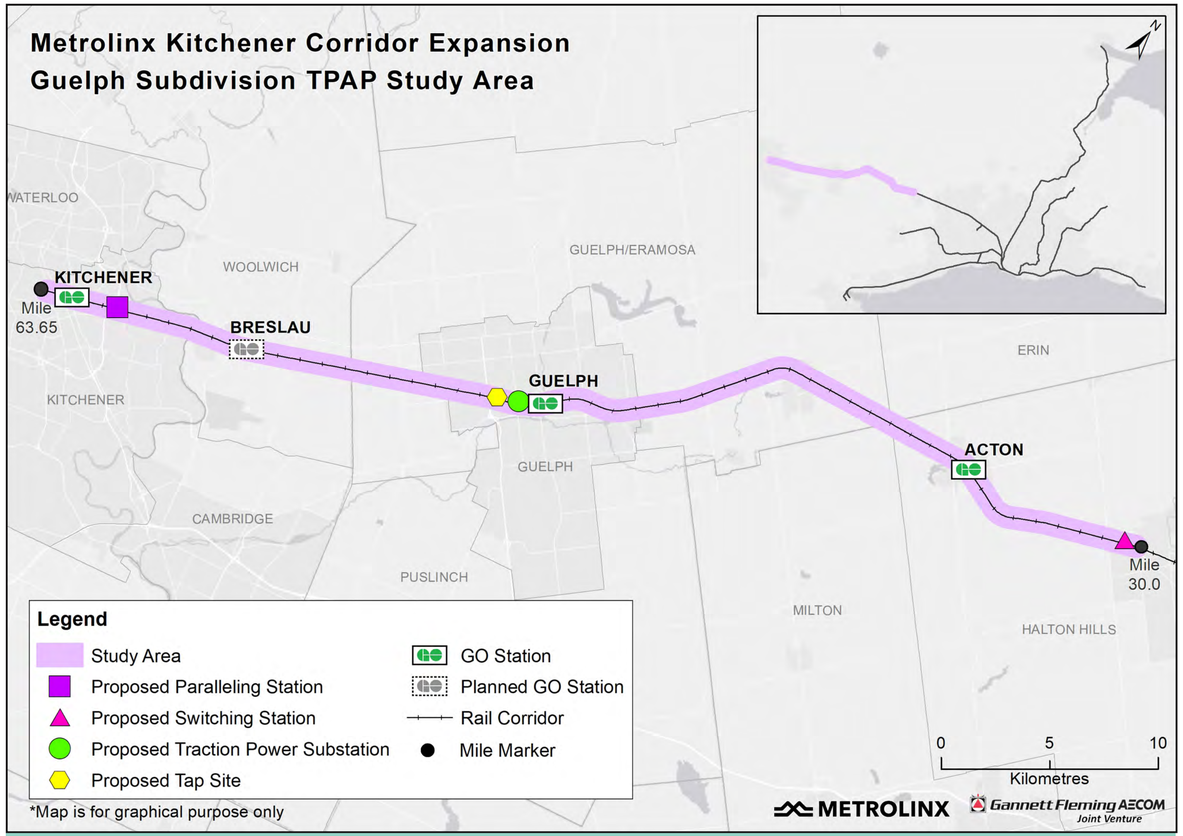
METROLINX

Guelph Subdivision TPAP Project Overview

Metrolinx is undertaking a Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings*. The scope of this environmental study includes electrification of the rail corridor starting from west of Georgetown to Kitchener.

Project Scope:

- Electrification of nearly 54 kms of rail corridor, including the following components:
  - » One Hydro One Tap
  - » Three Traction Power Facilities (TPF)
  - » Overhead Contact System (OCS) infrastructure
  - » Gantries, aerial/underground feeders
  - » Bridge/rail overpass modifications required to accommodate electrification
  - » Grounding and bonding
- Assessment of level crossings



The TPAP will examine the potential effects of the Project, including construction and operations of the proposed infrastructure.

Transit Project Assessment Process

We Are Here

Public Consultation

Public Consultation

Define Project Scope

Baseline Environmental Studies

Conceptual Engineering Design

Impact Assessment/Mitigation

Draft Environmental Project Report (EPR)

Start 120 Days (TPAP)

Notice of Commencement

Public Consultation

Stakeholder Comments

Prepare Final Draft EPR

Issue Notice of Completion & EPR

End 120 Days (TPAP)

30-Day Public Review of EPR

Public Consultation

Objections/No Objections Submitted

35-Day Minister's Review/Decision

Minister Gives Notice:

- Proceed
- Proceed with Conditions
- Must Conduct Additional Work

Addendum Process

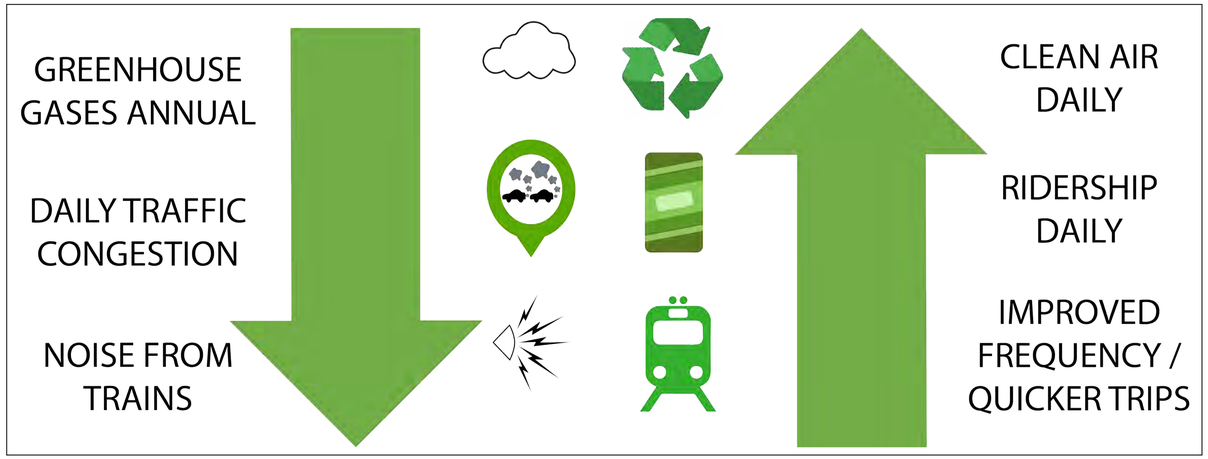
Statement of Completion to MECP

Proceed with Undertaking

Benefits of Electrification

Electrification Benefits:

- Improved air quality and reduction in Greenhouse Gas (GHG) emissions
- Faster/more frequent trains
- Improved two-way service
- Reduced travel times
- Improved service reliability

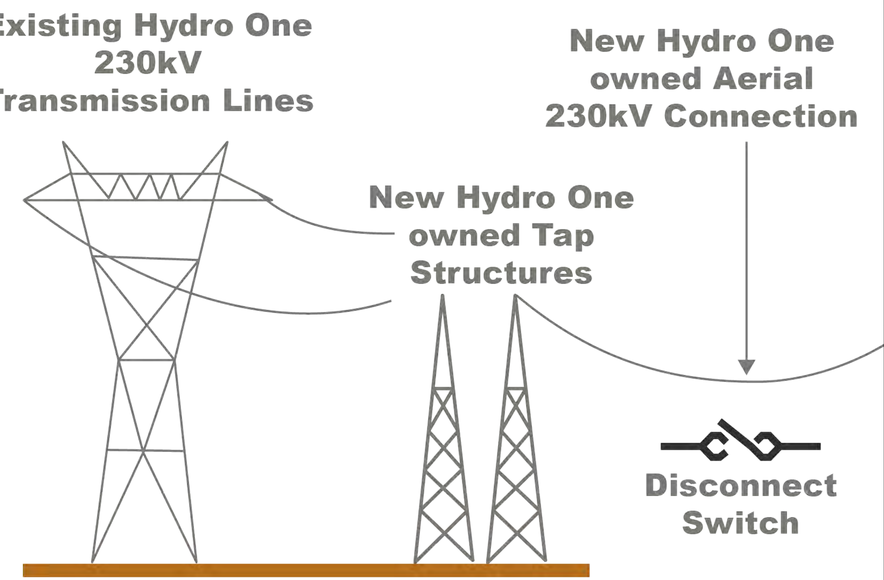




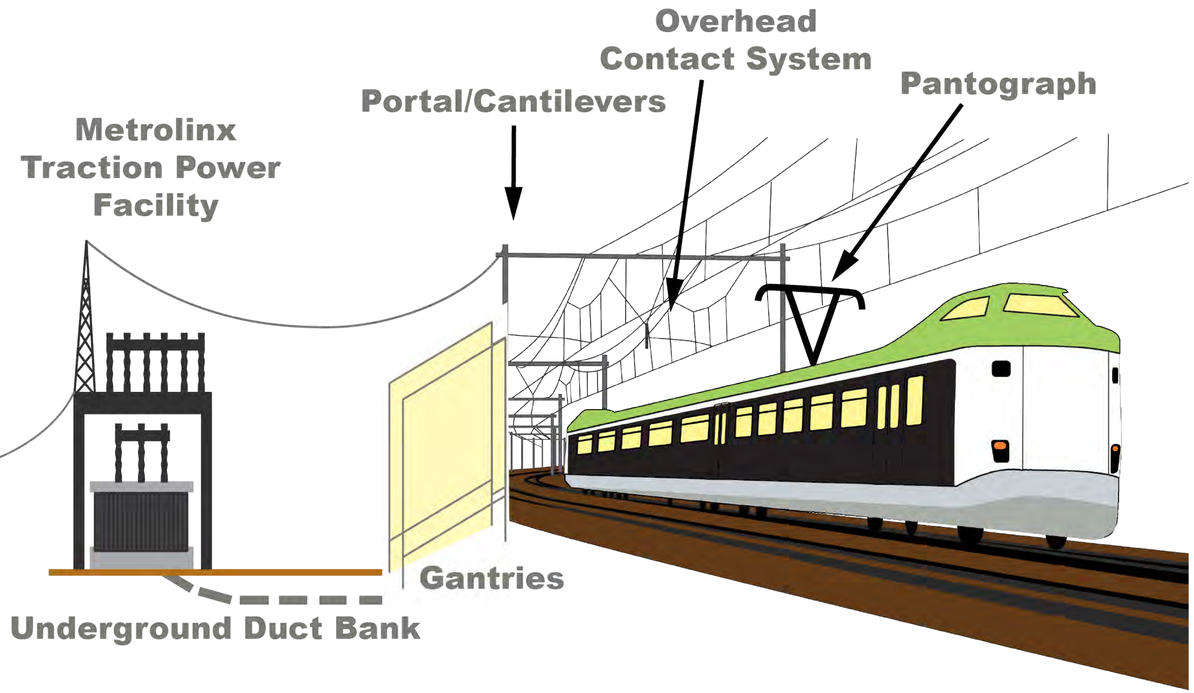
Example Rendering of Electrified GO Train Infrastructure

How the System Will Work

Hydro One Components



Metrolinx Components



Traction Power Supply Components

Hydro One Tap



- The point at which electric power is ‘tapped’ from the existing Hydro One high voltage grid.
- Electrification will require electrical power to be supplied to Hydro One’s existing high voltage grid via a new 230 kilovolt (kV) tap connection.

Traction Power Substation (TPS)



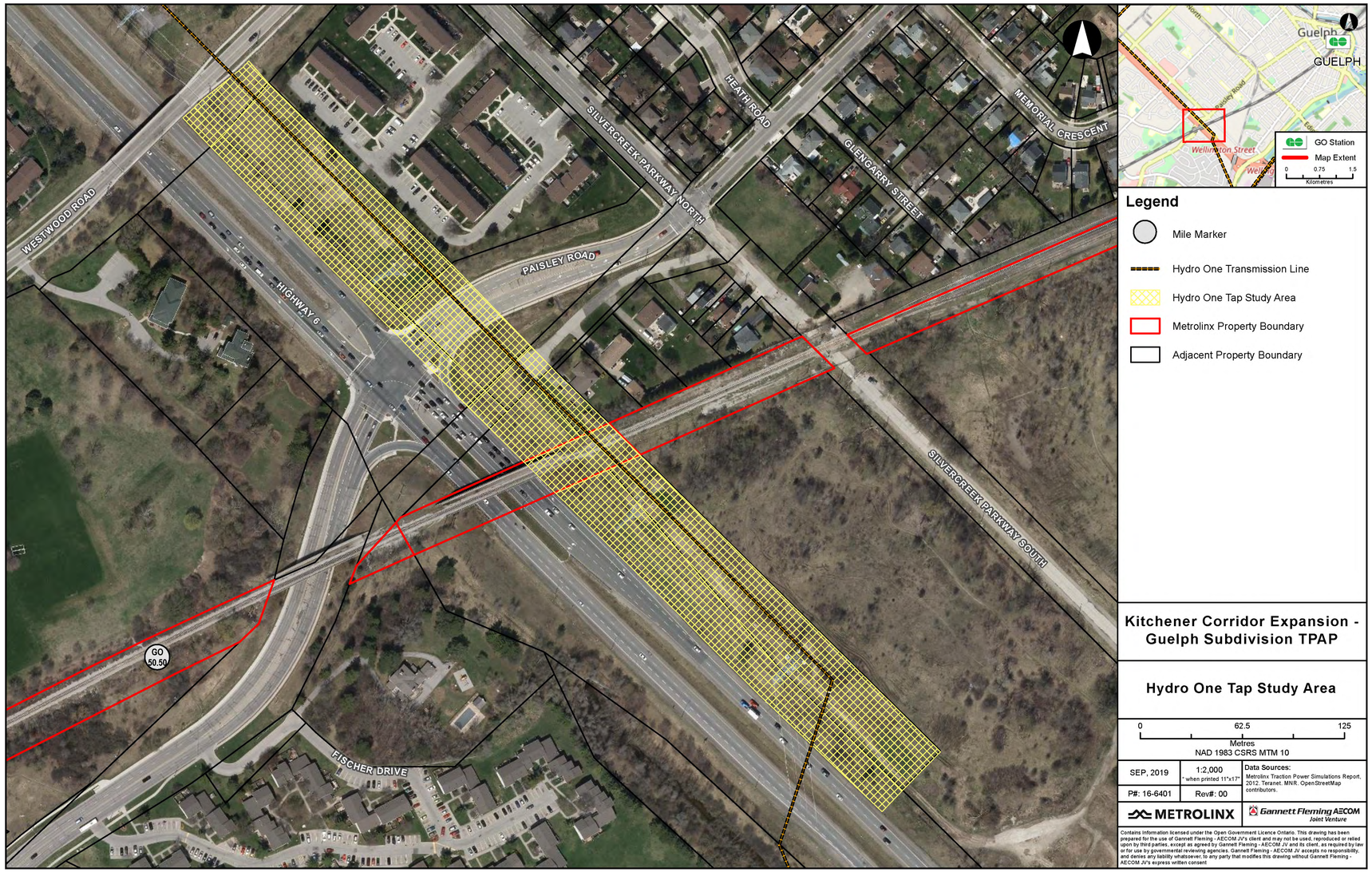
- A facility that will transform the utility supply voltage of 230 kV to 2 x 25 kV along the Overhead Contact System (OCS) for distribution to the electric trains along the rail corridor.



Example of a Traction Power Substation

Hydro One Tap

As part of the conceptual design process, the location of the proposed Hydro One Tap is being identified in coordination with Hydro One.



Proposed Hydro One Tap study area – Highway 6 & Paisley Rd, Guelph, ON

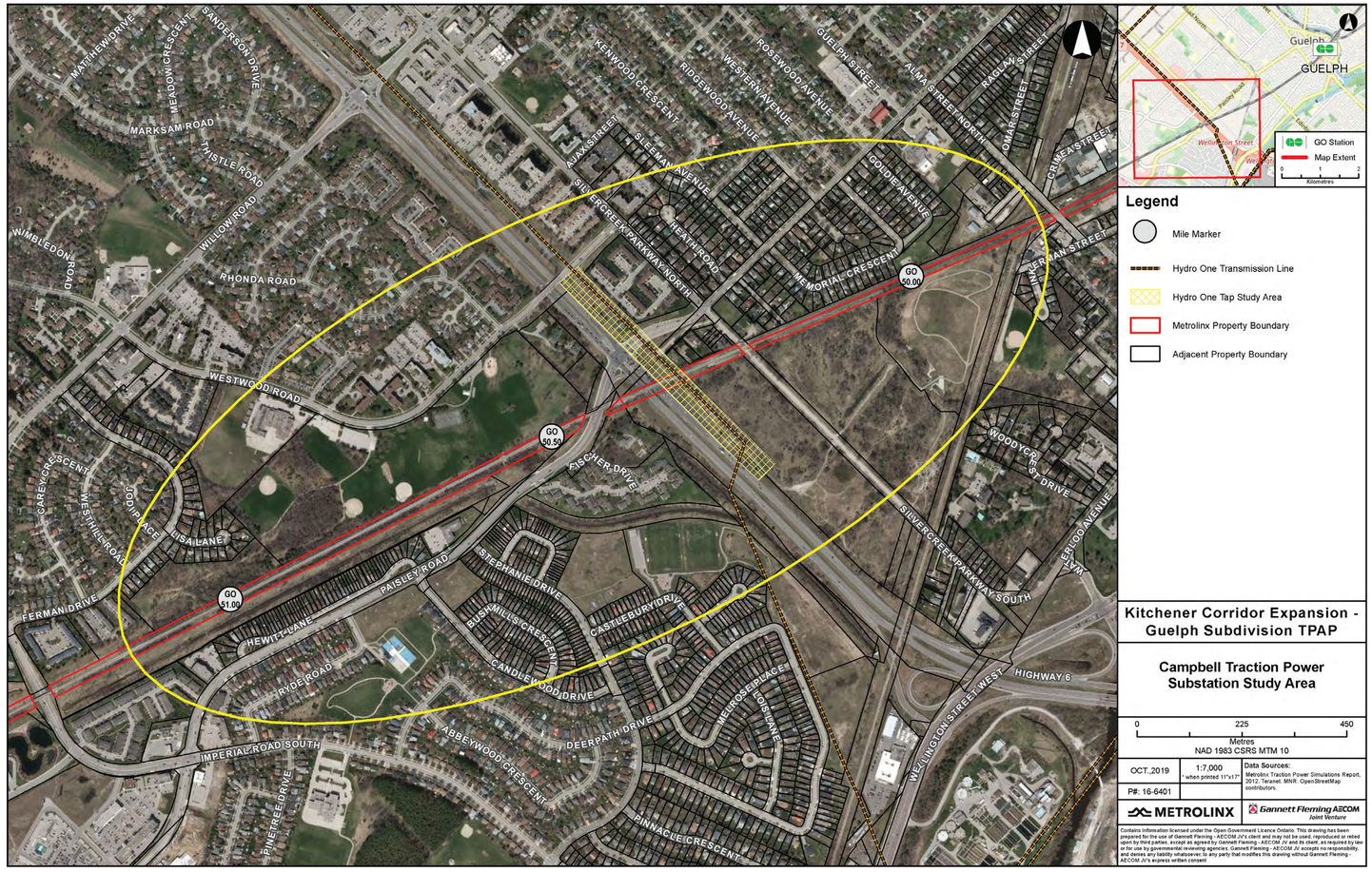
Campbell Traction Power Substation (TPS) Study Area

Purpose of a TPS

- The TPS will transform the utility supply voltage of 230 kV to 2 x 25 kV for distribution to the electric trains along the rail corridor.

TPS Siting Process

- Identify general locations for traction power facilities across the GO system which will enable reliable operation during both normal and contingency conditions (completed via traction power system simulation study in 2012).
- Identify sites situated in the vicinity of Hydro One's 230kV high voltage lines and the GO rail corridor.
- Identify sites with minimum size requirements of approximately 50 m X 75 m.
- Consider track geometry.
- Apply site assessment criteria to identify recommended site.



Traction Power Distribution Components



Paralleling Station (PS)

Helps reduce flow of return current in the rails, and helps support the OCS voltage in the electrified system.



Switching Station (SWS)

Required between Traction Power Substations in order to split the electrical sections.



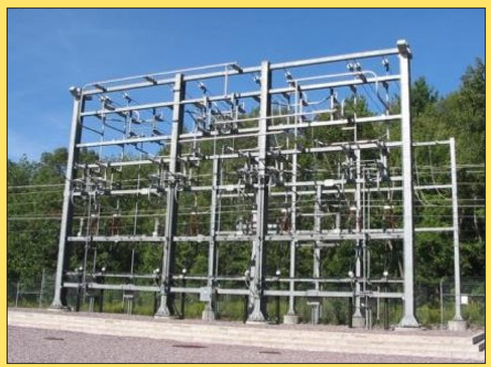


25kV Feeder Routes

Feeders are cables/wires that carry power from a Traction Power Facility to the OCS via gantries.

These will be routed either aerially or underground in duct banks.

Feeder routes will be used where it is not possible/feasible to locate a Traction Power Facility (TPF)* directly adjacent to Hydro One infrastructure, or where a TPF is not located in close proximity to the Metrolinx rail corridor.



Gantries

The 25kV feeder wires from the TPFs will be connected to the OCS via gantries.

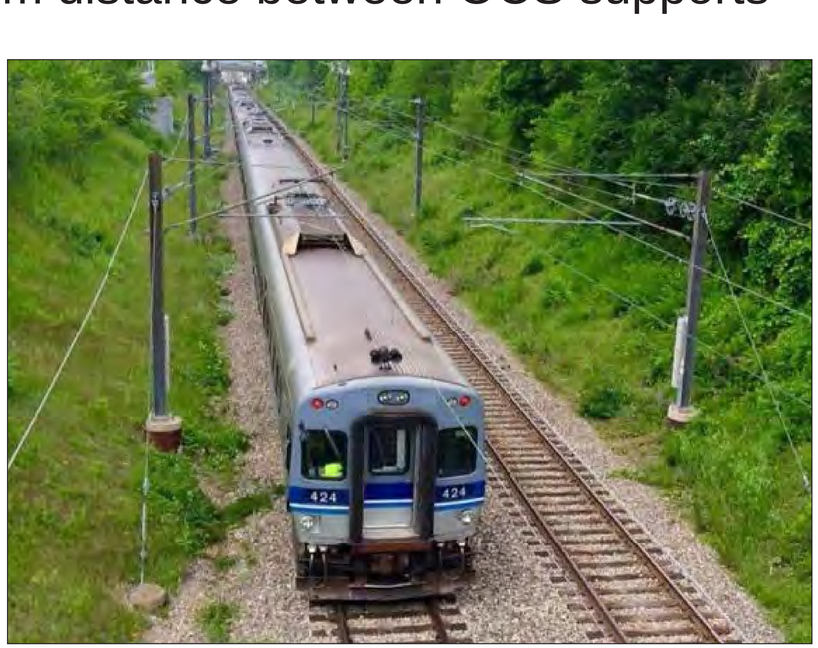
** Traction Power Facility: a term to classify Traction Power Substations, Paralleling Stations, and Switching Stations.*

Overhead Contact System (OCS)

The OCS consists of a wiring system (i.e., messenger wire and contact wire) that provides efficient transfer of traction power to the pantograph, mounted on the train, and then to the electric drive motors.

The OCS is a fundamental component of the traction power distribution system and generally includes the following infrastructure components:

- OCS pole foundations.
- Portal/cantilever poles (maximum distance between OCS supports is approximately 65 m).
- Contact, autotransformer, and feeder wires.





Example OCS Components

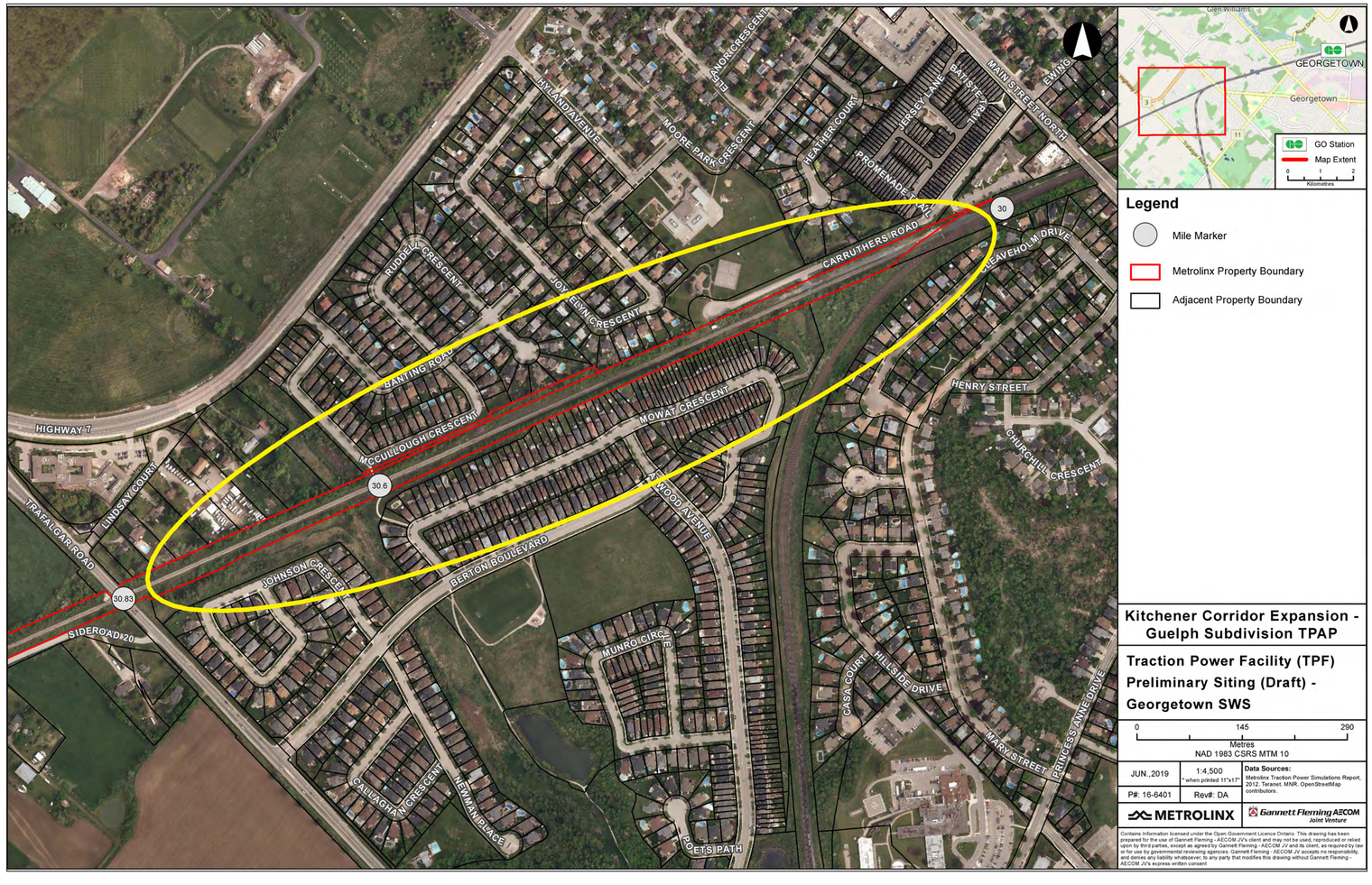
Georgetown Switching Station (SWS) Study Area

Purpose of a SWS

- The SWS is used to segregate power flow on the network.
- The SWS enables electrical energy to be supplied to an adjacent, but normally separated, electrical section during contingency power supply conditions.

SWS Siting Process

- Identify general locations for traction power facilities across the GO system which will enable reliable operation during both normal and contingency conditions (completed via traction power system simulation study in 2012).
- Identify sites situated in the vicinity of the GO rail corridor.
- Identify sites that satisfy minimum size requirements of 24 m X 46 m.
- Apply site assessment criteria to identify recommended site.



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Baden Paralleling Station (PS) Study Area

Purpose of a PS

- The PS helps reduce the flow of return current in the rails and therefore contributes to the overall safety of the system.

PS Siting Process

- Identify general locations for traction power facilities across the GO system which will enable reliable operation during both normal and contingency conditions (completed via traction power system simulation study in 2012).
- Identify sites situated in the vicinity of the GO rail corridor.
- Identify sites that satisfy minimum size requirements of 21 m X 30 m.
- Apply site assessment criteria to identify recommended site.



Traction Power Facility (TPF) Siting Evaluation Criteria

Evaluation Criteria	Description
Environmental Factors	
Natural Environment (Terrestrial/Aquatic)	Consideration of natural environmental features in the vicinity of the facility location with particular emphasis on features of provincial importance as defined in O. Reg. 231/08 (e.g., Provincially Significant Wetland, Species at Risk habitat, etc.) (if applicable).
Groundwater	Consideration of hydrogeological features in the vicinity of the facility location with particular emphasis on features of provincial importance as defined in O. Reg. 231/08 (if applicable).
Cultural Heritage	Consideration of cultural heritage features in the vicinity of the facility location with particular emphasis on features that have provincial value or interest, as defined in O. Reg. 231/08 (if applicable).
Archaeology	Consideration of archaeological features in the vicinity of the facility location with particular emphasis on features that have provincial value or interest, as defined in O. Reg. 231/08 (if applicable).
Land Use & Socio-Economic Factors	
Land Use/Socio-Economic	Consideration of existing/planned land use in the vicinity of the facility location (i.e., industrial areas preferred over residential areas); and consideration of social features (i.e., residences, schools, daycares, etc.) in the vicinity of the facility location.
Development Applications	Consideration of active development applications on the site.
Property Ownership	Consideration of property acquisition requirements. Sites already owned by Metrolinx are preferred over sites that are not owned by Metrolinx.
Technical Factors	
Property Shape/Configuration	Consideration of the site shape/configuration. Square/rectangular sites are preferred over irregularly shaped sites in order to provide the most ideal space for the configuration of the electrical equipment on the site.
Access for Construction, Maintenance and Emergency Vehicles	Consideration of the accessibility of the site in relation to construction, maintenance and emergency services.
Type/Length of 25kV Feeder Route	Shorter, aerial feeder routes are preferred over longer, underground cable connections which are far more costly and less reliable/more difficult to maintain.

** Traction Power Facility: a term to classify Traction Power Substations, Paralleling Stations, and Switching Stations.*

Overhead Bridges & Rail Overpasses

Town of Halton Hills



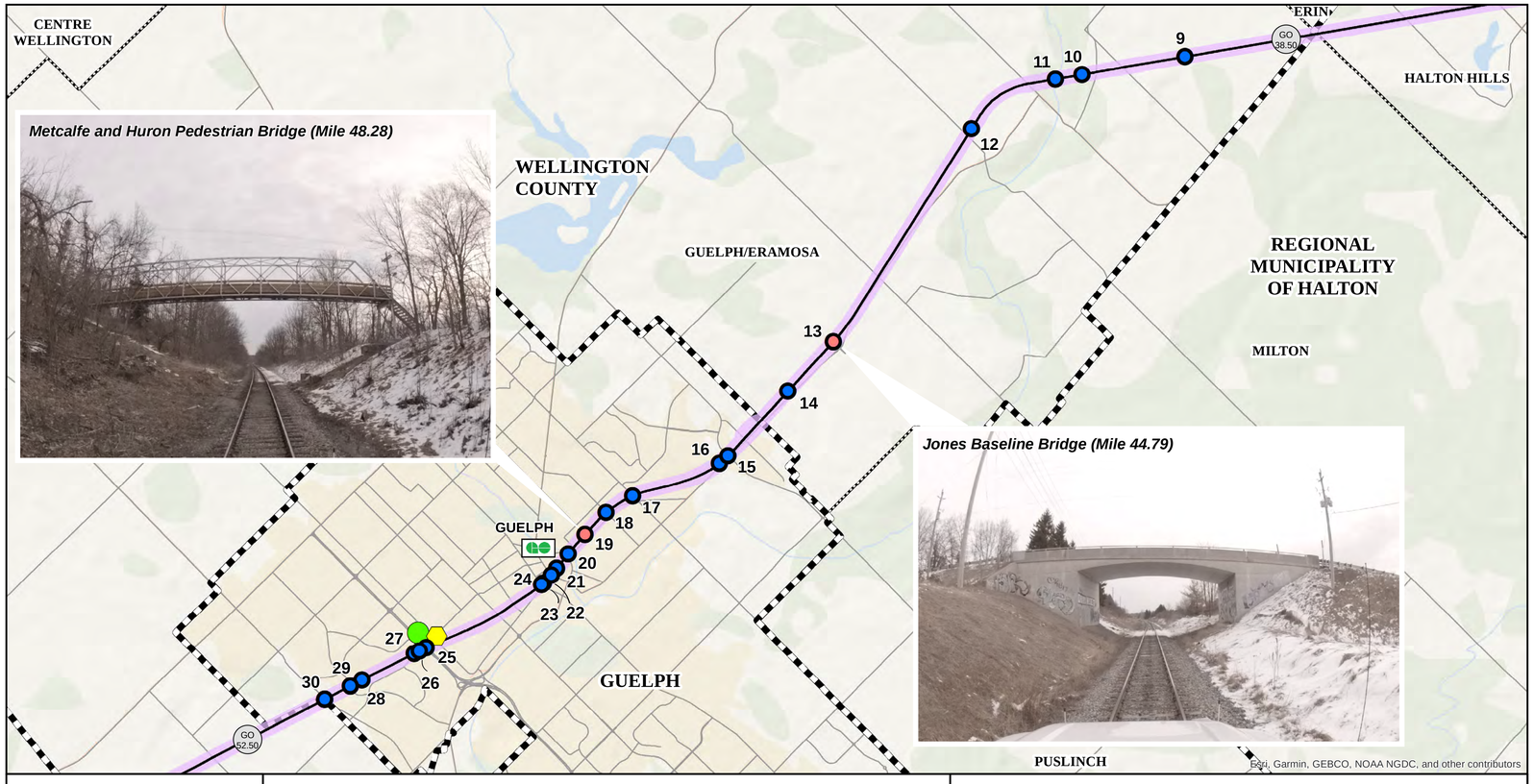
ID #	Primary Name	Type of Structure
1	Pedestrian Walkway (Mowat Crescent & McCullough Crescent)	Rail Overpass (Pedestrian)
2	Farm Underpass	Rail Overpass (Road)
3	Black Creek	Rail Overpass (Watercourse)
4	6th Line Road	Rail Overpass (Road)
5	5th Line Road	Bridge (Road)
6	Black Creek	Rail Overpass (Watercourse)
7	Fairy Lake Drain	Rail Overpass (Watercourse)
8	Townline Road	Rail Overpass (Road)

Potential modification to bridges and rail overpasses will be determined as part of the conceptual design.

- Overhead bridges are defined as road over rail; rail overpasses are defined as rail over road or water.

Overhead Bridges & Rail Overpasses

Township of Guelph/Eramosa, and City of Guelph



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Gannett Fleming AECOM Joint Venture

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Nov, 2019

Legend

- Metrolinx Route
- Proposed Campbell Traction Power Substation
- Proposed Hydro One Tap Study Area
- TPAP Study Area
- Mile Marker
- GO Station
- Overhead Bridge
- Rail Overpass
- Upper Tier Municipal Boundary
- Lower Tier Municipal Boundary

Metrolinx Kitchener Corridor Expansion
Guelph Subdivision TPAP
Overhead Bridges & Rail Overpasses

1:62,000

0 2.25 4.5 KM

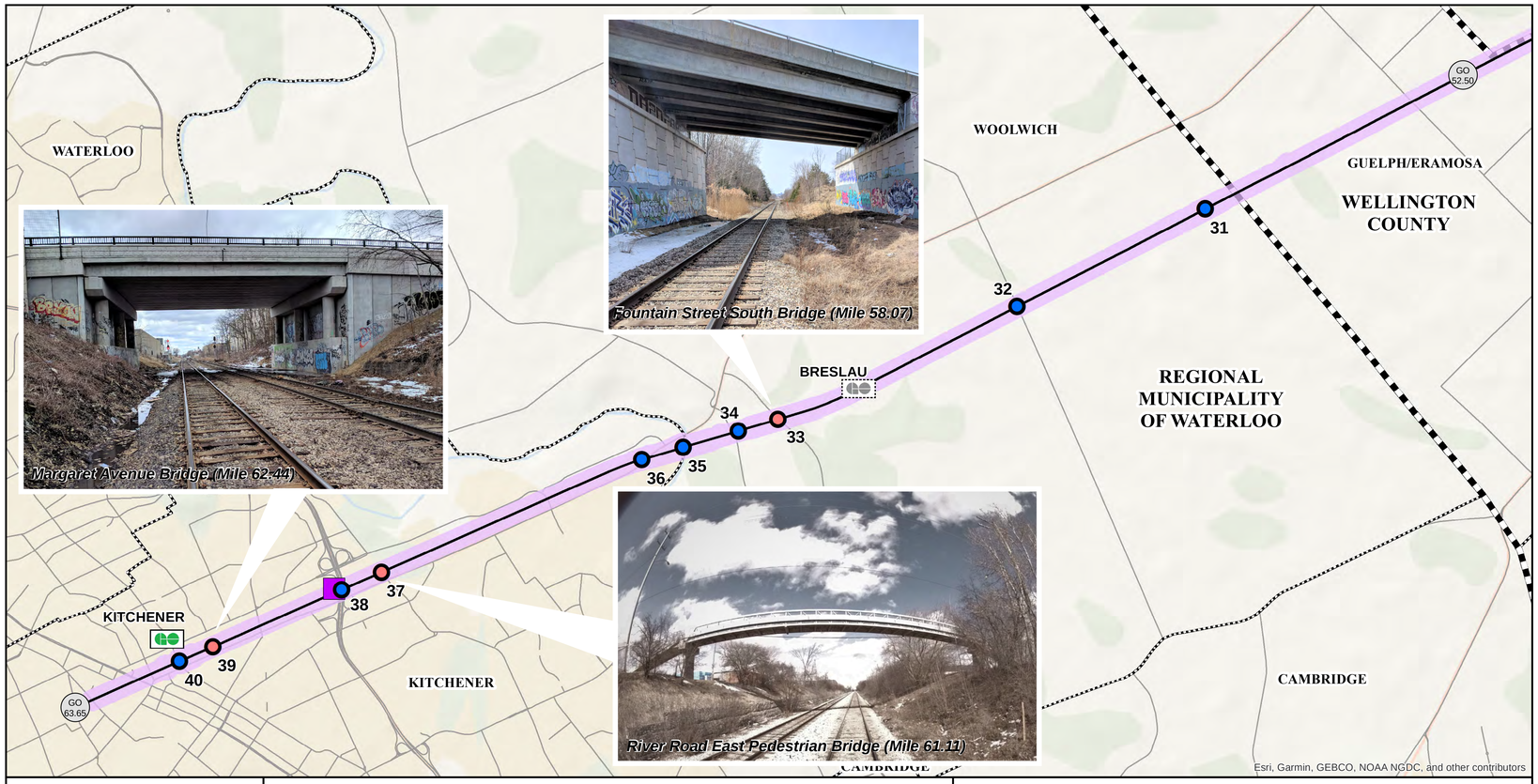
ID #	Primary Name	Type of Structure
9	Farm Underpass & Creek	Rail Overpass (Road & Watercourse)
10	Richardson Creek	Rail Overpass (Watercourse)
11	Eramosa River	Rail Overpass (Watercourse)
12	Farm Underpass	Rail Overpass (Road)
13	Jones Baseline Road	Bridge (Road)
14	Private Road & Clythe Creek	Rail Overpass (Road & Watercourse)
15	Watson Parkway	Rail Overpass (Road)
16	Clythe Creek	Rail Overpass (Watercourse)
17	Victoria Road North	Rail Overpass (Road)
18	Stevenson Road North	Rail Overpass (Road)
19	Metcalfe & Huron Street	Bridge (Pedestrian)
20	Viaduct - Elizabeth/Arthur Street, Speed River, GJR Goderich Sub, Woolwich Street North	Rail Overpass (Road & Watercourse)
21	Neeve Street Pedestrian/ Passenger Tunnel	Rail Overpass (Pedestrian)
22	Wyndham Street	Rail Overpass (Road)
23	Wilson Street	Rail Overpass (Road)
24	Gordon & Norfolk Streets	Rail Overpass (Road)
25	Hanlon Parkway (Hwy 6 & 7)	Rail Overpass (Road)
26	Paisley Road West	Rail Overpass (Road)
27	Dry Culvert	Rail Overpass (Road)
28	Storm Sewer	Rail Overpass (Watercourse)
29	Imperial Road North	Rail Overpass (Road)
30	Elmira Road North	Rail Overpass (Road)

Potential modification to bridges and overpasses will be determined as part of the conceptual design.

- Overhead bridges are defined as road over rail; rail overpasses are defined as rail over road or water.

Overhead Bridges & Rail Overpasses

City of Kitchener and Township Woolwich



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Nov, 2019

Legend

- Metrolinx Route
- Proposed Baden Paralleling Station
- TPAP Study Area
- Mile Marker
- GO Station
- Planned GO Station
- Overhead Bridge
- Rail Overpass
- Upper Tier Municipal Boundary
- Lower Tier Municipal Boundary

Metrolinx Kitchener Corridor Expansion
Guelph Subdivision TPAP
Overhead Bridges & Rail Overpasses

1:41,930

0 1.5 3 KM

ID #	Primary Name	Type of Structure
31	Chilligo Creek	Rail Overpass (Watercourse)
32	Shantz Station Road	Rail Overpass (Road)
33	Fountain Street South	Bridge (Road)
34	Culvert for Breslau Fire Department	Rail Overpass (Road)
35	Grand River & Pathway	Rail Overpass (Road & Watercourse)
36	Victoria Street North (Hwy 7)	Rail Overpass (Road)
37	River Road East	Bridge (Pedestrian)
38	Conastoga Parkway (Hwy 85)	Rail Overpass (Road)
39	Margaret Avenue	Bridge (Road)
40	Weber Street	Rail Overpass (Road)

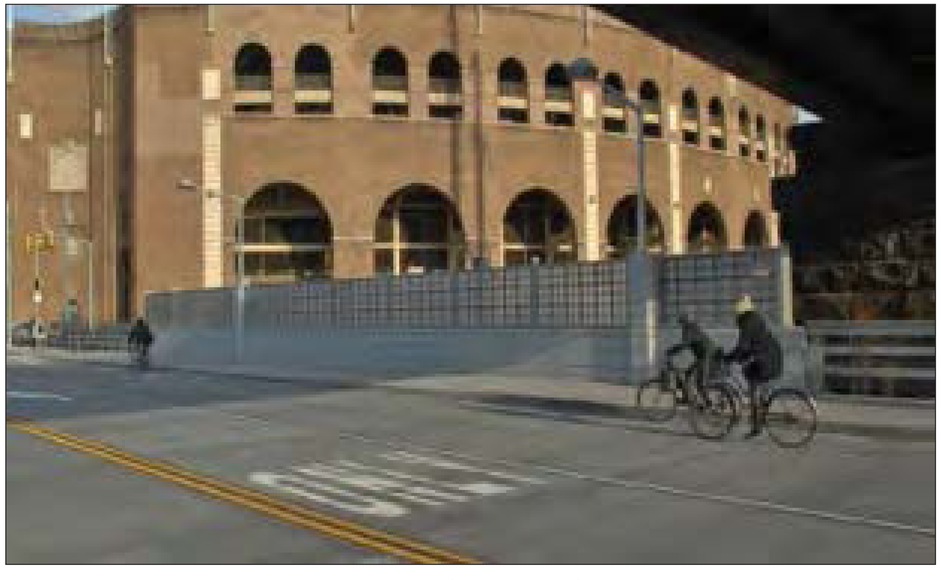
Potential modification to bridges and overpasses will be determined as part of the conceptual design.

- Overhead bridges are defined as road over rail; rail overpasses are defined as rail over road or water.

Overhead Bridges - Potential Modifications

Bridge Barriers

- Solid barriers are required on overhead bridges for the safety of bridge users as well as to protect energized equipment.
- The height of the barrier is approximately two (2) metres and will extend beyond any electrified wire(s) running under the bridge.



Example Bridge Barrier



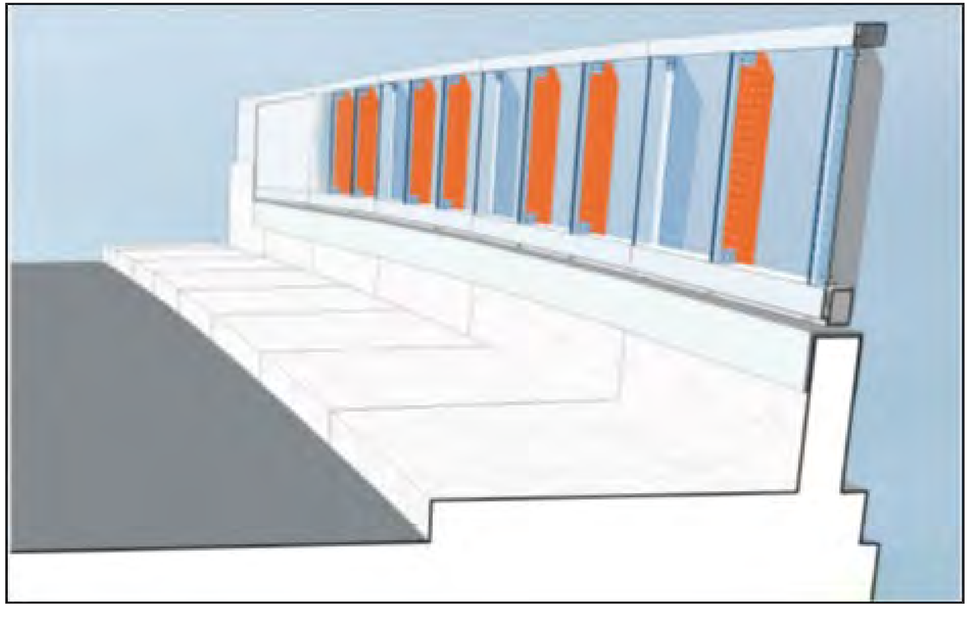
Example OCS Attachments

OCS Attachments

- Used to support OCS wires in situations with restricted clearance, such as tunnels and overhead bridges.
- Minor bridge modifications (e.g., flash plates) on some bridges may also be required as part of the electrification infrastructure.

Protective Bridge Barriers

- To protect the public from energized equipment.
- Need to be solid-faced.
- Minimum height of the protective barrier is two (2) metres above standing (including bridge railings) surface.
- Are required to extend at least three (3) metres beyond OCS electrified wire(s) under the bridge and five (5) metres beyond centerline of electrified tracks.
- Easy to replace and maintain.



Example Protective Barriers



Technical Studies Supporting the TPAP

Several studies are being carried out to examine the potential effects of the project.

These reports will be available for public review within the Environmental Project Report.

- Air Quality
- Archaeology
- Cultural Heritage
- Electromagnetic Interference/ Electromagnetic Field
- Groundwater
- Natural Environment
- Noise and Vibration
- Land Use and Socio-Economic
- Visual and Aesthetics
- Stormwater Management
- Traffic Impact
- Tree Inventory
- Preliminary Environmental Site Assessment



Cultural Heritage

Assessment Process

- A Cultural Heritage Assessment Report (CHAR) will be completed to determine the presence of identified or potential heritage properties within the Study Area. Such properties range from municipally designated properties to buildings older than 40 years.
- Once identified, a summary of each potential heritage property and an evaluation of its cultural heritage value or interest is completed. Where a cultural heritage resource is identified, potential impacts are reviewed and recommendations are prepared to mitigate those impacts.
- Mitigation options may range from buffer zones to avoid impacts, to additional studies such as Cultural Heritage Evaluation Reports and Heritage Impact Assessments (HIA) if additional assessment is required to confirm how to manage impacts.
- The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is involved in reviewing and providing comment on technical reports. Where a property is determined to be a Provincial Heritage Property of Provincial Significance and a change is proposed, the MHSTCI requires an HIA and holds approval authority.



Guelph Central Station, Guelph, Ontario



Guelph Armoury, Guelph, Ontario

Cultural Heritage

Cultural Heritage Assessment Report (CHAR)

- Prepared to identify known or potential cultural heritage resources (CHRs) that may be affected by the Project, as well as recommendations for further assessment, and next steps.

Cultural Heritage Evaluation Reports (CHERs)

- Based on the CHAR, CHERs conducted to confirm cultural heritage value of potential CHRs and to identify associated heritage attributes.

Heritage Impact Assessments (HIAs)

- Undertaken where there are any impacts to known Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance.
- If required, HIAs are undertaken during detailed design.

- **10/06 Properties (Provincial Heritage Properties of Provincial Significance) are properties found to have cultural heritage value or interest of provincial significance as evaluated using the criteria found in the *Ontario Heritage Act, O. Reg. 10/06*.**
- **9/06 Properties (Provincial Heritage Properties) are properties of cultural heritage value or interest as evaluated using the criteria found in *Ontario Heritage Act, O. Reg. 9/06* (local significance).**

Archaeology

Assessment Process

- Archaeological studies are governed by provincial standards and guidelines issued by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).
- Where lands are identified as retaining potential for the identification and documentation of archaeological resources, including the potential for deeply buried or capped archaeological deposits, further archaeological assessment and study is required. The goal is to complete the necessary level of assessment, thereby avoiding impacts to archaeological resources.
- All projects begin with a comprehensive Stage 1 Archaeological Assessment of the lands to be potentially impacted to determine and evaluate areas of archaeological potential.
- Based on results of the Stage 1 Archaeological Assessment, further Archaeological Assessment (Stage 2 and/or Stage 3) and mitigation or salvage (Stage 4) may be required.



Example of Archaeologists completing field investigation.

- Under MHSTCI guidelines, engagement with Indigenous Communities may be required during specific stages of the archaeological process.
- Metrolinx is beginning its work with Indigenous Communities to identify how we can work together and support engagement.
- Metrolinx has committed to building relationships with Indigenous Communities and Peoples through its Indigenous Relations Office.
- If you have any questions or concerns please contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Land Use and Socio-Economic

Assessment Process

- The land use and socio-economic study is conducted to document current and future land use conditions in the study area and to assess potential effects the project may have on those features.
- An initial desktop review of the study area is conducted based on review of municipal documents (e.g., Official Plans, Zoning By-laws, etc.) and open data sources to identify existing and planned land uses including commercial areas, institutional uses, employment lands, recreational uses, parks and open spaces, and other key features.
- Field reconnaissance is conducted, as required, to verify and confirm socio-economic features.
- Consultation and coordination is being undertaken with municipalities to understand how the Project may affect the community. Metrolinx will continue to communicate and engage with local municipalities during the subsequent detailed design phase and during construction planning to address concerns prior to commencement of construction activities.



Downtown Guelph, near the Guelph GO Station

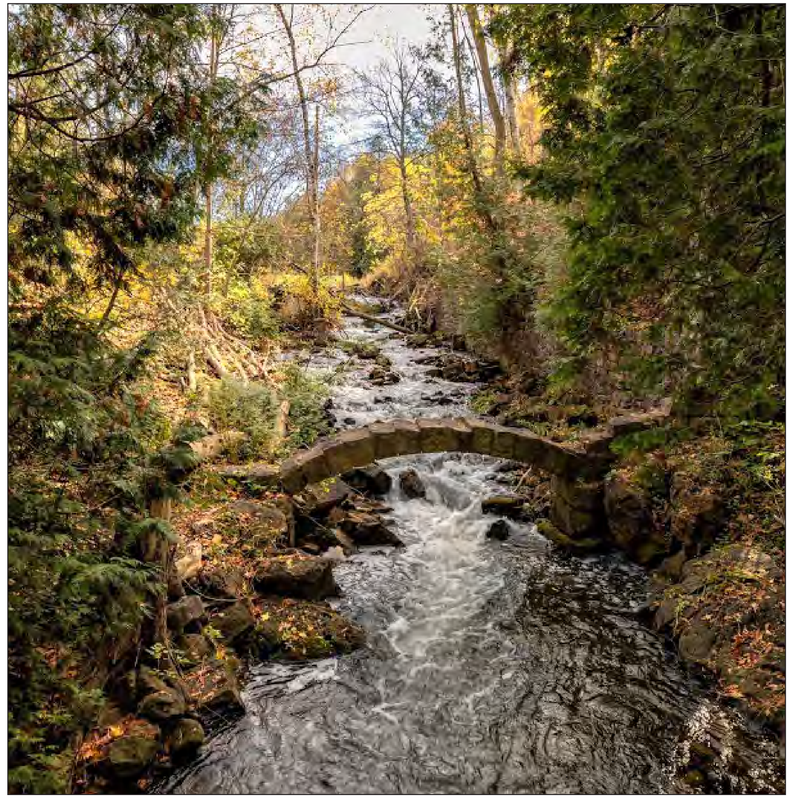


Industrial activity located adjacent to the Kitchener GO Station.

Natural Environment

Assessment Process

- Existing terrestrial and aquatic natural environment conditions are determined through a combination of desktop background data review and field investigations,to identify natural environment features, including: Environmentally Sensitive Areas, woodlots, wildlife habitat, Species at Risk, wetlands, watercourses, fisheries habitat, etc.
- Relevant plans and policies are reviewed and documented (e.g., Niagara Escarpment Plan, Greenbelt Plan, etc.).
- Field investigation methodologies follow industry-standard protocols, and include such factors as seasonality and frequency.
- Potential environmental effects on terrestrial and aquatic features are assessed within the study area. Where potential effects are identified, recommendations are provided for avoidance and mitigation measures.
- If possible, design will avoid adverse effects to the natural environment. Where effects cannot be avoided, mitigation measures may include such recommendations as construction timing windows, modified construction practices or compensation measures.



Limehouse Conservation Area



Snapping Turtle



Barn Swallow

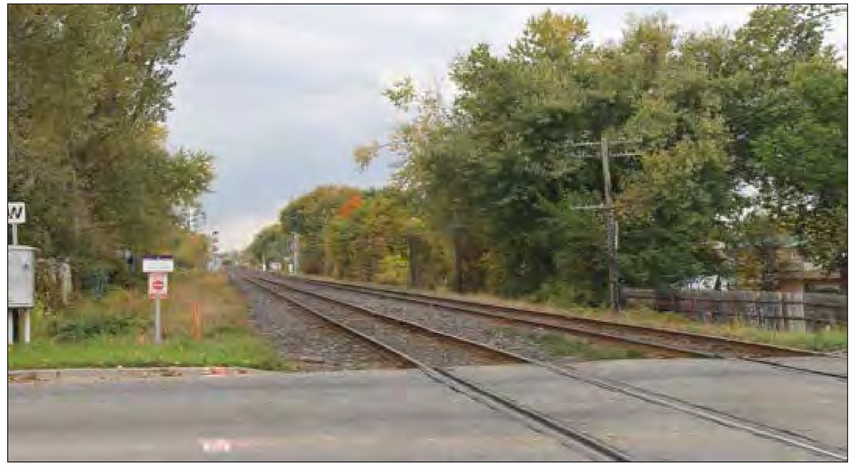
Visual and Aesthetics

Assessment Process

- Identify and document viewsheds and potentially sensitive features within the study area based on desktop review of surrounding land uses and photos taken in the field from various vantage points.
- A viewshed is the geographical area that is visible from a location. It includes all surrounding points that are in line-of-sight with that location and excludes points that are beyond the horizon or obstructed by terrain and other features (e.g., buildings, trees).
- Potential visual effects related to the proposed infrastructure will be assessed based on the conceptual design.
- There are several types of screening measures that may be considered to mitigate/reduce visual effects associated with TPFs (e.g., fencing options, and/or structured wall/landscaping options, and/or building enclosure options).



Example visual screening - Traction Power Facility



Example vegetation along rail corridor

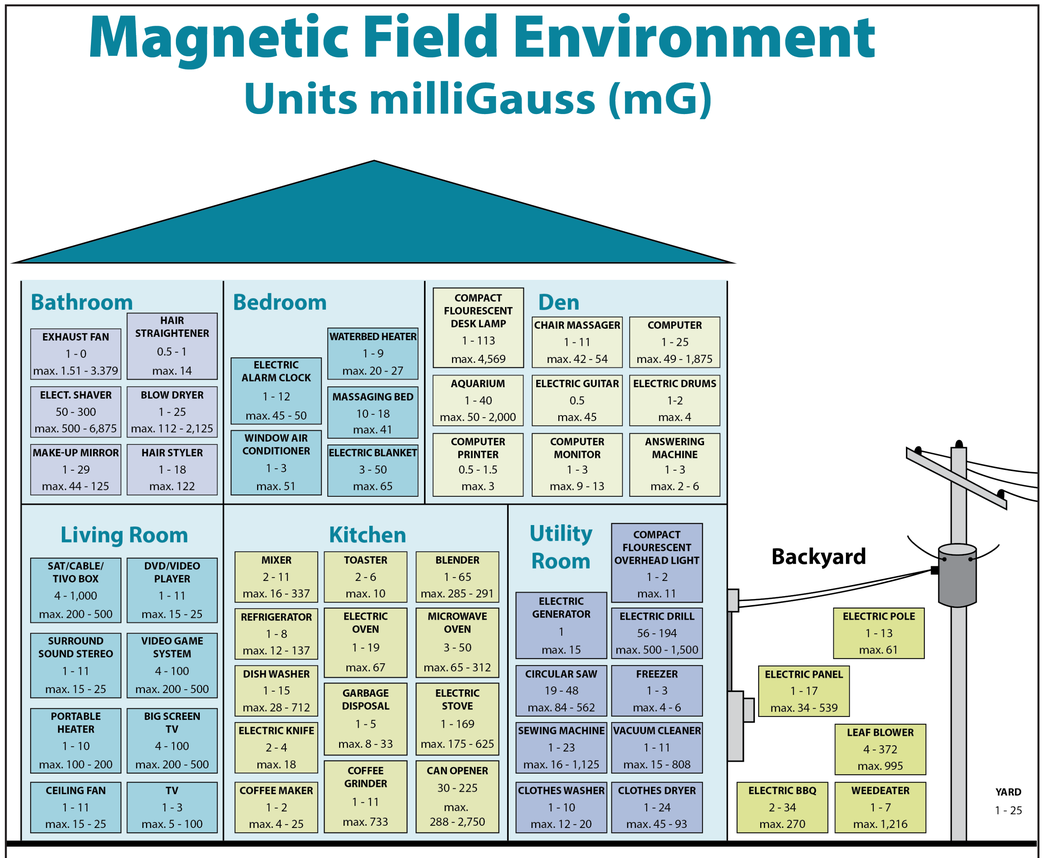
Electromagnetic Interference (EMI) / Electromagnetic Fields (EMF)

Assessment Process

- Document existing EMI baseline conditions in the study area.
- Carry out impact assessment to predict potential EMI/EMF effects on potential receptors based on design assumptions/ conceptual design details.
- Identify mitigation measures for EMI/EMF effects (if required) and document commitments to future work to be undertaken during detailed design.

As per Health Canada:

- On a daily basis, we are exposed to electric and magnetic fields (EMFs) generated by household wiring, lighting, and electrical appliances.
- EMFs are invisible forces that surround electrical equipment, power cords and power lines. You cannot see or feel EMFs.
- Every time you use electricity and electrical appliances, you are exposed to EMFs at extremely low frequencies.
- EMFs are strongest when closest to the source. As you move away from the source, the strength of the fields fades rapidly.



July 2007 update of data published in IEEE "Power frequency Magnetic Fields in the Home", Silva, J.M., et. all, Enertech Consultants, IEEE transactions on Power Delivery, Vol. PWRD-4, No 1, pp. 465-478, 1989.

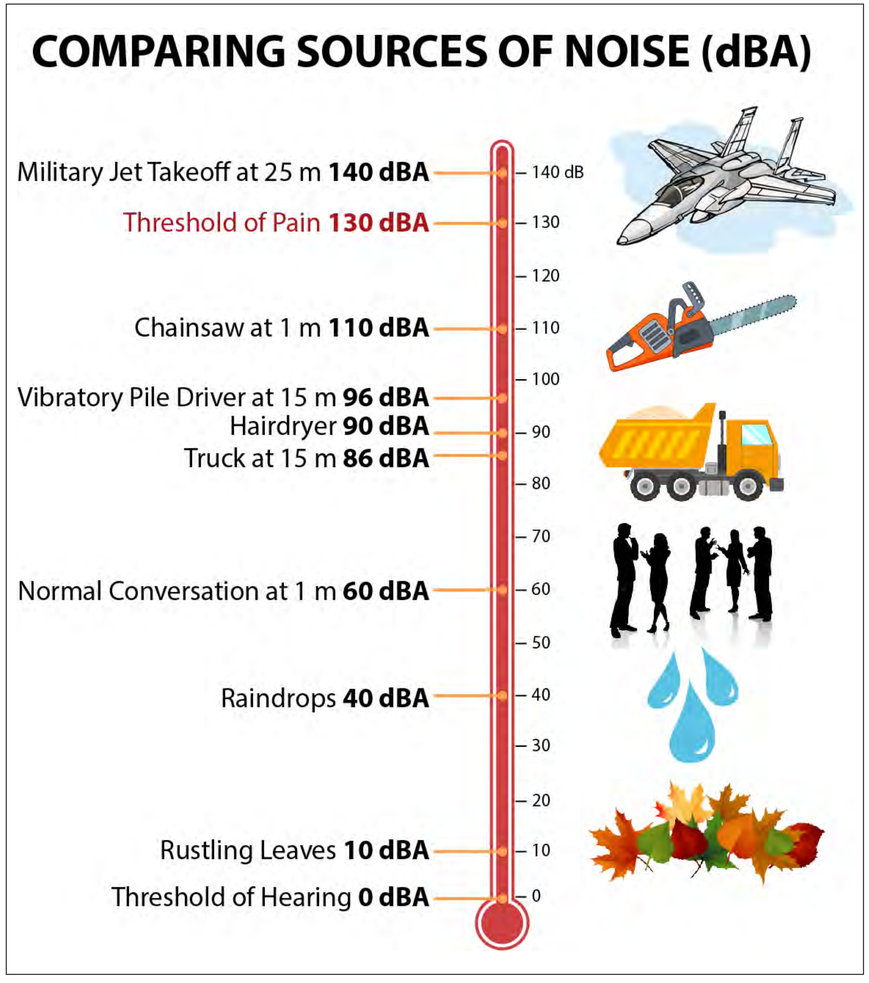
Magnetic Field Strength in milliGaus (mG) - Electrified Railways in North America and Europe

	North America (Example A)		North America (Example B)		Europe	
	Avg.	Max.	Avg.	Max.	Avg.	Max.
Magnetic Field Strength - measured approximately 18 m from rail right-of-way	3.4	21.7	1.9 - 4.5	11.4	1.7 - 7.2	8.7 - 24

Noise and Vibration

- Metrolinx is committed to meeting its long-term objectives in noise management while minimizing and managing the effects of noise and vibration on its neighbours – during both regular train operations and construction.

- Metrolinx follows the Ontario Ministry of Environment, Conservation and Parks (MECP) guidance (1994), which triggers mitigation if a project is expected to be 5 dBA (A-weighted decibels) or more than the pre-project noise levels or the noise exposure objective of 55/50 dBA (day/night).



Assessment Process

- Noise is assessed during the planning stage which serves as a basis for an effective management plan and ensures compliance with noise exposure limits.

- Vibration is reviewed and assessed, including carrying out existing vibration measurements along the corridor for new infrastructure at receptor locations to validate the need for vibration mitigation measures.

- Noise mitigation can take a number of forms, such as noise walls, embankments, and mitigation at the source. Mitigation measures are evaluated based on technical, economical, operational and administrative feasibility.

Air Quality

- Electrification will reduce air contaminants that affect human health and greenhouse gases that contribute to climate change.

Assessment Process

- A qualitative review of the potential sources of emissions will be undertaken and recommendations for mitigation measures will be identified, if required.
- Contaminants of concern are common air contaminants (CACs), CO, NOX, PM2.5 and Total VOC and acrolein.
- Assess emissions loading for the base case and electrification scenarios, to provide an estimate of the net reduction in regional emissions resulting from electrification.
- Prior to construction, Metrolinx will develop an Air Quality Management Plan that will demonstrate compliance with specific air quality criteria and limits.
- Prior to construction, all activities with potential air quality impacts will be planned and scheduled in detail so as to minimize, where practicable, emission of air contaminants (including dust) and to minimize effects on sensitive receptors.
- For any air quality emission exceedances, Metrolinx will implement a mitigation plan which will include best practices and other measures.



GO Transit, VIA Rail and CN Rail train traffic



Example electrified GO System Rendering

Guelph Subdivision TPAP Timeline

The Transit Project Assessment Process (TPAP) is a streamlined environmental assessment process under *Ontario Regulation 231/08*, of the *Ontario Environmental Assessment Act*.

Pre TPAP Consultation

Complete Studies, Conceptual Design, and Consultation with Stakeholders

Notice of Commencement

Transit Project Assessment Process

Consult stakeholders and document findings in Environmental Project Report (EPR)

Notice of Commencement

Stakeholder/ Public Review of EPR

Minister Review of EPR and Notice

Statement of Commencement

2019	2020
• Complete Baseline Conditions Studies • TAC Meetings • Meetings with Municipalities, Government Review Agencies, Hydro One, Elected Officials, etc. • PIC Round #1 (Fall 2019) ♦ **♦ We are here**	• TAC Meetings • Meetings with Municipalities, Government Review Agencies, Hydro One, Elected Officials, etc. • Conceptual Design • Impact Assessment • PIC Round #2 (Spring 2020) • PIC Round #3 (Fall 2020) • Final EPR (November 2020)



Up to 120 Days

Draft EPR July 2020

30 Days

Final EPR Nov 2020

Up to 35 Days

Jan 2021

We Value Your Input!

Website: metrolinxengage.com

Email: kwGOexpansion@metrolinx.com

Phone: (416) 202-3467







Please submit your feedback and comments to the Project e-mail:

kwGOexpansion@metrolinx.com

METROLINX

Info Sheet: Project Overview

November 2019

Frequent, Fast, and Reliable GO Train Service

Metrolinx is transforming the existing GO rail system to deliver a whole new rapid transit experience to your community. With more frequent train service and a seamless, convenient, integrated transit network, you'll have more options to get you where you need to go.



Artist rendering

Two-way, all-day service on the Kitchener Corridor requires a host of new infrastructure between Kitchener GO and Bramalea GO. Significant steps are underway to make the changes needed, including an environmental assessment (EA) to study electrification of the rail corridor starting from west of Georgetown to Kitchener; this section is known as the Guelph Subdivision.

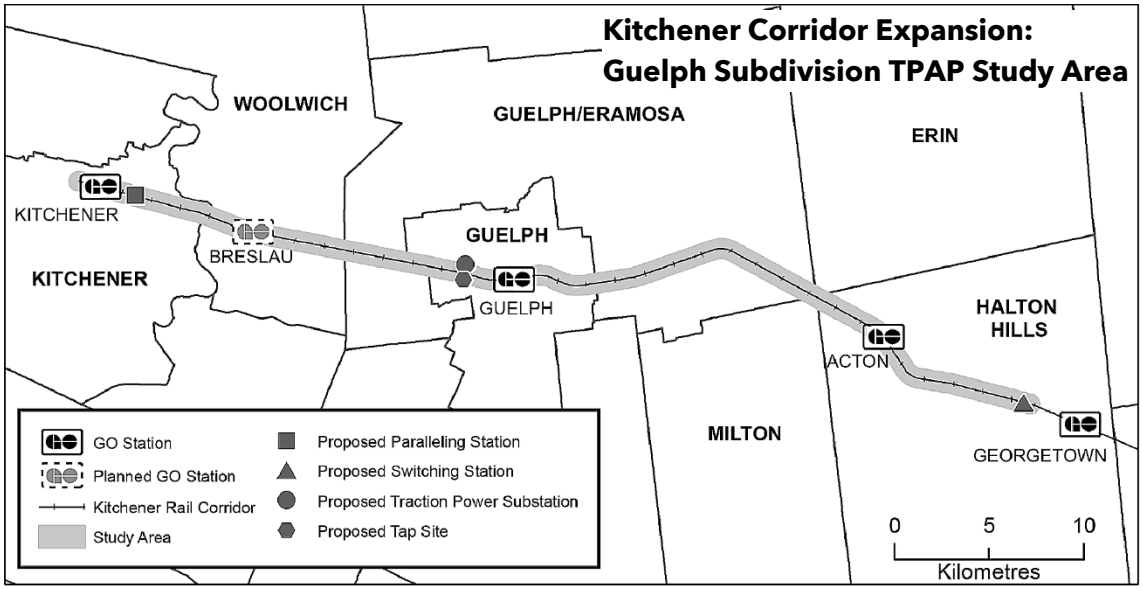
Metrolinx is working with local communities to understand existing conditions, potential effects of the infrastructure needed to support electrification, and how to best mitigate these effects. Your input, along with technical studies, will be captured in the Environmental Project Report and will be considered as part of the Kitchener Corridor Expansion: Guelph Subdivision Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings*.

Other local Metrolinx projects:

- Ongoing maintenance and upgrades to improve the comfort and speed of the commute.
- Assessing level crossings (29 across the Guelph Subdivision) to enhance the safety of rail operations as trains travel through communities along the corridor.

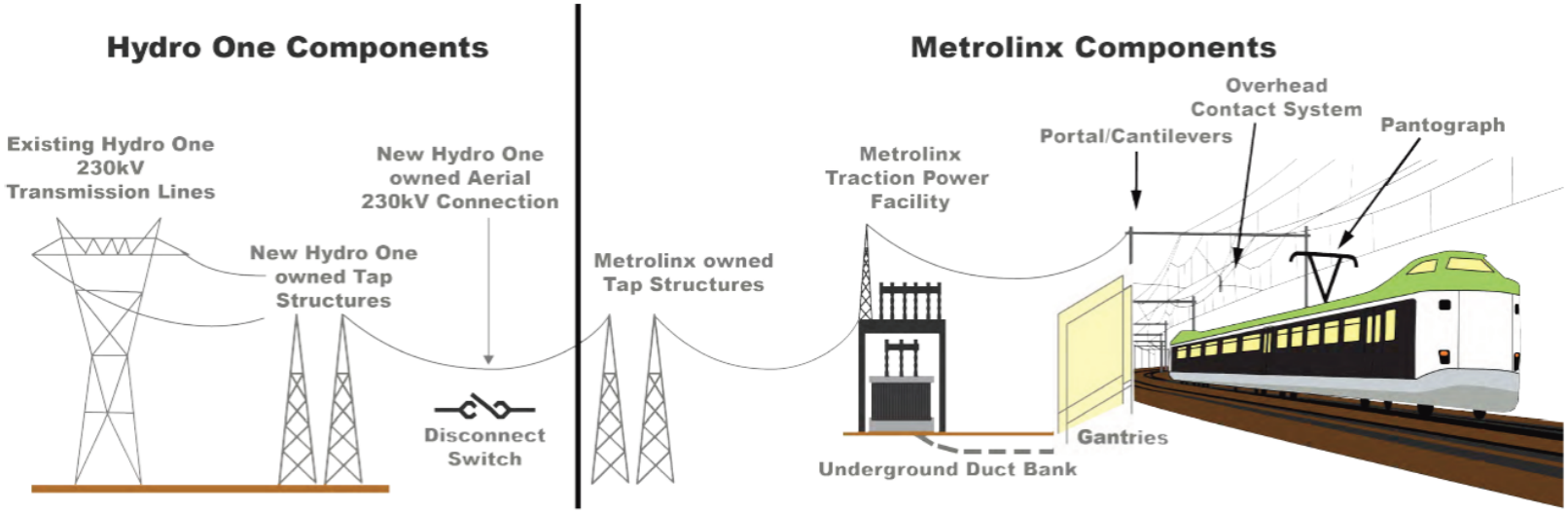
This Info Sheet describes:

- What are the benefits of electrified GO Rail service?
- How does the electrified system work?
- What infrastructure is needed to support the Kitchener Corridor Expansion?
- What studies are being conducted as part of the TPAP?
- What about noise and vibration?
- How do I participate?



How does the electrified system work?

In the electrified system, trains rely on the electric power, not fuel, as a primary source of energy. The proposed Traction Power Substation (TPS) will transform the utility supply voltage of 230 kilovolt (kV) to the appropriate voltage of 25kV. Distribution of power along the rail corridor is provided via the Overhead Contact System (OCS), feeders, and gantries. The Switching Station and Paralleling Station ensure reliable power supply.



What are the benefits of electrified GO Rail Service?

- faster and more trains
- improved service reliability
- reduced travel times
- reduced greenhouse gas emissions

What infrastructure is needed to support the Kitchener Corridor Expansion between Kitchener and Halton Hills (Guelph Subdivision)?

This TPAP study will look at the construction and operational effects of:

- 1 new Hydro One Tap
- 3 new Traction Power Facilities
- Potential bridge/rail overpass modifications
- Overhead Contact System infrastructure
- Gantries, aerial/underground feeders
- Grounding and bonding

Hydro One Tap

A Tap is a point at which electric power is "tapped" from the existing Hydro One power sources. The electrification of the Guelph Subdivision will require one new 230 kV Hydro One tap connection and is a power supply component of the Project. As part of the pre-planning phase of the TPAP, the potential Tap location site is being identified in coordination with Hydro One.



Example Tap Structures

Traction Power Facilities

Traction Power Facilities (TPFs) are part of the power supply and distribution components of the electrified system. The electrification of the Guelph Subdivision will require:

- One Traction Power Substation (TPS)
- One Paralleling Station (PS)
- One Switching Station (SWS)



Example TPS



Example PS



Example SWS



Example OCS

Overhead Contact System (OCS) infrastructure

The OCS consists of a wiring system (i.e., messenger wire and contact wire) that provides efficient transfer of traction power to the pantograph, mounted on the train, and then to the electric drive motors.

The OCS generally includes the following infrastructure components:

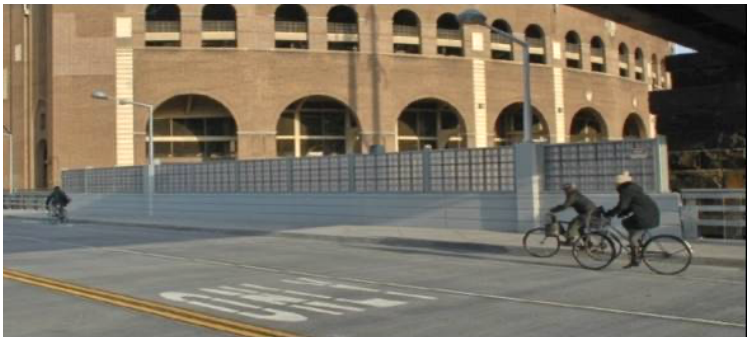
- OCS pole foundations
- Portal/cantilever poles (spaced at approximately 50-65m apart)
- Contact, autotransformer and feeder wires

Bridge & rail overpass modifications

Potential bridge and rail overpass modifications may also be required to accommodate electrification infrastructure.

These may include:

- New or improved bridge barriers;
- Adding OCS attachments;
- Modifications to achieve vertical clearance; and/or
- Other bridge modifications.



Example of a bridge modification

For more information on proposed local infrastructure in your area, please refer to the Proposed Local Infrastructure info sheet or visit the Project website: www.metrolinxengage.com

What studies are being conducted as part of the TPAP?

Technical/environmental studies are currently being undertaken to inform the TPAP. These studies analyze potential effects and mitigation and monitoring measures for the following topics:

- Air quality
- Archaeology
- Cultural heritage
- Electromagnetic interference / electromagnetic fields (EMI/EMF)
- Groundwater
- Natural environment
- Noise and vibration
- Land use and socio-economic
- Visual and aesthetics
- Stormwater management
- Traffic impact
- Tree inventory
- Preliminary environmental site assessment

What about noise and vibration?

Metrolinx is committed to continuously improving the approach to managing noise and vibration of GO Rail operations. As a result, a key part of our Kitchener Corridor Expansion Program work involves managing:

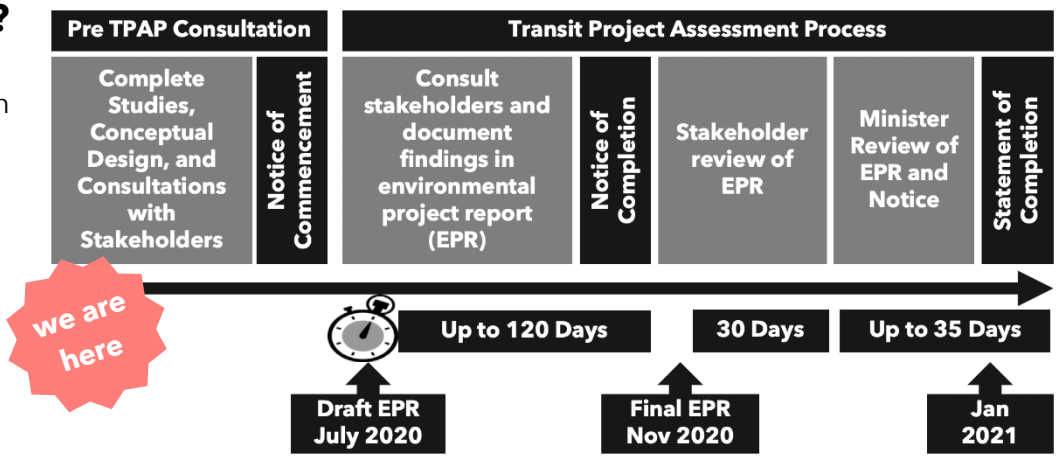
- Noise and vibration from commuter rail operations; and
- Noise and vibration from construction and maintenance activities.

As part of the TPAP, we are completing a noise and vibration impact assessment study that will summarize the potential effects of the proposed Project and will recommend mitigation and monitoring measures. With respect to mitigation, Metrolinx follows the *1995 MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment* and implements mitigation accordingly.

For a number of reasons, including noise reduction, Metrolinx is planning to reduce noise at the source by electrifying the system and procuring trains that meet stricter noise emission standards.

How do I participate?

This is the first out of three rounds of public consultation for the Kitchener Corridor Expansion: Guelph Subdivision TPAP. Round Two of public consultation will be in Spring 2020, and Round Three in Fall 2020. Refer to the timeline for the broader TPAP timeline.



Round One Public Meetings:

Guelph Civic Museum
52 Norfolk St, Guelph
Wed Nov 20, 2019, 5-8 pm

Kitchener Public Library
85 Queen St N, Kitchener
Mon Nov 25, 2019, 5-8 pm

Acton Arena & Community Centre
415 Queen St E, Acton
Wed Nov 27, 2019, 5-8 pm

For more information, visit the project website: www.metrolinxengage.com or contact Metrolinx by phone: 416-202-3456 or by e-mail: kwGOexpansion@metrolinx.com.

Kitchener Corridor Expansion: Guelph Subdivision TPAP

Info Sheet: Proposed Local Infrastructure

City of Guelph

November 2019

One Traction Power Substation and a Hydro One Tap

One Traction Power Substation (TPS) and a Hydro One Tap are proposed in the City of Guelph (see the map below).

A TPS is a power supply component of the electrified system. The proposed TPS will transform the utility supply voltage of 230 kV to 2 x 25 kV along the Overhead Contact System (OCS) for distribution to the electric trains along the rail corridor.

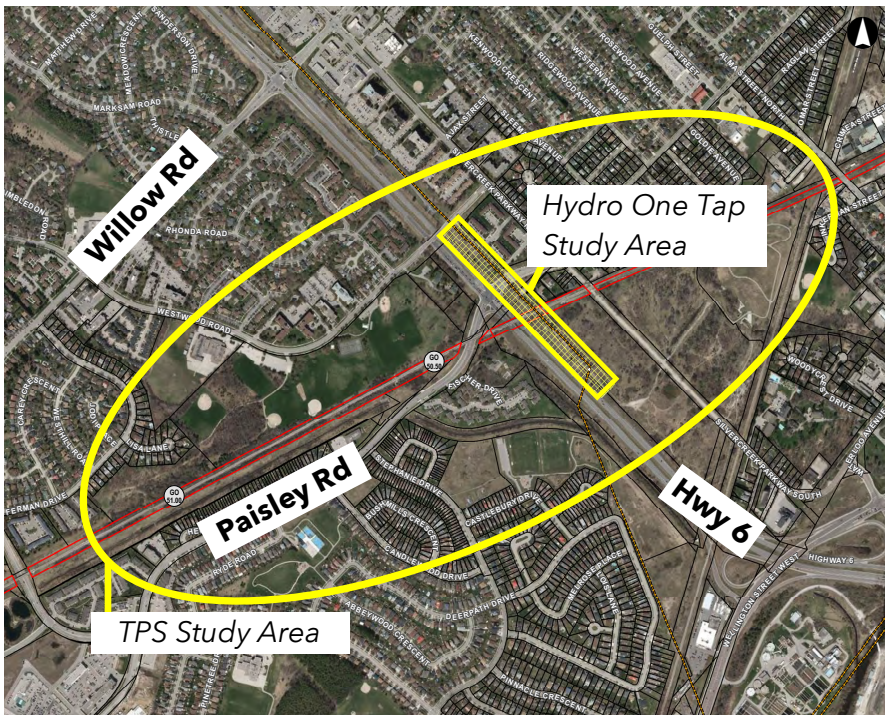
A Hydro One tap is a power supply component of the electrified system. It is a point at which electric power is "tapped" from the existing Hydro One power sources. One new 230 kV Hydro One Tap connection is proposed in the area. Metrolinx is coordinating with Hydro One on the potential Tap location site.



Example TPS



Example Tap Structures



Map of TPS & Hydro One Tap Study Areas

How will Metrolinx identify the TPS location?

Step 1 Review results of previously completed studies and power simulation modelling

Step 2 Identify potential alternative TPS sites

Step 3 Assess and evaluate alternative sites

- **3a** Develop and apply evaluation criteria
- **3b** Identify preliminarily recommended TPS sites
- **3c** Elicit input on the recommended sites

Step 4 Confirm the recommended TPS site

This info sheet is a companion to the Project Overview info sheet available at www.metrolinxengage.com. **For more information,** visit the website or contact Metrolinx by phone: 416-202-3456 or by e-mail: kwGOexpansion@metrolinx.com.

Kitchener Corridor Expansion: Guelph Subdivision TPAP

Info Sheet: Proposed Local Infrastructure

City of Kitchener
November 2019

One Paralleling Station

One Paralleling Station (PS) is proposed in the City of Kitchener (see map below).

A PS is a power distribution component of the electrified system that helps reduce flow of return current in rails and therefore contributes to the overall safety of the system. As the train moves away from the source of power, the Overhead Contact System (OCS) voltage drops. Electric trains can only operate if the OCS voltage remains within acceptable limits. The proposed PS will contain two autotransformers to help support the OCS voltage in the electrified system.



Example PS



Map of PS Study Area

How will Metrolinx identify the PS location?

Step 1 Review results of previously completed studies and power simulation modelling

Step 2 Identify potential alternative PS sites

Step 3 Assess and evaluate alternative sites
- **3a** Develop and apply evaluation criteria
- **3b** Identify preliminarily recommended PS sites
- **3c** Elicit input on the recommended sites

Step 4 Confirm the recommended PS site

This info sheet is a companion to the Project Overview info sheet available at www.metrolinxengage.com. **For more information,** visit the website or contact Metrolinx by phone: 416-202-3456 or by e-mail: kwGOexpansion@metrolinx.com.

Kitchener Corridor Expansion: Guelph Subdivision TPAP

Info Sheet: Proposed Local Infrastructure

Town of Halton Hills

November 2019

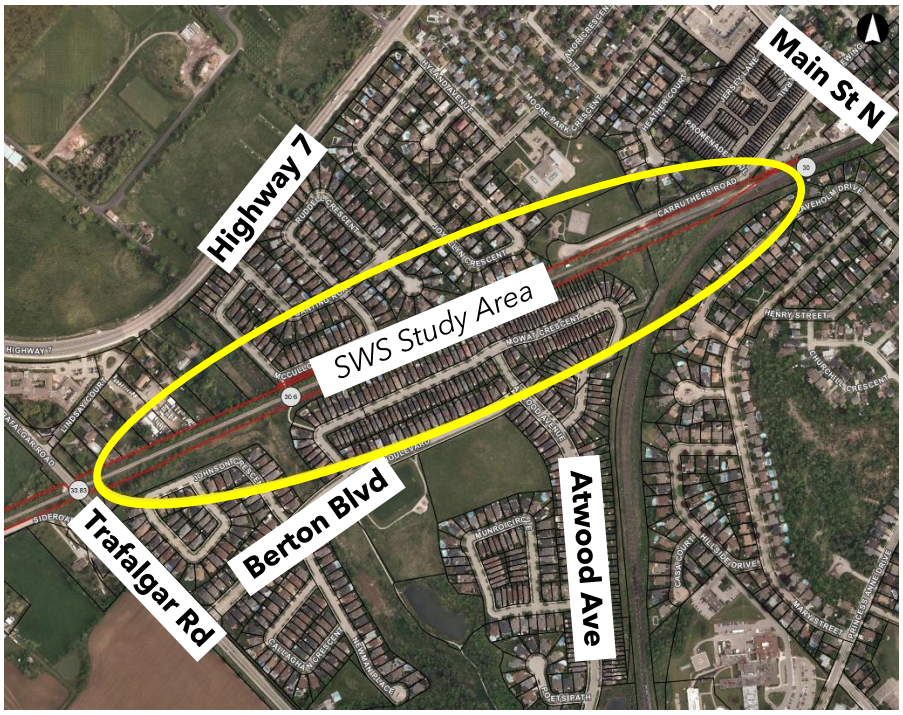
One Switching Station

One Switching Station (SWS) is proposed in the Town of Halton Hills (see the map below).

A SWS is a power distribution component of the electrified system. The proposed SWS will segregate power flow on the network. It will enable electrical energy to be supplied to an adjacent normally separated electrical section during contingency power supply conditions.



Example SWS



Map of SWS Study Area

How will Metrolinx identify the SWS location?

Step 1 Review results of previously completed studies and power simulation modelling

Step 2 Identify potential alternative SWS sites

Step 3 Assess and evaluate alternative sites

- **3a** Develop and apply evaluation criteria
- **3b** Identify preliminarily recommended SWS sites
- **3c** Elicit input on the recommended sites

Step 4 Confirm the recommended SWS site

This info sheet is a companion to the Project Overview info sheet available at www.metrolinxengage.com. **For more information,** visit the website or contact Metrolinx by phone: 416-202-3456 or by e-mail: kwGOexpansion@metrolinx.com.

Comment Form

Public Meeting #1, November 2019

Thank you for your interest in Metrolinx's Project, the Kitchener Corridor Expansion Guelph Subdivision TPAP.

Please take a moment to answer a few questions and provide your feedback.

Your comments and input are important to us and are helpful in planning this Project.

1. As we plan this Project, what would you like Metrolinx to be aware of?

2. Are there important features along the corridor that the Project Team should be aware of?
   (e.g., places of heritage, natural environment, traffic patterns, residential or commercial considerations, etc.)

3. Do you have any comments or concerns about electrification?

METROLINX

4. How did you hear about this Project? *(please circle all that apply)*
   - Newspaper ad
   - Metrolinx notice (via mail or email)
   - Word of mouth
   - Project website
   - Other (please specify)_____

5. Which Public Meeting did you attend?

Guelph	Kitchener	Acton
November 20, 2019	November 25, 2019	November 27, 2019

6. Did you find this meeting helpful in learning more about this Project?
   If yes, what was the most helpful part? If not, how could we improve moving forward?

OPTIONAL

If you would like us to follow-up with you on your comments or questions provided on this comment form please provide your contact information.

Name: _____

Mailing Address & Postal Code: _____

Tel: _____ Email: _____

Please leave your comment form in the comment box at the sign-in table, or send it to the following by December 6, 2019:

Kitchener Corridor Expansion
20 Bay Street, Suite 600, Toronto Ontario, M5J 2W3
Tel: 416-202-3467
E-mail: kwgoexpansion@metrolinx.com

Consultation with Indigenous communities, stakeholders and the public is a key component of the Metrolinx Kitchener Corridor Expansion Program: Guelph Subdivision Transit Project Assessment Process. Comments and information regarding this study will be collected to assist in meeting the requirements of the *Environmental Assessment Act*, and may be documented as part of the Environmental Project Report. With the exception of personal information, all comments will become part of the public record.