

Welcome

Kitchener GO Corridor - Halton Subdivision Expansion

Transit and Rail Project Assessment Process (TRPAP)

Public Information Centre

June 22 and 24, 2026



LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.



SHARE YOUR THOUGHTS TO IMPROVE THE KITCHENER CORRIDOR

Please:



Sign in



Request to be added to the study contact list to receive future notices



Review the information provided around the room



Ask questions of the project team members

For additional comments or to receive more information about this project, email us:
kitchenerhaltonexpansion@metrolinx.com

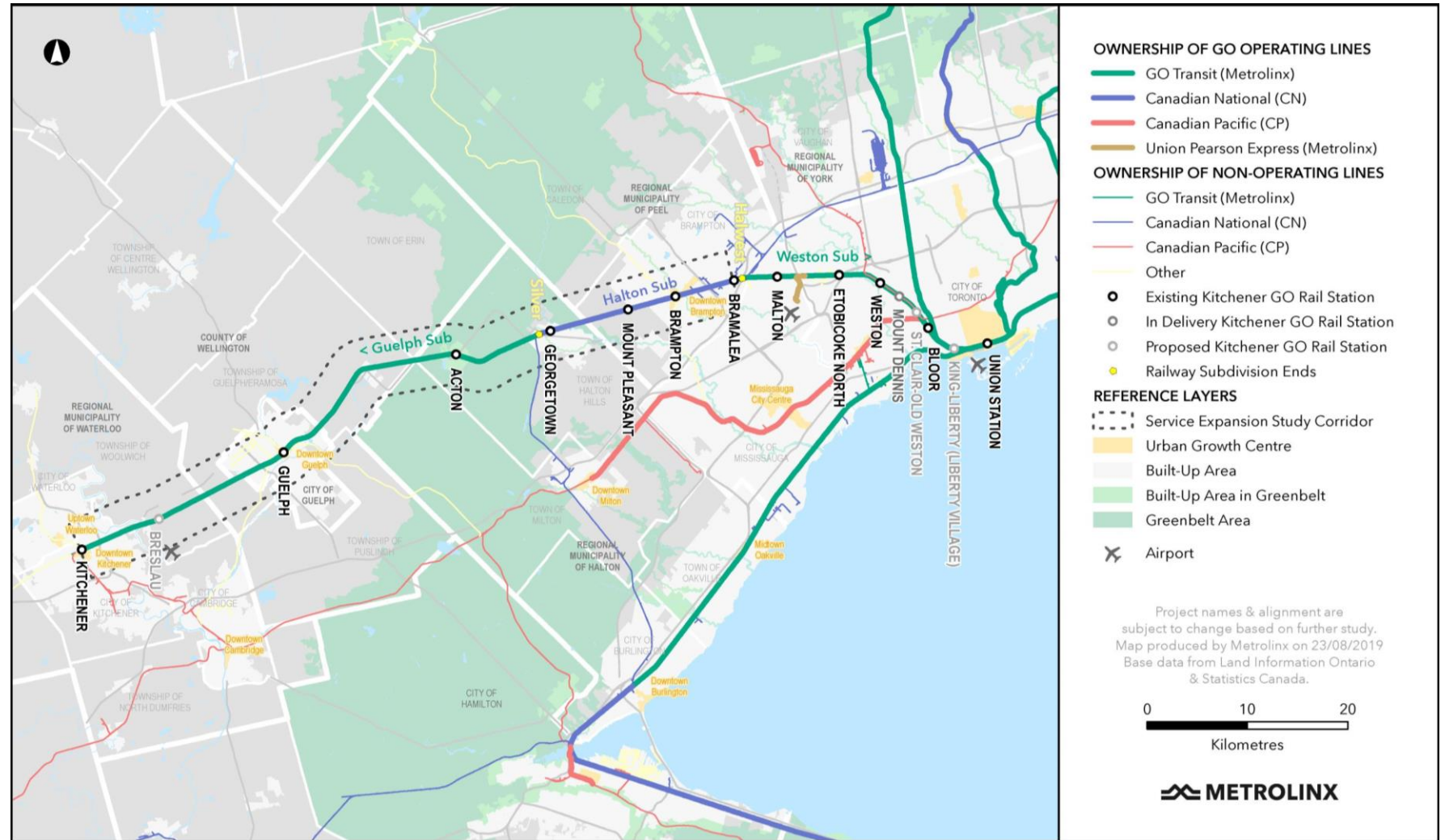


OVERVIEW OF THE STUDY CORRIDOR

Metrolinx is undertaking the Transit and Rail Project Assessment Process (TRPAP) to support the planned expansion of the Kitchener Rail Corridor.

This Kitchener Corridor extends from Union Station in Toronto to the City of Kitchener and is a critical component of Metrolinx's service expansion plans.

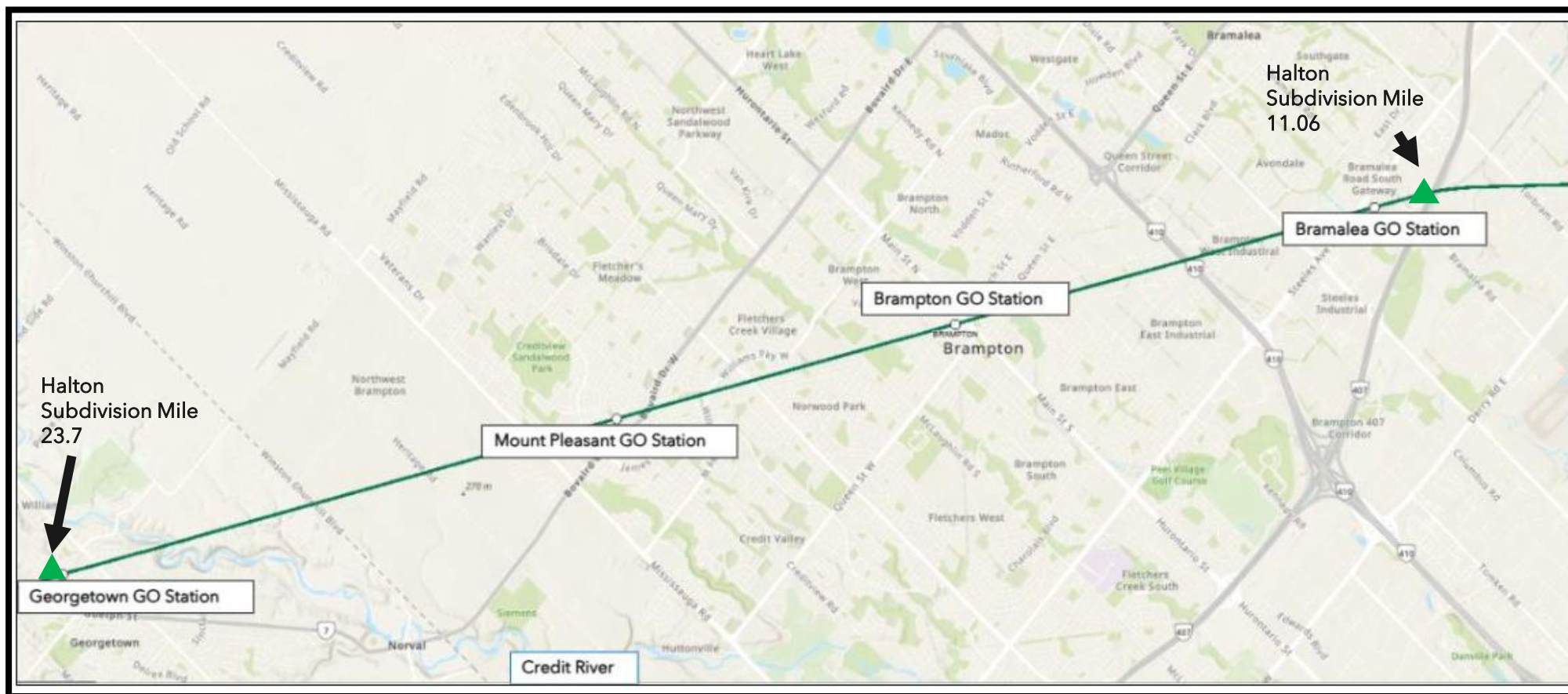
The current study focuses on the Halton Subdivision of the Kitchener Corridor located within Peel and Halton Regions, shown in blue on the figure to the right.



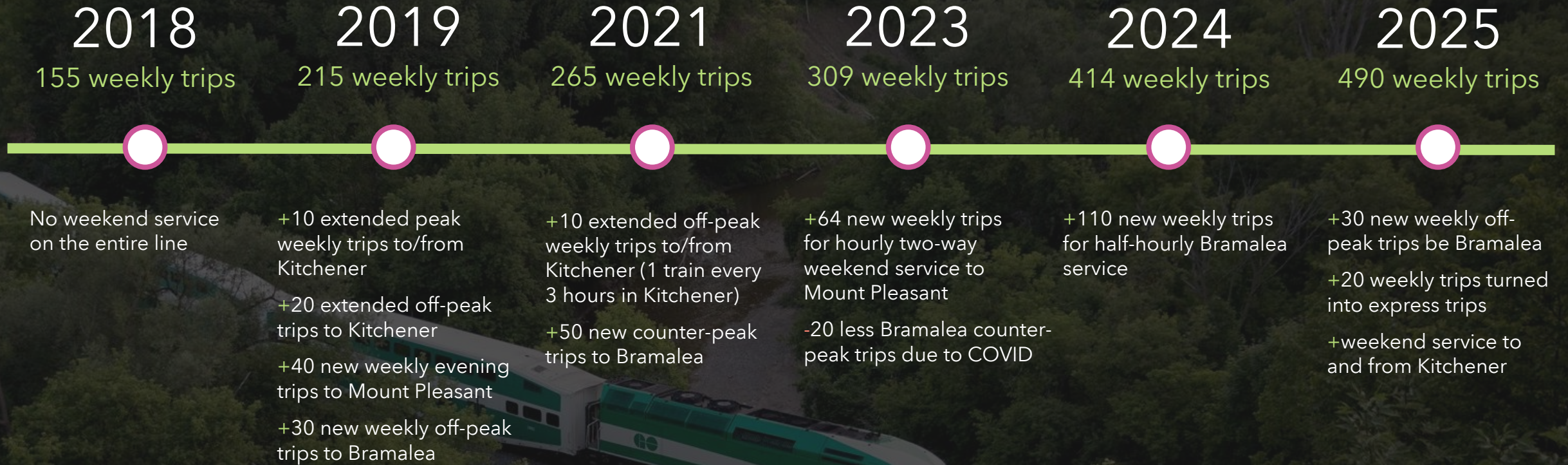
OVERVIEW OF THE STUDY CORRIDOR

The expansion aims to enable two-way, all-day GO train service with increased frequency, improving connectivity and capacity for both commuters and interregional travelers.

To support future expansion of infrastructure along the Kitchener GO Line Corridor, additional tracks and realignment in select areas is planned along the Halton Subdivision (Mile 11.06 to Mile 23.70) between Bramalea and Georgetown GO Stations.



HISTORY OF KITCHENER LINE SERVICE INCREASES



Kitchener Line 2018-2025

- 52% increase in annual ridership on the entire corridor
- 128% increase in trips per week on the entire corridor
- 323% increase in annual ridership to Kitchener GO Station
- 44% increase in trips per week to Kitchener GO Station

The GO Expansion program will provide a range of improvements across the GTHA:

More all-day service



Service in both directions



Capacity for trains every 15 minutes or better



Faster and more efficient fleet



More accessible stations



An expanded Union Station



Over 10,000 weekly trips from 3500 weekly trips in 2019

New trains will reach speeds of 140km/h between stations, making the GO Train faster than

Improvements to stations access and boarding and alighting

Capacity for train and passenger movements for the rest of the century

THE PROJECT INCLUDES:



Corridor Expansion

Needed along portions of the study area.

Lands needed for expansion have been acquired or are in the process of being acquired.



New Tracks

To accommodate existing freight operations and increased passenger rail service; and allow passenger trains to pass with greater frequency

Includes new signals, some culvert extensions and realignment of Huttonville Creek.



Bridge Expansions

Several extensions of road bridges and two bridges over water (Fletcher's Creek and Credit River).

In-water work is only required at Fletcher's Creek.



Mt. Pleasant GO Station Upgrades

Demolition and reconstruction needed for platforms, shelters, staircases, access tunnels and elevators needed to accommodate new tracks.

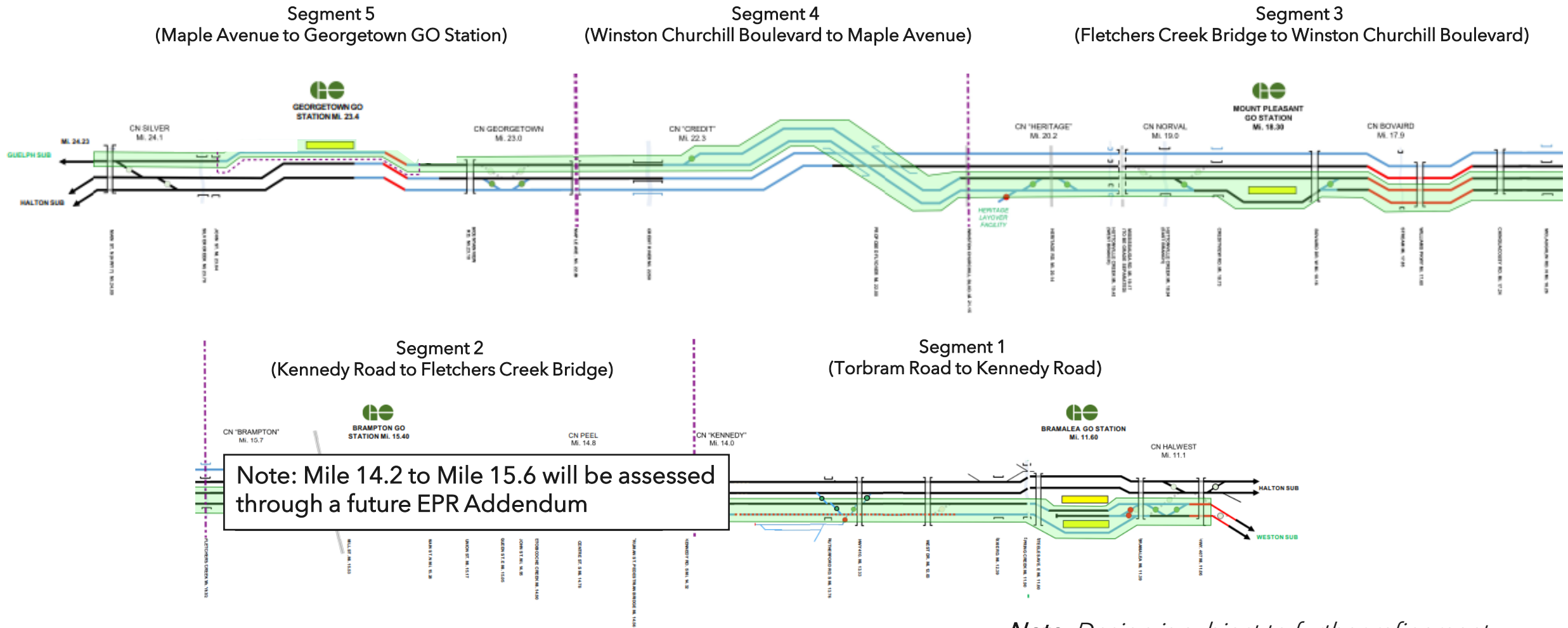


Rail-to-Rail Grade Separation

Passenger tracks will cross over freight train tracks east of the Georgetown GO Station to allow tracks to enter the station aligning with the station platforms.

TRANSIT AND RAIL ASSESSMENT SCOPE

The scope of work is divided into five track segments along the corridor.

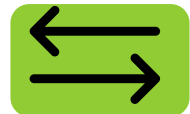


TRANSIT AND RAIL ASSESSMENT PROCESS

The Transit and Rail Project Assessment Process includes:



Understanding and describing existing conditions



Predicting how existing conditions will change as a result of the project



Examining ways to avoid or minimize negative impacts



Identifying necessary permits and approvals



Listing commitments to be carried out during the design, construction and operation of the project

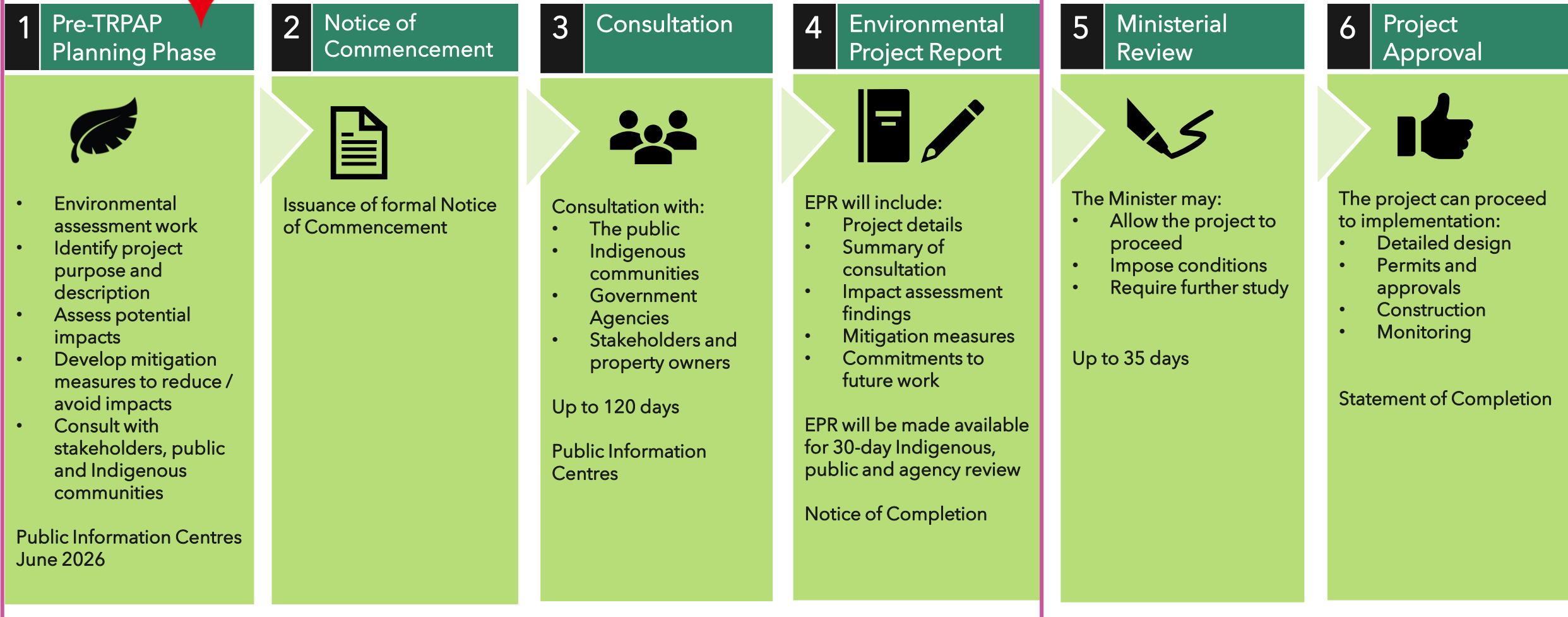


Obtaining input from the public, stakeholders, agencies and Indigenous communities throughout the study

TRPAP TIMELINE



CONSULTATION



TRPAP - ENVIRONMENTAL STUDIES

- The TRPAP will ensure that natural, social, cultural, and economic environments are assessed and protected, and that any potential adverse effects from proposed infrastructure are avoided, mitigated, or minimized.



Air Quality



Archaeology



Natural Environment



Noise & Vibration



Cultural Heritage



Traffic & Transportation



Socio-Economic and
Land Use Characteristics

TRPAP - ENVIRONMENTAL STUDIES



Air Quality Assessment

- An Air Quality Existing Conditions and Impact Assessment Report will identify nearby sensitive receptors and evaluate potential operation and construction related impacts to air quality.



Noise & Vibration

- A Noise and Vibration Existing Conditions and Impact Assessment report will identify nearby sensitive receptors and evaluate potential impacts from train operations and construction-related noise.



Socio-Economic Conditions

- A Socio-Economic and Land Use Baseline Conditions and Impact Assessment report will identify potential impacts on adjacent land uses, public spaces, cycling facilities.



Traffic Study

- A Traffic and Transportation Baseline Conditions and Impact Assessment report will look at the traffic counts and modelled prediction of impacts at major road crossings and station entrances as well as impacts on cyclists and pedestrians.

TRPAP - ENVIRONMENTAL STUDIES



Archaeological Resources

- A Stage 1 Archaeological Assessment will identify potential archaeological resources within the study area.



Cultural Heritage

- A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will identify cultural heritage resources and assess potential impacts, recommend project alternatives and mitigation measures.



Natural Environment

- A Natural Environment Existing Conditions and Impact Assessment report will identify the presence of bird and amphibians, vegetation community mapping and assessment of potential impacts to wildlife habitat, passage, fish habitat and bird and bat Species at Risk assessment.



Tree Inventory & Arborist Report

- A Tree Inventory and Integrated Arborist Report will identify the existing trees in and around the project footprint and potential tree removal impacts.



eDNA Survey

- An eDNA Survey Memo will identify local aquatic wildlife and species at risk based on water sampling.

PRELIMINARY EXISTING CONDITIONS

Cultural Heritage

Preliminary Study Findings

- Multiple known and potential¹ cultural heritage resources have been identified in the Study Area.

Next Steps

- The Cultural Heritage Report will be completed and will identify potential impacts to cultural heritage resources and recommend project alternatives and mitigation measures, including additional studies.



Residence in Halton Hills



McNabb Street Rail Bridge

Notes:

1. "Known" or "potential" cultural heritage value are defined in Ministry of Citizenship and Multiculturalism's Criteria for Evaluating Potential for Build Heritage Resources and Cultural Heritage Landscapes.

"Known" cultural heritage resources have been identified municipally, provincially or federally as being of cultural heritage value."

PRELIMINARY EXISTING CONDITIONS

Land Use

Preliminary Study Findings

Land use in the study area includes a variety of residential, commercial, industrial, natural and open space, recreational, agricultural and institutional uses. Development is concentrated around Major Transit Station Areas (MTSA).

Halton Hills

- The Study Area includes a mix of residential and employment lands as well as parks and a former landfill site.
- The municipality projects significant increases in population and employment by 2051.

Rural Areas

- A mix of agricultural lands and natural features are present.



Bramalea

- The GO Station area is designated as a MTSA, with policies supporting intensification, mixed uses and improved pedestrian and cycling connectivity.

Brampton

- Urban area includes mix of residential, commercial and industrial and open space lands.
- Significant growth is expected residents and jobs per hectare by 2031.

Mount Pleasant

- Lands are planned for compact mixed uses, to be easily walkable, with a range of range of built forms.
- Planned as a transit village centre on a mobility hub.

PRELIMINARY EXISTING CONDITIONS

Natural Environment

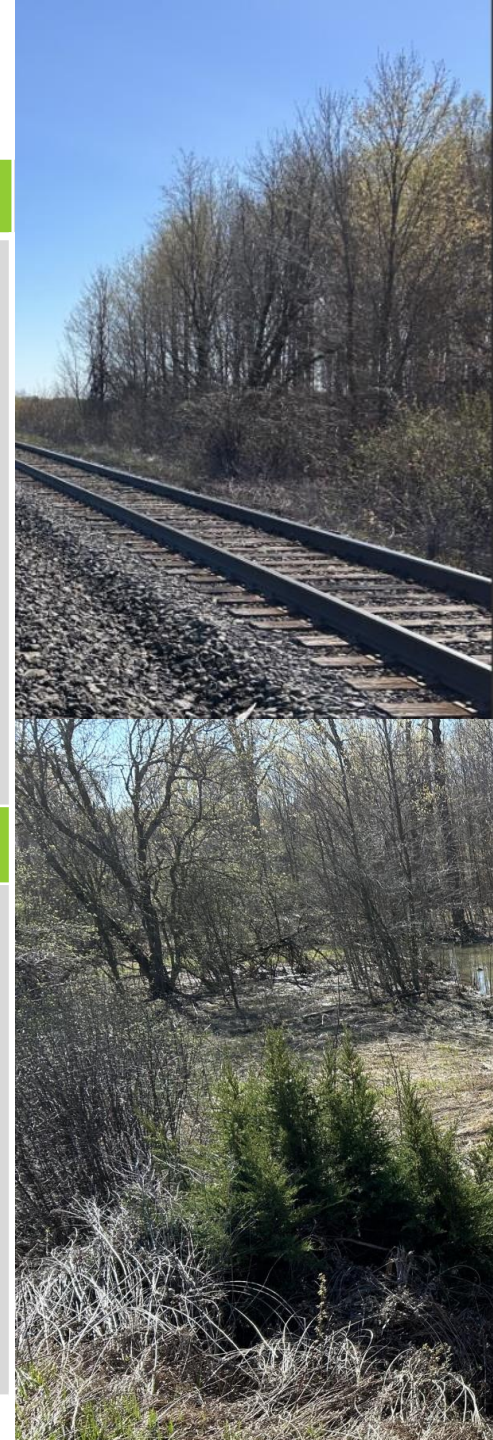
Preliminary Study Findings

Based on a review of existing data sources, the following features have been identified in the study area:

- Huttonville Creek & Area Provincially Significant Wetland Complex and other wetlands
- Several Significant Woodlands
- Significant Valleylands along Silver Creek, the Credit River and Etobicoke Creek
- Georgetown Credit Valley Regional Life Science Area of Natural and Scientific Interest
- Potential habitats for species at risk and other wildlife
- A variety of fish, including sensitive cold-water salmonids in seven watercourses
- Floodplain and hazard lands regulated by the Toronto and Region Conservation Authority and Credit Valley Conservation

Next Steps

- Complete an impact assessment to identify effects from the project on natural features.
- Complete field studies to verify the findings of the existing data review. These will include:
 - Wildlife surveys (birds, amphibians)
 - Vegetation community mapping (i.e., forest, wetland and meadow types)
 - Benthic invertebrate (aquatic insects) sampling as a predictor of water quality
 - eDNA sampling to get a general picture of wildlife in the study area
- Reporting that summarizes these findings will be captured as an EPR commitment.



PRELIMINARY EXISTING CONDITIONS

Traffic

Preliminary Study Findings

The rail corridor crosses the following features at-grade:

- Rural and urban roads, including:
 - Mississauga Road (a grade-separated structure is complete)
 - Heritage Road
 - Winston Churchill Boulevard
 - 10th Line (new crossing required)
- The following features are also present with connections to GO Stations:
 - Active transportation facilities, including sidewalks, cycling routes and trails.

Next Steps

- Complete traffic counts at key intersections.
- Assess existing and future traffic operations for the GO station accesses and study area intersections for weekday A.M. and P.M. peak hours.
- Complete an impact assessment to identify effects from the project on traffic and pedestrian and cyclist access.



10th Line, Halton Hills



Winston Churchill Blvd.

TRPAP STUDIES RESULTS & ADDITIONAL STUDIES

Ongoing TRPAP Studies

Other studies are ongoing but existing conditions are not yet available. Results from all studies will be identified at the next open house. In addition to studies already listed, these include:

- Air Quality
- Noise and Vibration
- Stage 1 Archaeological Assessment
- Socio-Economic Conditions

Studies that may be completed after completion of the TRPAP

Additional studies may be completed post-TRPAP, if identified as required.

- Stage 2 Archaeological Assessment
- Species at Risk Bat Habitat Assessments
- Butternut Health Assessment
- Species at Risk Aquatic Habitat Assessments
- Species at Risk Bird Surveys
- Cultural Heritage Evaluation Reports
- Heritage Impact Assessments, Strategic Conservation Plans

Additional studies may be required, subject to the findings of initial and ongoing assessments.



NEXT STEPS

Timeline for Next Steps



Field work and identification of potential environmental effects, mitigation measures, and future commitments

Continuing consultation with Indigenous Communities

WE WANT TO HEAR FROM YOU!



Please share your thoughts and questions with us at:

KitchenerHaltonExpansion@metrolinx.com

