IT’S TIME FOR YOU

METROLINX
An agency of the Government of Ontario
Niagara Rail Service Expansion
Class Environmental Assessment Study

WELCOME
PUBLIC INFORMATION CENTRE #2
Please sign in, review the display materials, and fill out a comment form.

GO Transit staff and the study consultants are available to discuss plans, answer questions, and receive your comments.

Your input is appreciated.
Study Purpose

To expand public transit in the Greater Golden Horseshoe recognizing the increased pressure on existing transportation infrastructure.

To serve more people, stimulate the local economy, support community growth, and provide a connection to the Greater Toronto Area.

To reduce road congestion, air pollution, and energy consumption.
Study Area/Overview

This study will be coordinated with the Ministry of Transportation’s *Niagara to GTA Corridor Planning and Environmental Assessment Study*. And, it will take into consideration elements from these planning studies:
Proposed Expansion Scope

Stations
Train Layover Facilities
Track Improvements
Train Service Levels
Property Requirements
The environmental impact of this study will be assessed using GO Transit’s Group ‘B’ Class Environmental Assessment (EA) process.
Public Information Centre (PIC) #1

PIC#1 was held this year in January and February and presented all of the potential expansion options.

Tuesday, January 26
6:00 p.m. to 9:00 p.m.
Sheraton Hotel
116 King Street West
Hamilton, ON

Wednesday, January 27
6:00 p.m. to 9:00 p.m.
Market Square
91 King Street
St. Catharines, ON

Wednesday, February 3
6:00 p.m. to 9:00 p.m.
Club Italia
2525 Montrose Road
Niagara Falls, ON

Thursday, February 4
6:00 p.m. to 9:00 p.m.
Casablanca Winery Inn
4 Windward Drive
Grimsby, ON

The potential preferred expansion options being presented today have been selected based on public and agency input received from PIC#1.
<table>
<thead>
<tr>
<th>Comment Summary</th>
<th>Study Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station locations</strong></td>
<td>Potential preferred station and train layover facility sites will be presented at PIC#2.</td>
</tr>
<tr>
<td>● Adequacy of parking.</td>
<td></td>
</tr>
<tr>
<td>● Pedestrian safety.</td>
<td></td>
</tr>
<tr>
<td>● Preferred stations: James Street North (Hamilton), Pan-Am Stadium (Hamilton), re-instate Liuna Station (Hamilton), Fruitland (Stoney Creek), Fifty Road (Stoney Creek), Casablanca (Grimsby), Grimsby VIA, Beamsville, St. Catharines VIA, and near local colleges and universities.</td>
<td></td>
</tr>
<tr>
<td><strong>Train layover locations</strong></td>
<td></td>
</tr>
<tr>
<td>● Consider old CN Merritton yard and St. Catharines VIA Station.</td>
<td></td>
</tr>
<tr>
<td>● Train layover site impacts on fruit lands.</td>
<td></td>
</tr>
</tbody>
</table>
# Public Information Centre #1 Feedback

<table>
<thead>
<tr>
<th>Comment Summary</th>
<th>Study Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service and Schedules</strong></td>
<td></td>
</tr>
<tr>
<td>● Express train service from Aldershot GO Station to Union Station.</td>
<td>● Comments noted.</td>
</tr>
<tr>
<td>● Improved bus service when trains not running.</td>
<td>● Schedule information to be presented in next project phase.</td>
</tr>
<tr>
<td>● Reduced travel times.</td>
<td>● Study Team is in discussions with the St. Lawrence Seaway Authority to address potential canal crossing delays.</td>
</tr>
<tr>
<td>● Train schedule times.</td>
<td>● Start of train service dependant on funding approval and ridership demand.</td>
</tr>
<tr>
<td>● Evening and weekend train service.</td>
<td>● The potential for grade separations at existing level crossings to be reviewed by the study team.</td>
</tr>
<tr>
<td>● St. Lawrence Seaway crossing delays.</td>
<td></td>
</tr>
<tr>
<td>● Elimination of level crossings in Hamilton.</td>
<td></td>
</tr>
<tr>
<td><strong>Technical issues</strong></td>
<td></td>
</tr>
<tr>
<td>● Design and integration with local and regional transit systems.</td>
<td>● Technical issues have been broadly assessed.</td>
</tr>
<tr>
<td>● Parking.</td>
<td>● Additional information will be available during the detailed design stage.</td>
</tr>
<tr>
<td>● Bicycle and skateboard storage on-board trains.</td>
<td></td>
</tr>
<tr>
<td>● Noise and vibration concerns.</td>
<td></td>
</tr>
<tr>
<td>● Trains blocking level crossings.</td>
<td></td>
</tr>
</tbody>
</table>
Existing Train Traffic & Stations
# Projected Ridership Demand

<table>
<thead>
<tr>
<th>Potential Station Locations</th>
<th>A.M. Peak-period Passenger Boardings*</th>
<th>Daily Passenger Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2021</td>
</tr>
<tr>
<td>Niagara Falls</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>St. Catharines</td>
<td>150</td>
<td>185</td>
</tr>
<tr>
<td>Grimsby/Beamsville</td>
<td>200</td>
<td>250</td>
</tr>
<tr>
<td>Hamilton</td>
<td>575</td>
<td>675</td>
</tr>
</tbody>
</table>

*Note: P.M. peak-period passenger boardings to be similar.
Station & Train Layover Facility Sites Considered

Niagara Rail Service Expansion
Class Environmental Assessment Study
Station & Train Layover Facility Sites Considered

GREATER HAMILTON AREA
ALDERSHOT VIA STATION
STATION & TRAIN LAYOVER FACILITY SITES
GRIMSBY VIA STATION
GRIMSBY - BARTLETT AVENUE
GRIMSBY - CASUALWA RD.
BAMMIEVILLE - ONTARIO ST.
GRIMSBY VIA STATION
GRIMSBY VIA STATION
STATION & TRAIN LAYOVER FACILITY SITES
LINCOLN
ST. CATHARINES
VIENLAND - HARORD RD.
ST. CATHARINES - VINCENCE ROAD
ST. CATHARINES - FIRST STREET
ST. CATHARINES VIA STATION
Niagara FallS
TRHOLRD
STATION & TRAIN LAYOVER FACILITY SITES

Project Limits

Future Daily Train Traffic
8 - CN
8 - GO (4 EACH WAY)
8 - VIA/AMTRAK

Thomson & Cohan, 2009-EN01
GO Transit Project NO.
HAMILTON TO NIAGARA RAIL EXPANSION
PUBLIC INFORMATION CENTRE #2
STATION & TRAIN LAYOVER FACILITY SITES
APRIL 2010
2

Figure 2
# Evaluation of Alternative Station Sites

## Hamilton

### Natural Environment
- **Hamilton James St. N.**
- **Hamilton Centennial Pkwy.**
- **Stoney Creek Fruitland Rd.**
- **Stoney Creek Fifty Rd.**

### Social/Cultural Environment
- **Hamilton James St. N.**
- **Hamilton Centennial Pkwy.**
- **Stoney Creek Fruitland Rd.**
- **Stoney Creek Fifty Rd.**

### Financial
- **Hamilton James St. N.**
- **Hamilton Centennial Pkwy.**
- **Stoney Creek Fruitland Rd.**
- **Stoney Creek Fifty Rd.**

### Technical/Ridership
- **Hamilton James St. N.**
- **Hamilton Centennial Pkwy.**
- **Stoney Creek Fruitland Rd.**
- **Stoney Creek Fifty Rd.**

### Summary
- **Hamilton James St. N.**
  - Negligible impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Good connectivity to existing and future transit systems.
  - Geographically favorable; near waterfront and future stadium site.
  - Good potential for on-site parking.
  - Within Hamilton ridership market area.
- **Hamilton Centennial Pkwy.**
  - Negligible impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Good potential for local transit integration.
  - Good potential for on-site parking.
  - Within Hamilton ridership market area.
  - Site is not currently feasible due to future planned land development.
- **Stoney Creek Fruitland Rd.**
  - Negligible impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Good potential for local transit integration.
  - Good potential for on-site parking.
  - Within Stoney Creek ridership market area.
- **Stoney Creek Fifty Rd.**
  - Negligible impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Good potential for local transit integration.
  - Good potential for on-site parking.
  - Within Stoney Creek ridership market area.
  - Site is compatible with future mixed use, multi-modal Hamilton transit hub.
  - Within Stoney Creek ridership market area.

### Recommendation
- **Hamilton James St. N.**
  - Recommended as a potential station site.
- **Hamilton Centennial Pkwy.**
  - Not recommended.
- **Stoney Creek Fruitland Rd.**
  - Recommended as a potential station site.
- **Stoney Creek Fifty Rd.**
  - Recommended as a potential station site.
## Evaluation of Alternative Station Sites

### Grimsby

<table>
<thead>
<tr>
<th>Factor</th>
<th>Grimsby Casablanca Blvd.</th>
<th>Grimsby VIA</th>
<th>Grimsby Bartlett Ave.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>![Green Circle]</td>
<td>![Orange Circle]</td>
<td>![Orange Circle]</td>
</tr>
<tr>
<td>Social/Cultural Environment</td>
<td>![Orange Circle]</td>
<td>![Green Circle]</td>
<td>![Orange Circle]</td>
</tr>
<tr>
<td>Financial</td>
<td>![Orange Circle]</td>
<td>![Green Circle]</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Technical/Ridership</td>
<td>![Green Circle]</td>
<td>![Orange Circle]</td>
<td>![Orange Circle]</td>
</tr>
</tbody>
</table>

### Summary

**Grimsby Casablanca Blvd.**
- Negligible impacts to natural environment.
- Compatible with surrounding land use and planning policy.
- Close to GO Park & Ride facility (South Service Rd. at Casablanca Blvd.)
- Good potential for on-site parking.
- Within Grimsby ridership market area.

**Grimsby VIA**
- Potential for indirect aquatic habitat.
- Compatible with surrounding land use and planning policy.
- Currently not serviced by local transit systems.
- Minimal potential for on-site parking.
- Site is within Grimsby ridership market area.
- Good connection to regional transportation (bus and VIA rail).

**Grimsby Bartlett Ave.**
- Potential for indirect aquatic habitat.
- Compatible with surrounding land use and planning policy.
- Currently not serviced by local transit systems.
- Minimal potential for parking on-site.
- Within Grimsby ridership market area.

### Recommendation

- **Recommended as a potential station site.**
- Not recommended.
- Not recommended.
# Evaluation of Alternative Station Sites

## Beamsville to Niagara Falls

<table>
<thead>
<tr>
<th>Factor</th>
<th>Beamsville Ontario St.</th>
<th>Vineland Victoria Ave.</th>
<th>St. Catharines VIA</th>
<th>Niagara Falls VIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Social/Cultural Environment</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Financial</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Technical/Ridership</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
</tbody>
</table>
| Summary                 | • Potential for indirect aquatic habitat.  
                          • Compatible with surrounding land use and planning policy.  
                          • Some archaeological site potential.  
                          • Currently not serviced by local transit systems.  
                          • Geographically located between other recommended station sites.  
                          • Good potential for ridership from outlying southern peninsula market areas.  
                          • Potential for direct aquatic habitat.  
                          • Not compatible with surrounding land use and planning policies due to location within orchard.  
                          • Some archaeological site potential.  
                          • Currently not serviced by local transit systems.  
                          • Good potential for on-site parking.  
                          • Site located outside larger ridership market areas.  
                          • Negligible impacts to natural environment.  
                          • Compatible with surrounding land use and planning policy.  
                          • Good potential for local transit integration.  
                          • Good potential for on-site parking.  
                          • Site located within St. Catharines ridership market area.  
                          • Negligible impacts to natural environment.  
                          • Compatible with surrounding land use and planning policy.  
                          • Good potential for local transit integration.  
                          • Good potential for on-site parking.  
                          • Service to site is limited by Welland Canal constraints.  
                          • Site located within Niagara Falls ridership market area. |
| Recommendation          | Recommended as a potential station site. | Not recommended. | Recommended as a potential station site. | Recommended as a potential station site. |
# Evaluation of Alternative Train Layover Sites

## Hamilton

<table>
<thead>
<tr>
<th>Factor</th>
<th>Hamilton James St. N.</th>
<th>Hamilton Centennial Pkwy.</th>
<th>Stoney Creek Lewis Rd.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Orange" /></td>
</tr>
<tr>
<td>Social/Cultural Environment</td>
<td><img src="#" alt="Orange" /></td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Green" /></td>
</tr>
<tr>
<td>Financial</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Orange" /></td>
<td><img src="#" alt="Orange" /></td>
</tr>
<tr>
<td>Technical</td>
<td><img src="#" alt="Orange" /></td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Green" /></td>
</tr>
</tbody>
</table>
| Summary                 | • Negligible impacts to natural environment.  
  • Compatible with surrounding land use and planning policy, however not well suited for City of Hamilton long-term plans for waterfront area.  
  • Can only accommodate two train storage tracks.  
• Negligible impacts to natural environment.  
• Compatible with surrounding land use and planning policy.  
• Could accommodate short-term and long-term train servicing needs; however, site is not currently feasible due to future planned land development.  
• Minimal impacts to natural environment.  
• Compatible with surrounding land use and planning policy.  
• Can accommodate four train storage tracks. |
| Recommendation          | Not recommended.      | Not recommended.          | Recommended as a potential train layover site. |
### Evaluation of Alternative Train Layover Sites

**St. Catharines to Niagara Falls**

<table>
<thead>
<tr>
<th>Factor</th>
<th>St. Catharines</th>
<th>St. Catharines</th>
<th>St. Catharines</th>
<th>Niagara Falls</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First St.</td>
<td>Vansickle Rd.</td>
<td>Glendale Ave.</td>
<td>VIA</td>
</tr>
<tr>
<td>Natural Environment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Social/Cultural Environment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technical</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recommendation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### St. Catharines

- **First St.**
  - Minimal impacts to natural environment.
  - Compatible with surrounding land use and planning policy, however future hospital located north of site.
  - Some archaeological site potential.
  - Can accommodate short-term and long-term train servicing needs.
  - Less efficient than Niagara Falls location in terms of train operations, however within relatively close distance to expansion area terminus.
  - Not recommended.

- **Vansickle Rd.**
  - Minimal impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Some archaeological site potential.
  - Could accommodate short-term and long-term train servicing needs; however, site is not currently feasible due to future planned land development.
  - Not recommended.

- **Glendale Ave.**
  - Minimal impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Can accommodate short-term and long-term train servicing needs.
  - Less efficient than Niagara Falls location in terms of train operations, however within close distance to expansion area terminus.
  - Recommended as a potential train layover site.

- **VIA**
  - Negligible impacts to natural environment.
  - Compatible with surrounding land use and planning policy.
  - Can accommodate short-term and long-term train servicing needs.
  - Located at terminus of proposed rail expansion area; would provide maximum efficiency for train operations.
  - Recommended as a potential train layover site.
Site Design Concepts
Potential Stations and Train Layover Facilities

- Potential Station: James St. North, Hamilton
- Potential Layover: Lewis Rd., Hamilton
- Potential Station: Fruitland Rd., Hamilton
- Potential Station: Fifty Rd., Hamilton

Legend:
- Potential Opening Day
- Potential Future
- Hydros Clearance 15m (50')
Site Design Concepts
Potential Stations and Train Layover Facilities

LEGEND

- POTENTIAL OPENING DAY
- POTENTIAL FUTURE
- HYRDO CLEARANCE 15m (50')
Site Design Concepts
Potential Stations and Train Layover Facilities

**POTENTIAL LAYOVER**
GLENDALE AVE., ST. CATHARINES

**POTENTIAL STATION/LAYOVER**
NIAGARA FALLS VIA

**LEGEND**
- POTENTIAL OPENING DAY
- POTENTIAL FUTURE
- HYRDO CLEARANCE 15m (50')
GO Transit will consider several service implementation options for this rail expansion. Each of which, will likely follow a phased in approach. What and when things get built, will depend on funding and ridership demand.

*For options 1-3, GO Bus service would provide a connection from the last station on the line to Niagara Falls, making stops in between.
Next Steps

Your input is valuable to the study process.

All public and agency comments received from today's session and throughout the study will be reviewed and considered by the study team.

An Environmental Study Report (ESR) will be published for public review in the coming months.
Thank you for attending

Please provide your comments about the information presented today to either of the contacts listed below, by Friday, June 4, 2010.

<table>
<thead>
<tr>
<th>Mr. Leonard Rach, P.Eng.</th>
<th>Mr. Andreas Grammenz</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Manager</td>
<td>EA Project Leader</td>
</tr>
<tr>
<td>R.J. Burnside &amp; Associates Limited</td>
<td>GO Transit</td>
</tr>
<tr>
<td>15 Townline</td>
<td>20 Bay Street, Suite 600</td>
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<td>Orangeville, ON  L9W 3R4</td>
<td>Toronto, ON  M5J 2W3</td>
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<td>Tel: 1-800-265-9662, ext. 302</td>
<td>Tel.: 416-869-3600, ext. 5524</td>
</tr>
<tr>
<td>Fax: 519-941-8120</td>
<td>Fax.: 416-869-9342</td>
</tr>
<tr>
<td>Email: <a href="mailto:Leonard.Rach@rjburnside.com">Leonard.Rach@rjburnside.com</a></td>
<td>E-mail: <a href="mailto:Andreas.Grammenz@gotransit.com">Andreas.Grammenz@gotransit.com</a></td>
</tr>
</tbody>
</table>

For more information, please visit [www.gotransit.com](http://www.gotransit.com), and click on Expansion Projects.