Welcome – Oshawa to Bowmanville Rail Service Extension

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Land Acknowledgement

Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg peoples in the Williams Treaties area and recognize the long history of First Nations and the Métis in Ontario.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

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What is the purpose of this Virtual Public Information Centre?

- Share information about the Project background.
- Discuss potential Project changes.
- Review how these Project changes were assessed.
- Gather your feedback.
- Provide you with a summary of the next steps in the Transit Project Assessment Process (TPAP).

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Indigenous Communities and Nations Engagement

Metrolinx is committed to building meaningful and long-term relationships with Indigenous communities and Nations. Engagement is particularly important with regards to potential impacts to Aboriginal and treaty rights, environmental and archaeological impacts.

Through its Indigenous Relations Office (IRO), Metrolinx is engaging the following Indigenous communities and Nations on this project, on an ongoing basis:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario

What We Have Heard to Date from the Public

Opportunities to:

Provide priority for transit, improve comfort and convenience for transit passengers.

Improve accessibility to GO Transit rail services.

Increase connectivity between Durham communities and the City of Toronto.

Improve the public realm along the corridor and GO stations.

Concerns about:

Increased traffic and congestion around GO stations.

Potential property impacts including noise and vibration.

Safety around the increased rail traffic and access to and from new proposed stations.

Impacts to businesses during construction.

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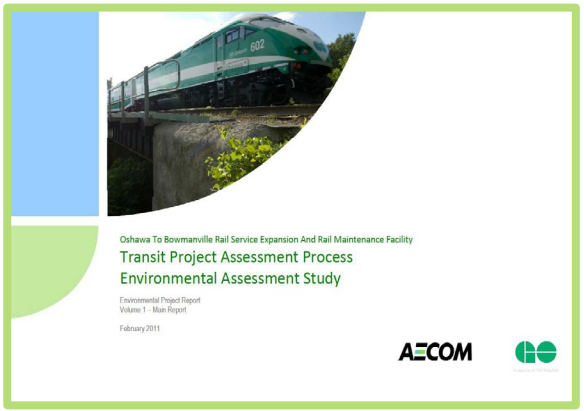
What is the Oshawa to Bowmanville Rail Service Extension Project?

The Oshawa to Bowmanville Rail Service Extension (the Project) will include the extension of GO rail services from the Durham College Oshawa GO Station (formerly Oshawa GO Station) to the proposed Bowmanville GO Station, including four new proposed GO stations.

In 2011, Metrolinx completed initial planning for the Project by preparing the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility* Environmental Project Report (EPR).

Since the completion of the EPR, Metrolinx has advanced the design of the Project through additional feasibility work, which has included changes to:

- Track Alignment
- Bridge, at-grade crossing and culvert requirements
- Relocation of Thornton's Corners East GO Station
- Relocation of Rundle Road Layover to Bowmanville GO Station



This EPR Addendum is being completed to address these Project refinements and revisions to the design approach.

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Project Components

RAIL LINE

New **18.7 km** of rail line from Oshawa to Bowmanville.

GO STATIONS

Four new proposed GO stations: Thornton's Corners East, Ritson, Courtice and Bowmanville.

INFRASTRUCTURE

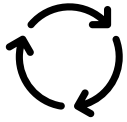
Tracking and supporting infrastructure.

MULTI-USE CROSSING

One new grade-separated multi-use crossing at Front St (Michael Starr Trail). **One** replacement of a multi-use crossing at Farewell St.

NEW BRIDGES

Seven new bridges: Highway 401, GM Spur, Oshawa Creek, Wilson Rd, Harmony Creek, Farewell Creek and Green Rd.

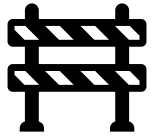


BRIDGE REPLACEMENTS

Two bridge replacements: Simcoe St and Ritson Rd. **One** bridge removal at Albert St.

BRIDGE EXPANSIONS

Five bridge expansions: Durham College Oshawa GO (pedestrian bridge), Stevenson Rd, Park Rd, Harmony Rd, and Courtice Rd.



AT-GRADE CROSSINGS

Widening of **ten** at-grade crossings to accommodate GO track(s): Bloor St East, Prestonvale Rd, Private crossing at Dom's Auto Parts, Trulls Rd, Baseline Rd (two locations), Rundle Rd, Holt Rd, Private crossing west of Maple Grove Rd, and Maple Grove Rd.

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Project Benefits

SAVED TIME

Save **15 minutes** of in-vehicle travel time **from Bowmanville to Union Station.**

FASTER TRAVEL

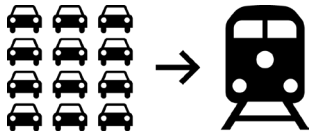
Faster and more reliable travel times.

HIGH FREQUENCY

Weekday peak service **every 30 minutes**, weekday off-peak service **every hour** and weekend service **every two hours**.

MORE PARKING SPACE

New stations are expected to improve GO facility capacity with **1580 - 2150 new parking spaces**.



REDUCED CONGESTION

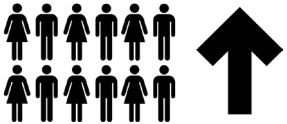
More trains = reduced congestion across the **region** and transportation related **collisions, injuries and fatalities.**

IMPROVED HEALTH

Active modes of transportation such as **walking or cycling** to access transit facilities are encouraged with three of four proposed station locations located in residential areas.

ECONOMIC BENEFITS

Rail Service Extension results in **transit user benefits of $757M over the project lifecycle.**



INCREASED RIDERSHIP

More GO Transit options will **increase ridership in Durham Region by 4.9 million annually.**

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Transit Oriented Communities

Metrolinx continues to advance opportunities to deliver all four new GO stations along the Bowmanville Extension through the Transit Oriented Communities (TOC) program.

The TOC program seeks to leverage third-party investment to deliver new or improved GO station infrastructure for Metrolinx to own and operate. The rigorous requirements that back all Metrolinx infrastructure projects will be met for design, construction and service.

Metrolinx is in discussions with third parties to deliver the four (4) proposed GO stations. Design and construction of the GO stations delivered through the TOC program are not included in the Oshawa to Bowmanville Rail Service Extension Project.

For additional information on TOC, please visit:
metrolinx.com/toc

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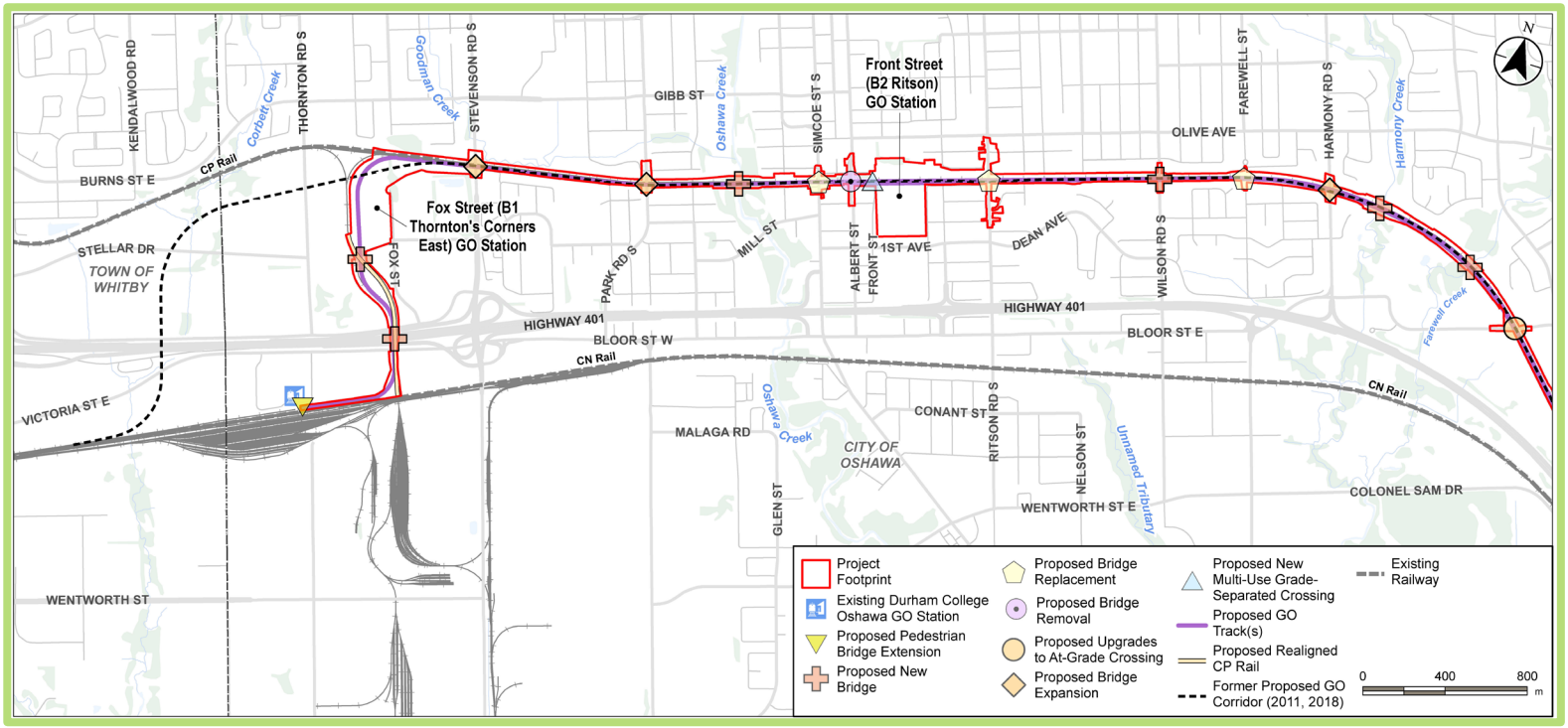
Project Footprint - Oshawa Segment



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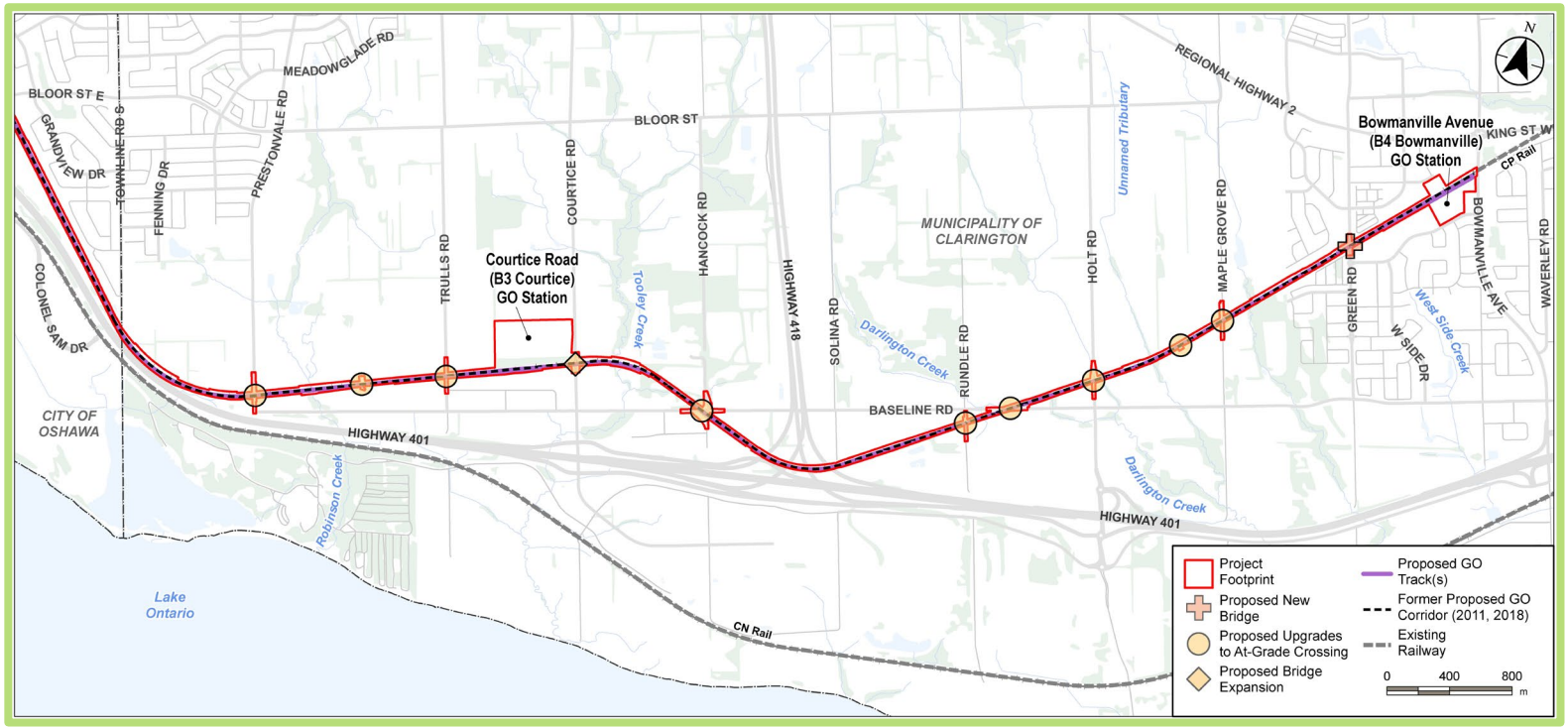
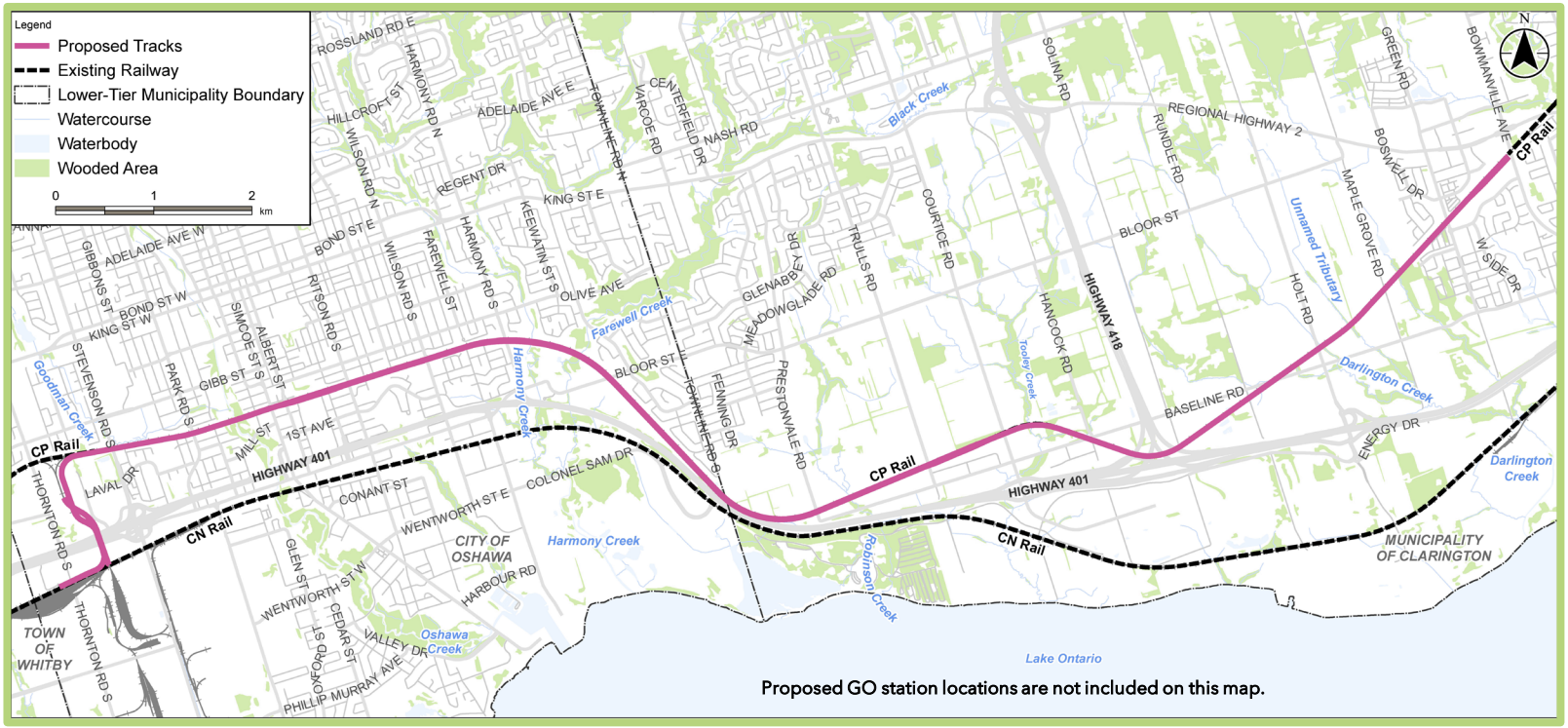
Proposed GO station delivered through Metrolinx's TOC program may include parking, passenger pick-up and drop-off, bus access point, and bike shelters.

Project Footprint - Clarington Segment



Proposed GO station delivered through Metrolinx's TOC program may include parking, passenger pick-up and drop-off, bus access point, and bike shelters.

Project Rail Alignment



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Transit Project Assessment & EPR Addendum Process

In 2011, Metrolinx completed initial planning for the Project by preparing the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility* Environmental Project Report (EPR). This process involved a pre-planning phase followed by a regulated timeline (up to 120 days). More specifically it included:

- The completion of environmental technical studies to understand existing conditions and assess the potential impacts of the Project activities
- Proposed mitigation measures and monitoring activities to avoid or reduce impacts
- Identified permits and approvals that may be required to support the Project
- Engaged and consulted with the public, Indigenous communities and Nations and stakeholders

2011

Environmental Project Report (EPR)

- Proposed four stations
- Proposed new track, new maintenance facility
- Layover at Rundle Road

2018

Initial EPR Addendum start

- Track alignment shifts
- New grade separations, upgrade more existing crossings

2020

Initial Business Case (IBC)

- Studied the best alignment from a cost, socio-economic & feasibility standpoint
- Establishes why the project should be pursued
- Provides evidence on viability of options

2020 - 2021

Preliminary Design Business Case (PDBC)

- Builds on the previous IBC by furthering the analysis of the preferred option
- Examined two potential weekend service patterns for the Project

2021

Current EPR Addendum start

- Assesses the proposed preferred option recommended in the IBC (option 2-CP) as well as stations, bridge expansions, etc.

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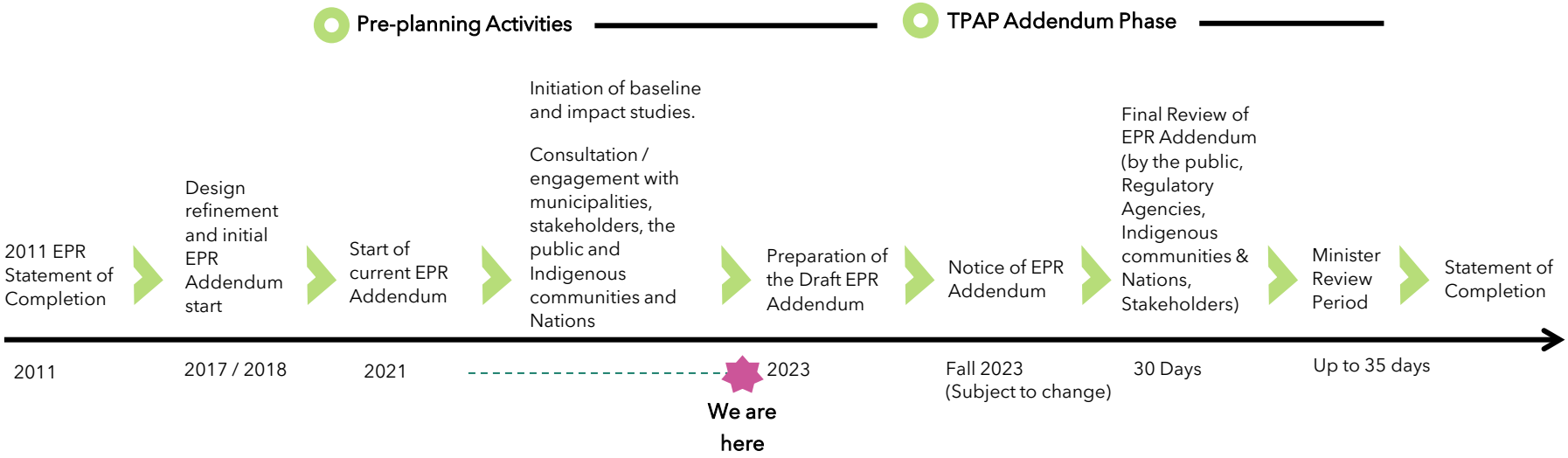
Why is an Addendum Required?

Since the completion of the 2011 EPR, Metrolinx has advanced the design of the Project and several changes are now proposed, including:

Key Changes	Description
Track Alignment	The alignment has been adjusted to accommodate one new GO track to the south of the existing rail line for the majority of the alignment without shifting existing CP track. Two new GO tracks are proposed approximately between Simcoe Street South, Oshawa and Baseline Road, Clarington.
Bridges and Culverts	The change in track alignment resulted in new assessments for bridge and culvert structures including new bridges, bridge expansions and full replacements, and culvert removals, modifications and replacements.
GO Stations	Location of proposed Thornton's Corners East GO Station has changed. Station changes may include pedestrian tunnels, enhanced pedestrian connections, expanded parking areas and new access roads.
Train Layover Facility	Relocation of the Rundle Road Layover to the proposed Bowmanville GO Station site.

The Transit Project Assessment & EPR Addendum Process



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Matters of Provincial Importance

The Project is required to consider matters of provincial importance and constitutionally protected Aboriginal and treaty rights, including:

Indigenous Relations

- Constitutionally protected Aboriginal and treaty rights and areas of concern

Natural Heritage

- Park, conservation or protected area
- Species at Risk and their habitats
- Wetland, woodland, wildlife habitat or other natural heritage areas
- Areas of natural or scientific interest
- Rivers, tributaries or lakes containing fish and fish habitat

Hydrology

- Area of surface water or groundwater or other important hydrological feature
- Areas that may be impacted by a known, suspected or off-site source of contamination

Cultural Heritage and Archaeology

- Protected heritage properties and Built Heritage Resources
- Cultural Heritage Landscapes
- Archaeological resources and areas of potential archaeological interest

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Environmental Studies

- Environmental studies document existing conditions, assess potential construction or operational impacts from the Project, and identify mitigation measures to reduce or eliminate potential impacts.*
- Study recommendations and identified mitigation measures will be used by the design team to support Project design.
- The studies mentioned below form part of the EPR Addendum that will be posted for a 30-day public review.

- Natural Environment Technical Report

- Tree Inventory Technical Report
- 450 Fox St., Oshawa Arborist Report

- Air Quality Technical Report

- Noise & Vibration Technical Report

- Traffic Impact Analysis

- Socio-Economic and Land Use Characteristics Assessment

- Cultural Heritage Report
- Cultural Heritage Evaluation Reports
- Cultural Heritage Evaluation Recommendation Reports

- Stage 1 Archaeological Assessment

- Geology and Groundwater**

- Stormwater Management**

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* For additional details regarding the Environmental Studies, please refer to the Environmental Supplemental Information PDF available online.
** The information presented on the Geology and Groundwater and Stormwater Management slides are preliminary desktop findings of existing conditions and more information will be gathered during Project detailed design.

Natural Environment

The Natural Environmental Assessment Area is comprised of the Project Footprint plus an additional 120 metres from the perimeter of the Project Footprint and an additional 500 metres from the approximate centre point of the GO station locations. The Assessment Area is largely urbanized with signs of disturbance and consisting of an abundance of invasive species and include:

- The Species at Risk confirmed through direct observations during site visits in the Project Footprint include: Little Brown Myotis, Bobolink, Eastern Meadowlark and Butternut*.
- Fish community and fish habitat conditions were documented at 14 watercourse crossing locations. Some watercourse crossings provide important migration routes between Lake Ontario and headwater reaches.

Project's Potential Effects:

- Disturbance, displacement or mortality of wildlife.
- Removal of and/or damage to aquatic/terrestrial vegetation and wetlands.

Mitigation Measures:

- All requirements of the *Migratory Birds Convention Act, Endangered Species Act*, *Species at Risk Act,* and the *Fisheries Act* will be met.
- Sensitive wildlife timing restrictions will be followed for construction activities (e.g., removal of vegetation outside of the breeding bird season).
- Erosion and sediment control plans and wildlife exclusion measures will be implemented protect fish, wildlife and their habitat.

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* Butternut purity to be confirmed through genetic testing.

Tree Inventory

The Tree Inventory Assessment Area is comprised of the Project Footprint plus any tree dripline that intersected with the plane of the area impacted. Over 3,800 trees and numerous vegetation units were inventoried during fieldwork.

- Potential pure Butternut trees (a Species at Risk) are within the Project Footprint; genetic testing is planned to confirm whether the trees are pure Butternut or hybrid.

Project's Potential Effects:

- Tree removals and damage to trees during construction, including soil compaction, root damage and mechanical damage.
- Disturbance or displacement of wildlife during vegetation maintenance activities.

Mitigation Measures:

- Vegetation removal will be avoided and reduced to the greatest extent possible and limited within areas affected by construction activities.
- Compensation for tree removals and vegetation will be undertaken in accordance with the Metrolinx Vegetation Guideline (2022) and subsequent amendments.
- Wildlife timing restrictions will be followed for operational maintenance activities (e.g., removal of vegetation outside of the breeding bird season).
- All requirements of the *Endangered Species Act* and *Migratory Birds Convention Act* will be met.

Butternut tree

Geology and Groundwater

The Limited Phase I Environmental Site Assessment Area is comprised of the Project Footprint plus an additional 100 metres from the perimeter of the Project Footprint and an additional 250 metres from the approximate centre point of the GO station locations.

Several highly vulnerable aquifers* were identified along the rail corridor and at the four proposed GO station locations.

Two Event Based Areas** were identified, one at the proposed Thornton's Corners East GO Station location and one at the segment of the CP Railway corridor crossing Oshawa Creek.

The Project is not expected to result in changes to landforms, physiography, soils and bedrock geology. There is a potential for temporary effects to groundwater during construction and operations (i.e. accidental spills).

Project's Potential Effects:

- Construction activities could release existing contaminated groundwater, if present.
- Accidental spills and releases may affect groundwater through contamination.

Mitigation Measures:

- A Groundwater Management and Dewatering Plan.
- A Spill Prevention and Contingency Plan.

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* An aquifer (underground layer of permeable soil and/or rock) susceptible to contamination due to its location near the ground surface or the surrounding soils.
** Areas in a watershed where a spill could pollute the drinking water supply.

Stormwater Management

The review of existing stormwater conditions included identification of watersheds overlapped by the Project Footprint and existing Stormwater Management (SWM) ponds within 500 metres from the perimeter of the Project Footprint.

The Assessment Area intersects nine watersheds:

- Corbett Creek, Oshawa Creek, Harmony Creek and Farewell Creek in the City of Oshawa
- McLaughlin Bay, Robinson Creek, Tooley Creek, Darlington Creek and West Side Creek in the Municipality of Clarington

Project's Potential Effects:

- New and modified watercourse crossing structures (bridges and culverts) have the potential to affect flood conditions, including currently impacted floodplain areas.
- Sediment transport into adjacent natural areas including watercourses, wetlands and municipal drainage infrastructure.
- Alterations to the local drainage system, both overland (major drainage system) and storm sewers (minor drainage system).

Mitigation Measures:

- A floodplain impact assessment will be conducted during detailed design following the Central Lake Ontario Conservation Authority (CLOCA) guidelines, and Metrolinx will continue to consult with CLOCA.
- Prepare and implement a Stormwater Management & Drainage Design Report, an Erosion and Sediment Control Plan, a Spill and Response Plan, detailed drainage design and erosion and sediment control drawings prior to construction.
- Project will be designed and constructed within hydraulic assessment recommendations to limit impacts on existing flood hazards.

Air Quality

The Air Quality Assessment Area is comprised of the Project Footprint plus an additional 500 metres from the perimeter of the Project Footprint.

Current ambient air quality in the Assessment Area is influenced by emissions from residential, commercial and industrial sources, as well as vehicular traffic.

Project's Potential Effects:

- Temporary impacts to local air quality during construction due to fugitive dust emissions, construction equipment tailpipe emissions, vehicle emissions and associated dust.
- Air quality effects during operations from fuel combustion at GO stations, train operations, maintenance activities, GO bus service and parking.

Mitigation Measures:

- Use of dust suppressants such as water sprayers and limiting on-site vehicle speed to less than 20 km/hr.
- Installation and maintenance of mud mats at entrances to the project site to manage fugitive dust.

Noise

The Noise and Vibration Assessment Area is comprised of the Project Footprint plus an additional 500 metres from the perimeter of the Project Footprint.

The current acoustical environment in the Assessment Area is dominated by road traffic noise from Highway 401 to the south, Highway 418 in Clarington, major roadways, stationary noise sources and the existing CP Railway corridor.

Project's Potential Effects:

- Noise from construction and operations activities may cause disturbance and/or annoyance nearby to sensitive/critical* receptors.

Mitigation Measures:

- Noise control options, such as silencers/mufflers for specific equipment and noise shrouds for piling should be considered during construction.
- Temporary noise barriers for construction hoarding should be considered when minimum setback distances cannot be maintained.
- GO trains are expected to stop and/or move at a reduced speed near/ at proposed GO stations during operations.
- Noise barriers are recommended along various portions of the rail corridor and in proximity to GO stations to mitigate noise effects during operations.

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*A sensitive receptor is a building in which a person resides on a permanent or semi-permanent basis, such as a house or an apartment. A critical receptor is a location where sensitive populations reside or spend a significant amount of time daily, such as schools, retirement homes, hospitals, or day cares.

Vibration

Current sources of vibration in the Assessment Area include commercial and industrial activities, road traffic and passing freight trains.

Project's Potential Effects:

- Vibration may cause damage to buildings, utilities and other structures during construction.
- Vibration may cause disturbance during construction and operations.

Mitigation Measures:

- Owners of properties within the Zone of Influence* will be notified in advance of commencing construction activities.
- Construction planning such as maintaining setback distances and switching to less impactful equipment are recommended.
- Ballast mats or other feasible mitigation measures will be explored to mitigate effects from vibration during operations.

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*Zone of Influence: Land in or adjacent to a construction site, which is potentially impacted by construction vibration equal or greater than the vibration exposure limits outlined in the Metrolinx Guide for Noise and Vibration Assessment (2019).

Socio-Economic and Land Use

The Socio-Economic and Land Use Characteristics Assessment Area is comprised of the Project Footprint and an additional 500 metres from the perimeter of the Project Footprint.

Metrolinx is in the early stages of detailed design, and property impacts are preliminary and will be assessed as the Project progresses.

Project's Potential Effects:

- Permanent property acquisitions and temporary easements.
- Potential temporary service interruptions related to utility relocations.
- Noise, vibration and dust.
- Closure of Albert Street Bridge during removal to support construction of new tracks.
- Proposed GO stations have the potential to result in increased noise, vibration, dust and light.
- Retaining walls will affect sightlines of nearby properties.

Mitigation Measures:

- Ongoing consultation with landowners will be maintained when access to property is required.
- A detailed Utility Infrastructure Location Plan will be developed and implemented to protect, support, safeguard, remove and relocate all utility infrastructure.
- Mitigation measures for effects related to Air Quality and Noise & Vibration will be implemented.
- For temporary/permanent closures, there will be coordination with municipal stakeholders and public notification to support any detour or closure required.
- Construction will comply with all applicable municipal and provincial bylaws and legislation for lighting areas near highways, roadways and residential areas.
- A Complaints Protocol will be implemented to address the potential effects of operational inconvenience and community concerns.

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Traffic and Transportation

The overall Traffic Impact Analysis Assessment Area was divided into four focus areas around the proposed GO station locations which include:

- Focus Area B1: Fox Street (B1 Thornton's Corners East) GO Station
- Focus Area B2: Front Street (B2 Ritson) GO Station
- Focus Area B3: Courtice Road (B3 Courtice) GO Station
- Focus Area B4: Bowmanville Avenue (B4 Bowmanville) GO Station

The Assessment Area has a substantial road network that is served by both local and regional transit networks, including the GO train service on the Lakeshore East line which currently terminates at Durham College Oshawa GO Station (formerly Oshawa GO Station), and bus routes extending beyond Durham College Oshawa GO Station.

Project's Potential Effects:

- Construction may result in partial road and lane closures that may affect traffic and travel times.
- The Project will serve to expand and enhance the existing transit networks by providing Durham communities an alternate mode of travel to connect to the GO Transit Lakeshore East rail line.

Mitigation Measures:

- A Traffic Control and Management Plan will be developed to maintain reasonable access through work zones.
- Access to nearby land uses will be maintained for vehicular, pedestrian and cyclist traffic.
- The Project is anticipated to provide an overall benefit to transportation and does not require mitigation measures during operations.

Cultural Heritage

The Cultural Heritage Assessment Area is comprised of the Project Footprint plus an additional 50 metres from the perimeter of the Project Footprint and an additional 500 metres from the approximate centre point of the GO station locations.

Project's Potential Effects:

- There is potential for indirect impacts where vibration caused by construction activities may affect a Built Heritage Resource/Cultural Heritage Landscape.
- There is potential of direct impacts to the following heritage resources:
  - The Provincial Heritage Property of Provincial Significance located at 500 Howard Street, Oshawa due to potential alteration and demolition.
  - The Albert Street Bridge is currently listed on the *Heritage Oshawa Inventory* as a "Class A" heritage property. The bridge is proposed to be removed.
  - The Farewell Street Multi-Use Bridge is proposed to be replaced.
  - Select properties within the Project Footprint at Avenue Street, Simcoe Street South, Ritson Road South and Farewell Street in the City of Oshawa; St. Wolodymyr and St. Olha Ukrainian Cemetery and Baseline Road in the Municipality of Clarington.
  - Vibration effects to Built Heritage Resources/Cultural Heritage Landscapes are not anticipated during operations.

Mitigation Measures:

- Built heritage resources shall be avoided by establishing a buffer zone around the resource. If avoidance is not feasible, a pre-construction vibration monitoring assessment within the buffer zone is recommended.
- Construction planning such as maintaining setback distance and using less impactful equipment are recommended.
- Consent from the Minister of Citizenship and Multiculturalism is required to remove or demolish a provincial heritage property of provincial significance. Metrolinx is currently seeking Minister's Consent for the partial alteration and demolition of the structure at 500 Howard Street, Oshawa.
- All built heritage requirements will be addressed for the removal of Albert Street Bridge and replacement of Farewell Street Bridge.
- Further cultural heritage assessments are ongoing as part of the TPAP to confirm the potential for effects to cultural heritage resources and appropriate mitigation measures.

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Archaeology

The Assessment Area for the Stage 1 Archaeological Assessment is comprised of the Project Footprint plus 20 metres from the perimeter of the rail alignment, 70 metres from the perimeter of at-grade crossings and bridges and 500 metres from the approximate centre point of the GO station locations.

Approximately half of the Assessment Area contains archaeological potential based on the Stage 1 Archaeological Assessment. The potential of archaeological resources will require further archaeological assessments.

Project's Potential Effects:

- Disturbance of unassessed or undocumented archaeological resources during construction.
- Potential direct impacts to a small area along the boundary of the St. Wolodymyr and St. Olha Ukrainian Cemetery directly adjacent to Prestonvale Road, Clarington and the railway corridor, which is located within the Project Footprint.

Mitigation Measures:

- Further archaeological assessment is currently underway, including Stage 2 Archaeological Assessments.
- Work will stop if unexpected archaeological materials are encountered (or suspected) at a location and the site will be assessed by a licensed archaeologist.

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Thank You for Attending!

We appreciate the time you have taken to learn about the EPR Addendum, and we value your opinions. Please provide input online from **June 8 to June 21, 2023** via slido or by emailing DurhamRegion@metrolinx.com.

Let us know if you have questions or comments regarding:

- Project Assessment Area
- Existing conditions or potential environmental effects
- EPR Addendum and TPAP process
- A Notice of EPR Addendum is anticipated to be issued in Fall of 2023 where:
  - Final EPR Addendum and supporting technical documents will be made available for a 30-day review period
  - Following 30-day public review period, the Minister of Environment, Conservation and Parks (MECP) has 35 days to review
  - MECP will issue a notice allowing the proposed Project to proceed or a notice requiring further work to address concerns
  - Statement of Completion will be posted on the Metrolinx website

Stay involved with the Bowmanville Extension by reaching out to the Durham Community Engagement Team below:

- Email us at DurhamRegion@metrolinx.com
- Call us at (416) 202-3900
- Visit our website www.metrolinx.com/bowmanville

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