

Appendix B6
Municipal Correspondence Records



From: [Laura Filice](#)
To: [Doug Robertson](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Thursday, July 27, 2023 10:02:11 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)

Thank you Doug for taking the time to provide the below comments. We will review and incorporate the changes as needed.

Thanks,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>
Sent: July 26, 2023 10:18 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the opportunity to review the 95% Draft EPR Addendum Report. Our comments are as follows:

Main EPR Addendum Report (June 28, 2023)

1. General – As noted in our previous comments, the TPAP Addendum identifies project impacts and mitigation measures at a high level, so additional work will be required to further quantify impacts and detail appropriate mitigation measures through subsequent phases of the project after the TPAP Addendum is approved. Metrolinx has committed to continue working with the Region and Area Municipalities to address/mitigate the impacts of the project through the detailed design, construction, and operation phases of the rail corridor works and GO Station/TOC sites (as noted in Tables 5.10 and 8.3), and the Region looks forward to continuing to work with Metrolinx in this regard.
2. Page 1.22, Figure 1.2.10 – There are stray “Regional Road 57” and “Martin

Road” labels at the intersection of Regional Highway 2/King Street West with Bowmanville Avenue (Regional Road 57). These labels should be removed.

3. Pages 1.27, 1.28, and 1.30, Table 1.3 – The descriptions of the Current Proposed Project Component for the Stevenson Road, Park Road, Harmony Road, and Courtice Road bridges do not match the current (50%) project design. The current proposed design is to fully replace the south abutment at each bridge rather than build retaining walls with tiebacks as noted here. The abutment replacement will require the closure of each road for a period of months, while the previous design would not have required any significant road closures. This change should be assessed to determine whether or not it is “Significant” for purposes of the EPR Addendum.
4. Page 2.15, Section 2.1.3 – As noted in our previous comments, the report should specifically state whether or not the planned bridge vertical clearances (7.01m) will accommodate future electrification. We acknowledge that electrification is not currently feasible, but new/modified bridges should provide adequate clearance to permit electrification if it becomes feasible in the future.
5. Pages 2.16 and 2.17, Table 2.3 – The existing overpasses at Stevenson Road, Park Road, and Harmony Road accommodate four lanes of traffic, not two.
6. Page 2.20, Section 2.2 – The description of the bridge modifications at Stevenson Road, Park Road, Harmony Road, and Courtice Road in the third paragraph does not match the currently-proposed design, which requires full replacement of the south abutment.
7. Page 4.80, Section 4.8.2 – Since transit routes regularly change, the report should identify when the existing transit route information was accessed.
8. Page 5.46, Section 5.8.1.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in Appendix A6, Traffic Impact Assessment. Analysis of the traffic impacts of these additional closures will be required as part of the development of Traffic Control and Management Plans during detailed design.
9. Page 5.47, Section 5.8.1.3 – The end of the third sentence of the paragraph on the Ritson Road closure states that traffic will divert to Ritson Road. We assume that is a typo and should be Simcoe Street.
10. Page 5.48, Section 5.8.2.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in

Appendix A6, Traffic Impact Assessment. Analysis of the impacts of these additional closures on transit operations will be required as part of the development of Traffic Control and Management Plans during detailed design.

11. Page 5.50, Section 5.8.3.3 – The first paragraph should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road. Analysis of the impacts of these additional closures on active transportation will be required as part of detailed design. A commitment should be provided to maintain reasonable access across the rail corridor during road closures, particularly for the crossings in urban areas that see significant active transportation volumes. Given the long distances that pedestrians and cyclists would need to detour to access adjacent grade separated or controlled rail corridor crossings, there will likely be significant demand for unauthorized crossings of the rail corridor during road closures at these locations if some sort of temporary controlled crossing near the closed road is not provided.
12. Page 5.154, Table 5.10 – Operational impacts of the GO Station locations on the Road Network should be noted here, along with the commitment to a full multi-modal TIA as part of the planning, design, and approvals process for each of the four GO Station/TOC developments (as noted in Table 8.3 on Page 8.21).
13. Page 8.20, Table 8.3 – For the Construction Phase, under the Transportation Discipline, the second and fourth bullet points should be modified by adding “for all travel modes”, as follows: “Traffic Control and Management Plan(s) will be developed prior to construction to maintain reasonable access through work zones for all travel modes, to the extent possible.”

Appendix A6, Traffic Impact Assessment (June 28, 2023)

14. General – We acknowledge that the analysis presented in this appendix is intended to provide a high-level understanding of the traffic issues and LOS of the focus areas intersections, as well as the impacts of the planned Simcoe Street and Ritson Road bridge closures. It is our understanding that additional work will be completed as part of the Transportation Impact Assessments for the four GO Station/TOC sites and development of the Traffic Control and Management Plans for the Simcoe and Ritson bridge replacements (and any other needed road closures or restrictions) to identify and mitigate site-specific operations and safety issues for all travel modes during all phases of the project. We encourage Metrolinx and their consultants to consult with Regional and Area Municipal staff early and often to ensure this additional work is appropriately scoped to address all stakeholders' needs.
15. General, Synchro analysis – Our Traffic Engineering and Operations Division's

review of the Synchro analysis is on-going. Any comments arising from their review will be forwarded as soon as they are available.

16. Page 4, Section 1.0 – Figure 1 is missing.
17. Page 13, Section 4.3, Table 1 – Years should be added to the table for the Existing Conditions and Construction Staging scenarios. Section 4.1 states that existing volumes were grown by 1.5% per year to a 2024 horizon for the Construction Staging scenarios, but the table states that existing volumes were used. Either Section 4.1 or the table should be revised as appropriate to resolve this discrepancy.
18. Page 17, Figure 7 – A dedicated northbound right turn lane was built on Thickson Road at Burns Street (Intersection #1) last year, so it should be included in the existing conditions analysis.
19. Section 6.0, General – The 2031 Future Conditions section does not include assessment of active transportation needs/deficiencies or recommendations for improvements. It is our understanding that this will be addressed as part of the multi-modal Transportation Impact Assessment (TIA) that Metrolinx has committed to completing during the planning and design for each of the four proposed GO Station/TOC sites.
20. Page 60, Section 6.1.3 – It is not clear from the results in Table 15 that there would be excess capacity along Champlain Avenue to compensate for removal of the assumed Stellar-Laval connection, since the Thornton Road/Champlain Avenue and Stevenson Road/Champlain Avenue intersections do not appear to have excess capacity. The paragraph above Table 15 refers to Champlain Avenue intersecting with Laval Drive, but these two roads do not intersect.
21. Page 60, Table 15 – For Node #7 “Gibbs St” should be “Gibb St”.
22. Page 76, Figure 40 – There should be two southbound through lanes on Bowmanville Avenue at Regional Highway 2 (Intersection #55); widening through this intersection is currently under construction. The lane diagrams are drawn incorrectly at Intersections 55, 58, and 59.
23. Page 86, Section 7.1.2 and Page 97, Section 7.2.2 – The study continues to show traffic from Simcoe Street and Ritson Road diverting to Albert Street, even though the Albert Street bridge is to be demolished before the Simcoe Street and Ritson Road bridge closures. We acknowledge the previous response that additional study will be done to fully assess the impacts of all planned road closures and restrictions in the area, but the report as currently written presents an unrealistic scenario. As noted in our previous comments, this issue can be

addressed by either revising the traffic diversions to remove Albert Street or noting the expected loss of Albert Street as a diversion route and discussing the impacts in general terms. The commitment to further study the impacts through development of the Traffic Control and Management Plans should also be noted in these sections.

24. Page 88, Figure 48 – The volumes shown on Simcoe Street north of Mill Street and south of Olive Avenue still appear to be quite high given the road closure at the rail corridor, e.g., 359 vehicles southbound south of Olive Avenue in the PM peak hour. There are no obvious destinations for this amount of traffic. The volumes should be verified and corrected as needed.
25. Page 99, Figure 56 – Similar to the comment above, significant traffic volumes are shown on Ritson Road north and south of the bridge closure, e.g., 278 vehicles northbound at Olive Avenue in the PM peak hour. The volumes should be verified and corrected as needed.
26. Page 108, Section 8.0 – The fourth paragraph of the section should be revised to be consistent with the commitment to future study in the main EPR Addendum Report by removing the phrase “if required” from the last sentence.
27. Page 110, Section 8.0, Focus Area B3 – The second paragraph states that Courtice Road was assumed to be widened to four lanes between Bloor Street and Highway 401 by 2031, but this was not assumed in the analysis presented earlier in the report (see Figure 37) and is not consistent with the Region’s current plans.

Please let me know if you have any questions on the above.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



Vacation notice – I will be away from July 31 until August 14

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 18, 2023 10:06 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;

Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Morning Doug,

Thank you for letting us know. We look forward to getting your team's comments next week.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: July 17, 2023 4:42 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Unfortunately our team has not been able to complete our review yet. We will need about one more week to complete it. Sorry for the delay, and please call me if you want to discuss.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2023 4:54 PM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

Please see link below to access the updated EPR and supporting technical reports.

As noted in the project footprint change memo (attached again for reference), the **main changes** from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend !

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 2, 2023 9:13 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

No problem. We will circulate the reports once ready.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: April 28, 2023 5:46 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sending this notice and updated schedule information for the TPAP Addendum. Regional staff are interested in reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period. Please confirm that we will have this opportunity, and let me know approximately when these reports will be available.

Thanks.
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on

the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303

Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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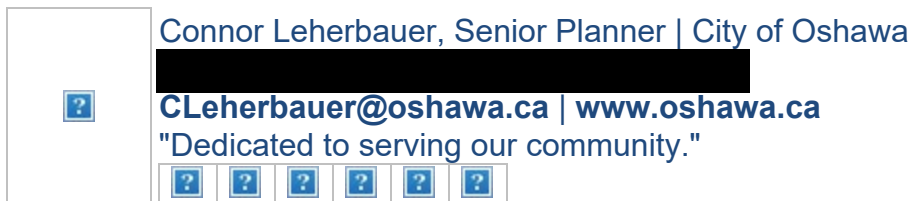
From: [Connor Leherbauer](#)
To: [Laura Filice](#)
Cc: [Tom Goodeve](#); [Meaghan Harrington](#); [Anthony Ambra](#); [Ranjit Gill](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, April 21, 2023 8:51:52 AM
Attachments: [image001.png](#)

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Hi Laura,

Could you please send me the project materials at your earliest convenience? City staff may wish to report to Oshawa City Council in order to obtain approval to submit comments.

Thank you,



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Thursday, April 20, 2023 4:46 PM
Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.



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Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
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[REDACTED]



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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Bowmanville Extension Options - 20200303



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I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: lbackus@clarington.net
Cc: RBrezina@clarington.net; csalazar@clarington.net; [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, August 11, 2023 10:11:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Lisa,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: <https://www.dropbox.com/sh/wt2rsyw06d6431q/AACUs-oBNBshV7KJYOQzhlwka?dl=0>

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Backus, Lisa <lbackus@clarington.net>

Sent: August 2, 2022 1:23 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Brezina, Robert <RBrezina@clarington.net>; Salazar, Carlos <csalazar@clarington.net>

Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hello Jennifer. Staff do not have any comment on the draft 90 EPR Addendum Report.

Thank you for your patience as Rob and I made our way through the (enormous) document.

Have a nice day,

Lisa

Lisa Backus, MCIP, RPP
Manager Community Planning & Design
Planning and Development Services
Municipality of Clarington

[REDACTED]
[REDACTED]

E: lbackus@clarington.net

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

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[REDACTED]
[REDACTED]

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- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and

new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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Connect with us:



From: [Backus, Lisa](#)
To: [Jennifer Wong](#)
Cc: [Annie Gu](#); [Tegan McWhirter](#); [Rachel Afonso](#); [Laura Filice](#); [Brezina, Robert](#); [Salazar, Carlos](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Tuesday, August 2, 2022 1:22:47 PM
Attachments: [image001.png](#)
[image002.jpg](#)

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Hello Jennifer. Staff do not have any comment on the draft 90 EPR Addendum Report.

Thank you for your patience as Rob and I made our way through the (enormous) document.

Have a nice day,

Lisa

Lisa Backus, MCIP, RPP
Manager Community Planning & Design
Planning and Development Services
Municipality of Clarington

[REDACTED]

[REDACTED]

E: lbackus@clarington.net

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]

[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project

schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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Connect with us:



From: [Laura Filice](#)
To: painchaudt@whitby.ca
Subject: FW: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Attachments: [image001.jpg](#)
[image003.png](#)

Hi Tara,
Forwarding this on to you since Dhaval Pandya is no longer with the Town of Whitby.
Let me know if you have any questions.
Thank you,
Laura

From: Laura Filice
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Good Afternoon,
As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.



Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.
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- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice
Sent: March 25, 2022 8:21 AM
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion
Good Morning,
In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail*

Maintenance Facility Transit Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3




From: [Connor Leherbauer](#)
To: [Laura Filice](#)
Cc: [Tom Goodeve](#); [Meaghan Harrington](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: BMV - Albert St Road Closure Report & 90% EPR Comment Submission
Date: Wednesday, October 12, 2022 9:29:52 AM
Attachments: [image001.png](#)
[image004.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[image005.jpg](#)
[image008.jpg](#)

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Hi Laura,

Apologies for the delay – I can now confirm that we do not have any further comments to provide.







Thank you,




Connor Leherbauer, Senior Planner | City of Oshawa

CLEherbauer@oshawa.ca | www.oshawa.ca

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Vote Oshawa logo



[Cast your vote](#) in the Municipal & School Board Elections on or before Monday, October 24.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Wednesday, October 5, 2022 10:11 AM
To: Connor Leherbauer <CLEherbauer@oshawa.ca>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: BMV - Albert St Road Closure Report & 90% EPR Comment Submission

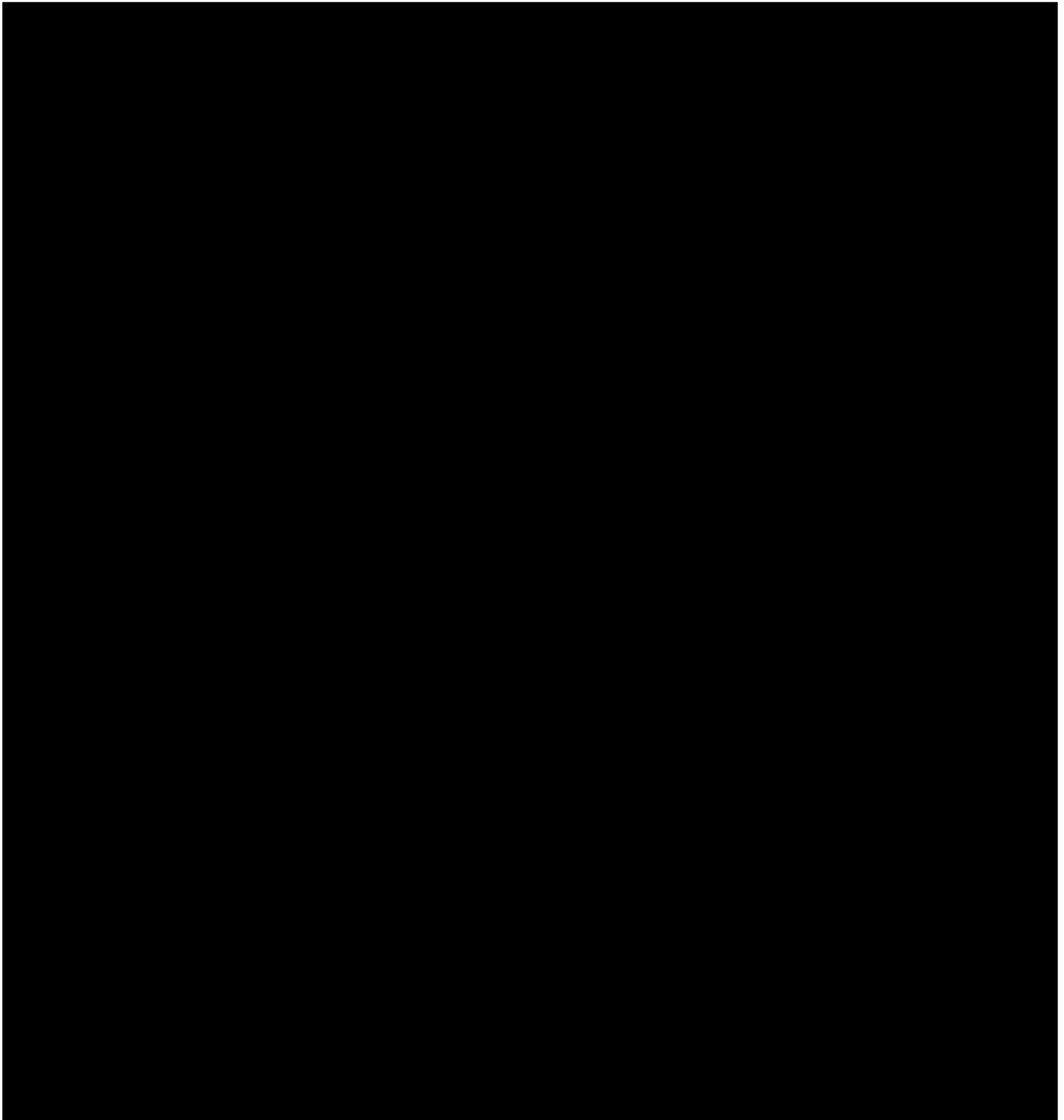
Morning Connor,

Just wanted to check in to see if your team had any further comments on the revised EPR / responses sent over. Let me know if we can expect comments or if your team would like more time to review.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: [Laura Filice](#)
To: [Connor Leherbauer](#)
Cc: [Tom Goodeve](#); [Meaghan Harrington](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: BMV - Albert St Road Closure Report & 90% EPR Comment Submission
Date: Monday, September 19, 2022 4:17:20 PM
Attachments: [~WRD0001.jpg](#)
[image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)
[City of Oshawa comments_BMW_90%_20220919.pdf](#)

Good Afternoon Connor,

Thank you for providing comments to the Draft EPR circulated on May 10th. We have prepared the following response (attached) and have provided a link below to the revised Draft EPR for your teams review.



If your team would like to provide any additional comments, please have them submitted by October 3rd, 2022.

Updated Key Dates for the project are provided in the milestone schedule below.

Key Date	Previous Date	Revised Date *
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Current)
Notice of Public Meeting	August 2022	November 2022
Public Meeting	September 2022	December 2022 – January 2023
Notice of EPR Addendum	October 2022	February 2023
30-Day Public Review	October to November 2022	February – March 2023
35-Day Minister Review	January to February 2023	March 2023 – April 2023
Statement of Completion	February 2023	April 2023

*Dates are subject to change

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3





September 19, 2022

Attention: City of Oshawa Staff

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to the City of Oshawa's Comments

Dear City of Oshawa Staff:

The below responses are provided to address the comments and recommendations outlined in the letter received on June 22, 2022 from the City of Oshawa for Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

Subject/Theme	City Staff Comments	Responses
Ritson Station	<p>It is the City's expectation that the Ritson GO Station be constructed concurrently with the construction of the Oshawa-to-Bowmanville GO Rail Extension. The construction of the Ritson GO Station concurrently with the Extension would:</p> <ul style="list-style-type: none">• Represent good planning as it would enable the City to actually implement a designated multimodal transportation hub directly abutting the Downtown Oshawa Urban Growth Centre ("U.G.C."), which is one of only two Urban Growth Centres identified within the Growth Plan for the Greater Golden Horseshoe, 2020 (the "Growth Plan") for the whole of Durham Region. Contextually, this location has the strongest potential for growth of people and jobs of any of the four (4) stations planned for the Oshawa-to-Bowmanville Extension;• Act as a catalyst for the redevelopment of central Oshawa and the continued growth and redevelopment of the Downtown Oshawa U.G.C.;• Align with the municipal and Regional investments and studies completed to date for the area;• Expedite the delivery of multiple proposed development projects in the immediate station area which are dependent on substantial and frequent transit availability to permit lower rates of parking supply; and,• Serve as a southern anchor for downtown Oshawa and the planned Bus Rapid Transit (BRT)/Regional Express Bus corridor on Simcoe Street identified in the 2030 mapping for the GO Expansion program.	<p>The EPR Addendum does not include details regarding final design or scheduling as this will be determined as part of ongoing planning, however, Metrolinx will consider the City's comments in future planning decisions and will hold further meetings to discuss Project details, including construction sequencing, with the City.</p>

Subject/Theme	City Staff Comments	Responses
	<ul style="list-style-type: none"> Only the existence of a multimodal transportation hub focused on the Ritson GO Station will allow the City to reach its growth targets for population and jobs identified within the Growth Plan. Ritson GO Station is the only station of the four (4) stations planned for the Oshawa-to-Bowmanville Extension that is adjacent to an U.G.C. identified in the Growth Plan, and is the only station proposed to be directly served by Rapid Transit. 	
Laval Drive/Stellar Drive Connection	<p>The Draft 90% Environmental Project Report Addendum to the 2011 Environmental Project Report (hereinafter referred to as the “Draft E.P.R. Addendum”) does not appear to consider or protect for an eventual east-west connection of Laval Drive and Stellar Drive. This connection is shown as a Future Type ‘C’ Arterial Road in both the Durham Regional Official Plan and the Oshawa Official Plan. It is also shown as a planned active transportation route in the City’s Active Transportation Master Plan. Accordingly, it is recommended that Metrolinx protect for a future vehicle and active transportation underpass in their design of the rail connection between the Highway 401 bridge crossing and the Canadian Pacific (“C.P.”) mainline corridor.</p>	<p>Further design coordination between Metrolinx, the City, and Region may be required as the planning for the extension of Stellar Drive progresses.</p> <p>To provide ongoing flexibility around the design of Metrolinx infrastructure and the Stellar Drive Extension, the following text has been added to Section 2.1.3:</p> <p><i>Modifications to the design of the GM Spur and track in the area of the GM Spur may be required during future design phases in order to accommodate the Region of Durham’s proposed extension of Stellar Drive, which will provide an east-west connection between the existing Laval Drive and Stellar Drive.</i></p>
Dedicated Parking Spaces	<p>Staff note that within the Preliminary Design Business Case (hereafter referred to as the “P.D.B.C.”), dated April 2020, the Thornton’s Corners East GO Station is identified as having no dedicated parking spaces, whereas the Ritson GO Station is noted as having 600-800 dedicated spaces. Staff understand that station delivery is proposed to be subject to market availability through the Transit Oriented Communities strategy. However, pursuant to a detailed suite of policies contained in the Oshawa Official Plan, it is envisioned that Ritson GO Station will be a walkable, highly urban station which will be built to encourage access via active transportation and local transit options, rather than personal vehicle use. Staff are of the opinion that requiring the development of Ritson GO Station to include</p>	<p>The conceptual footprints assessed in the EPR Addendum will allow for flexibility in the final design of Project infrastructure. The final outcome and configuration of the proposed GO Stations is subject to delivery by third parties through Metrolinx’s Transit Oriented Communities Program and is to be built in accordance with Metrolinx’s standards and requirements and in accordance with the municipal planning process, in consultation with the City.</p>

Subject/Theme	City Staff Comments	Responses
	600 to 800 dedicated parking spaces will discourage the type of mixed-use, pedestrian oriented, intensive urban development intended in the City's Main Central Area, adjacent to the Downtown Oshawa U.G.C. It will also increase traffic, infiltration and noise concerns in an area already developed and with existing constraints imposed by the established road network.	
Impacts on Adjacent Property	As noted in the comment above, the Thornton's Corners East GO Station is identified in the P.D.B.C. as having no dedicated parking spaces. Given the large area of parking on the property adjacent to the station associated with the Champlain East commercial development owned by Smart Centres, staff request that Metrolinx provide additional details on the projected impact on this adjacent property with respect to parking and traffic management.	<p>The City's concerns have been noted and will be considered during further planning for the Thornton's Corners East GO Station.</p> <p>As noted in the P.D.B.C., active modes of transportation and use of public transit (i.e., bus) will be promoted at the Thornton's Corners East GO Station. The P.D.B.C. also notes that parking capacity assumptions may change as planning progresses through Metrolinx's Transit Oriented Communities Program.</p>
Station Access Management	Staff understand that new station development under the transit oriented communities process is intended to be undertaken by parties other than Metrolinx, such as private third parties in the development community. However, it is noted that the Draft E.P.R. Addendum does not specify intended points of access to these station locations. Station access management was a critical concern raised by the City and local residents during the review of the 2011 E.P.R. Staff request that Metrolinx provide further details with respect to how GO station access would be guided through the Transit Oriented Communities process.	The conceptual footprints assessed in the EPR Addendum will allow for flexibility in the final design of Project infrastructure. The final design outcome and configuration of the proposed GO Stations is subject to delivery by third parties through Metrolinx's Transit Oriented Communities Program and is to be built in accordance with Metrolinx's standards and requirements and in accordance with the municipal planning process, in consultation with the City.
Impact of Road Closures	The Draft E.P.R. Addendum envisions significant works that would impact existing roads and crossings. The Ontario Ministry of Transportation (M.T.O.) is also planning significant works to be undertaken as part of the widening of Highway 401, which is in proximity to the planned project corridor. Staff recommend that Metrolinx undertake a coordinated approach with M.T.O. to ensure that any closures associated with the	Since the construction timing of both Oshawa to Bowmanville Rail Service Expansion Project and MTO's projects may shift, ongoing coordination between Metrolinx and MTO is anticipated. The EPR Addendum commits to continued communication and engagement with relevant

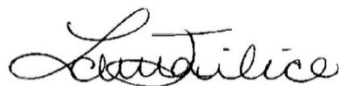
Subject/Theme	City Staff Comments	Responses
	Bowmanville GO Rail Extension and the Highway 401 works are timed to ensure that users maintain sufficient north-south mobility through south and central Oshawa, with a particular emphasis on Simcoe Street South, Ritson Road South and Harmony Road South.	agencies as design and construction planning progress to address agency interests. To the extent feasible, Metrolinx will work with MTO to maintain north-south mobility.
Development in the Study Area	Staff recommend that Metrolinx reach out to Oshawa Planning Services staff prior to releasing the final E.P.R. Addendum to ensure that the list of development applications within the Study Area on Page 188 of the Draft E.P.R. Addendum is up to date. Staff note that there are several ongoing development applications not captured within the Draft E.P.R. Addendum which should be considered as the project progresses.	Noted and thank you. Prior to release of the Final EPR Addendum, Metrolinx will reach out to Oshawa Planning Services for the most current list of development applications.
Parkland	At a municipal workshop held on December 13, 2010 involving various agencies including Metrolinx, the Region of Durham and the City of Oshawa, Metrolinx agreed to work with the City to at least partially offset the potential loss of parkland in Cowan Park by converting any surplus C.P. Rail land acquired by Metrolinx generally between George Street and the C.P. mainline, east of the Ritson Station site and west of Ritson Road, into additional park area. City staff continue to request that any loss of parkland in Cowan Park be offset by the addition of parkland elsewhere in the immediate vicinity of Cowan Park, including potentially within the redevelopment of 500 Howard Street.	CP's lands to the north are no longer being considered as part of the proposed Ritson Road station location. All station requirements are expected to be housed on 500 Howard, subject to the delivery of the station through the TOC Program.
Michael Starr Trail Bridge/Tunnel	Staff note that the Draft E.P.R. Addendum includes the Michael Starr Trail Bridge/Tunnel within the scope of works to be completed for the project. City staff recommend that the bridge or tunnel be designed in such a way that it is able to be integrated with the eventual station design at 500 Howard Street.	Noted. As design progresses, Metrolinx will continue to investigate opportunities to integrate the Michael Star Trail multi-use crossing with the proposed B2 GO Station.
Farewell Street Pedestrian Bridge	Staff are encouraged that the Draft E.P.R. Addendum includes replacement of the Farewell Street pedestrian bridge within the scope of works to be completed for the project. Staff support its inclusion given that it is a critical active transportation link.	Noted.
500 Howard Street	The City is encouraged that a Cultural Heritage Resource Assessment was completed for the former Ontario Malleable Iron Co. building at	Noted. Section 8.5 of the EPR Addendum includes the following commitment:

Subject/Theme	City Staff Comments	Responses
	<p>500 Howard Street. Staff continue to be of the opinion that this building creates a unique opportunity to provide a focal point for the future development of this area, and ask that a Heritage Impact Assessment be completed as soon as possible.</p>	<ul style="list-style-type: none"> • Undertake a HIA for 500 Howard Street (BHR- 156), in accordance with MTCS' Information Bulletin 3: HIA (approved January 31, 2017) (MTCS 2017), to understand the potential direct impacts to this cultural heritage resource, including public engagement. • Metrolinx will ensure the HIA is undertaken by a qualified person, and work closely with MTCS to ensure all cultural heritage requirements are met. Additionally, MTCS Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The HIA will provide the documentation and rationale for application for the Minister's consent, should removal or demolition be required. The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.

Subject/Theme	City Staff Comments	Responses
Identified Cultural Heritage Resources	<p>Staff note that both the Farewell Street bridge and Albert Street bridge are noted within their relevant Cultural Heritage Evaluation Recommendation Reports (C.H.E.R.R.s) as being Provincially Significant Heritage Properties. Given this, and the fact that both are intended to be demolished as part of the project, staff request that:</p> <ul style="list-style-type: none">• Metrolinx consult with Heritage Oshawa with respect to the two C.H.E.R.R.s and seek guidance with respect to appropriately commemorating the structures; and,• Metrolinx commit to erecting a commemorative plaque, at their cost, at the site of each of the structures in consultation with City staff, at an appropriate time to be jointly determined by Metrolinx and City staff after demolition has occurred, and include a relief of the structure and its former surrounds on each plaque.	<p>Thank you for your comment. The EPR Addendum notes that a HIA will be completed, if required, prior to bridge removal. Mitigation options to commemorate the bridges will be explored during the HIA and Metrolinx looks forward to continued consultation with the City of Oshawa and relevant stakeholders, including members of the public, as design advances.</p>

We hope the above responses address your questions and we look forward to continuing to work with the City of Oshawa.

Sincerely,



Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
10 Bay Street
Toronto, ON M5J 2W3

Attachment: Staff Comments on Metrolinx's Draft 90% Environmental Project Report Addendum to the 2011 Environmental Project Report

Staff Comments on Metrolinx's Draft 90% Environmental Project Report Addendum to the 2011 Environmental Project Report

Subject/Theme	City Staff Comments
Ritson Station	<p>It is the City's expectation that the Ritson GO Station be constructed concurrently with the construction of the Oshawa-to-Bowmanville GO Rail Extension. The construction of the Ritson GO Station concurrently with the Extension would:</p> <ul style="list-style-type: none"> ▪ Represent good planning as it would enable the City to actually implement a designated multimodal transportation hub directly abutting the Downtown Oshawa Urban Growth Centre ("U.G.C."), which is one of only two Urban Growth Centres identified within the Growth Plan for the Greater Golden Horseshoe, 2020 (the "Growth Plan") for the whole of Durham Region. Contextually, this location has the strongest potential for growth of people and jobs of any of the four (4) stations planned for the Oshawa-to-Bowmanville Extension; ▪ Act as a catalyst for the redevelopment of central Oshawa and the continued growth and redevelopment of the Downtown Oshawa U.G.C.; ▪ Align with the municipal and Regional investments and studies completed to date for the area; ▪ Expedite the delivery of multiple proposed development projects in the immediate station area which are dependent on substantial and frequent transit availability to permit lower rates of parking supply; and, ▪ Serve as a southern anchor for downtown Oshawa and the planned Bus Rapid Transit (BRT)/Regional Express Bus corridor on Simcoe Street identified in the 2030 mapping for the GO Expansion program. <p>Only the existence of a multimodal transportation hub focused on the Ritson GO Station will allow the City to reach its growth targets for population and jobs identified within the Growth Plan. Ritson GO Station is the only station of the four (4) stations planned for the Oshawa-to-Bowmanville Extension that is adjacent to an U.G.C. identified in the Growth Plan, and is the only station proposed to be directly served by Rapid Transit.</p>

Subject/Theme	City Staff Comments
Laval Drive/Stellar Drive Connection	<p>The Draft 90% Environmental Project Report Addendum to the 2011 Environmental Project Report (hereinafter referred to as the “Draft E.P.R. Addendum”) does not appear to consider or protect for an eventual east-west connection of Laval Drive and Stellar Drive. This connection is shown as a Future Type ‘C’ Arterial Road in both the Durham Regional Official Plan and the Oshawa Official Plan. It is also shown as a planned active transportation route in the City’s Active Transportation Master Plan. Accordingly, it is recommended that Metrolinx protect for a future vehicle and active transportation underpass in their design of the rail connection between the Highway 401 bridge crossing and the Canadian Pacific (“C.P.”) mainline corridor.</p>
Dedicated Parking Spaces	<p>Staff note that within the Preliminary Design Business Case (hereafter referred to as the “P.D.B.C.”), dated April 2020, the Thornton’s Corners East GO Station is identified as having no dedicated parking spaces, whereas the Ritson GO Station is noted as having 600-800 dedicated spaces. Staff understand that station delivery is proposed to be subject to market availability through the Transit Oriented Communities strategy. However, pursuant to a detailed suite of policies contained in the Oshawa Official Plan, it is envisioned that Ritson GO Station will be a walkable, highly urban station which will be built to encourage access via active transportation and local transit options, rather than personal vehicle use. Staff are of the opinion that requiring the development of Ritson GO Station to include 600 to 800 dedicated parking spaces will discourage the type of mixed-use, pedestrian oriented, intensive urban development intended in the City’s Main Central Area, adjacent to the Downtown Oshawa U.G.C. It will also increase traffic, infiltration and noise concerns in an area already developed and with existing constraints imposed by the established road network.</p>
Impacts on Adjacent Property	<p>As noted in the comment above, the Thornton’s Corners East GO Station is identified in the P.D.B.C. as having no dedicated parking spaces. Given the large area of parking on the property adjacent to the station associated with the Champlain East commercial development owned by Smart Centres, staff request that Metrolinx provide additional details on the projected impact on this adjacent property with respect to parking and traffic management.</p>

Subject/Theme	City Staff Comments
Station Access Management	<p>Staff understand that new station development under the transit oriented communities process is intended to be undertaken by parties other than Metrolinx, such as private third parties in the development community. However, it is noted that the Draft E.P.R. Addendum does not specify intended points of access to these station locations. Station access management was a critical concern raised by the City and local residents during the review of the 2011 E.P.R. Staff request that Metrolinx provide further details with respect to how GO station access would be guided through the Transit Oriented Communities process.</p>
Impact of Road Closures	<p>The Draft E.P.R. Addendum envisions significant works that would impact existing roads and crossings. The Ontario Ministry of Transportation (M.T.O.) is also planning significant works to be undertaken as part of the widening of Highway 401, which is in proximity to the planned project corridor. Staff recommend that Metrolinx undertake a coordinated approach with M.T.O. to ensure that any closures associated with the Bowmanville GO Rail Extension and the Highway 401 works are timed to ensure that users maintain sufficient north-south mobility through south and central Oshawa, with a particular emphasis on Simcoe Street South, Ritson Road South and Harmony Road South.</p>
Development in the Study Area	<p>Staff recommend that Metrolinx reach out to Oshawa Planning Services staff prior to releasing the final E.P.R. Addendum to ensure that the list of development applications within the Study Area on Page 188 of the Draft E.P.R. Addendum is up to date. Staff note that there are several ongoing development applications not captured within the Draft E.P.R. Addendum which should be considered as the project progresses.</p>
Parkland	<p>At a municipal workshop held on December 13, 2010 involving various agencies including Metrolinx, the Region of Durham and the City of Oshawa, Metrolinx agreed to work with the City to at least partially offset the potential loss of parkland in Cowan Park by converting any surplus C.P. Rail land acquired by Metrolinx generally between George Street and the C.P. mainline, east of the Ritson Station site and west of Ritson Road, into additional park area. City staff continue to request that any loss of parkland in Cowan Park be offset by the addition of parkland elsewhere in the immediate vicinity of Cowan Park, including potentially within the redevelopment of 500 Howard Street.</p>

Subject/Theme	City Staff Comments
Michael Starr Trail Bridge/Tunnel	Staff note that the Draft E.P.R. Addendum includes the Michael Starr Trail Bridge/Tunnel within the scope of works to be completed for the project. City staff recommend that the bridge or tunnel be designed in such a way that it is able to be integrated with the eventual station design at 500 Howard Street.
Farewell Street Pedestrian Bridge	Staff are encouraged that the Draft E.P.R. Addendum includes replacement of the Farewell Street pedestrian bridge within the scope of works to be completed for the project. Staff support its inclusion given that it is a critical active transportation link.
500 Howard Street	The City is encouraged that a Cultural Heritage Resource Assessment was completed for the former Ontario Malleable Iron Co. building at 500 Howard Street. Staff continue to be of the opinion that this building creates a unique opportunity to provide a focal point for the future development of this area, and ask that a Heritage Impact Assessment be completed as soon as possible.
Identified Cultural Heritage Resources	<p>Staff note that the both Farewell Street bridge and Albert Street bridge are noted within their relevant Cultural Heritage Evaluation Recommendation Reports (C.H.E.R.R.s) as being Provincially Significant Heritage Properties. Given this, and the fact that both are intended to be demolished as part of the project, staff request that:</p> <ul style="list-style-type: none"> ▪ Metrolinx consult with Heritage Oshawa with respect to the two C.H.E.R.R.s and seek guidance with respect to appropriately commemorating the structures; and, ▪ Metrolinx commit to erecting a commemorative plaque, at their cost, at the site of each of the structures in consultation with City staff, at an appropriate time to be jointly determined by Metrolinx and City staff after demolition has occurred, and include a relief of the structure and its former surrounds on each plaque.



From: Connor Leherbauer <CLeherbauer@oshawa.ca>

Sent: June 22, 2022 11:15 AM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure Report & 90% EPR Comment Submission

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Hi Jennifer,

Oshawa City Council endorsed the staff recommendation within DS-22-153 on Monday, June 20th. In addition, Council endorsed staff's comments on the 90% EPR for the Oshawa to Bowmanville GO Rail Extension – please see attached for a copy of our comments.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa

CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Connor Leherbauer

Sent: Monday, June 6, 2022 4:51 PM

To: 'Jennifer Wong' <Jennifer.Wong@metrolinx.com>

Cc: 'Irfan Ahmad' <Irfan.Ahmad@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>

Subject: RE: BMV - Albert St Road Closure

Hi Jennifer,

This afternoon the Development Services Committee recommended that City Council endorse the staff recommendation within Report DS-22-153. Council will consider the DSC recommendation on Report DS-22-153 on June 20th.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa

[Redacted contact information]

CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Connor Leherbauer

Sent: Thursday, June 2, 2022 3:06 PM

To: 'Jennifer Wong' <Jennifer.Wong@metrolinx.com>

Cc: 'Irfan Ahmad' <Irfan.Ahmad@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>;

Meaghan Harrington <MHarrington@oshawa.ca>

Subject: RE: BMV - Albert St Road Closure

Hi Jennifer,

The June 6th DSC agenda is available here: https://calendar.oshawa.ca/Meetings/Detail/2022-06-06-Development-Services-Committee-Meeting-at-130-pm-a/AGENDA_COMPLETE_2022-06-06_DSC_reduced.pdf

The Oshawa-to-Bowmanville GO Rail Extension report is referenced on Page 16.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa

[Redacted contact information]

CLeherbauer@oshawa.ca | www.oshawa.ca

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From: Connor Leherbauer

Sent: Tuesday, May 31, 2022 2:16 PM

To: 'Jennifer Wong' <Jennifer.Wong@metrolinx.com>

Cc: 'Irfan Ahmad' <Irfan.Ahmad@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>;

Meaghan Harrington <MHarrington@oshawa.ca>

Subject: RE: BMV - Albert St Road Closure

Hi Jennifer,

I can now confirm that the "Update on Matters Related to the Oshawa-to-Bowmanville GO Rail Extension" staff report (Report # DS-22-153) has been signed and will appear on the June 6th DSC agenda (to be considered in closed session). The agenda will be out by end of day tomorrow, I'll send you the link once it is posted.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLEherbauer@oshawa.ca | www.oshawa.ca

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From: Connor Leherbauer
Sent: Thursday, May 26, 2022 8:41 AM
To: 'Jennifer Wong' <Jennifer.Wong@metrolinx.com>
Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>
Subject: RE: BMV - Albert St Road Closure

Hi Jennifer,

The report has not been signed as of yet so unfortunately I cannot confirm. That being said, I still anticipate it going June 6th. Last day for signing is next Tuesday, May 31st (by end of day).

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLEherbauer@oshawa.ca | www.oshawa.ca

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From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: Wednesday, May 25, 2022 12:56 PM
To: Connor Leherbauer <CLEherbauer@oshawa.ca>
Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>
Subject: RE: BMV - Albert St Road Closure

Hi Connor,

Just wanted to touch base to see if you have heard anything since on the report going to the June 6th DSC meeting?

Thanks,

Jennifer Wong



From: Connor Leherbauer <CLeherbauer@oshawa.ca>

Sent: May 19, 2022 2:09 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

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Hi Jennifer,

I just wanted to follow up to confirm that as of today, the report has not been signed, therefore I do not have 100% confirmation it is going to the Development Services Committee on June 6th. That being said, I still anticipate it going June 6th.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Connor Leherbauer

Sent: Friday, May 6, 2022 3:57 PM

To: 'Jennifer Wong' <Jennifer.Wong@metrolinx.com>

Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

Hi Jennifer,

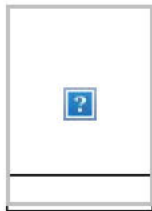
Beyond the update provided below, I do not have a further update. We continue to anticipate

th

reporting in June. If I have confirmation the report is on the June agenda prior to May 19 I will ensure to let you and Irfan know. The latest I will know for sure is June 1st which is the last possible day for June reports to be finalized.

Given the report is a closed report and intended only to be viewed by Oshawa City Council, I am not able to share it.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLEherbauer@oshawa.ca | www.oshawa.ca

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From: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Sent: Thursday, May 5, 2022 4:52 PM

To: Connor Leherbauer <CLEherbauer@oshawa.ca>

Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

Hi Connor,

There is a meeting coming up on May 19th where Metrolinx staff would like to provide an update on the status of the Albert St road closure. Are there any updates you could provide or would you be able to provide a draft version of the report to us for information?

Appreciate any update you can provide.

Thanks,

Jennifer Wong



From: Connor Leherbauer <CLEherbauer@oshawa.ca>

Sent: April 29, 2022 1:11 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Cc: Derek Davies <Derek.Davies@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

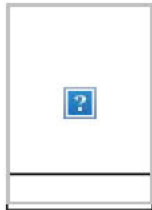
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Hi Jennifer,

The next DSC meeting after June is indeed September 12th, however staff anticipate reporting in June. I would not expect a report to be deferred to September.

The report did not go in May given the high volume of reports on the May agenda (including the NDA report) and some competing priorities at a staff level which limited our ability to finalize the report by the May agenda deadline.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLEherbauer@oshawa.ca | www.oshawa.ca

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From: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Sent: Thursday, April 28, 2022 5:29 PM

To: Connor Leherbauer <CLEherbauer@oshawa.ca>

Cc: Derek Davies <Derek.Davies@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

Thanks for the update Connor. Would you be able to share any reasons for the change to the June council date from the May dates?

We were hoping to have a decision on Albert St in order to progress with our design assumptions as I understand this may be the last council meeting before the municipal election. Would you be able to confirm if the next DSC meeting is on Sept 12th, 2022 with Sept 26th, 2022 as the City Council meeting date if a decision is not finalized at the June 6th and June 20th meetings?

Thanks,

Jennifer Wong



From: Connor Leherbauer <CLEherbauer@oshawa.ca>

Sent: Thursday, April 28, 2022 4:10 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Derek Davies <Derek.Davies@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

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Hi Jennifer and Derek,

Two updates to Metrolinx from staff I can now provide:

- The staff report concerning the Albert Street bridge-related correspondence from Metrolinx will not be going to the May 9th DSC. We anticipate reporting to the June 6th DSC followed by the June 20th Council;
- I can now confirm a resolution concerning the Metrolinx TOC team's request for the City to enter into NDA will be going to the May 9th Development Services Committee (DSC) meeting followed by the May 24th Council. This resolution, if endorsed, will authorize City staff to enter into the NDA.

Thank you,



Connor Leherbauer, Planner B | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

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From: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Sent: Thursday, April 28, 2022 1:13 PM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Subject: FW: BMV - Albert St Road Closure

Hi Connor,

Just wanted to check in since we last spoke. Is the City still on track for preparing a draft report for the Development Services Council meeting on May 9th and the subsequent City Council meeting on May 24th?

Metrolinx would be happy in assisting the City for any input required to the draft report. Appreciate any updates you can provide.

Thanks,

Jennifer Wong



From: Tom Goodeve <TGoodeve@oshawa.ca>

Sent: Tuesday, April 12, 2022 8:53 AM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Ranjit Gill <RGill@oshawa.ca>; Connor Leherbauer <CLEherbauer@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>
Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>
Subject: RE: BMV - Albert St Road Closure

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Hi Jennifer,

Metrolinx's correspondence (Closed Item DS-22-86) carried on consent at Development Services Committee yesterday, with the Committee referring the matter back to staff for a report. As it was a referral, staff now have direction to advance the preparation of a report on this matter without the need for further direction from Council on April 25th. So, we will be preparing a report to bring back to DSC (and then Council) before the summer recess.

Connor Leherbauer is the lead on this file and will be preparing the report. He will endeavor to keep you apprised of the forthcoming dates for presentation of the report to Committee and Council.
Thanks Jennifer.

Regards,
Tom



Tom Goodeve, Director, Planning Services | City of Oshawa



TGoodeve@oshawa.ca | www.oshawa.ca

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From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: Tuesday, April 12, 2022 8:38 AM
To: Ranjit Gill <RGill@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>
Cc: Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>
Subject: FW: BMV - Albert St Road Closure

Hi Ranjit/Tom,

Just wanted to touch base after the Development Services Committee meeting yesterday. Were

there any updates regarding the proposed Albert St road closure leading into the Council meeting on Apr 25th, 2022?

Thanks,

Jennifer Wong
[REDACTED]

From: Jennifer Wong

Sent: Tuesday, April 05, 2022 12:24 PM

To: Ranjit Gill <RGill@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>

Cc: Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Philip Herbeson <Philip.Herbeson@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

Hi Ranjit – please see attached revised memo.

Regards,

Jennifer Wong
[REDACTED]

From: Ranjit Gill <RGill@oshawa.ca>

Sent: Tuesday, April 05, 2022 12:09 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>

Cc: Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Philip Herbeson <Philip.Herbeson@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>

Subject: Re: BMV - Albert St Road Closure

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Hi Jennifer,

Further to my text message, when do you think you will be able to provide a revised memo with the reference to the attachments removed?

Regards,

Ranjit Gill

From: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Sent: Tuesday, April 5, 2022 10:46:19 AM

To: Tom Goodeve <TGoodeve@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Cc: Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Philip Herbeson <Philip.Herbeson@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>

Subject: RE: BMV - Albert St Road Closure

Hi Ranjit – as requested, please see attached an accessible version of the memo.

Thanks,

Jennifer Wong



From: Jennifer Wong

Sent: Tuesday, April 05, 2022 8:38 AM

To: Tom Goodeve <TGoodeve@oshawa.ca>

Cc: Ranjit Gill <RGill@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Doug Robertson <Doug.Robertson@Durham.ca>; Greg Pereira <Greg.Pereira@durham.ca>; Philip Herbeson <Philip.Herbeson@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Robyn Gravelle <Robyn.Gravelle@metrolinx.com>

Subject: BMV - Albert St Road Closure

Hi Tom,

Apologies for the delay, please see attached signed memo incorporating the changes discussed yesterday. The attachments will be sent separately due to large file size.

Please let us know the outcome of the Apr 11th Development Services Committee meeting.

Thanks,

Jennifer Wong, P.Eng

Project Manager, Line Extensions

Metrolinx | 20 Bay St | Toronto | Ontario | M5J 2W3



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From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Thursday, April 14, 2022 3:55 PM
To: clerks
Subject: RE: FW: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion
Attachments: Osh Bow Rail Expansion_Upcoming TPAP Addendum March 25 2022.pdf

Hi Jennifer,

Sorry about that. Please see attached memo.

Have a great weekend,

Laura

-----Original Message-----

From: clerks <clerks@oshawa.ca>

Sent: April 14, 2022 3:46 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: FW: FW: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

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Good afternoon,

We did not receive an attachment to this email. Would you kindly forward the memo. Thank you.

Jennifer Allan, Administrative Assistant - City Clerk | City of Oshawa

JAllan@oshawa.ca | [REDACTED]

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-----Original Message-----

From: Laura.Filice@metrolinx.com

Sent: Mar 25, 2022 8:21:24 AM

To: Undisclosed recipients;;

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives

and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the Oshawa to Bowmanville Rail Service Expansion Project. The Project footprint is located on or adjacent to the rail corridor approximately <> between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Doug Robertson](#)
To: [Laura Filice](#); [Jennifer Wong](#)
Cc: [Annie Gu](#); [Tegan McWhirter](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Monday, July 4, 2022 8:30:47 AM
Attachments: [image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[image009.jpg](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN-Durham.xlsx](#)

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Hi Laura and Jennifer,
The Region's comments on the Draft EPR are attached. Please contact me if there are any questions.

Regards,

Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2022 2:35 PM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Jennifer Wong <jennifer.wong@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>

Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon Doug,

Just wanted to touch base to let you know that I will be on vacation for all of next week returning July 11th. If you can please cc the above people when sending in your teams comments, that would be appreciated!

Have a great long weekend,

Laura

From: Laura Filice

Sent: June 22, 2022 8:43 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

PROJECT NAME: Oshawa to Bowmanville Rail Service Expansion Project				
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	Durham Region Planning	Draft EPR - General	Similar to including roads that require expansion to accommodate the rail extension, infrastructure that provides connectivity and eliminates access barriers (@ at-grade CP rail) to the GO stations should also be identified. For example, at Thornton's Corners Metrolinx should identify what measures are contemplated to facilitate the extension of Stellar Drive (roadway), including EW soft mobility connections.	
2	Durham Region Works, Traffic/Transportation & Planning	Draft EPR - Section 1.3, Page 1.8	Under the GO Station Locations bullet point, the change to private sector delivery of the stations should be clearly noted, as this is a significant change from what was contemplated in the original 2011 EPR. It should be clearly stated what additional studies and design changes are for the Fox Street (B1 Thornton's Corner East) station. Can Metrolinx clarify how and when these additional studies and design changes will be undertaken, if not considered as part of the TPAP Addendum, and how will this impact the delivery of this station?	
3	Durham Region Planning	Draft EPR - Section 1.3.2, Table 1.2, Page 1.38	The future Grandview Street station should be added to the table - documenting it has been eliminated and assessed against the five criteria.	
4	Durham Region Planning	Draft EPR - Section 1.3.2, Page 1.40	Minor edit: delete reference to three - 'Changes assessed as "Not Significant" (Table 1.2) include the two GO Station locations....' unless Grandview is considered as part of the three GO stations that are 'Not Significant'.	
5	Durham Region Works, Traffic/Transportation	Draft EPR - Section 2.1.3, Page 2.14	This section should clearly state that the structural clearances being provided will allow for future electrification of the line.	
6	Durham Region Works, Traffic/Transportation	Draft EPR - Section 3.8, Page 3.30	Detailed comments on the Traffic and Transportation assessment are provided below in the comments on Appendix A6 - Traffic Impact Analysis. The Draft EPR should be updated as needed to reflect revisions to the Traffic Impact Analysis.	
7	Durham Region Works, Traffic/Transportation	Draft EPR - Section 4.8, Page 4.57	Detailed comments on the Traffic and Transportation assessment are provided below in the comments on Appendix A6 - Traffic Impact Analysis. The Draft EPR should be updated as needed to reflect revisions to the Traffic Impact Analysis.	

8	Durham Region Works, Environmental Services	Draft EPR - Section 5.7.3, Page 5.39	Environmental Services Design is working collaboratively with Metrolinx to resolve challenges with sanitary sewer and watermain crossings of the railway. The design details of each crossing remain uncertain at this time, but Metrolinx should consider property requirements and open cut works at watercourses. Where possible, those should be considered and documented within the EA through a conceptual design. Where it is too early to make such a determination, an EA Addendum may be required.	
9	Durham Region Works, Traffic/Transportation	Draft EPR - Section 5.8, Page 5.41	Detailed comments on the Traffic and Transportation assessment are provided below in the comments on Appendix A6 - Traffic Impact Analysis. The Draft EPR should be updated as needed to reflect revisions to the Traffic Impact Analysis.	
10	Durham Region Works, Traffic/Transportation	Draft EPR - Section 5.8.2.1, Page 5.42	<p>Under Operations for Focus Area B1, the extension of Stellar Drive to Laval Drive is assumed to be in place by 2031, but this was identified as a beyond 2031 project in the Region's TMP.</p> <p>If Metrolinx is assuming that this Stellar-Laval connection will be in place as part of their traffic impact analysis, Metrolinx should be doing more to incorporate provisions for this road extension such as pre-building the bridge over the future road location as part of their project (if not including the full road extension itself), including cost sharing. If Metrolinx is not working with the Region on the Stellar-Laval connection, including a financial contribution, it should be excluded from the traffic analysis as it will almost certainly not be in place by 2031.</p>	

11	Durham Region Works, Traffic/Transportation & Environmental Services	Draft EPR - Section 8.3, Table 8.1, Pages 8.8-8.9	<p>Two additional types of permits may be required from the Region and the municipalities:</p> <p>1) Oversize load permits for moving vehicles and/or loads that exceed the maximum dimensions and/or weights allowed under the Highway Traffic Act on roads under the corresponding jurisdiction (ref. Highway Traffic Act, R.S.O. 1990, c. H.8, s. 110). This could include, e.g., bridge girders and large construction equipment.</p> <p>2) Temporary entrance permits to allow access to construction sites from roads under the corresponding jurisdiction.</p> <p>The Regional Municipality of Durham needs to be listed as an additional Regulatory Authority for Road Occupancy Permits, oversize load permits, (both under Road Occupancy and Weight Restriction By-law 026-2018) and temporary entrance permits (Controlled Access Roads By-law 211-79) on Regional roads across all Project Components. In addition, approval is required for discharges to any sanitary sewer and to storm sewers on Regional roads under the Region's Sewer Use By-law 055-2013.</p> <p>Regional Servicing Agreements will be required for construction of any new or modified water, sanitary sewer, Regional storm sewer, or Regional road infrastructure.</p> <p>Road Occupancy Permits are required for any construction activity within the road right-of-way, not just for lane or full road closures.</p> <p>The B3 Courtice GO Station is located in Clarington, not Oshawa. All of the municipal permits for this station should identify the</p>	
12	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, General - Active Transportation	<p>The report is focussed largely on vehicular volumes and levels of service. Multi-modal level of service (MMLoS) within each of the Focus Areas should also be considered. Improvements necessary to ensure safe and effective pedestrian and cycling connections to each station should be identified.</p>	
13	Durham Region Transit	Appendix A6 - Traffic Impact Analysis, General - Transit	<p>The report also does not identify future needs for efficient and effective transit access to the planned stations. It is key that Metrolinx continues to involve Durham Region and Durham Region Transit when determining planned locations, bus terminals/allocations, and final road network to ensure that DRT has sufficient space for travelling through the community and access to/egress from the stations.</p>	

14	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, General - QC	A thorough quality control check of the report is needed. There are multiple errors in road names (e.g. Stella instead of Stellar, incorrect naming for sections of Bowmanville Avenue, etc.), as well as errors in some volume figures, lane configurations, etc.	
15	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Executive Summary, Page ii	<p>In the first line on the page, the Laval Drive and Fox Street legs of this intersection are existing; the Stellar Drive extension from Thornton Road to Fox Street may be added in future.</p> <p>In Focus Area B4, "Martin Road/Bowmanville Road" should be "Bowmanville Avenue".</p>	
16	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Executive Summary, Page iv	In the second paragraph under Focus Area B2, the reference to "Court Street" should be "Celina Street", and "Olive Street" should be "Olive Avenue".	
17	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 1.0, Page 3	Consider adding a note that the at-grade crossing of Bloor Street is planned to be grade separated by the Region.	
18	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Figure 2, Page 8	Intersections 63, 64, and 65 should be labelled as Hwy 401/Bowmanville Ave (North Ramp), Hwy 401/Energy Dr (South Ramp), and Bowmanville Ave/Energy Dr, respectively.	
19	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 3.1, Page 9	In the second paragraph, the Laval Drive and Fox Street legs of this intersection are existing; the Stellar Drive extension from Thornton Road to Fox Street may be added in future.	
20	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 4.1, Page 13	<p>During 2020 and the COVID pandemic, the Region experienced reduced traffic volumes on our Regional Roads. It should be confirmed that the 2020 TMC data used in this study is reflective of typical traffic volume conditions.</p> <p>The traffic counts used in the study should be provided as an appendix, and a table should be provided listing the source(s) and date(s) for the count data used at each intersection.</p>	
21	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.1.1, Table 3, Page 17	<p>The posted speed limit is 60 km/h on Thickson Road, Stellar Drive, Champlain Avenue, Thornton Road south of Gibb Street, Stevenson Road south of Gibb Street, and Bloor Street west of Stevenson Road.</p> <p>Thornton Road, Stevenson Road, and Bloor Street are entirely Regional within the study area.</p>	
22	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.1.2, Page 19 and Section 5.2.2, Page 27	The existing GO Rail service at the GO/Via Rail station should be included in these sections.	
23	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.1.3, Page 20; Section 5.2.3, Page 28; Section 5.3.3, Page 37; and Section 5.4.3, Page 43	The 2021 Regional Cycling Plan should be referenced in these sections. The Durham Cycle Tours Map should not be used, as it is intended for experienced, on-road, recreational riders, and it does not imply anything about the presence of cycling facilities.	

24	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Figure 10, Page 21	The traffic volumes shown on the east leg of the Thornton Road/Stellar Drive intersection are incorrect. This leg of the intersection is an RV storage yard driveway that should have minimal volumes.	
25	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.2.1, Table 6, Page 25	Wilson Road has two travel lanes in the study area. The Regional portion of Farewell Street (south of Highway 401 has four lanes and a 60 km/h speed limit. North of Highway 401, it is a two lane Municipal road with a 50 km/h speed limit.	
26	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.2.1, Table 7, Page 26	Intersection 37 should be Drew Street/Toronto Avenue/Hwy 401 Ramp.	
27	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.2.1, Figure 12, Page 27	The Drew Street/Toronto Avenue/Hwy 401 Ramp intersection (#37) is all-way stop controlled. The analysis should be revised accordingly.	
28	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.2.4, Figure 16, Page 31	Please verify the southbound volume at the Drew Street/Toronto Avenue/Hwy 401 Ramp intersection (#37) in the AM peak hour. We would expect the highest volume to be through onto Highway 401, not left onto Toronto Avenue.	
29	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.3.1, Table 9, Page 35	The speed limits on Bloor Street are: 50 km/h west of Prestonvale Rd, then 70 km/h to Trulls Rd, then 60 km/h to Courtice Rd, and 70 km/h east of Courtice Road. The speed limits on Courtice Road are: 50 km/h from Hwy 401 to Baseline Rd, then 70 km/h to north of the CP Rail corridor, then 80 km/h to Bloor Street, and 60 km/h north of Bloor Street. The speed limit on Baseline Road is 60 km/h.	
30	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.3.1, Table 10, Page 35	The Trulls Road intersections with Bloor street and Baseline Road (#46 & #49) are two-way stop controlled (north-south). Intersections 66-68 should be identified as future.	
31	Durham Region Transit	Appendix A6 - Traffic Impact Analysis, Section 5.3.2, Page 36	DRT provides on-demand service in Focus Area B3.	
32	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.3.3, Page 37	The major roads in Focus Area B3 generally do not have any existing pedestrian facilities, because they are rural roads.	
33	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.4.1, Table 12, Page 41	Bowmanville Avenue starts south of Energy Drive and extends through the north limit of the study area; it is Regional north of Highway 401. Waverly Road starts at Bowmanville Avenue north of Baseline Road and ends south of the CP Rail corridor; it is entirely municipal. The speed limit on Bowmanville Avenue is 60 km/h. West of Bowmanville Avenue, King Street is Regional Highway 2, under Regional jurisdiction, and its speed limit is 60 km/h.	

34	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 5.4.1, Table 13, Figure 23, Page 42	The Bowmanville Avenue/Energy Drive intersection is unsignalized, with stop control on Energy Drive. (It was temporarily signalized last year as part of a bridge rehabilitation project south of the intersection.)	
35	Durham Region Transit	Appendix A6 - Traffic Impact Analysis, Section 5.4.2, Page 43	DRT now operates a bus route in Bowmanville on weekdays every 30 minutes in North Bowmanville, Route 502, which makes connections to Route 902 in the area of the future planned station. DRT also provides on-demand service in Focus Area B4.	
36	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6, Page 49	Additional details should be provided on the assumptions that were included in the version of the DRTPM that was used for the study. In particular, the population and employment assumptions used for the TOCs/MTSAs should be documented to provide the reader with an understanding of what was assumed relative to current/future proposals for developments in these areas. Assumptions regarding station access mode shares and parking should also be provided, as these directly relate to the traffic volumes generated by the stations. Model documentation with detailed assumptions could be provided as an appendix to the report.	
37	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6, Page 50	The study assumes that the extension of Stellar Drive to Laval Drive will be in place by 2031, but this was identified as a beyond 2031 project in the Region's TMP. If Metrolinx is assuming that this Stellar-Laval connection will be in place as part of their traffic impact analysis, Metrolinx should be doing more to incorporate provisions for this road extension such as pre-building the bridge over the future road location as part of their project (if not including the full road extension itself), including cost sharing. If Metrolinx is not working with the Region on the Stellar-Laval connection, including a financial contribution, it should be excluded from the traffic analysis as it will almost certainly not be in place by 2031.	
38	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.1, Active Transportation	Pedestrian and cyclist access to the planned Thornton's Corners Station is restricted by the surrounding rail lines. As a minimum, an active transportation connection should be provided along the Stellar-Laval connection corridor (whether or not the road is built). A grade-separated crossing of the CP Rail/GO corridor connecting Waverly Street South to Fox Street should also be considered.	

39	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.1.1, Figure 30, Page 54	<p>Please clarify whether the lane configurations are meant to reflect current plans as per Regional and Municipal TMPs, capital forecasts, etc. or also include recommendations to address expected future needs. Some of the lane configurations do not align with current plans or projects. These include:</p> <p>Thickson/Burns (#1) - A northbound right turn lane will be built this year, and widening of Thickson to six lanes is planned by 2031.</p> <p>Thornton Road south of Stellar Drive is not planned for widening beyond three lanes</p> <p>Thornton/Champlain (#9) - There are no plans to widen Champlain or provide dual southbound left turn lanes.</p> <p>Fox/Champlain (#10) - Dual southbound left turn lanes are not planned.</p> <p>The Stellar-Laval connection should not be assumed to be in place by 2031 unless Metrolinx facilitates its construction, as noted above.</p>	
40	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.1.3, Pages 56-58; Section 6.2.3, Pages 62-64; Section 6.3.3, Pages 67-68; Section 6.4.3, Pages 71-73	<p>These sections should include some discussion of the analysis results, such as identifying the specific issues that result in poor traffic operations and potential solutions. Options for operational improvements through, e.g., signal timing changes and/or intersection modifications should be considered, and recommendations for improvements should be provided.</p>	
41	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.2.1, Figure 33, Page 59	<p>The planned new intersection of Albert Street with the Gibb-Olive connection should be included in the analysis.</p>	
42	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.2.2, Figures 33-34, Pages 60-61	<p>The turning movement volume forecasts in the area immediately surrounding the station site do not appear to be high enough to be consistent with a GO station and the amount of high density development that is expected on and around the station site. For example, there is little traffic coming from Simcoe toward the station site in the AM peak hour. The forecasts should be reviewed to ensure that they are reasonably consistent with the expected future land uses in the study area.</p> <p>Please confirm that the planned Highway 401 interchange modifications at Simcoe Street and Ritson Road are correctly reflected in the turning movement volume forecasts. There appear to be some inconsistencies with the MTO EA ramp configurations, particularly in the Ritson Road area.</p>	
43	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.3, Active Transportation	<p>Focus Area B3 is very rural and currently does not accommodate pedestrian or cycling facilities. Improvements should be recommended to facilitate active transportation movements to/from the Courtice Station.</p>	

44	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.3.1, Figure 37, Page 65	<p>Please clarify whether the lane configurations are meant to reflect current plans as per Regional and Municipal TMPs, capital forecasts, etc. or also include recommendations to address expected future needs. Some of the lane configurations do not align with current plans or projects. These include:</p> <p>Courtice Road, Hwy 401-Bloor Street - The Region is not currently planning to widen Courtice Road until after 2031. Through lane widening across Hwy 401 will not be feasible unless the existing underpass structure is replaced, and there are currently no plans to replace this structure.</p> <p>Bloor/Courtice - There are currently no plans to widen Bloor Street through this intersection.</p> <p>The secondary plans in this area have identified multiple additional future intersections along the existing arterial roads.</p>	
45	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.4.1, Figure 40, Page 69	<p>Please confirm that the Energy Drive intersections with the Hwy 401 Eastbound ramps and Bowmanville Avenue are to be signalized. Is this based on a current plan by MTO/Clarington or recommended to address operational and safety issues?</p>	
46	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.0, Page 74	<p>The report should clearly state that Simcoe Street and Ritson Road cannot be closed at the same time, since the bridge not under construction must be operating at full capacity to handle the detour traffic from the closed bridge.</p> <p>The planned closure of the Albert Street bridge should also be noted here. It is our understanding that the Albert Street bridge will need to be removed early in the GO extension project and will not be replaced until well after the project is complete, so it will not be available for use as an alternative route during the Simcoe and Ritson closures. Please confirm.</p> <p>There are multiple other projects in Focus Area B2 that will require extended lane or road closures (e.g., Hwy 401 bridge replacements). The analysis in this section assumes that there will be no other restrictions on the area road network while Simcoe Street or Ritson Road is closed. This assumption should be noted here, as well as the need for coordination of all projects in the area that could have significant traffic impacts.</p>	

47	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Sections 7.1 and 7.2, Pages 76-97	<p>The analysis shows that most vehicles will use other major arterial roads during the road closures, but we are concerned that a significant number of motorists seeking to find the fastest route around a closure will instead use local roads. This will increase aggressive driving behaviour on local roads, and a detailed Traffic Management Plan needs to be developed to minimize adverse impacts to residents.</p> <p>Ritson Road at Toronto Avenue is commonly used to access the Highway 401 WB on-ramp. This location has a high collision history and has previously met a signal warrant. The additional volume at this intersection further increases that risk. The Traffic Management Plan should consider a potential temporary signal at this intersection.</p> <p>The Traffic Management Plan should also carefully consider using temporary signals for the duration of the closure to improve LOS at several intersections, especially at intersections with the 401 off-ramps.</p>	
48	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.1.2, Page 78 and Section 7.1.3, Figure 48, Page 80	As noted above, it is our understanding that Albert Street will not be available as an alternative route, so no traffic should be assigned to it.	
49	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.1.3, Figure 48, Page 80	The figure shows high volumes of traffic on Simcoe Street immediately north and south of the closed bridge, but most of this traffic should have been reassigned to alternative routes. Please verify the traffic reassignments.	
50	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.1.4, Pages 81-82	It would be helpful to provide a comparison of traffic operations with and without the Simcoe Street closure. The analysis results should be discussed, and potential mitigation for key impacts should be recommended.	
51	Durham Region Transit	Appendix A6 - Traffic Impact Analysis, Section 7.1.5, Page 84	DRT will need to confirm and evaluate service levels at the time of construction to determine the best detour routing for this service. We cannot confirm detour routing at this time, but DRT is to be consulted ahead of time before construction begins to ensure a detour is made clear.	
52	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.1.6, Page 86	The discussion of cycling routes should refer to the Regional Cycling Plan and the Oshawa ITMP, not the Durham Cycle Tours map.	
53	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.2, Page 89 and Section 7.2.3, Figure 55, Page 91	As noted above, it is our understanding that Albert Street will not be available as an alternative route, so no traffic should be assigned to it.	
54	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.4, Pages 92-94	It would be helpful to provide a comparison of traffic operations with and without the Ritson Road closure. The analysis results should be discussed, and potential mitigation for key impacts should be recommended.	

55	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.4, Page 92	Harmony Road and Tennyson Avenue is a high collision intersection with poor sightlines and speeding problems. Efforts should be made to divert traffic away from this intersection where possible.	
56	Durham Region Transit	Appendix A6 - Traffic Impact Analysis, Section 7.2.5, Page 95	DRT will need to confirm and evaluate service levels at the time of construction to determine the best detour routing for this service. We cannot confirm detour routing at this time, but DRT is to be consulted ahead of time before construction begins to ensure a detour is made clear.	
57	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.6, Page 97	<p>Pedestrian and cyclist access across the rail corridor at Ritson Road is a significant issue, as the nearest crossings are at the Michael Starr Trail, over 500 m to the west, and Wilson Road, over 800 m to the east. Given these distances, there will be a high potential for unauthorized crossings of the rail corridor during construction. An active transportation detour with a protected crossing of the rail corridor should be provided during the Ritson Road closure.</p> <p>The discussion of cycling routes should refer to the Regional Cycling Plan and the Oshawa ITMP, not the Durham Cycle Tours map.</p>	
58	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 8.0, Page 98	The conclusions should note the limitations of the study and needs for additional work during detailed design. Specifically, it should be noted that this is a high-level, strategic study of overall network operations in each focus area, and more detailed assessment of the impacts of each TOC development will be needed to identify specific infrastructure needs for access and impact mitigation. Additional assessment of construction impacts will also be needed as the details of construction staging and related road closures or lane restrictions are determined.	
58	Durham Region Works, Traffic/Transportation	Appendix A6 - Traffic Impact Analysis, Section 8.0, Page 100	The Region is supportive of the recommendation to signalize the Energy Drive/Bowmanville Avenue intersection.	

Good Morning Doug,
Not a problem. We look forward to reviewing your teams comments then.
Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: June 22, 2022 8:00 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

You don't often get email from doug.robertson@durham.ca. [Learn why this is important](#)

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Good morning Laura,

Thank you for circulating the Draft EPR to the Region of Durham. Unfortunately our review is taking longer than we had hoped, given the size of the document and the need to coordinate reviews across multiple departments. We will send our comments to you as soon as possible, and no later than June 30. I trust that this is acceptable, but please contact me if you have any concerns.

Thanks.

Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca |  | durham.ca
My pronouns are he/him.



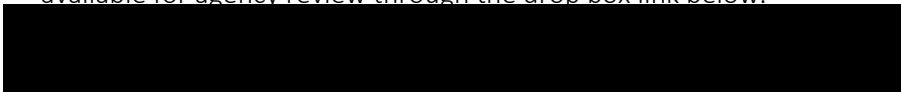
From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.



Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)

Notice of Public Meeting – August 2022

- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



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From: [Jeff Yee](#)
To: [Doug Robertson](#)
Cc: [Lorraine Huinink](#); [Leslie Wang](#); [Jill Merriman](#); [Laura Filice](#)
Subject: Bowmanville Extension - Traffic Impact Assessment
Date: Thursday, December 15, 2022 5:45:14 PM
Attachments: [image001.png](#)

Hi Doug,

Further to our discussion earlier this week, it is our understanding that the Region would like clarity on Metrolinx's intent regarding traffic studies. As noted in our response in September, and in Section 8.0 of the TIA, the purpose of the Traffic Impact Assessment is to provide a high-level and strategic assessment, based on the information known at this time. Further localized studies will likely be required to meet any municipal planning requirements, when more information is available such as location of buildings and access points. The intent of Metrolinx is that these studies would be the responsibility of the TOC proponents, since they will ultimately be responsible for the delivery of the stations. Let us know if you have any further questions.

Regards,

Jeff

Jeffrey Yee, M.Eng., P.Eng.

Senior Manager, Line Extensions

Capital Projects Group

20 Bay St. 8th Floor | Toronto | Ontario | M5J 2W3



From: [Doug Robertson](#)
To: [Laura Filice](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, April 28, 2023 5:46:17 PM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

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Hi Laura,

Thank you for sending this notice and updated schedule information for the TPAP Addendum. Regional staff are interested in reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period. Please confirm that we will have this opportunity, and let me know approximately when these reports will be available.

Thanks.
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 20, 2023 4:46 PM
Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR

circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]
[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

From: [Durham Region](#)
To: [Durham Region](#)
Cc: [Theresa Tran](#)
Bcc: [Justin Klimkait](#); ["ganderson@clarington.net"](#); ["www@clarington.net"](#); ["selhajieh@clarington.net"](#); ["lrang@clarington.net"](#); ["MeetCouncillorTrill@clarington.net"](#); ["mzwart@clarington.net"](#); ["imcdougall@scugog.ca"](#); ["dleroy@scugog.ca"](#); ["jguido@scugog.ca"](#); ["rrock@scugog.ca"](#); ["hwright@scugog.ca"](#); ["tcoyne@scugog.ca"](#); ["bgarrod@uxbridge.ca"](#); ["pbeach@uxbridge.ca"](#); ["gshreeve@uxbridge.ca"](#); ["zpickering@uxbridge.ca"](#); ["wpopp@uxbridge.ca"](#); ["tsnooks@uxbridge.ca"](#); ["jNeal@oshawa.ca"](#); ["rmcconkey@oshawa.ca"](#); ["tdmarimpietri@oshawa.ca"](#); ["Jim Lee \(Councillor\)"](#); ["bchapman@oshawa.ca"](#); ["bmarks@oshawa.ca"](#); ["rkerr@oshawa.ca"](#); ["DGiberson@oshawa.ca"](#); ["bnicholson@oshawa.ca"](#); ["jgray@oshawa.ca"](#); ["mulcahyr@whitby.ca"](#); ["leahyc@whitby.ca"](#); ["yamadas@whitby.ca"](#); ["shahidm@whitby.ca"](#); ["lees@whitby.ca"](#); ["cardwellm@whitby.ca"](#); ["lundquistn@whitby.ca"](#); ["bozinovskiv@whitby.ca"](#); ["marilyn.crawford@ajax.ca"](#); ["rob.tylormorin@ajax.ca"](#); ["sterling.lee@ajax.ca"](#); ["nancy.henry@ajax.ca"](#); ["joanne.dies@ajax.ca"](#); ["lisa.bower@ajax.ca"](#); ["Brenner, Maurice, Councillor"](#); ["lcook@pickering.ca"](#); ["dpickles@pickering.ca"](#); ["lrobinson@pickering.ca"](#); ["mnagy@pickering.ca"](#); ["sbutt@pickering.ca"](#); ["Zefe Osime-Fakolade"](#); ["christie.mclardie@ajax.ca"](#); ["Botond, Erika \(botonde@whitby.ca\)"](#); ["Shannon McFadyen"](#); ["Jadoon, Fiaz"](#)
Subject: Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House - Registration Open
Date: May 24, 2023 1:28:00 PM
Attachments: [Bowmanville Extension PIC and VOH - Information Postcard - English and French.pdf](#)
[image001.png](#)

Good Afternoon,

Since completion of the Environmental Project Report (EPR) in 2011, Metrolinx has advanced the design of the Bowmanville Rail Service Extension project – including changes to the proposed layover facility and potential GO station locations, track alignment, the addition of new bridges, bridge replacements and bridge expansions to accommodate the proposed new tracks. Due to the significant changes since the initial EPR, an Addendum to the EPR is required and is almost ready for review and comment.

There will be a Virtual Public Information Centre (PIC) open from June 8 to June 21, 2023, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). During the Virtual PIC period, the public may submit any questions or feedback via the Slido form at the bottom of the [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

There will also be a live Virtual Open House (VOH) on Wednesday, June 14, 2023 from 6:30-8:00pm during which the project team will be on hand to answer questions about the project, submitted in advance or during the event via Slido (available [here](#)). The team reads and considers all comments received, which are then documented in the EPR Addendum.

To register for the Virtual Open House, please click [here](#) ahead of June 14 and set a reminder in your calendar!

Thank you for your patience and collaboration in getting to this point.

Best regards,

JUSTIN KLIMKAIT (he/him)
Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
DurhamRegion@metrolinx.com



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Wednesday, June 14, 2023
6:30-8:00 p.m.



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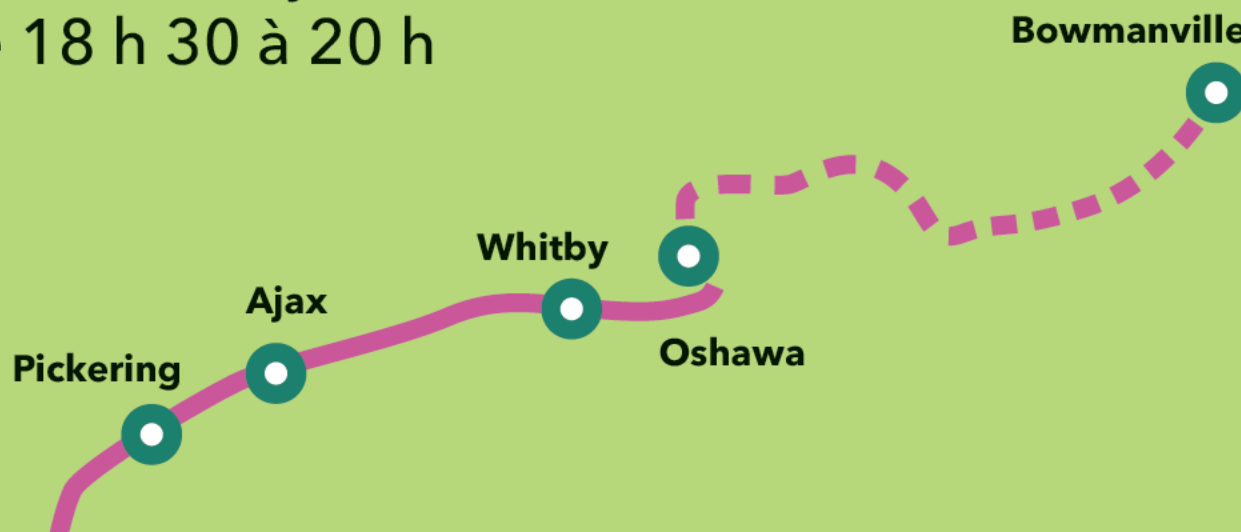
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Journée portes ouvertes virtuelles

Mercredi 14 juin 2023

De 18 h 30 à 20 h



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🌐 www.metrolinx.com/bowmanvillefr

✉ DurhamRegion@metrolinx.com

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 **METROLINX**

From: [Justin Klimkait](#)
To: ["jmaclean@clarington.net"](mailto:jmaclean@clarington.net); [O"Meara, Jennifer](#)
Cc: [Theresa Tran](#)
Subject: Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House - Registration Open
Date: May 24, 2023 11:50:00 AM
Attachments: [Bowmanville Extension PIC and VOH - Information Postcard - English and French.pdf](#)
[image001.png](#)

Good Morning Justin and Jennifer,

Hope all is well.

Further to our meeting last week, I just wanted to touch base ahead of our team sending out an email blast to Durham Region Elected Officials as well as to our e-newsletter subscribers regarding the dates for the Bowmanville Extension EPR Addendum PIC and VOH. We will be sequencing this out this afternoon with Elected Officials first and then our e-newsletter subscribers following this. I have included a copy of the email draft below which we will be using for sending this out as well as an attached copy of the postcard which is currently being delivered to households and businesses along the alignment. We will be sending out additional communications throughout the week as well as conducting canvassing within Oshawa and Clarington in the coming weeks.

Good Afternoon,

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Best regards,

If you have any questions regarding this, please let me know.

Best regards,

JUSTIN KLIMKAIT (he/him)
Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3
Justin.klimkait@metrolinx.com



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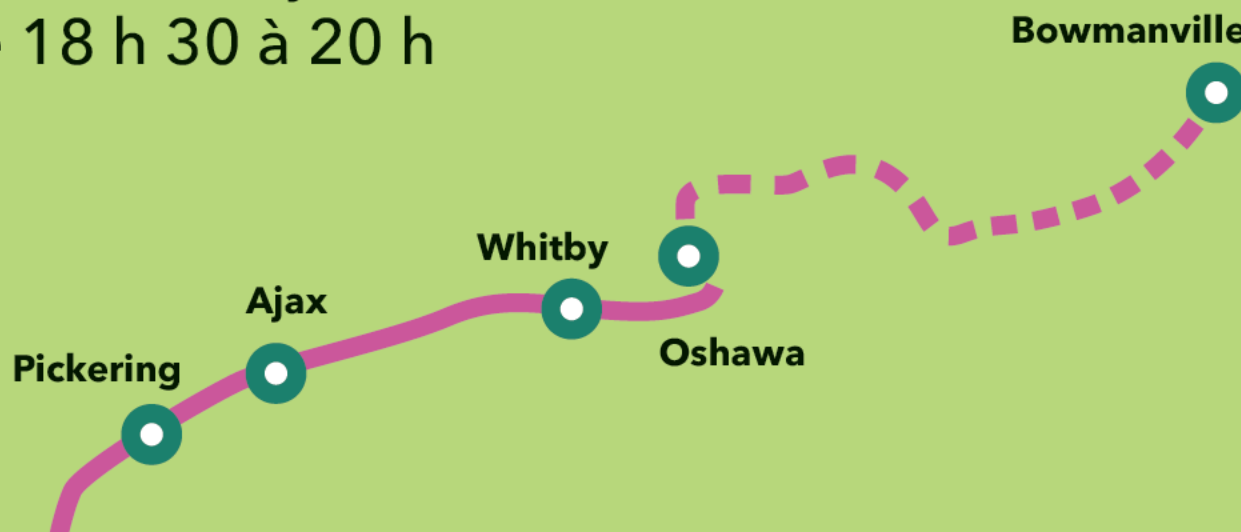


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 **METROLINX**

From: [Justin Klimkait](#)
To: [Lorraine Huinink](#); [Janet Piercey](#); [Alison Burgess](#)
Cc: [Theresa Tran](#)
Subject: Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House - Registration Open
Date: May 24, 2023 11:50:00 AM
Attachments: [image001.png](#)
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Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3
Justin.klimkait@metrolinx.com



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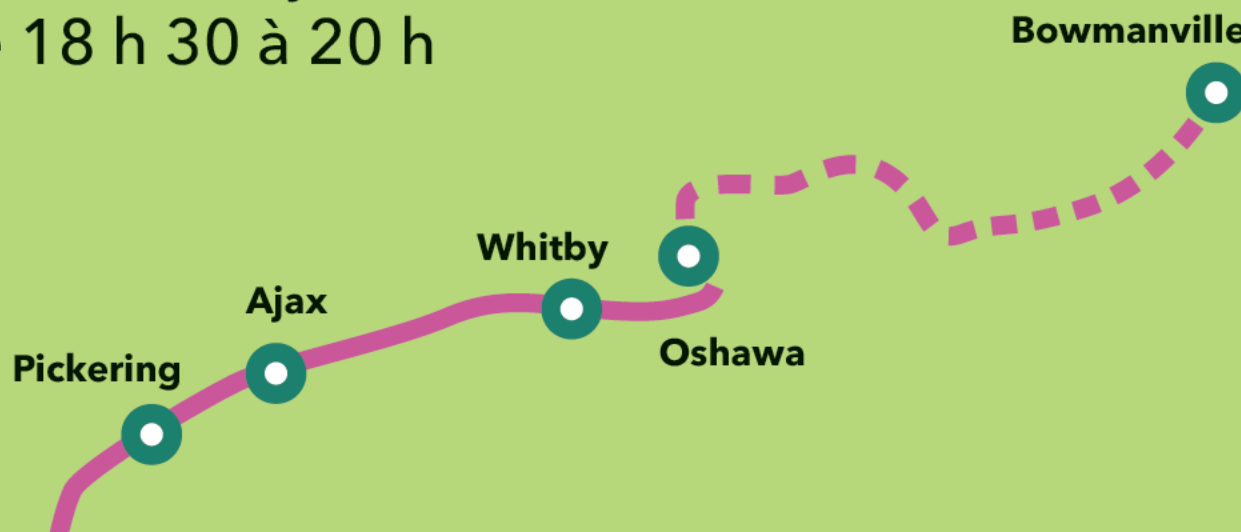
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✉ DurhamRegion@metrolinx.com

🐦 @GOExpansion



 **METROLINX**

From: [Laura Filice](#)
To: [Connor Leherbauer](#)
Cc: [Tom Goodeve](#); [Meaghan Harrington](#); [Anthony Ambra](#); [Ranjit Gill](#); [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Tuesday, July 18, 2023 2:44:31 PM
Attachments: [~WRD1282.jpg](#)
[image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)

Thanks Connor for confirming.

Laura

From: Connor Leherbauer <CLeherbauer@oshawa.ca>
Sent: July 18, 2023 1:25 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

We've reviewed the materials, and I can confirm that we did not highlight any major concerns. Therefore, we will have no staff comments at this time.

Thank you,



Connor Leherbauer, Senior Planner | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Tuesday, July 18, 2023 1:16 PM
To: Connor Leherbauer <CLeherbauer@oshawa.ca>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>;

Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Just wanted to reach out to see if your team is planning to send in any comments on any of the updated technical reports/ EPRA. Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura



From: Laura Filice
Sent: Friday, June 30, 2023 4:59 PM
To: Connor Leherbauer
Cc: Tom Goodeve; Meaghan Harrington; Anthony Ambra; Ranjit Gill; Lindsay Prihoda; Annie Gu; Rachel Afonso
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf

Hi Connor,

Please see link below to access the updated EPR and supporting technical reports.

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

If your team would like to provide comments to any of the reports, feel free to send them to me by July 17th, 2023.

Thanks again and we appreciate the feedback received to date.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice
Sent: April 21, 2023 1:35 PM
To: Connor Leherbauer <CLeherbauer@oshawa.ca>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

No problem. I will send the updated reports once ready.

Thank you,

Laura

From: Connor Leherbauer <CLEherbauer@oshawa.ca>

Sent: April 21, 2023 8:52 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Could you please send me the project materials at your earliest convenience? City staff may wish to report to Oshawa City Council in order to obtain approval to submit comments.

Thank you,



Connor Leherbauer, Senior Planner | City of Oshawa

CLEherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Thursday, April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3





From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

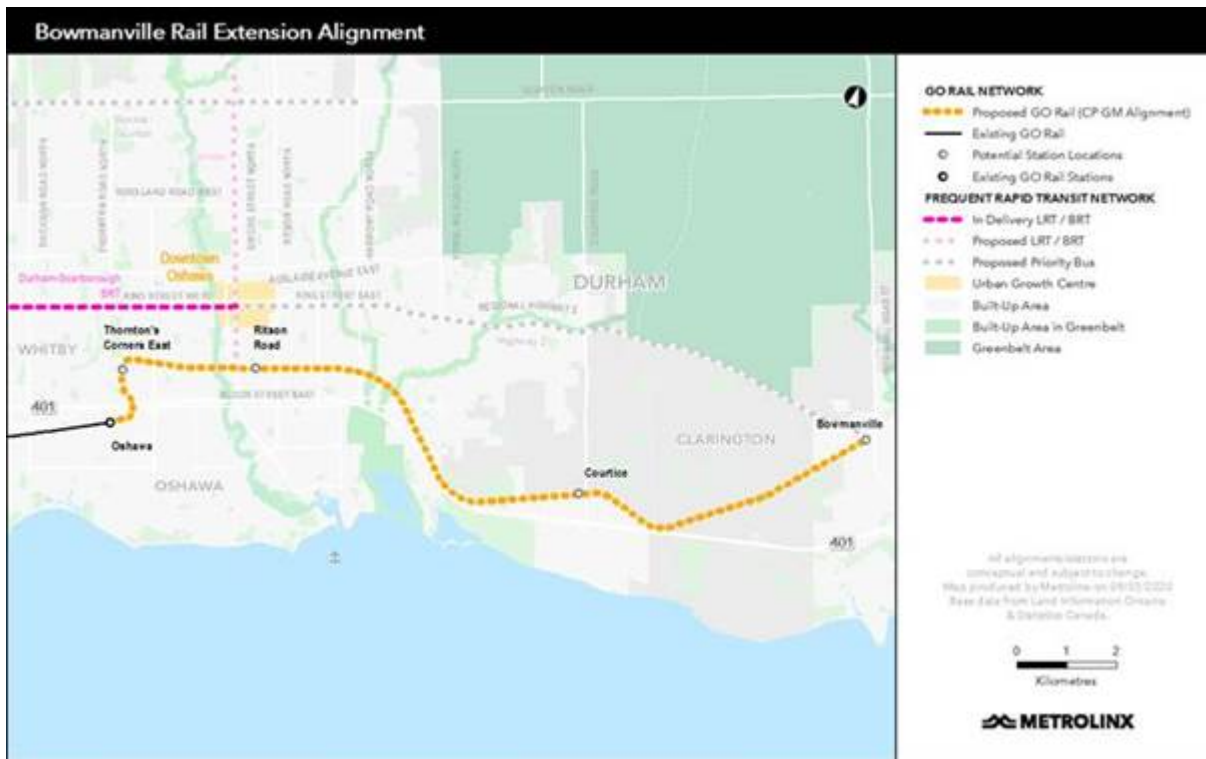
Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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April 20, 2023

**RE: Project Update for the Oshawa to Bowmanville Rail Service Extension –Transit
Project Assessment Process (TPAP) Environmental Project Report Addendum**

Metrolinx is conducting preliminary planning activities for the Oshawa to Bowmanville Rail Service Extension Project (the Project), a significant Addendum to the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report (EPR). The EPR Addendum is currently being prepared in accordance with the Transit Project Assessment Process (TPAP), as prescribed in the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

A Project Introduction letter was previously sent to you on March 28, 2022, and the draft 90% EPR Addendum was circulated to agencies and Indigenous communities and Nations on May 10, 2022. Since the submission of this report, additional footprint requirements have been identified as detailed design has progressed. This letter is to advise you of these changes and provide an update to the Project schedule.

Project Background

In 2011, Metrolinx completed the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08 - Transit Projects and Metrolinx Undertakings. The EPR was completed to assess the potential environmental impacts and proposed mitigation measures, where required, for the expansion of GO rail services from 500 metres (m) west of Brock Street in the Town of Whitby to 500 m east of Regional Road 42/Darlington-Clarke Townline Road in the Municipality of Clarington.

Following the completion of the 2011 EPR, Metrolinx has advanced the design of the Project. Based on Project refinements and revisions to the design approach since the completion of the 2011 EPR, the rail alignment and infrastructure requirements for the project have changed and Metrolinx initiated an EPR Addendum to assess the effects of these changes. The EPR Addendum process began in 2018 and environmental assessment tasks were undertaken and partially completed. In 2018, the Project was put on hold while other rail corridor alignments were evaluated. An Initial Business Case (IBC) and Preliminary Design Business Case (PDBC) was completed by Metrolinx to evaluate four rail extension options and is outlined below. You can view the IBC and here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension-business-case>

The previous EPR (2011) document can be viewed here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension---tpap>

Business Case & Scope

Four (4) alignment options were considered in the IBC. Option 2: Extension through Oshawa GO Station (now referred to as Durham College Oshawa GO) crossing Highway 401 and connecting to Canadian Pacific (CP) Belleville Subdivision was chosen to move forward to the PDBC stage. The current scope of the Project includes undertaking an addendum as outlined in Section 15(1) of O. Reg. 231/08 for the following general Project components located between GO Sub Mile 11.67 in the west and CP Belleville Sub Mile 164.8 in the east:

- 20 km of new single track along the existing CP rail corridor connecting the existing Durham College Oshawa GO to a new Bowmanville GO Station located at Bowmanville Avenue;
- A second passing track approximately between the future Ritson Road GO Station and future Courtice GO Station;
- New signal infrastructure to connect to the existing GO subdivision;
- Modifications to the existing Durham College Oshawa GO Station;
- Modification, expansion and construction of new grade separation bridges;
- Culvert modifications and replacements;
- Modification of at-grade crossings; and
- New station infrastructure associated with Thornton's Corners East, Ritson Road, Courtice, and Bowmanville will subject to delivery through the Transit Oriented Communities program.

Project Alignment

The Project's study area starts at the existing Durham College Oshawa GO Station and crosses over Hwy 401 to connect to Canadian Pacific's Belleville Subdivision. It continues eastward to Bowmanville Avenue (Regional Road 57) in Bowmanville. An outline of the proposed alignment is shown below in **Figure 1**.

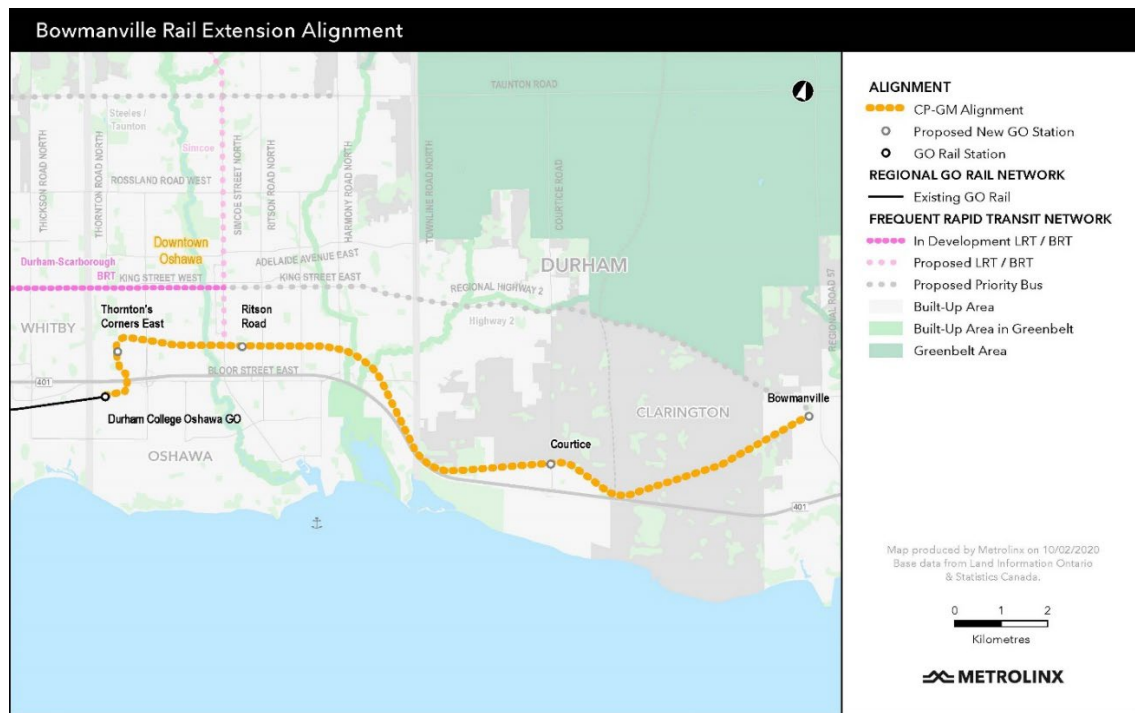


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

As noted above, additional footprint requirements have been identified that were not captured in the draft 90% EPR Addendum that you previously reviewed. Detailed design advancement of bridge replacements and modifications, track civil works and level crossing modifications due to field data results and stakeholder input resulted in the expanded project footprint and increase in EPR Addendum study area.

To incorporate the recent footprint additions into the EPR Addendum, additional environmental studies have been identified and are currently ongoing. Fieldwork is currently underway, and we are currently updating and preparing additional technical reports, where required.

The main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

Figures illustrating the previous project footprint and revised footprint can be found in **Attachment 1** of this memo.

If you would like to review an updated version of the EPR Addendum and/or any of the supporting technical reports prior to the 30-day public review period, kindly let us know.

Alternatively, the updated reports will become available for review and comment during this period.

Metrolinx is actively working with our Technical Advisor to ensure timely coordination between design development and the TPAP Addendum and will be increasing our monitoring and tracking of upcoming milestones, to mitigate any further impacts on the EPR Addendum schedule.

Current Project Schedule (subject to change)

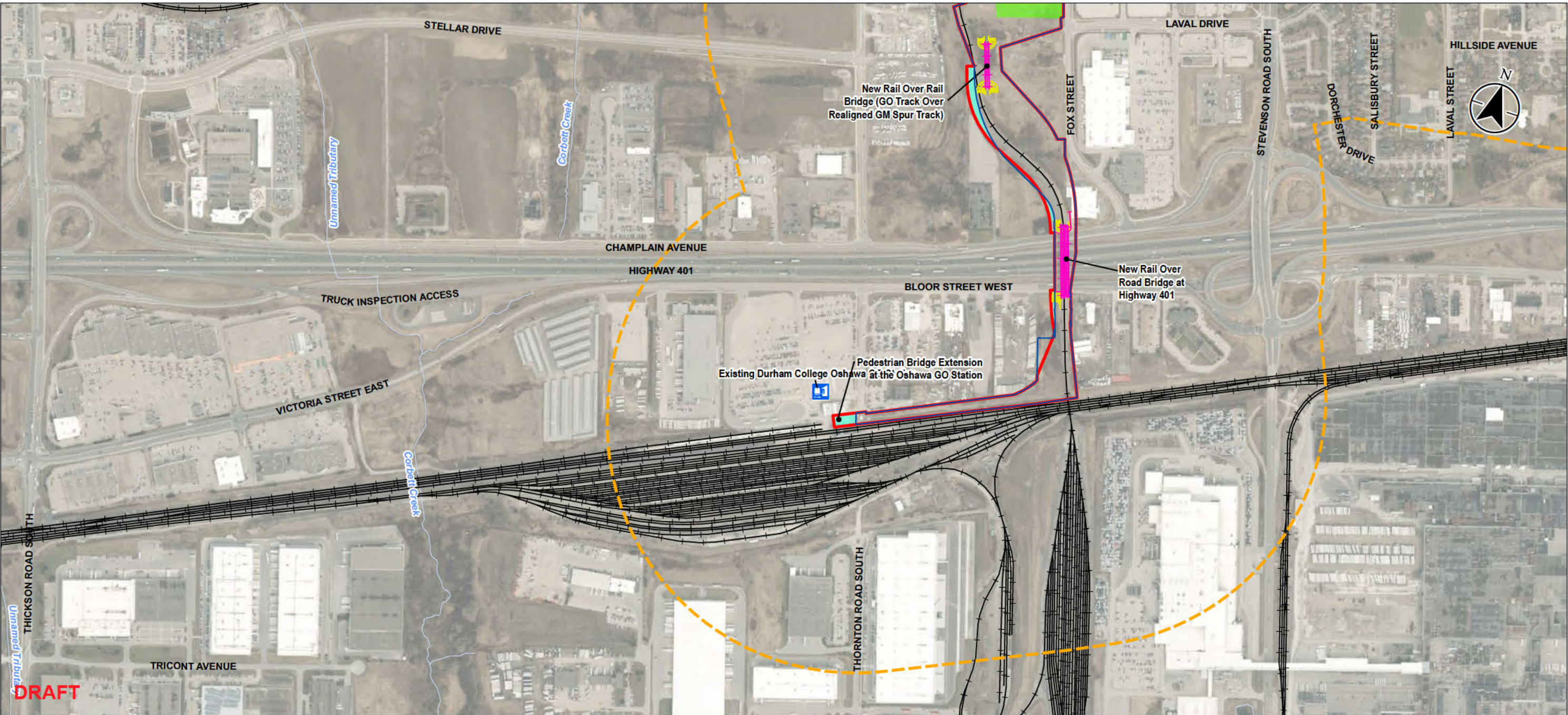
Below we have outlined the current timelines for the project.

Task	Timeline
Sharing Draft Technical Reports for Review	Ongoing
Field surveys for added footprint (Tree Inventory, Cultural Heritage, Arborist, Archaeology)	Ongoing
Virtual Public Meeting	June 2023
Notice of EPR Addendum	August 2023
30-Day Public Review	September – October 2023
35-Day Minister’s Review Period	October – November 2023
Statement of Completion	November 2023

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

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Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Oshawa GO Station
 - Existing Railway
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

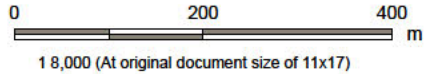
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Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.1

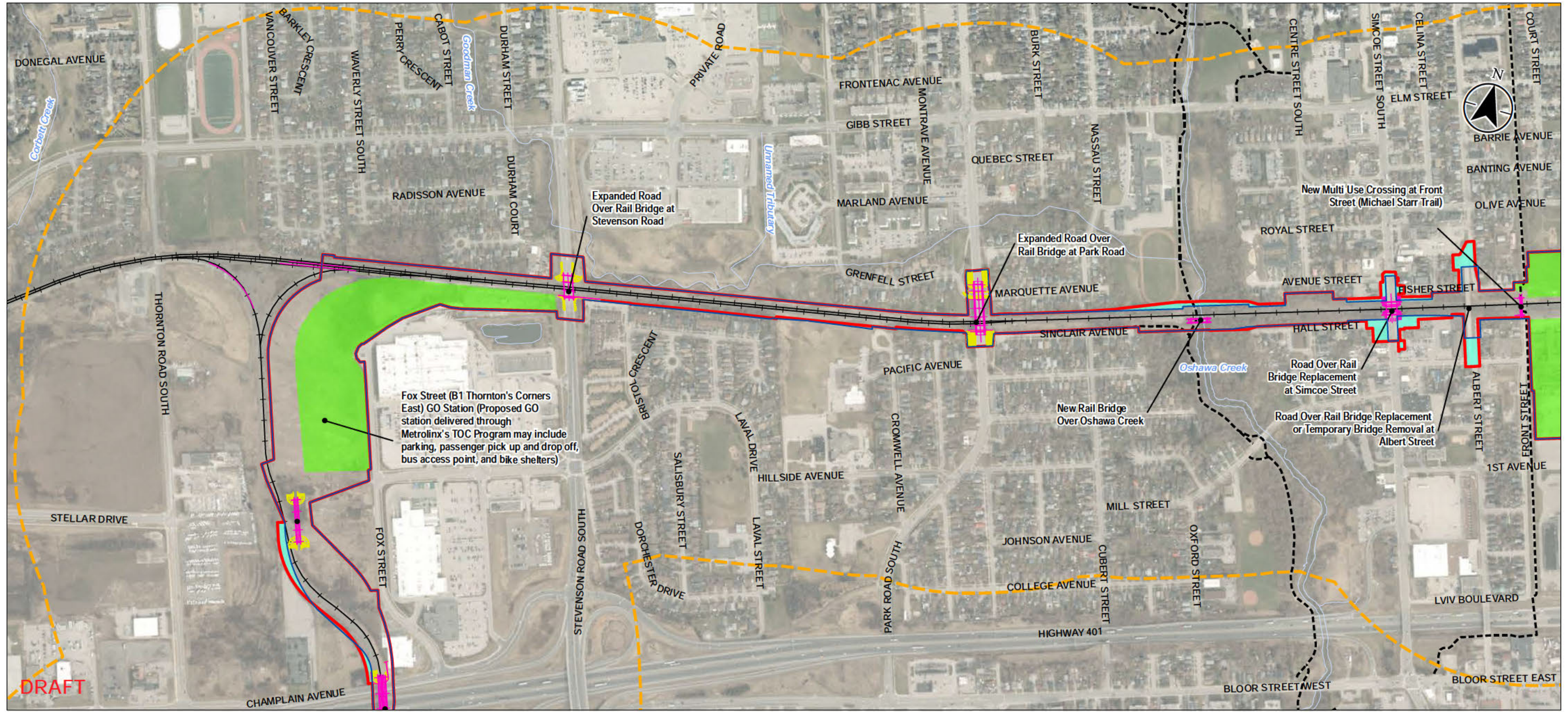
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Title
Key Project Components




Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\na015-pds\work_group\01650101018 - Bowmanville\02_Annexment\02_Annexment\011_data\gis_cad\gis\mxd\report_figures\02_02_2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Maps.mxd Revised: 2023-02-16 By: bower



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**Stantec**

Project Location
Region Municipality
of Durham

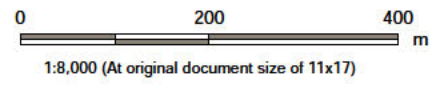
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.2

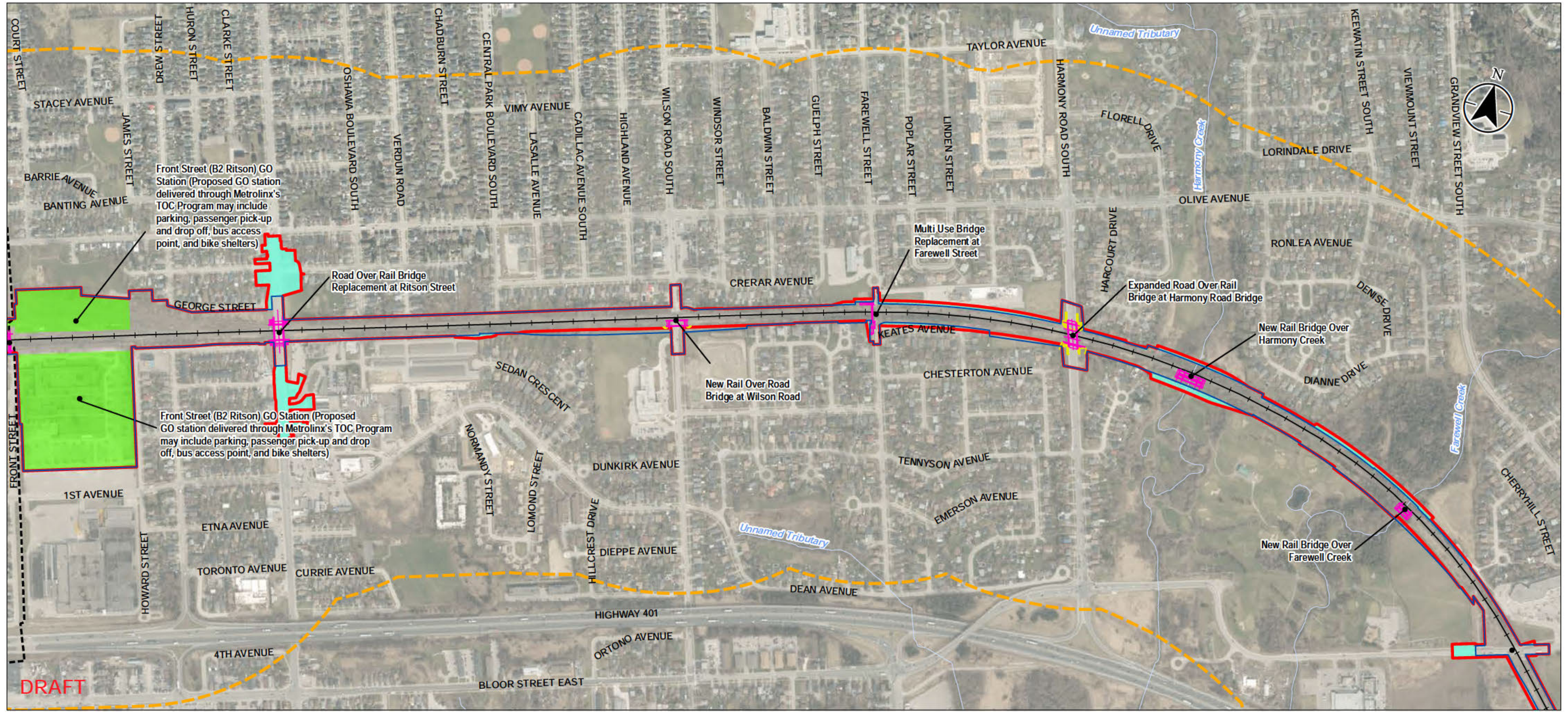
Title
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DRAFT



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Project Location
Region Municipality
of Durham

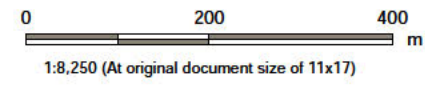
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Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

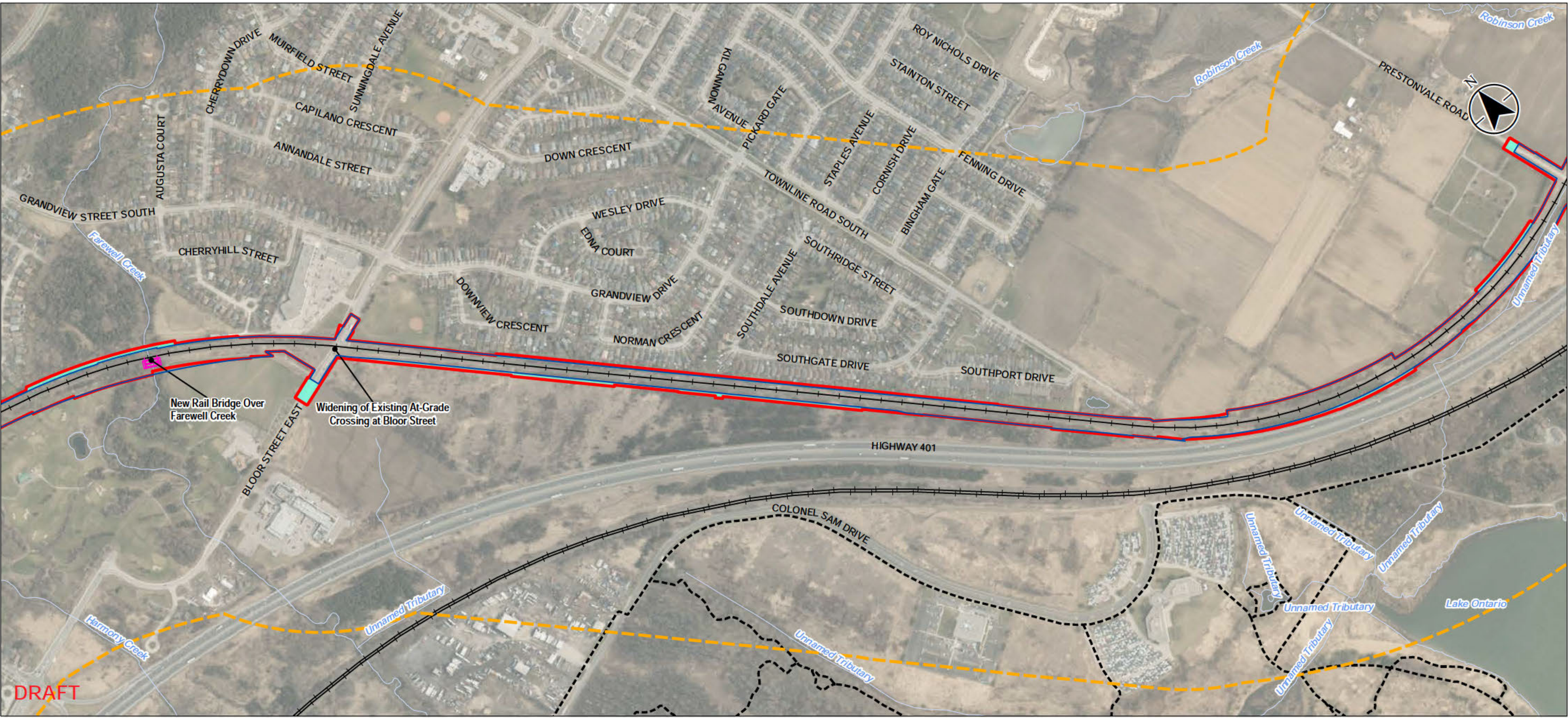
Title
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DRAFT



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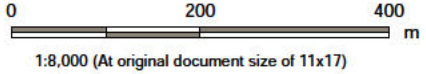
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

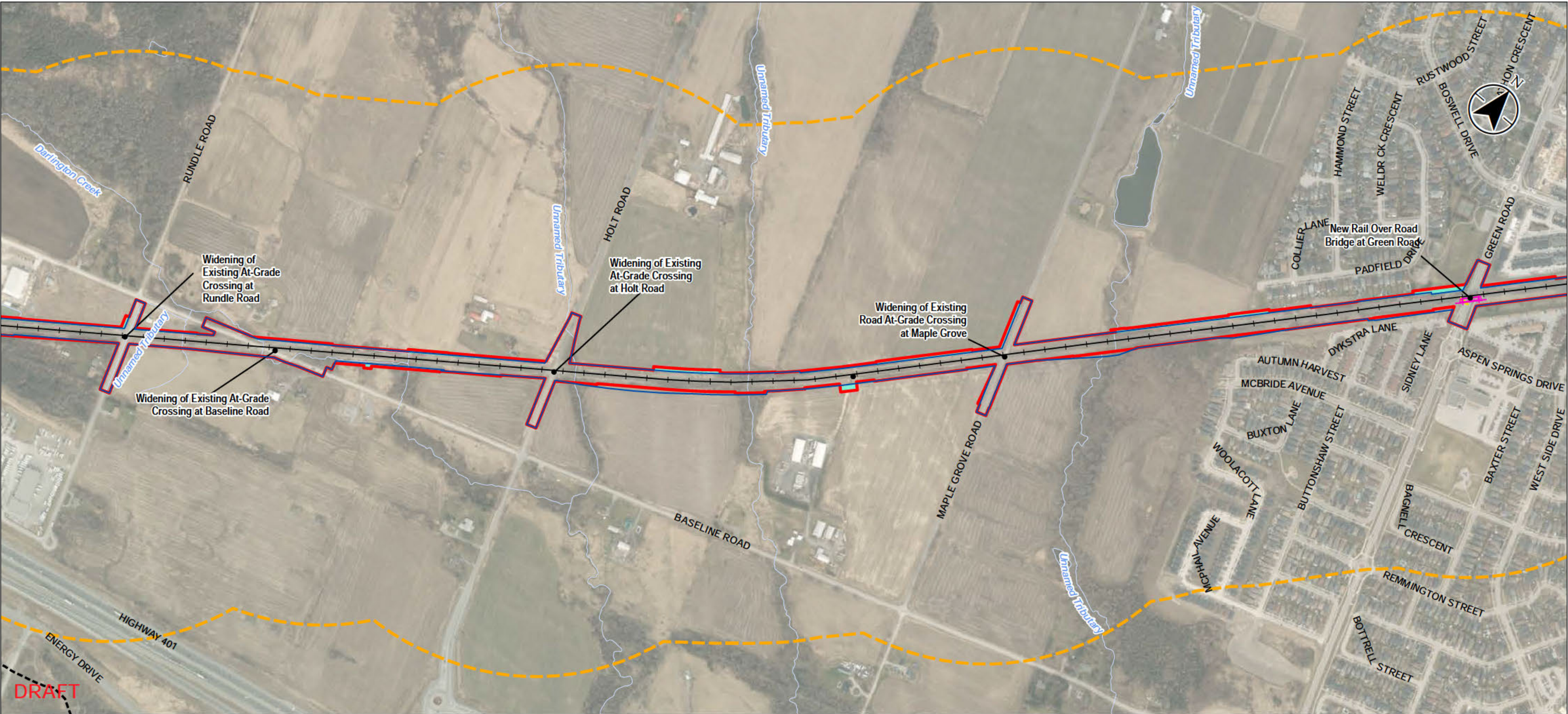
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Title
Key Project Components

DRAFT



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Project Location 165011019 REVA
Region of Durham Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No. 2.1.7

Title
Key Project Components

DRAFT

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From: Laura Filice
Sent: Friday, June 30, 2023 4:54 PM
To: 'Doug Robertson'
Cc: Lindsay Prihoda; Annie Gu; Rachel Afonso
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf; Mx Response_Durham_Revised_Draft_90%_20230630.pdf

Hi Doug,

Please see link below to access the updated EPR and supporting technical reports.

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend !

Thank you,

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice
Sent: May 2, 2023 9:13 AM
To: Doug Robertson <Doug.Robertson@Durham.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

No problem. We will circulate the reports once ready.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: April 28, 2023 5:46 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sending this notice and updated schedule information for the TPAP Addendum. Regional staff are interested in reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period. Please confirm that we will have this opportunity, and let me know approximately when these reports will be available.

Thanks.

Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

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Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

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Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

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- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
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- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

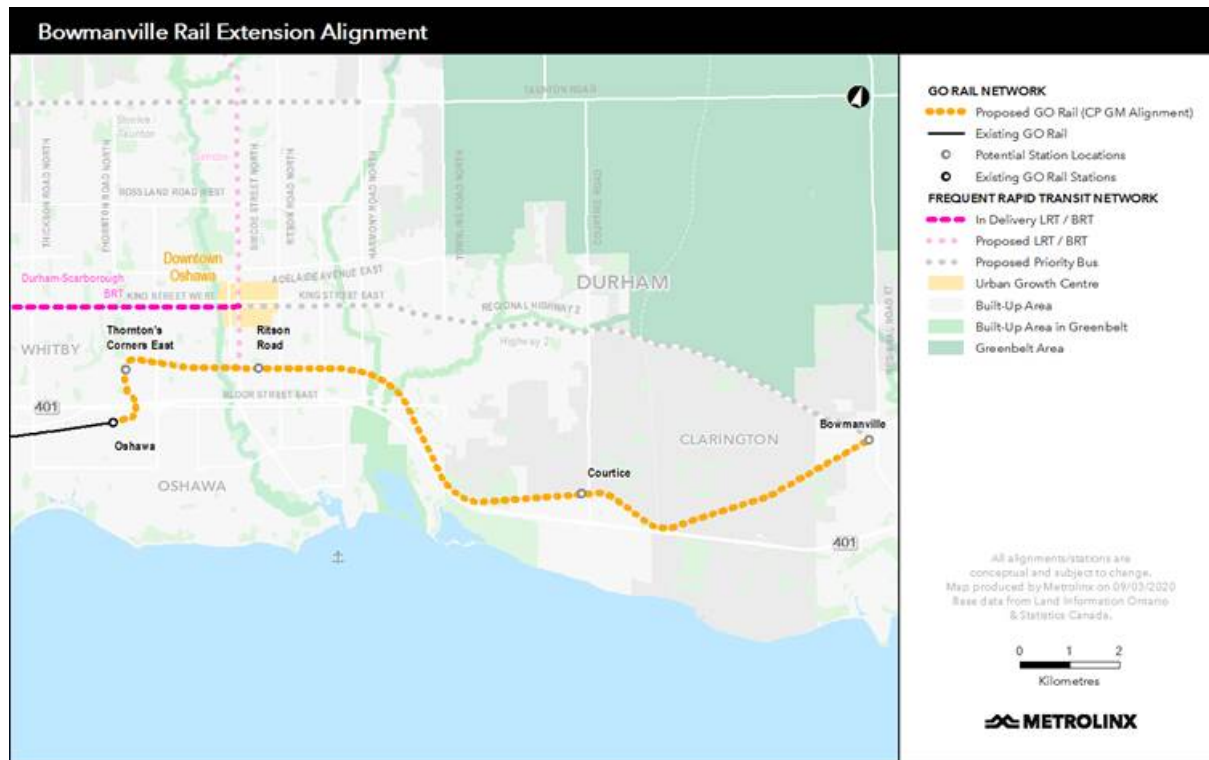
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

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I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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reliance on or other use of this communication is strictly prohibited. If you are not the intended recipient and have received this message in error, please notify me by return e-mail and delete or destroy all copies of this message.



June 30, 2023

Attention: Doug Robertson
Senior Project Manager
Works Department, Transportation Infrastructure Department
The Regional Municipality of Durham
Sent via Email: Frank.Mac@ontario.ca

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Regional Municipality of Durham Comments

Dear Mr. Robertson:

The below responses are provided to address the comments and recommendations outlined in the email dated October 17, 2022 from the Regional Municipality of Durham to Metrolinx regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (October 17, 2022)	Metrolinx Response (June 30, 2023)
1	Durham Region Works, Transportation and Traffic	Draft EPR - General	We acknowledge that the TPAP Addendum is unable to fully address the impacts of the four proposed GO stations on the transportation network, because they will be delivered by private sector developers as part of a larger Transit Oriented Community (TOC) rather than directly by Metrolinx. A full, multi-modal Transportation Impact Assessment (TIA) of each proposed TOC development will be necessary to determine what transportation infrastructure and services are needed to provide safe and effective access by all travel modes. The Region will require a full multi-modal TIA as part of the planning, design, and approvals process for each of the four TOC developments.	This comment is acknowledged. A commitment to undertake a multi-modal planning and analysis for the proposed TOC developments is identified in EPR Addendum Table 8.3 "Summary of Commitments".
2	Durham Region Works, Transportation	Draft EPR - General	We acknowledge that the TPAP Addendum identifies project impacts and mitigation measures at a high level, given the level of detail available on the project's design at the time of the assessment. Additional work will be required to further quantify impacts and detail appropriate mitigation measures through subsequent phases of the project after the TPAP Addendum is approved. Metrolinx has committed to continue working with the Region and Area Municipalities to address/mitigate the impacts of the project through the detailed design, construction, and operation phases (as noted in Tables 5.4 and 8.3), and the Region looks forward to continuing to work with Metrolinx in this regard.	This is noted, thank you.
3	Durham Region Works, Transportation	Draft EPR - Section 2.1.3, Page 2.14	As noted in our previous comments, this section should clearly state that the structural clearances being provided will allow for future electrification of the line. We acknowledge that electrification is not being assessed at this time, but the infrastructure should be designed to facilitate, or least not preclude, future electrification.	<p>Structural clearances of road-over-rail bridges proposed to be replaced will allow for future electrification of the proposed GO tracks. Existing road-over-rail bridges expanded southward to accommodate proposed GO tracks will be maintained at existing elevations and grades.</p> <p>There are no plans to electrify the proposed Oshawa to Bowmanville Rail Service as Metrolinx does not electrify on corridors owned by others and Canadian Pacific (CP) Railway will not allow electrification in their corridor. Electrified GO Rail services will end at Durham College Oshawa GO station as outlined in the Metrolinx Bowmanville Rail Service Extension, Initial Business Case (IBC), February 2020.</p>

Item No	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (October 17, 2022)	Metrolinx Response (June 30, 2023)
4	Durham Region Works, Transportation	Draft EPR - Section 5.8.3.3, Page 5.50	<p>The third paragraph should note the lack of suitable nearby alternative routes for active transportation users to cross the rail corridor during the Ritson Road closure as a significant issue that will need to be addressed prior to construction.</p> <p>This section includes references to the "Oshawa Urban Loop". This terminology is from the Durham Cycle Tours Map, which is no longer referenced in the Draft EPR. The text should be revised to reference existing and planned cycling routes from the Regional Cycling Plan and Oshawa Integrated Transportation Master Plan and remove references to the "Oshawa Urban Loop".</p>	<p>Section 5.8.3.3 of the EPR Addendum has been updated to discuss the increased travel time/distance active users will encounter during the closure of Ritson Road.</p> <p>References to the "Oshawa Urban Loop" have been removed and replaced with the Regional Cycling Plan and/or Oshawa Integrated Transportation Master Plan, as appropriate, and in alignment with the Traffic Impact Analysis report.</p>
5	Durham Region Works, Transportation	Draft EPR - Table 8.3, Page 8.17	As noted in the first comment above, a multi-modal transportation assessment will be required for each TOC to determine what transportation infrastructure and services are needed to provide safe and effective access by all travel modes. Accordingly, the phrase "If required" should be removed from the beginning of the commitment regarding transportation for TOCs.	The text "If required" has been removed from the commitment to undertake multi-modal planning and analysis for proposed TOC developments in EPR Addendum Table 8.3 "Summary of Commitments".
6	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Figure 2, Page 8	Intersections 63, 64, and 65 should be labelled as Hwy 401/Bowmanville Ave (North Ramp), Hwy 401/Energy Dr (South Ramp), and Bowmanville Ave/Energy Dr, respectively. This was noted in our comments on the previous draft but was not corrected.	Noted. The labels in Traffic Impact Analysis report Figure 2 have been updated.
7	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.1.1, Figure 30, Page 54	The 2031 scenario continues to assume that the potential future Stellar-Laval connection is in place, when there is currently no plan to deliver it by then. We appreciate the acknowledgement that there is no plan to deliver the Stellar-Laval connection by 2031 (as stated in Section 6.1.3 on Page 58), but we remain concerned that assuming it as part of the 2031 network results in an unrealistically optimistic assessment of traffic operations in the B1 Focus Area. This issue should be further assessed, whether through the current study or a subsequent Transportation Impact Assessment of the proposed Thornton's Corners TOC, and Metrolinx should work with the Region to deliver the Stellar-Laval connection as part of the GO Bowmanville Extension Project and/or TOC development if significant benefits/impact mitigation are identified.	<p>The 2031 scenario includes the proposed extension of Stellar Drive from Thornton Road to Laval Drive to better anticipate roadway needs in focus areas. However, understanding from the Region that the proposed extension will likely be in place beyond 2031, the Traffic Impact Analysis and EPR Addendum have been revised to remove references to the proposed Stellar Dr to Laval Dr Extension being in place by 2031. The revised wording has been added to Section 6.0 of the Traffic Impact Analysis report to indicate that the timing of the proposed extension will likely be in place beyond the 2031 horizon and will be beyond the scope of the TIA study.</p> <p>Metrolinx will coordinate with the Region's delivery of the Stellar Drive Extension separate from the Oshawa to Bowmanville Rail Service Extension project. To provide ongoing flexibility around the design of Metrolinx infrastructure and the proposed Stellar Drive Extension, the following text has been added to Traffic Impact Analysis report Section 2.1.3:</p> <p>Modifications to the design of the GM Spur and track in the area of the GM Spur may be required during future design phases in order to accommodate the Region of Durham's proposed extension of Stellar Drive, which will provide an east-west connection between the existing Laval Drive and Stellar Drive.</p> <p>In addition, Metrolinx continues to advance opportunities to deliver B1 Thornton's Corners East through the TOC program. A commitment to undertake a multi-modal planning and analysis for the proposed TOC developments is identified in EPR Addendum Table 8.3 "Summary of Commitments".</p>

Item No	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (October 17, 2022)	Metrolinx Response (June 30, 2023)
8	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Section 6.1.1, Figure 30, Page 54	Incorrect lane configurations continue to be shown at Thickson Road/Burns Street (no NB right turn lane), Thornton Road/Champlain Avenue (two EB/WB through lanes; two SB left turn lanes), and on Thornton Road south of Stellar Drive (four lanes). We acknowledge the response stating that this will be addressed in the 100% EPR Addendum submission. However, we are concerned that the incorrect lane configurations have artificially inflated the capacity of the Thornton Road/Stellar Drive and Thornton Road/Champlain Avenue intersections, which may have resulted in an incorrect conclusion regarding availability of capacity to compensate for the Stellar-Laval connection not being in place by 2031 (as stated in Section 6.1.3 on Page 58).	<p>Thickson/Burns (#1) – Future 2031 Horizon Analysis in Focus Area B1 has been updated based on Durham Region's input and lane information from Durham TMP and DTPRM models by revising the proposed northbound approach to two through and one shared through and right lane, and the proposed southbound lanes to three considering the widening plan.</p> <p>Thornton/Champlain (#9) - Future 2031 Horizon Analysis in Focus Area B1 has been updated by revising the southbound left turn lane to one. Eastbound and Westbound through lanes also reduced to one. The existing intersection layout has been carried over to 2031 scenario.</p> <p>Thornton Road south of Stellar Drive (#8) Future 2031 Horizon Analysis in Focus Area B1 has been updated by revising the through southbound lanes to one and the northbound approach to one northbound left turn auxiliary lane and one shared through and right lane.</p> <p>Section 6.1.3 has been updated based on the above noted changes. The revised Synchro files are available in Appendix A.</p>
9	Durham Region Works, Traffic	Appendix A6 - Traffic Impact Analysis, Figure 31, Page 56	Volumes for the intersection of Laval Street and Fox Street (#69) are missing from this figure.	Figure 31 has been updated to include the missing volumes.
10	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.1.2, Page 80 and Section 7.2.2, Page 92	As noted in our previous comments, we understand that the Albert Street bridge will be removed prior to the replacement of the Simcoe Street and Ritson Road bridges, so it will not be available as a diversion route. This was not addressed in the responses to the previous comments or in the revised TIA. This issue can be addressed by either revising the traffic diversions to remove Albert Street or noting the potential loss of Albert Street as a diversion route and discussing the impacts.	<p>Albert Street bridge will be demolished prior to replacement of Simcoe Street and Ritson Road bridges. A separate traffic study will be conducted to assess impacts resulting from Metrolinx, Durham Region and MTO proposed works surrounding Simcoe Street South.</p> <p>Metrolinx is committed to coordinating between MTO and municipal stakeholders to ensure the transportation network adjacent to the project area is not adversely affected by concurrent construction activities, as Metrolinx's and stakeholder's construction schedules and staging plans are developed.</p>
11	Durham Region Works, Traffic	Appendix A6 - Traffic Impact Analysis, Section 7.2.4, Page 95	In our previous comments, we noted that Harmony Road and Tennyson Avenue is a high collision intersection with poor sightlines and speeding problems, so efforts should be made to divert traffic away from this intersection where possible. We acknowledge the response that Traffic Control and Management Plans are to be developed during subsequent phases of the project, but we believe that the known issues with this intersection should be referenced in the EPR.	<p>The text in Section 7.2.2 has been updated to indicate the Harmony Road/Tennyson Avenue/Court intersection is considered a high collision intersection with poor sightlines and speeding issues.</p> <p>The following text has also been added to Section 7.2.2:</p> <p>"Construction Traffic and Management Plan(s) will be developed with consideration to mitigate this issue by reducing detoured traffic volume to this intersection."</p>

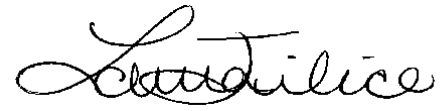
Item No	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (October 17, 2022)	Metrolinx Response (June 30, 2023)
12	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.6, Page 102	<p>As noted in our previous comments, safe and effective active transportation access across the rail corridor at Ritson Road will be a challenge during the Ritson Road bridge replacement, since the nearest crossings are at the Michael Starr Trail, over 500 m to the west, and Wilson Road, over 800 m to the east. We acknowledge that this will be addressed as part of the overall commitments to mitigation listed in EPR Addendum Table 5.4 - Potential Effects, Mitigation Measures and Monitoring, but the issue should be noted in the report, since the lack of suitable alternative routes may make the active transportation impacts of the Ritson Road closure more difficult to mitigate than the impacts of the Simcoe Street closure.</p> <p>This section includes references to the Durham Cycle Tours Map and "Oshawa Urban Loop". As noted in our previous comments, the Durham Cycle Tours Map should not be used in this context as it is targeted specifically at advanced, recreational, on-road cyclists and does not imply anything about the presence of cycling facilities. The text should be revised to reference existing and planned cycling routes from the Regional Cycling Plan and Oshawa Integrated Transportation Master Plan and remove references to the Durham Cycle Tours Map and "Oshawa Urban Loop".</p>	<p>The TIA has been updated and references to the Durham Cycle Tours map has been replaced by Regional Cycling Plan and Oshawa Integrated Transportation Master Plan (ITMP) refers to the Oshawa Active Transportation Master Plan (ATMP).</p> <p>Section 7.2.6 has been revised to note the impact to active transportation users by inclusion of this statement: Active transportation users will experience temporary inconvenience (i.e., during construction) and additional travel time and distance to cross the rail corridor during the Ritson Road closure as there are no other crossings in proximity to Ritson Road.</p> <p>A reference to Oshawa Oshawa Active Transportation Master Plan (ATMP) has been included in the text as follows:</p> <p>"According to the City of Oshawa's Active Transportation Master Plan (ATMP) Technical Report (2015) there is no plan to provide cycling and trail network along Ritson Road in the vicinity of the proposed road closure. The ATMP identifies cycling improvements in the adjacent road network. These improvements include cycling facilities along Olive Avenue where bicycle lanes proposed east of Ritson Road and multi-use trail proposed west of it, and bicycle lanes along Wilson Road and Dean Avenue. The proposed Ritson Road Closure will have no impact on these future facilities. No pedestrian facilities are proposed along in the vicinity of Ritson Road Closure."</p>

The below response addresses the comment received from the Regional Municipality of Durham via email on June 21, 2023.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (June 21, 2023)	Metrolinx Response (June 30, 2023)
1	-	<p>One additional comment that we would like to highlight relates to the proposed grade crossing expansion on Bloor Street East in Oshawa. As you know, the Region is currently designing a Bloor Street realignment and grade separation that will eliminate this grade crossing, with the intent to have this constructed prior to the GO rail extension entering service. This should be identified in TPAP Addendum public materials, including the EPR Addendum, to make the public aware that there is a plan to eliminate the grade crossing in coordination with the GO Rail extension. For example, a note such as "proposed new bridge by others" could be added at this location on high-level schematic mapping. A screened outline of the proposed grade separation with a similar note could be included on more detailed drawings, and a similar note could also be added in text and table references to this crossing.</p>	<p>In the EPR Addendum Report, Figure ES.1 in the Executive Summary, Figure 1.1 and Figure 2.1.4 illustrating key project components have been edited to additionally indicate the Bloor Street crossing widening is also the location of a "proposed new grade separation by the Regional Municipality of Durham)".</p> <p>For additional clarity, in Section 2.1.4 "At-Grade Crossing Widenings" within Section 2.1 "Key Project Components", the following footnote was added to the "Bloor Street" point:</p> <p>"The Regional Municipality of Durham completed an Environmental Study Report under the Municipal Class Environmental Assessment process in 2022 for the realignment and widening of Bloor Street, including a new grade separation (i.e., road over rail crossing) at Bloor Street. Metrolinx has and will continue to coordinate with the Regional Municipality of Durham during detailed design for the proposed work at Bloor Street."</p> <p>Same edits to project maps within The EPR Addendum Appendix A technical reports were not incorporated in the 95% EPR Addendum circulation due to time constraints; however, they will be incorporated in the 100% EPR Addendum.</p>

We hope the above responses address your questions and we look forward to continuing to work with the Regional Municipality of Durham.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Filice". The signature is fluid and cursive, with the first name "Laura" written in a larger, more prominent script than the last name "Filice".

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

cc: Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

Attachment: Email "*RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum*", June 21, 2023



April 20, 2023

**RE: Project Update for the Oshawa to Bowmanville Rail Service Extension –Transit
Project Assessment Process (TPAP) Environmental Project Report Addendum**

Metrolinx is conducting preliminary planning activities for the Oshawa to Bowmanville Rail Service Extension Project (the Project), a significant Addendum to the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report (EPR). The EPR Addendum is currently being prepared in accordance with the Transit Project Assessment Process (TPAP), as prescribed in the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

A Project Introduction letter was previously sent to you on March 28, 2022, and the draft 90% EPR Addendum was circulated to agencies and Indigenous communities and Nations on May 10, 2022. Since the submission of this report, additional footprint requirements have been identified as detailed design has progressed. This letter is to advise you of these changes and provide an update to the Project schedule.

Project Background

In 2011, Metrolinx completed the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08 - Transit Projects and Metrolinx Undertakings. The EPR was completed to assess the potential environmental impacts and proposed mitigation measures, where required, for the expansion of GO rail services from 500 metres (m) west of Brock Street in the Town of Whitby to 500 m east of Regional Road 42/Darlington-Clarke Townline Road in the Municipality of Clarington.

Following the completion of the 2011 EPR, Metrolinx has advanced the design of the Project. Based on Project refinements and revisions to the design approach since the completion of the 2011 EPR, the rail alignment and infrastructure requirements for the project have changed and Metrolinx initiated an EPR Addendum to assess the effects of these changes. The EPR Addendum process began in 2018 and environmental assessment tasks were undertaken and partially completed. In 2018, the Project was put on hold while other rail corridor alignments were evaluated. An Initial Business Case (IBC) and Preliminary Design Business Case (PDBC) was completed by Metrolinx to evaluate four rail extension options and is outlined below. You can view the IBC and here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension-business-case>

The previous EPR (2011) document can be viewed here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension---tpap>

Business Case & Scope

Four (4) alignment options were considered in the IBC. Option 2: Extension through Oshawa GO Station (now referred to as Durham College Oshawa GO) crossing Highway 401 and connecting to Canadian Pacific (CP) Belleville Subdivision was chosen to move forward to the PDBC stage. The current scope of the Project includes undertaking an addendum as outlined in Section 15(1) of O. Reg. 231/08 for the following general Project components located between GO Sub Mile 11.67 in the west and CP Belleville Sub Mile 164.8 in the east:

- 20 km of new single track along the existing CP rail corridor connecting the existing Durham College Oshawa GO to a new Bowmanville GO Station located at Bowmanville Avenue;
- A second passing track approximately between the future Ritson Road GO Station and future Courtice GO Station;
- New signal infrastructure to connect to the existing GO subdivision;
- Modifications to the existing Durham College Oshawa GO Station;
- Modification, expansion and construction of new grade separation bridges;
- Culvert modifications and replacements;
- Modification of at-grade crossings; and
- New station infrastructure associated with Thornton's Corners East, Ritson Road, Courtice, and Bowmanville will subject to delivery through the Transit Oriented Communities program.

Project Alignment

The Project's study area starts at the existing Durham College Oshawa GO Station and crosses over Hwy 401 to connect to Canadian Pacific's Belleville Subdivision. It continues eastward to Bowmanville Avenue (Regional Road 57) in Bowmanville. An outline of the proposed alignment is shown below in **Figure 1**.

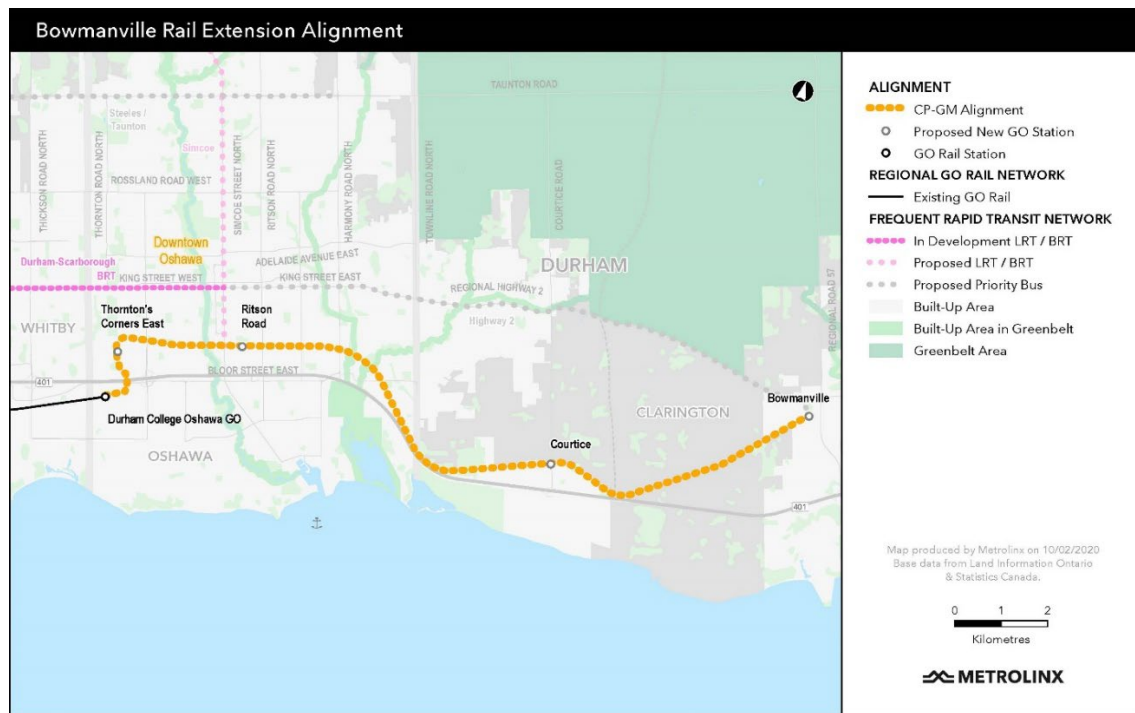


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

As noted above, additional footprint requirements have been identified that were not captured in the draft 90% EPR Addendum that you previously reviewed. Detailed design advancement of bridge replacements and modifications, track civil works and level crossing modifications due to field data results and stakeholder input resulted in the expanded project footprint and increase in EPR Addendum study area.

To incorporate the recent footprint additions into the EPR Addendum, additional environmental studies have been identified and are currently ongoing. Fieldwork is currently underway, and we are currently updating and preparing additional technical reports, where required.

The main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

Figures illustrating the previous project footprint and revised footprint can be found in **Attachment 1** of this memo.

If you would like to review an updated version of the EPR Addendum and/or any of the supporting technical reports prior to the 30-day public review period, kindly let us know.

Alternatively, the updated reports will become available for review and comment during this period.

Metrolinx is actively working with our Technical Advisor to ensure timely coordination between design development and the TPAP Addendum and will be increasing our monitoring and tracking of upcoming milestones, to mitigate any further impacts on the EPR Addendum schedule.

Current Project Schedule (subject to change)

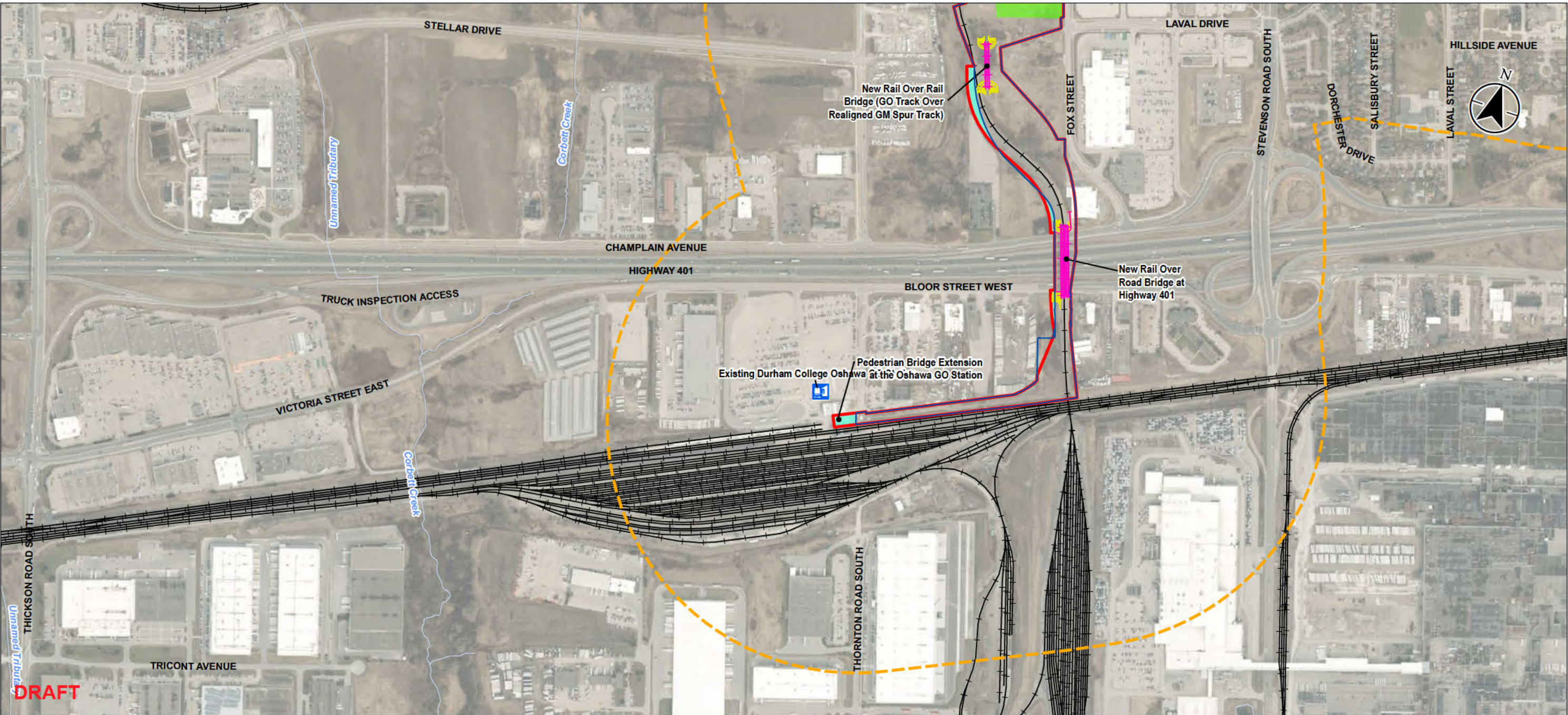
Below we have outlined the current timelines for the project.

Task	Timeline
Sharing Draft Technical Reports for Review	Ongoing
Field surveys for added footprint (Tree Inventory, Cultural Heritage, Arborist, Archaeology)	Ongoing
Virtual Public Meeting	June 2023
Notice of EPR Addendum	August 2023
30-Day Public Review	September – October 2023
35-Day Minister's Review Period	October – November 2023
Statement of Completion	November 2023

Note: Schedule dates are approximate and subject to change.

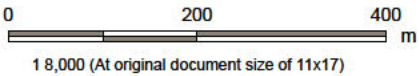
Attachment 1: Revised Project Footprint Maps

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Notes
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- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Oshawa GO Station
 - Existing Railway
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

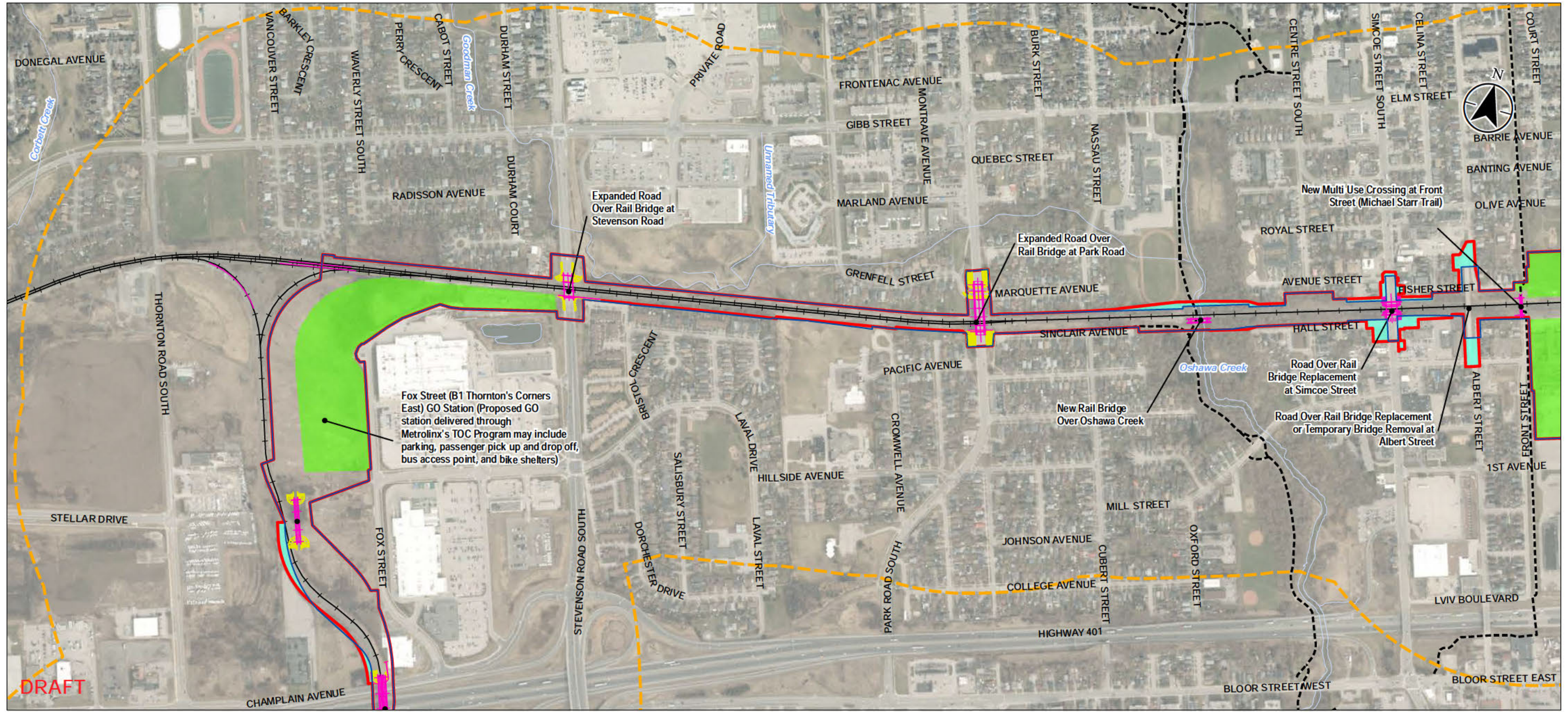
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Title
Key Project Components

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- Legend**
- Project Footprint
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**Stantec**

Project Location
Region Municipality
of Durham

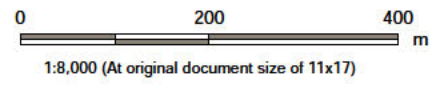
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Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.2

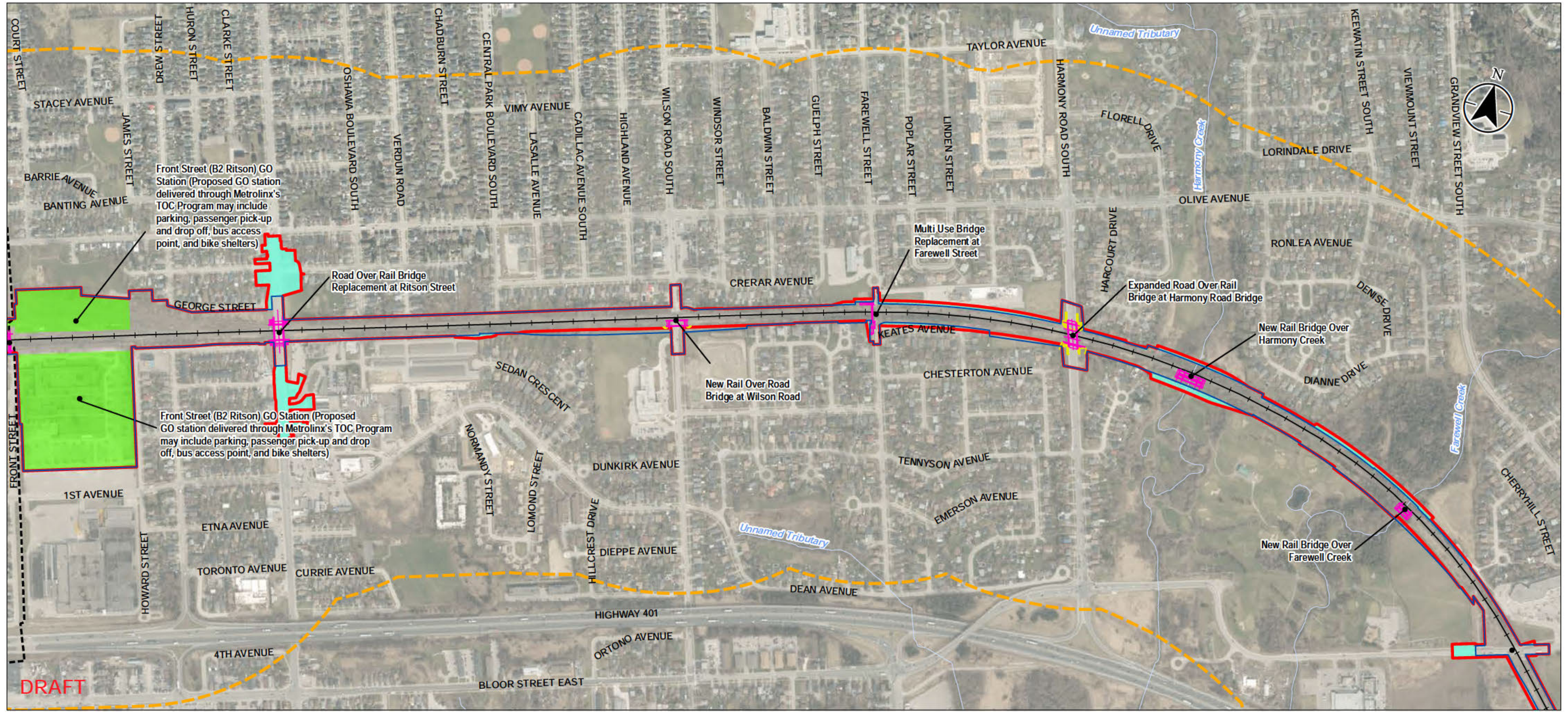
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Key Project Components

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Project Location
Region Municipality
of Durham

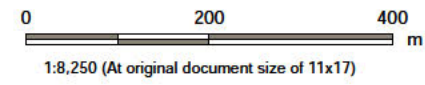
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

Title
Key Project Components

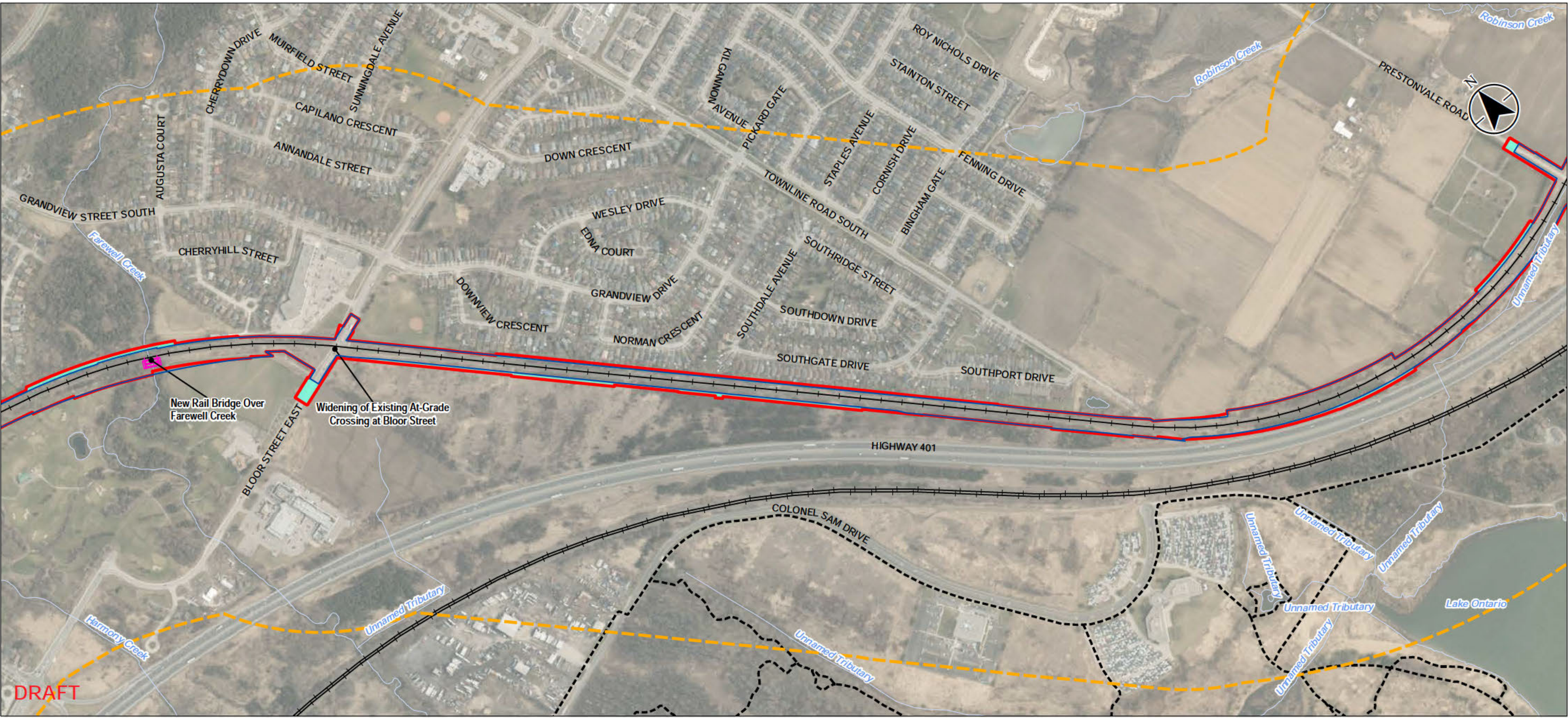
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Project Location
Region of Durham

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

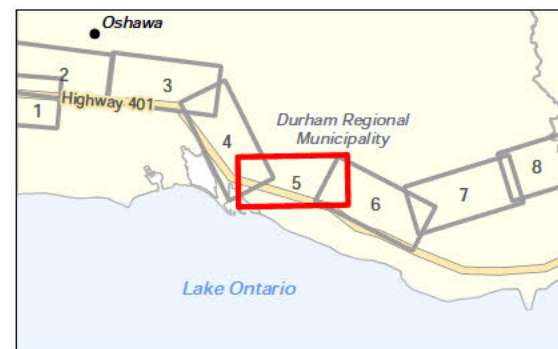
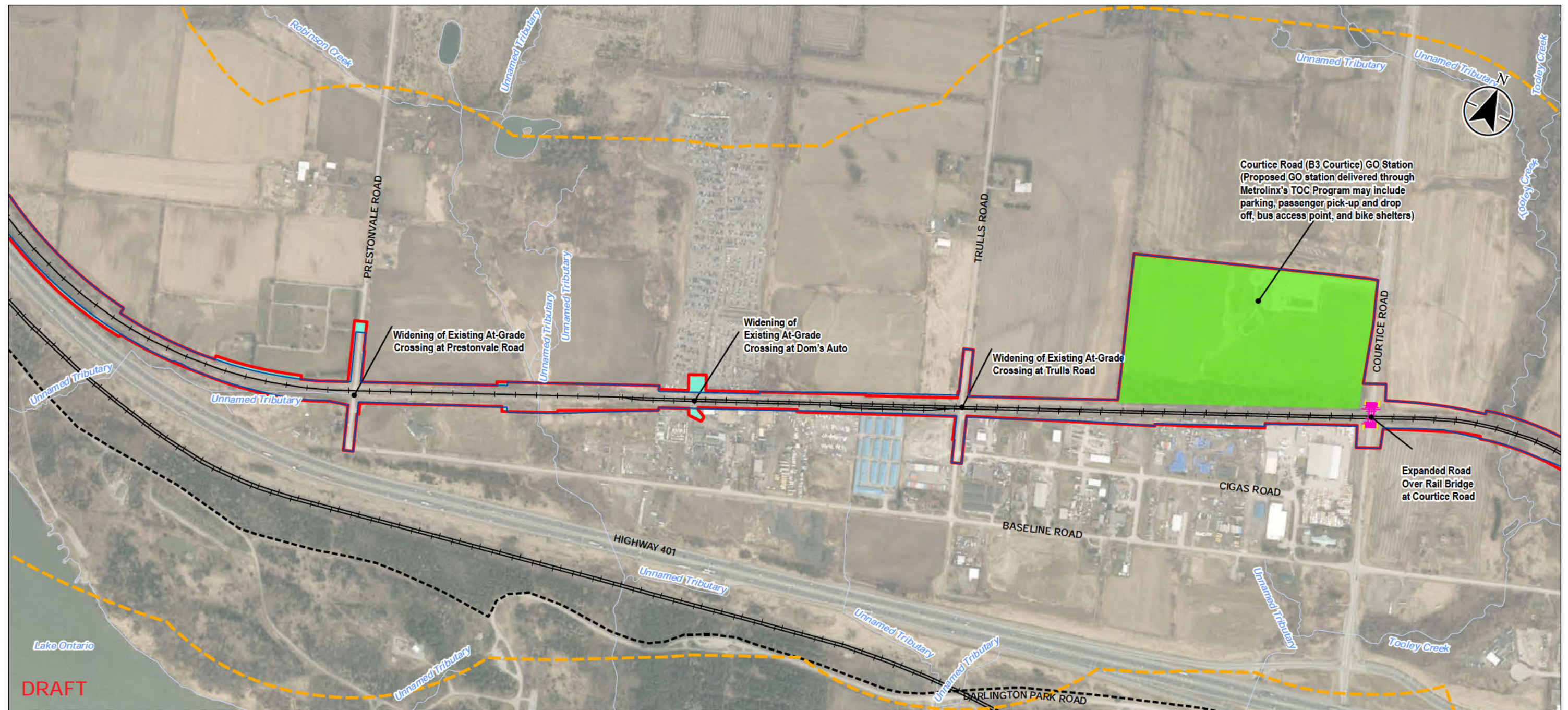
Figure No.
2.1.4












Title
Key Project Components

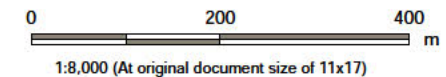
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

DRAFT

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.



- Legend**
-  Project Footprint
 -  Project Footprint (90% EPR)
 -  Additional Project Footprint Area
 -  Study Area
 -  Proposed GO Station Location
 -  Existing Railway
 -  Trail
 -  Watercourse
 -  Waterbody
 -  Bridges/Crossings
 -  Grading



Project Location	165011019 REVA
Region Municipality of Durham	Prepared by BCC on 2023-02-16 Technical Review by ## on 2021-##-##

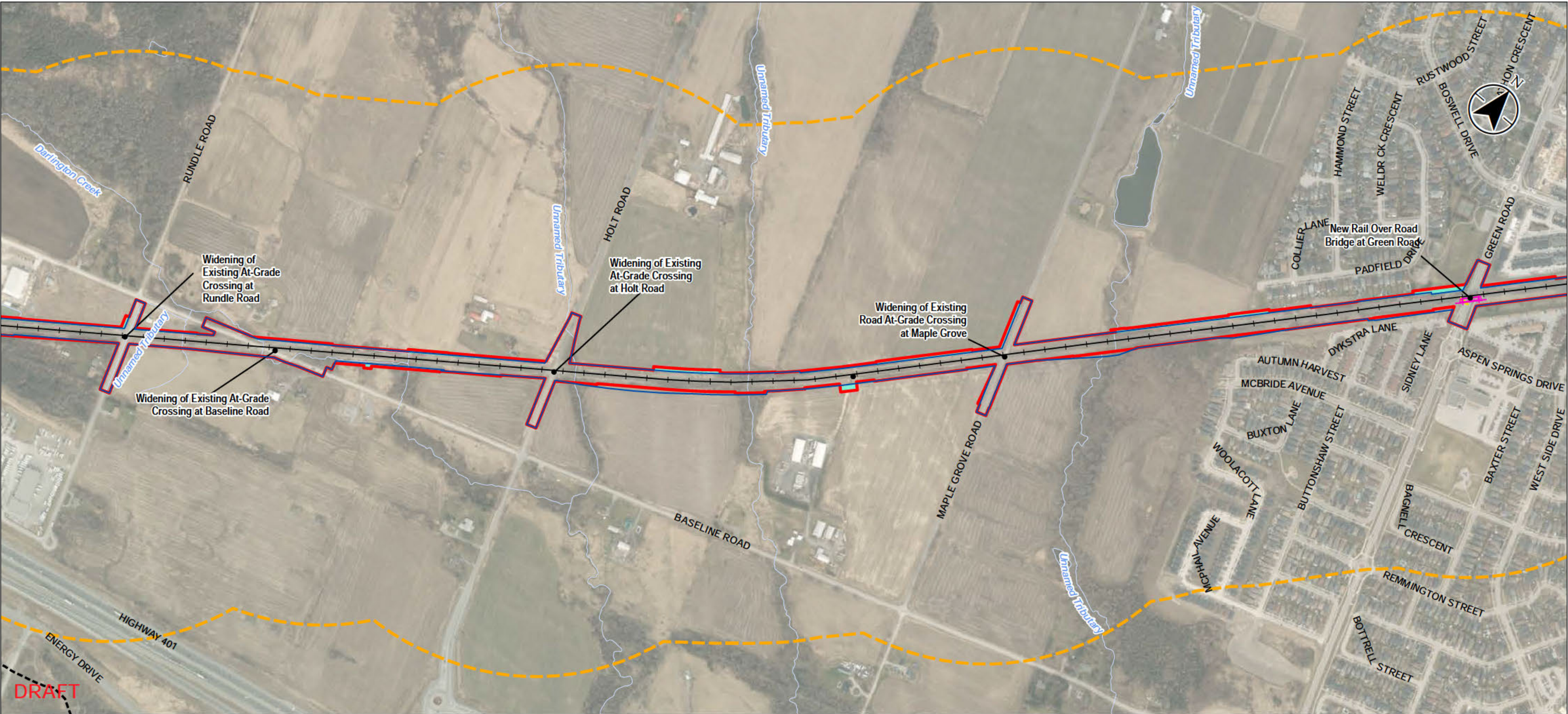
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No. 2.1.5 DRAFT

Title
Key Project Components

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\na015-pds\01\work_group\01 65010101 1 - Bowmanville\02_Amenment\02_Amenment\0111_data\gis_cad\gis\mxd\report_figures\02 2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Midbook.mxd Revised: 2023-02-16 By: bower



Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Existing Railway
 - Trail
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading

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1:8,000 (At original document size of 11x17)



Project Location: Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project: METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.: 2.1.7

Title: Key Project Components

DRAFT

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From: [Justin Klimkait](#)
To: [Shannon McFadyen](#); [Lesley Bovie](#); [Heather Dunn](#)
Cc: [Theresa Tran](#)
Subject: Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House - Registration Open
Date: May 24, 2023 11:50:00 AM
Attachments: [Bowmanville Extension PIC and VOH - Information Postcard - English and French.pdf](#)
[image001.png](#)

Good Morning,

Hope all is well.

Further to the meeting last week, I just wanted to touch base ahead of our team sending out an email blast to Durham Region Elected Officials as well as to our e-newsletter subscribers regarding the dates for the Bowmanville Extension EPR Addendum PIC and VOH. We will be sequencing this out this afternoon with Elected Officials first and then our e-newsletter subscribers following this. I have included a copy of the email draft below which we will be using for sending this out as well as an attached copy of the postcard which is currently being delivered to households and businesses along the alignment. We will be sending out additional communications throughout the week as well as conducting canvassing within Oshawa and Clarington in the coming weeks.

Good Afternoon,

Since completion of the Environmental Project Report (EPR) in 2011, Metrolinx has advanced the design of the Bowmanville Rail Service Extension project – including changes to the proposed layover facility and potential GO station locations, track alignment, the addition of new bridges, bridge replacements and bridge expansions to accommodate the proposed new tracks. Due to the significant changes since the initial EPR, an Addendum to the EPR is required and is almost ready for review and comment.

There will be a Virtual Public Information Centre (PIC) open from June 8 to June 21, 2023, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). During the Virtual PIC period, please submit any questions or feedback via the Slido form at the bottom of the [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

There will also be a live Virtual Open House (VOH) on Wednesday, June 14, 2023 from 6:30-8:00pm during which the project team will be on hand to answer questions about the project, submitted in advance or during the event via Slido (available [here](#)). The team reads and considers all comments received, which are then documented in the EPR Addendum.

To register for the Virtual Open House, please click [here](#) ahead of June 14 and set a

reminder in your calendars!

Thank you for your patience and collaboration in getting to this point.

Best regards,

If you have any questions regarding this, please let me know.

Best regards,

JUSTIN KLIMKAIT (he/him)
Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3
Justin.klimkait@metrolinx.com



WE SERVE WITH PASSION, THINK FORWARD AND PLAY AS A TEAM

Kindly subscribe to our regional Durham Region e-newsletter [here](#)

Be sure to take the Transportation Tomorrow
Survey and have your say about urban travel in Ontario!
<http://www.transportationtomorrow.on.ca/>

We want to hear from you.

Virtual Open House

Wednesday, June 14, 2023

6:30-8:00 p.m.



The addendum to our Environmental Project Report is almost ready, and we can't wait to share the information with you. Why? Because it means that we're one step closer to starting construction and bringing two-way, all-day rail service from Oshawa to Bowmanville.

We know you have questions about how we'll protect the environment during this project and we're ready to answer them.

Materials will be available online for review and comment from June 8 to June 21, 2023.

Register for the virtual open house at www.metrolinx.com/bowmanville

Questions? We're here for you.

www.metrolinx.com/bowmanville

DurhamRegion@metrolinx.com

[@GOExpansion](https://twitter.com/GOExpansion)

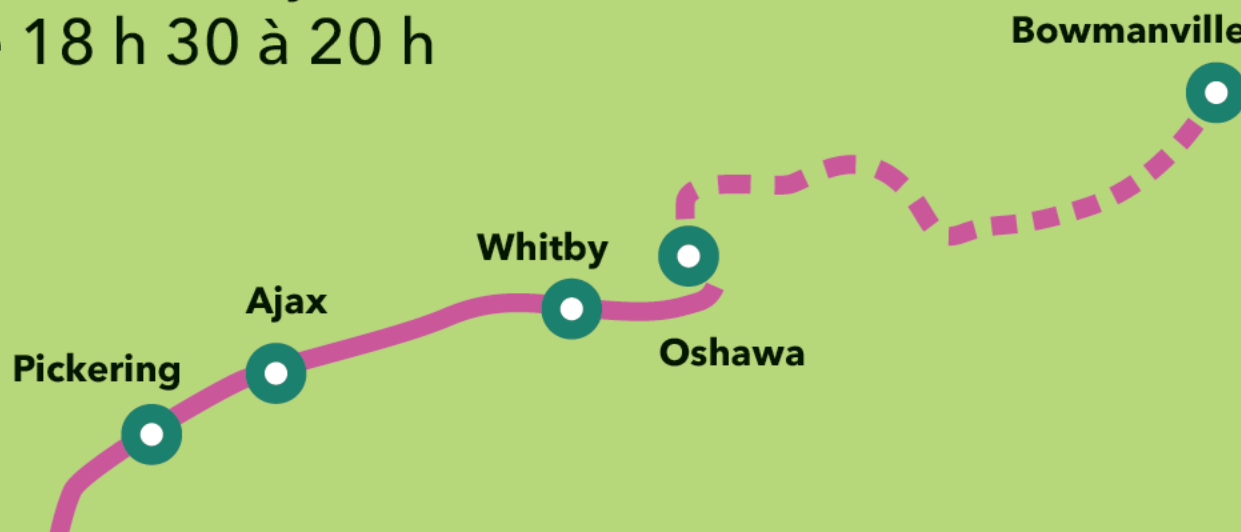


Vos commentaires nous intéressent.

Journée portes ouvertes virtuelles

Mercredi 14 juin 2023

De 18 h 30 à 20 h



L'addenda à notre rapport environnemental sur le projet est presque prêt, et nous avons hâte de partager l'information avec vous. Pourquoi? Parce que cela signifie que nous nous rapprochons du début des travaux de construction et de la mise en place d'un service ferroviaire bidirectionnel toute la journée entre Oshawa et Bowmanville.

Nous savons que vous vous demandez quelles mesures nous allons prendre pour protéger l'environnement au cours de ce projet, et nous sommes prêts à vous répondre.

Les documents seront disponibles en ligne pour consultation et commentaires du 8 au 21 juin 2023.

Inscrivez-vous pour la Journée portes ouvertes virtuelles au lien suivant :
www.metrolinx.com/bowmanvillefr

Vous avez des questions? Nous sommes là pour vous.

🌐 www.metrolinx.com/bowmanvillefr

✉ DurhamRegion@metrolinx.com

🐦 @GOExpansion



From: [Rachel Afonso](#)
To: [Doug Robertson](#)
Cc: [Laura Filice](#); [Lindsay Prihoda](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, August 18, 2023 1:02:00 PM
Attachments: [image008.png](#)
[image009.jpg](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.jpg](#)

Hi Doug,

Thank you so much for the detailed review comments. We will review and reach out if there are any questions.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Doug Robertson <Doug.Robertson@Durham.ca>
Sent: August 17, 2023 4:07 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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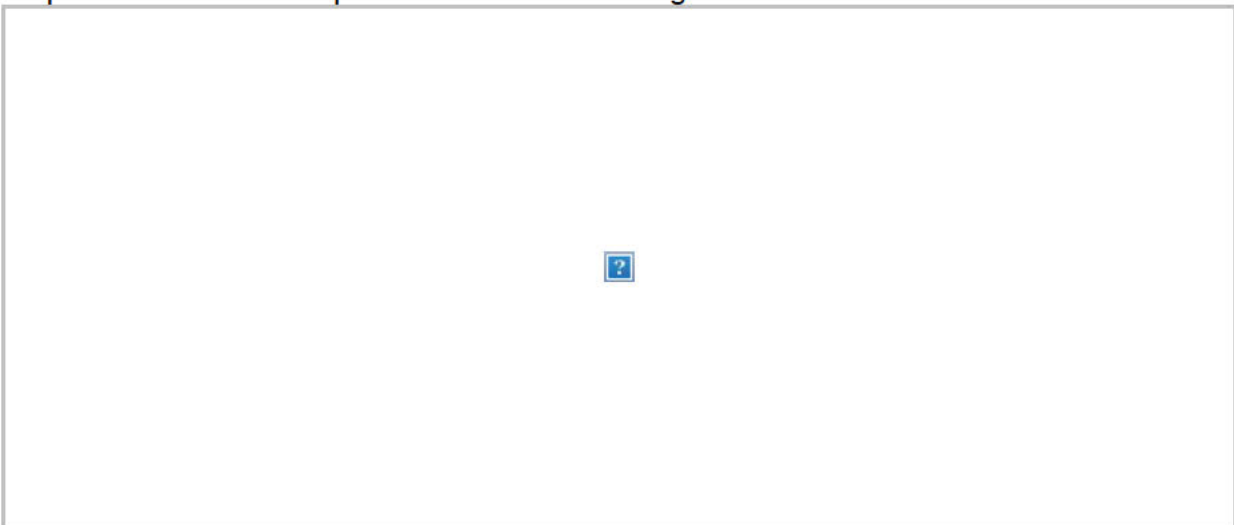
Hi Rachel,

I have reviewed the drawings for the bridges that cross Regional roads, and my comments are as follows:

1. General – The drawings are generally consistent with the current design concepts for these structures. The notes on each drawing allow for flexibility to address changes that will arise during detailed design, including changes required to address outstanding Regional comments on the current detailed design submission. Accordingly, the Region has no objection to the use of these drawings in the EPR Addendum.
2. Stevenson Road, Park Road, Harmony Road, and Courtice Road (Sheets 2, 3, 10, and 13) – The drawings do not clearly show the proposed replacement of the south abutment at these structures. A combination of line type/shading and labelling should be used to clearly identify the existing and proposed south abutment in the profile view.
3. Highway 401 (Sheet 1) – As per our comments on the 30% design submission for this

structure, the Region has requested a 4m platform behind curb on the south side of Bloor Street for a future multi-use path and a 3 m platform behind curb on the north side of Champlain Avenue for a future sidewalk. If possible, these platforms should be shown as part of the profile view on this drawing. For clarity, the proposed bridge should be labelled in the plan view.

4. Stevenson Road (Sheet 2) – The existing north abutment is labelled as “existing south bridge abutment” in the profile view. The label on the proposed station platform in the plan view refers to Note 3, but should reference Note 4.
5. Wilson Road (Sheet 8) – As per our comments on the 50% design submission (and earlier submissions) for this structure, the Region has requested that the new bridge accommodate the planned ultimate four-lane cross-section for Wilson Road, which has a total platform width of 26.2m. See cross-section sketch below. If possible, the road platform shown in the profile view on this drawing should reflect the ultimate 26.2m width.



Let me know if you have any questions on the above.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: August 11, 2023 10:10 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download:



The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

We are also preparing responses to your comments received on July 26, 2023 on the draft 95% and plan to provide them to you next week.

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 27, 2023 10:02 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Thank you Doug for taking the time to provide the below comments. We will review and incorporate the changes as needed.

Thanks,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: July 26, 2023 10:18 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the opportunity to review the 95% Draft EPR Addendum Report. Our comments are as follows:

Main EPR Addendum Report (June 28, 2023)

1. General – As noted in our previous comments, the TPAP Addendum identifies project impacts and mitigation measures at a high level, so additional work will be required to further quantify impacts and detail appropriate mitigation measures through subsequent phases of the project after the TPAP Addendum is approved. Metrolinx has committed to continue working with the Region and Area Municipalities to address/mitigate the impacts of the project through the detailed design, construction, and operation phases of the rail corridor works and GO Station/TOC sites (as noted in Tables 5.10 and 8.3), and the Region looks forward to continuing to work with Metrolinx in this regard.
2. Page 1.22, Figure 1.2.10 – There are stray “Regional Road 57” and “Martin Road” labels at the intersection of Regional Highway 2/King Street West with Bowmanville Avenue (Regional Road 57). These labels should be removed.
3. Pages 1.27, 1.28, and 1.30, Table 1.3 – The descriptions of the Current Proposed Project Component for the Stevenson Road, Park Road, Harmony Road, and Courtice Road bridges do not match the current (50%) project design. The current proposed design is to fully replace the south abutment at each bridge rather than build retaining walls with tiebacks as noted here. The abutment replacement will require the closure of each road for a period of months, while the previous design would not have required any significant road closures. This change should be assessed to determine whether or not it is “Significant” for purposes of the EPR Addendum.
4. Page 2.15, Section 2.1.3 – As noted in our previous comments, the report should specifically state whether or not the planned bridge vertical clearances (7.01m) will accommodate future electrification. We acknowledge that electrification is not currently feasible, but new/modified bridges should provide adequate clearance to permit

electrification if it becomes feasible in the future.

5. Pages 2.16 and 2.17, Table 2.3 – The existing overpasses at Stevenson Road, Park Road, and Harmony Road accommodate four lanes of traffic, not two.
6. Page 2.20, Section 2.2 – The description of the bridge modifications at Stevenson Road, Park Road, Harmony Road, and Courtice Road in the third paragraph does not match the currently-proposed design, which requires full replacement of the south abutment.
7. Page 4.80, Section 4.8.2 – Since transit routes regularly change, the report should identify when the existing transit route information was accessed.
8. Page 5.46, Section 5.8.1.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in Appendix A6, Traffic Impact Assessment. Analysis of the traffic impacts of these additional closures will be required as part of the development of Traffic Control and Management Plans during detailed design.
9. Page 5.47, Section 5.8.1.3 – The end of the third sentence of the paragraph on the Ritson Road closure states that traffic will divert to Ritson Road. We assume that is a typo and should be Simcoe Street.
10. Page 5.48, Section 5.8.2.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in Appendix A6, Traffic Impact Assessment. Analysis of the impacts of these additional closures on transit operations will be required as part of the development of Traffic Control and Management Plans during detailed design.
11. Page 5.50, Section 5.8.3.3 – The first paragraph should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road. Analysis of the impacts of these additional closures on active transportation will be required as part of detailed design. A commitment should be provided to maintain reasonable access across the rail corridor during road closures, particularly for the crossings in urban areas that see significant active transportation volumes. Given the long distances that pedestrians and cyclists would need to detour to access adjacent grade separated or controlled rail corridor crossings, there will likely be significant demand for unauthorized crossings of the rail corridor during road closures at these locations if some sort of temporary controlled crossing near the closed road is not provided.
12. Page 5.154, Table 5.10 – Operational impacts of the GO Station locations on the Road Network should be noted here, along with the commitment to a full multi-modal TIA as part of the planning, design, and approvals process for each of the four GO Station/TOC developments (as noted in Table 8.3 on Page 8.21).

13. Page 8.20, Table 8.3 – For the Construction Phase, under the Transportation Discipline, the second and fourth bullet points should be modified by adding “for all travel modes”, as follows: “Traffic Control and Management Plan(s) will be developed prior to construction to maintain reasonable access through work zones for all travel modes, to the extent possible.”

Appendix A6, Traffic Impact Assessment (June 28, 2023)

14. General – We acknowledge that the analysis presented in this appendix is intended to provide a high-level understanding of the traffic issues and LOS of the focus areas intersections, as well as the impacts of the planned Simcoe Street and Ritson Road bridge closures. It is our understanding that additional work will be completed as part of the Transportation Impact Assessments for the four GO Station/TOC sites and development of the Traffic Control and Management Plans for the Simcoe and Ritson bridge replacements (and any other needed road closures or restrictions) to identify and mitigate site-specific operations and safety issues for all travel modes during all phases of the project. We encourage Metrolinx and their consultants to consult with Regional and Area Municipal staff early and often to ensure this additional work is appropriately scoped to address all stakeholders' needs.
15. General, Synchro analysis – Our Traffic Engineering and Operations Division's review of the Synchro analysis is on-going. Any comments arising from their review will be forwarded as soon as they are available.
16. Page 4, Section 1.0 – Figure 1 is missing.
17. Page 13, Section 4.3, Table 1 – Years should be added to the table for the Existing Conditions and Construction Staging scenarios. Section 4.1 states that existing volumes were grown by 1.5% per year to a 2024 horizon for the Construction Staging scenarios, but the table states that existing volumes were used. Either Section 4.1 or the table should be revised as appropriate to resolve this discrepancy.
18. Page 17, Figure 7 – A dedicated northbound right turn lane was built on Thicksen Road at Burns Street (Intersection #1) last year, so it should be included in the existing conditions analysis.
19. Section 6.0, General – The 2031 Future Conditions section does not include assessment of active transportation needs/deficiencies or recommendations for improvements. It is our understanding that this will be addressed as part of the multi-modal Transportation Impact Assessment (TIA) that Metrolinx has committed to completing during the planning and design for each of the four proposed GO Station/TOC sites.
20. Page 60, Section 6.1.3 – It is not clear from the results in Table 15 that there would be excess capacity along Champlain Avenue to compensate for removal of the assumed Stellar-Laval connection, since the Thornton Road/Champlain Avenue and Stevenson Road/Champlain Avenue intersections do not appear to have excess capacity. The paragraph above Table 15 refers to Champlain Avenue intersecting with Laval Drive,

but these two roads do not intersect.

21. Page 60, Table 15 – For Node #7 “Gibbs St” should be “Gibb St”.
22. Page 76, Figure 40 – There should be two southbound through lanes on Bowmanville Avenue at Regional Highway 2 (Intersection #55); widening through this intersection is currently under construction. The lane diagrams are drawn incorrectly at Intersections 55, 58, and 59.
23. Page 86, Section 7.1.2 and Page 97, Section 7.2.2 – The study continues to show traffic from Simcoe Street and Ritson Road diverting to Albert Street, even though the Albert Street bridge is to be demolished before the Simcoe Street and Ritson Road bridge closures. We acknowledge the previous response that additional study will be done to fully assess the impacts of all planned road closures and restrictions in the area, but the report as currently written presents an unrealistic scenario. As noted in our previous comments, this issue can be addressed by either revising the traffic diversions to remove Albert Street or noting the expected loss of Albert Street as a diversion route and discussing the impacts in general terms. The commitment to further study the impacts through development of the Traffic Control and Management Plans should also be noted in these sections.
24. Page 88, Figure 48 – The volumes shown on Simcoe Street north of Mill Street and south of Olive Avenue still appear to be quite high given the road closure at the rail corridor, e.g., 359 vehicles southbound south of Olive Avenue in the PM peak hour. There are no obvious destinations for this amount of traffic. The volumes should be verified and corrected as needed.
25. Page 99, Figure 56 – Similar to the comment above, significant traffic volumes are shown on Ritson Road north and south of the bridge closure, e.g., 278 vehicles northbound at Olive Avenue in the PM peak hour. The volumes should be verified and corrected as needed.
26. Page 108, Section 8.0 – The fourth paragraph of the section should be revised to be consistent with the commitment to future study in the main EPR Addendum Report by removing the phrase “if required” from the last sentence.
27. Page 110, Section 8.0, Focus Area B3 – The second paragraph states that Courtice Road was assumed to be widened to four lanes between Bloor Street and Highway 401 by 2031, but this was not assumed in the analysis presented earlier in the report (see Figure 37) and is not consistent with the Region’s current plans.

Please let me know if you have any questions on the above.

Regards,
Doug

Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division



The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



Vacation notice – I will be away from July 31 until August 14

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 18, 2023 10:06 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Morning Doug,

Thank you for letting us know. We look forward to getting your team's comments next week.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: July 17, 2023 4:42 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Unfortunately our team has not been able to complete our review yet. We will need about one more week to complete it. Sorry for the delay, and please call me if you want to discuss.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager

Works Department | Transportation Infrastructure Division

The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2023 4:54 PM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

Please see link below to access the updated EPR and supporting technical reports.

[REDACTED]

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend !

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice

Sent: May 2, 2023 9:13 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

No problem. We will circulate the reports once ready.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: April 28, 2023 5:46 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sending this notice and updated schedule information for the TPAP Addendum. Regional staff are interested in reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period. Please confirm that we will have this opportunity, and let me know approximately when these reports will be available.

Thanks.

Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham

Doug.Robertson@durham.ca | [REDACTED] | durham.ca

My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.



Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
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- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

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I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: lbackus@clarington.net
Cc: RBrezina@clarington.net; csalazar@clarington.net; [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, August 11, 2023 10:11:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Lisa,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: <https://www.dropbox.com/sh/wt2rsyw06d6431q/AACUs-oBNBshV7KJYOQzhlwka?dl=0>

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
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As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Backus, Lisa <lbackus@clarington.net>

Sent: August 2, 2022 1:23 PM

To: Jennifer Wong <Jennifer.Wong@metrolinx.com>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Brezina, Robert <RBrezina@clarington.net>; Salazar, Carlos <csalazar@clarington.net>

Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hello Jennifer. Staff do not have any comment on the draft 90 EPR Addendum Report.

Thank you for your patience as Rob and I made our way through the (enormous) document.

Have a nice day,

Lisa

Lisa Backus, MCIP, RPP
Manager Community Planning & Design
Planning and Development Services
Municipality of Clarington



E: lbackus@clarington.net

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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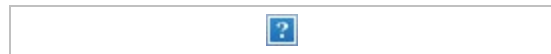
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Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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Connect with us:



From: [Rachel Afonso](#)
To: [Connor Leherbauer](#)
Cc: [Meaghan Harrington](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Thursday, August 17, 2023 9:08:00 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Hi Connor,

Thank you for getting back to us and letting me know. No worries, August 28 works on our end for your review comments.

Regards.

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Connor Leherbauer <CLeherbauer@oshawa.ca>
Sent: August 16, 2023 3:12 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Meaghan Harrington <MHarrington@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Rachel,

I anticipate we will have a few comments, and I've given the team this week and next to review. Unfortunately I'm on vacation next week, so I won't be able to send you the formal response until August 28th. Would a response on the 28th be acceptable?

Let me know, thank you Rachel,

Connor Leherbauer, Senior Planner | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: Friday, August 11, 2023 10:13 AM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 2:44 PM
To: Connor Leherbauer <CLEherbauer@oshawa.ca>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Thanks Connor for confirming.

Laura

From: Connor Leherbauer <CLEherbauer@oshawa.ca>
Sent: July 18, 2023 1:25 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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--

Hi Laura,

We've reviewed the materials, and I can confirm that we did not highlight any major concerns. Therefore, we will have no staff comments at this time.

Thank you,

Connor Leherbauer, Senior Planner | City of Oshawa



CLEherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Tuesday, July 18, 2023 1:16 PM

To: Connor Leherbauer <CLEherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Just wanted to reach out to see if your team is planning to send in any comments on any of the updated technical reports/ EPRA. Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura

From: Laura Filice

Sent: June 30, 2023 4:59 PM

To: Connor Leherbauer <CLEherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Please see link below to access the updated EPR and supporting technical reports.



As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

If your team would like to provide comments to any of the reports, feel free to send them to me by July 17th, 2023.

Thanks again and we appreciate the feedback received to date.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: April 21, 2023 1:35 PM

To: Connor Leherbauer <CLEherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>;
Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

No problem. I will send the updated reports once ready.

Thank you,

Laura

From: Connor Leherbauer <CLEherbauer@oshawa.ca>

Sent: April 21, 2023 8:52 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>;
Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum

Footprint Change

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Hi Laura,

Could you please send me the project materials at your earliest convenience? City staff may wish to report to Oshawa City Council in order to obtain approval to submit comments.

Thank you,



Connor Leherbauer, Senior Planner | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Thursday, April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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[REDACTED]



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Sent: March 25, 2022 8:21 AM

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From: [Laura Filice](#)
To: lmoebs@oshawa.ca
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, September 29, 2023 1:50:05 PM
Attachments: [~WRD1527.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.png](#)
[image009.jpg](#)
[Mx Response_CityOshawa_Draft_EPR Concept Dwgs_20230929.pdf](#)

Hi Laura,

Thanks again for providing the below comments. We have reviewed and incorporated the necessary changes, where needed. Responses to your team's comments are attached above.

The Final EPR Addendum with supporting technical reports and drawings will be available for 30 day review on October 5th. A copy of the Notice of EPRA with additional details will be emailed separately.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation



September 29, 2023

Attention: Laura Moebs
Principal Planner
City of Oshawa
Sent via Email: LMoebs@oshawa.ca

Reference: Draft Conceptual Design Drawings - Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the City of Oshawa Comments

Dear Ms. Moebs:

The below responses are provided to address the comments and recommendations outlined in the email dated August 28, 2023 from the City of Oshawa to Metrolinx regarding the Draft Conceptual Design Drawings developed for the Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Subject / Drawing	City of Oshawa Review Comment (August 28, 2023)	Metrolinx Response (September 29, 2023)
1	General	<p>How does this EA Addendum submission relate to the overall design for the Extension/the overall TPAP process?</p> <p>The drawings propose some significant changes from previous plans provided -- how will these changes be integrated into the overall design? What are the anticipated next steps for the overall design?</p>	<p>All transit projects are subject to the Transit Project Assessment Process (TPAP) under O. Reg 231/08. The TPAP process is intended to be focused so that the assessment of potential environmental effects for the Project area and decision-making can be completed in an expedited manner. A key aspect of a TPAP is to ensure that the natural, social, cultural, and economic environments are protected and any potential negative impacts are identified and are either avoided, reduced or minimized.</p> <p>The Environmental Project Report (EPR) is the final product of the TPAP, which is a report that documents the consultation and engagement process, existing conditions, potential impacts, and avoidance and mitigation measures. For this Project, an EPR Addendum is required to assess the environmental impacts resulting from Project refinements and revisions to the design approach that were not assessed in the initial TPAP EPR completed in 2011.</p> <p>The EPR Addendum is posted for a 30-day public review period followed by a 35-day Minister of the Environment, Conservation and Parks review period. The Minister may issue a Notice to Proceed with the transit project but can only take action if there is a potential for negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected Aboriginal or treaty right. The overall findings in the EPR Addendum inform Project design development and implementation.</p> <p>The drawings in the EPR Addendum are conceptual to allow for flexibility for changes during design development. Design progression and changes will be addressed through the design milestone submission process in consultation with stakeholders.</p>
2	General	<p>Please ensure staff's previous comments on the TPAP are taken into consideration as the design advances. We would specifically highlight previous comments with respect to the span of the Metrolinx bridge adjacent to the Oshawa Creek/Goodman Creek CPR crossing.</p>	<p>This comment is noted. The hydraulic assessment conducted by Metrolinx evaluated a 31m span Metrolinx bridge downstream of the existing 15m span CP bridge to facilitate new GO track. With this configuration, the existing 15m span CP bridge is the hydraulic "pinch-point" causing backwater conditions and resulting in no improvements to flood elevations. The removal of the existing CP bridge is not within Metrolinx current scope of work.</p>
3	General	<p>As the design advances, please ensure that priority is given to ensuring active transportation linkages are not lost or compromised. This includes the vital connection of the Michael Starr trail across the CPR corridor.</p>	<p>This comment is noted. EPR Addendum Table 8.3 "Summary of Commitments" includes a commitment to develop Traffic Control and Management Plan(s) to maintain reasonable access through work zones for all travel modes to the extent possible. In addition, the following mitigation measures and monitoring activity are included in EPR Addendum Table 5.4 under "Traffic and Transportation - Cycling, Pedestrian and Trail Network":</p>

Item No	Subject / Drawing	City of Oshawa Review Comment (August 28, 2023)	Metrolinx Response (September 29, 2023)
			Mitigation measures: - Potential effects to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs. - Existing sidewalks and crossings will be maintained to the extent possible. Monitoring activities: - Impacts to pedestrians and cyclists are to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.
4	Michael Starr Trail Connection (Tunnel)	Staff wish to confirm that funding for the construction of the Michael Starr crossing remains tied to the funding package for the corridor, and is not tied to station construction, as a result of the newly shown future tunnel to the station platform. The crossing represents the most important north-south active transportation connection in the Central Oshawa Major Transit Station Area, particularly with the pending demolition of the currently closed Albert Street Bridge. It is strongly recommended by City staff that the crossing be constructed in a timely fashion, concurrent with the remainder of the corridor works.	The Michael Starr Trail Crossing is part of the Bowmanville Extension Project and independent of the station construction.
5	Michael Starr Trail Connection (Tunnel)	The design of the Michael Starr Trail tunnel should be designed in accordance with CPTED principles. For example, staff note that the design shows the future platform access tunnel “T-ing” into the main tunnel using sharp 90 degree corners, as opposed to providing a “sight triangle” or a widely curved wall, which would expand the user’s view corridor. Staff would request that a more detailed plan and design rationale for this tunnel proposal be provided.	The pedestrian tunnel and ramps EPR drawings are conceptual. Metrolinx will consider this comment and will coordinate with the City of Oshawa as part of the design development process.
6	Accessibility	Please ensure that the exterior paths of travel are meeting the Design of Public Spaces requirements of O. Reg. 191/11.	This comment is noted. The design will align with the requirements of O. Reg. 191/11.
7	Accessibility	Please ensure that exterior paths of travel are crossings are meeting the Oshawa Accessibility Design Standards (O.A.D.S.)	This comment is noted. The exterior paths of travel will meet O.A.D.S.
8	Accessibility	Is it possible to obtain the dimensions of paths of travel, ramps, landings, curb cuts, etc. to ensure standards are being met?	The EPR drawings are conceptual. Metrolinx will consider this comment and will coordinate with the City of Oshawa as part of the design development process.
9	Accessibility	We would request further detail concerning the access from the pedestrian tunnels to the proposed parking lot – location of accessible spaces, type, number, signage etc.	The EPR drawings are conceptual. Metrolinx will consider this comment and will coordinate with the City of Oshawa as part of the design development process.
10	Accessibility	We would request that Metrolinx consider using rest stops (designed as per O.A.D.S.) along the exterior paths of travel and along bridges, especially in consideration of higher degrees of slope in the proposed crossings.	The EPR drawings are conceptual. Metrolinx will consider incorporating rest stops at specific locations and evaluate the stops in terms of feasibility and compatibility with the design.
11	Accessibility	On the Farewell Street crossing, one side is 3m in width, the other is 1.5m – what is the rationale for this variation? This could be of concern for those with poor vision.	There is an existing 3m multi-use path on the north side of Farewell Street pedestrian bridge and 1.5m sidewalk on the south side. These widths align with current City of Oshawa standards. The pedestrian bridge and ramp structures are designed with a consistent standard width.

We hope the above responses address your comments and we look forward to continuing to work with the City of Oshawa.

cc: Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

From: [Rachel Afonso](#)
To: ["Connor Leherbauer"](#)
Cc: [Meaghan Harrington](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#); [Tom Goodeve](#); [Ranjit Gill](#); [Anthony Ambra](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Thursday, August 31, 2023 8:30:00 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Hi Connor,

Thank you so much for the detailed review comments. We will review and reach out if there are any questions.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Connor Leherbauer <CLeherbauer@oshawa.ca>
Sent: August 28, 2023 3:52 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Meaghan Harrington <MHarrington@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Tom Goodeve <TGoodeve@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Rachel,

Please see below for City staff comments on the EA Addendum materials that were provided. Please let me know if you or your team has any questions, thank you Rachel.

General

- How does this EA Addendum submission relate to the overall design for the Extension/the overall TPAP process? The drawings propose some significant changes from previous plans provided -- how will these changes be integrated into the overall design? What are the anticipated next steps for the overall design?
- Please ensure staff's previous comments on the TPAP are taken into consideration as the design advances. We would specifically highlight previous comments with respect to the span of the Metrolinx bridge adjacent to the Oshawa Creek/Goodman Creek

CPR crossing.

- As the design advances, please ensure that priority is given to ensuring active transportation linkages are not lost or compromised. This includes the vital connection of the Michael Starr trail across the CPR corridor.

Michael Starr Trail Connection (Tunnel)

- Staff wish to confirm that funding for the construction of the Michael Starr crossing remains tied to the funding package for the corridor, and is not tied to station construction, as a result of the newly shown future tunnel to the station platform. The crossing represents the most important north-south active transportation connection in the Central Oshawa Major Transit Station Area, particularly with the pending demolition of the currently closed Albert Street Bridge. It is strongly recommended by City staff that the crossing be constructed in a timely fashion, concurrent with the remainder of the corridor works.
- The design of the Michael Starr Trail tunnel should be designed in accordance with CPTED principles. For example, staff note that the design shows the future platform access tunnel “T-ing” into the main tunnel using sharp 90 degree corners, as opposed to providing a “sight triangle” or a widely curved wall, which would expand the user’s view corridor. Staff would request that a more detailed plan and design rationale for this tunnel proposal be provided.

Accessibility

- Please ensure that the exterior paths of travel are meeting the Design of Public Spaces requirements of O. Reg. 191/11
- Please ensure that exterior paths of travel are crossings are meeting the [Oshawa Accessibility Design Standards](#) (O.A.D.S.)
- Is it possible to obtain the dimensions of paths of travel, ramps, landings, curb cuts, etc. to ensure standards are being met?
- We would request further detail concerning the access from the pedestrian tunnels to the proposed parking lot – location of accessible spaces, type, number, signage etc.
- We would request that Metrolinx consider using rest stops (designed as per O.A.D.S.) along the exterior paths of travel and along bridges, especially in consideration of higher degrees of slope in the proposed crossings.
- On the Farewell Street crossing, one side is 3m in width, the other is 1.5m – what is the rationale for this variation? This could be of concern for those with poor vision.

Best regards,

Connor Leherbauer, Senior Planner | City of Oshawa

[Redacted Signature]

CLeherbauer@oshawa.ca | www.oshawa.ca



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From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: Thursday, August 17, 2023 9:09 AM
To: Connor Leherbauer <CLEherbauer@oshawa.ca>
Cc: Meaghan Harrington <MHarrington@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Thank you for getting back to us and letting me know. No worries, August 28 works on our end for your review comments.

Regards.

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Connor Leherbauer <CLEherbauer@oshawa.ca>
Sent: August 16, 2023 3:12 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Meaghan Harrington <MHarrington@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Rachel,

I anticipate we will have a few comments, and I've given the team this week and next to review. Unfortunately I'm on vacation next week, so I won't be able to send you the formal response until

August 28th. Would a response on the 28th be acceptable?

Let me know, thank you Rachel,



Connor Leherbauer, Senior Planner | City of Oshawa
905-436-3311 ext. 2402 | 1-800-667-4292
CLeherbauer@oshawa.ca | www.oshawa.ca
"Dedicated to serving our community."



From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: Friday, August 11, 2023 10:13 AM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>;
Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda
<Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu
<Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum
Footprint Change

Hi Connor,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: <https://www.dropbox.com/sh/wt2rsyw06d6431q/AACUs-oBNBshV7KJYOOzhlwka?dl=0>

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge

- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 18, 2023 2:44 PM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Thanks Connor for confirming.

Laura

From: Connor Leherbauer <CLeherbauer@oshawa.ca>

Sent: July 18, 2023 1:25 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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--

Hi Laura,

We've reviewed the materials, and I can confirm that we did not highlight any major concerns. Therefore, we will have no staff comments at this time.

Thank you,



Connor Leherbauer, Senior Planner | City of Oshawa

CLeherbauer@oshawa.ca | www.oshawa.ca

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From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Tuesday, July 18, 2023 1:16 PM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Just wanted to reach out to see if your team is planning to send in any comments on any of the updated technical reports/ EPRA. Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura

From: Laura Filice

Sent: June 30, 2023 4:59 PM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

Please see link below to access the updated EPR and supporting technical reports.

<https://www.dropbox.com/sh/uu6hpaxhhrd2k40/AACu5xPQbl0ReWkAHR5bzo8Aa?dl=0>

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

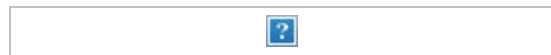
If your team would like to provide comments to any of the reports, feel free to send them to me by July 17th, 2023.

Thanks again and we appreciate the feedback received to date.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: April 21, 2023 1:35 PM

To: Connor Leherbauer <CLeherbauer@oshawa.ca>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>;
Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Connor,

No problem. I will send the updated reports once ready.

Thank you,

Laura

From: Connor Leherbauer <CLeherbauer@oshawa.ca>

Sent: April 21, 2023 8:52 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Tom Goodeve <TGoodeve@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Ranjit Gill <RGill@oshawa.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Could you please send me the project materials at your earliest convenience? City staff may wish to report to Oshawa City Council in order to obtain approval to submit comments.

Thank you,



Connor Leherbauer, Senior Planner | City of Oshawa



CLeherbauer@oshawa.ca | www.oshawa.ca

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From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Thursday, April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, **additional footprint requirements have been identified** at various locations and we are **currently in the process of updating and preparing additional technical reports**, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let

me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

<https://www.dropbox.com/scl/fo/im9xyl8q4i44vqwaqy3oa/h?dl=0&rlkey=jgygaetiev7vu2134bbsw126c>

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303

Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: lbackus@clarington.net
Cc: RBrezina@clarington.net; [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Thursday, August 24, 2023 8:54:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Lisa,

I just wanted to send a gentle reminder that comments would be appreciated by tomorrow if your team is interested in reviewing the design drawings for the Oshawa to Bowmanville Rail Service Extension Project.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: [Rachel Afonso](#)
To: [Doug Robertson](#)
Cc: [Laura Filice](#); [Annie Gu](#); [Lindsay Prihoda](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Thursday, August 24, 2023 8:20:00 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)

Thank you Doug, we appreciate the review comment.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Doug Robertson <Doug.Robertson@Durham.ca>
Sent: August 23, 2023 4:43 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Rachel,

Thanks for reminding me. I followed up with our Traffic Engineering and Operations Division, and their only additional comment was that mitigation measures should be investigated where the analysis shows poor LOS (E or F) under future conditions.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



Vacation Notice – I will be away August 28-31.

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: August 18, 2023 12:50 PM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

I just wanted to follow up in regards to comment #15 from your review of the 95% Draft EPR Addendum Report below.

15. **General, Synchro analysis – Our Traffic Engineering and Operations Division's review of the Synchro analysis is on-going. Any comments arising from their review will be forwarded as soon as they are available.**

Could you kindly confirm if there are any comments from the review of the Synchro analysis at this time? We will work to incorporate them into the 100% EPR Addendum if so.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 27, 2023 10:02 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Thank you Doug for taking the time to provide the below comments. We will review and incorporate the changes as needed.

Thanks,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: July 26, 2023 10:18 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the opportunity to review the 95% Draft EPR Addendum Report. Our comments are as follows:

Main EPR Addendum Report (June 28, 2023)

1. General – As noted in our previous comments, the TPAP Addendum identifies project impacts and mitigation measures at a high level, so additional work will be required to further quantify impacts and detail appropriate mitigation measures through subsequent phases of the project after the TPAP Addendum is approved. Metrolinx has committed to continue working with the Region and Area Municipalities to address/mitigate the impacts of the project through the detailed design, construction, and operation phases of the rail corridor works and GO Station/TOC sites (as noted in Tables 5.10 and 8.3), and the Region looks forward to continuing to work with Metrolinx in this regard.
2. Page 1.22, Figure 1.2.10 – There are stray “Regional Road 57” and “Martin Road” labels at the intersection of Regional Highway 2/King Street West with Bowmanville Avenue (Regional Road 57). These labels should be removed.
3. Pages 1.27, 1.28, and 1.30, Table 1.3 – The descriptions of the Current Proposed Project Component for the Stevenson Road, Park Road, Harmony Road, and Courtice Road bridges do not match the current (50%) project design. The current proposed design is to fully replace the south abutment at each bridge rather than build retaining walls with tiebacks as noted here. The abutment replacement will require the closure of each road for a period of months, while the previous design would not have required any significant road closures. This change should be assessed to determine whether or not it is “Significant” for purposes of the EPR Addendum.
4. Page 2.15, Section 2.1.3 – As noted in our previous comments, the report should specifically state whether or not the planned bridge vertical clearances (7.01m) will accommodate future electrification. We acknowledge that

electrification is not currently feasible, but new/modified bridges should provide adequate clearance to permit electrification if it becomes feasible in the future.

5. Pages 2.16 and 2.17, Table 2.3 – The existing overpasses at Stevenson Road, Park Road, and Harmony Road accommodate four lanes of traffic, not two.
6. Page 2.20, Section 2.2 – The description of the bridge modifications at Stevenson Road, Park Road, Harmony Road, and Courtice Road in the third paragraph does not match the currently-proposed design, which requires full replacement of the south abutment.
7. Page 4.80, Section 4.8.2 – Since transit routes regularly change, the report should identify when the existing transit route information was accessed.
8. Page 5.46, Section 5.8.1.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in Appendix A6, Traffic Impact Assessment. Analysis of the traffic impacts of these additional closures will be required as part of the development of Traffic Control and Management Plans during detailed design.
9. Page 5.47, Section 5.8.1.3 – The end of the third sentence of the paragraph on the Ritson Road closure states that traffic will divert to Ritson Road. We assume that is a typo and should be Simcoe Street.
10. Page 5.48, Section 5.8.2.3 – The first two paragraphs should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road, and this should also be noted in Appendix A6, Traffic Impact Assessment. Analysis of the impacts of these additional closures on transit operations will be required as part of the development of Traffic Control and Management Plans during detailed design.
11. Page 5.50, Section 5.8.3.3 – The first paragraph should be revised to reflect that full road closures are now anticipated at Stevenson Road, Park Road, Harmony Road, and Courtice Road. Analysis of the impacts of these additional closures on active transportation will be required as part of detailed design. A commitment should be provided to maintain reasonable access across the rail corridor during road closures, particularly for the crossings in urban areas that see significant active transportation volumes. Given the long distances that pedestrians and cyclists would need to detour to access adjacent grade separated or controlled rail corridor crossings, there will likely be significant demand for unauthorized crossings of the rail corridor during road closures at these locations if some sort of temporary controlled crossing near the closed road is not provided.

12. Page 5.154, Table 5.10 – Operational impacts of the GO Station locations on the Road Network should be noted here, along with the commitment to a full multi-modal TIA as part of the planning, design, and approvals process for each of the four GO Station/TOC developments (as noted in Table 8.3 on Page 8.21).
13. Page 8.20, Table 8.3 – For the Construction Phase, under the Transportation Discipline, the second and fourth bullet points should be modified by adding “for all travel modes”, as follows: “Traffic Control and Management Plan(s) will be developed prior to construction to maintain reasonable access through work zones for all travel modes, to the extent possible.”

Appendix A6, Traffic Impact Assessment (June 28, 2023)

14. General – We acknowledge that the analysis presented in this appendix is intended to provide a high-level understanding of the traffic issues and LOS of the focus areas intersections, as well as the impacts of the planned Simcoe Street and Ritson Road bridge closures. It is our understanding that additional work will be completed as part of the Transportation Impact Assessments for the four GO Station/TOC sites and development of the Traffic Control and Management Plans for the Simcoe and Ritson bridge replacements (and any other needed road closures or restrictions) to identify and mitigate site-specific operations and safety issues for all travel modes during all phases of the project. We encourage Metrolinx and their consultants to consult with Regional and Area Municipal staff early and often to ensure this additional work is appropriately scoped to address all stakeholders’ needs.
15. General, Synchro analysis – Our Traffic Engineering and Operations Division’s review of the Synchro analysis is on-going. Any comments arising from their review will be forwarded as soon as they are available.
16. Page 4, Section 1.0 – Figure 1 is missing.
17. Page 13, Section 4.3, Table 1 – Years should be added to the table for the Existing Conditions and Construction Staging scenarios. Section 4.1 states that existing volumes were grown by 1.5% per year to a 2024 horizon for the Construction Staging scenarios, but the table states that existing volumes were used. Either Section 4.1 or the table should be revised as appropriate to resolve this discrepancy.
18. Page 17, Figure 7 – A dedicated northbound right turn lane was built on Thickson Road at Burns Street (Intersection #1) last year, so it should be included in the existing conditions analysis.

19. Section 6.0, General – The 2031 Future Conditions section does not include assessment of active transportation needs/deficiencies or recommendations for improvements. It is our understanding that this will be addressed as part of the multi-modal Transportation Impact Assessment (TIA) that Metrolinx has committed to completing during the planning and design for each of the four proposed GO Station/TOC sites.
20. Page 60, Section 6.1.3 – It is not clear from the results in Table 15 that there would be excess capacity along Champlain Avenue to compensate for removal of the assumed Stellar-Laval connection, since the Thornton Road/Champlain Avenue and Stevenson Road/Champlain Avenue intersections do not appear to have excess capacity. The paragraph above Table 15 refers to Champlain Avenue intersecting with Laval Drive, but these two roads do not intersect.
21. Page 60, Table 15 – For Node #7 “Gibbs St” should be “Gibb St”.
22. Page 76, Figure 40 – There should be two southbound through lanes on Bowmanville Avenue at Regional Highway 2 (Intersection #55); widening through this intersection is currently under construction. The lane diagrams are drawn incorrectly at Intersections 55, 58, and 59.
23. Page 86, Section 7.1.2 and Page 97, Section 7.2.2 – The study continues to show traffic from Simcoe Street and Ritson Road diverting to Albert Street, even though the Albert Street bridge is to be demolished before the Simcoe Street and Ritson Road bridge closures. We acknowledge the previous response that additional study will be done to fully assess the impacts of all planned road closures and restrictions in the area, but the report as currently written presents an unrealistic scenario. As noted in our previous comments, this issue can be addressed by either revising the traffic diversions to remove Albert Street or noting the expected loss of Albert Street as a diversion route and discussing the impacts in general terms. The commitment to further study the impacts through development of the Traffic Control and Management Plans should also be noted in these sections.
24. Page 88, Figure 48 – The volumes shown on Simcoe Street north of Mill Street and south of Olive Avenue still appear to be quite high given the road closure at the rail corridor, e.g., 359 vehicles southbound south of Olive Avenue in the PM peak hour. There are no obvious destinations for this amount of traffic. The volumes should be verified and corrected as needed.
25. Page 99, Figure 56 – Similar to the comment above, significant traffic volumes are shown on Ritson Road north and south of the bridge closure, e.g., 278 vehicles northbound at Olive Avenue in the PM peak hour. The volumes should be verified and corrected as needed.

26. Page 108, Section 8.0 – The fourth paragraph of the section should be revised to be consistent with the commitment to future study in the main EPR Addendum Report by removing the phrase “if required” from the last sentence.
27. Page 110, Section 8.0, Focus Area B3 – The second paragraph states that Courtice Road was assumed to be widened to four lanes between Bloor Street and Highway 401 by 2031, but this was not assumed in the analysis presented earlier in the report (see Figure 37) and is not consistent with the Region’s current plans.

Please let me know if you have any questions on the above.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



Vacation notice – I will be away from July 31 until August 14

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 10:06 AM
To: Doug Robertson <Doug.Robertson@Durham.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;
Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Morning Doug,

Thank you for letting us know. We look forward to getting your team’s comments next week.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>
Sent: July 17, 2023 4:42 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;
Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum
Footprint Change

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Hi Laura,

Unfortunately our team has not been able to complete our review yet. We will need about one more week to complete it. Sorry for the delay, and please call me if you want to discuss.

Regards,
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2023 4:54 PM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;
Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum
Footprint Change

Hi Doug,

Please see link below to access the updated EPR and supporting technical reports.

<https://www.dropbox.com/sh/uu6hpaxhhrd2k40/AACu5xPQbl0ReWkAHR5bzo8Aa?dl=0>

As noted in the project footprint change memo (attached again for reference), the **main changes** from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We

kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend !

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 2, 2023 9:13 AM

To: Doug Robertson <Doug.Robertson@Durham.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Doug,

No problem. We will circulate the reports once ready.

Thank you,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>

Sent: April 28, 2023 5:46 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sending this notice and updated schedule information for the TPAP Addendum. Regional staff are interested in reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period. Please confirm that we will have this opportunity, and let me know approximately when these reports will be available.

Thanks.
Doug



Doug Robertson, M.A.Sc., P.Eng., PTOE | Senior Project Manager
Works Department | Transportation Infrastructure Division
The Regional Municipality of Durham
Doug.Robertson@durham.ca | [REDACTED] | durham.ca
My pronouns are he/him.



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Some people who received this message don't often get email from laura.filice@metrolinx.com. [Learn why this is important](#)

Good Afternoon,

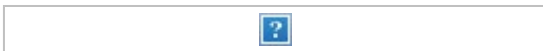
In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, **additional footprint requirements have been identified** at various locations and we are currently in the process of **updating and preparing additional technical reports, where required**. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

<https://www.dropbox.com/scl/fo/im9xyl8q4i44vqwaqy3oa/h?dl=0&rlkey=jgygaetiev7vu2134bbsw126c>

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and

re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice



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From: [Durham Region](#)
To: [O'Meara, Jennifer](#); [MacLean, Justin](#)
Cc: [Theresa Tran](#)
Subject: Notice of Environmental Project Report Addendum - Oshawa to Bowmanville Rail Service Extension
Date: Friday, September 29, 2023 11:56:00 AM
Attachments: [Notice of EPR Addendum - Oshawa to Bowmanville Rail Service Extension.pdf](#)
[image001.png](#)

Good Morning,

Since completion of the Environmental Project Report (EPR) in 2011, Metrolinx has advanced the design of the Bowmanville Rail Service Extension project – including changes to the proposed layover facility and potential GO station locations, track alignment, the addition of new bridges, bridge replacements and bridge expansions to accommodate the proposed new tracks. Due to the significant changes since the initial EPR, an Addendum to the EPR is required and is now ready for review and comment.

This is in follow up to the Virtual Public Information Centre and Virtual Open House which was held in June 2023 which gathered comments and feedback which fed into the development of the completed EPR Addendum.

The EPR Addendum will be available for a **30-day public review period** starting **Thursday, October 5, 2023 and ending Monday, November 6, 2023** at www.metrolinx.com/bowmanville. Interested persons are encouraged to review this document and provide any comments by **November 6, 2023**.

For more details on this process as well as how to submit any comments or feedback, please find the Notice of Environmental Project Report Addendum attached here. This Notice is currently being mailed out to properties within approximately 800m of the proposed rail corridor, will be published in available online news publications, posted on our website and social media channels, sent to our e-newsletter subscribers and persons who have requested for updates, and will also be sent to all Elected Officials within Durham Region.

Thank you for your support and collaboration in getting to this point.

Best regards,

JUSTIN KLIMKAIT MPL (he/him)
Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
DurhamRegion@metrolinx.com



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Notice of Environmental Project Report Addendum

Oshawa to Bowmanville Rail Service Extension

In 2011, Metrolinx completed an Environmental Project Report (EPR) for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project, now referred to as the Oshawa to Bowmanville Rail Service Extension (the Project), which assessed installation of additional track to extend the existing GO Lakeshore East rail service from Corbett Creek along the existing Canadian Pacific (CP) railway corridor to Bowmanville, construction of new GO stations along the way, a new rail maintenance facility, and a new layover facility. The EPR was completed in accordance with the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08*.

The EPR Addendum

Since completion of the 2011 EPR, Metrolinx has advanced the design of the Project through additional feasibility studies and proposed changes to the Project, which includes changes to:

- Track alignment starting at Durham College Oshawa GO Station and terminating in Bowmanville
- Bridge, at-grade crossing and culvert requirements
- Relocation of proposed Thornton's Corners East GO Station
- Relocation of Rundle Road Layover to Bowmanville GO Station

Please refer to Figure 1 on the right for a general overview of the alignment we are assessing.

An addendum to the 2011 EPR is required to address these Project refinements and revisions to the design approach that were not previously considered in the EPR.

This EPR Addendum has been prepared for the following purposes:

- Determine significant changes from the 2011 EPR resulting from Project refinements and revisions;
- Document the findings of the existing environmental conditions;
- Assess potential environmental impacts of the preferred alignment and determine associated mitigation and monitoring requirements;
- Engage and consult with stakeholder and public consultation; and
- Develop commitments to future work associated with the design, construction, and operation of the Project, including required permits, licenses and approvals.

30-day Public Review Period

The EPR Addendum is now available for a 30-day public review period starting October 5, 2023 and ending November 6, 2023 at www.metrolinx.com/bowmanville. Interested persons are encouraged to review this document and provide comments by **November 6, 2023** to:

Metrolinx

Tel: 416-202-3900 | email: DurhamRegion@metrolinx.com | website: www.metrolinx.com/bowmanville

10 Bay Street, Toronto, ON M5J 2W3

There are circumstances where the Ministry of the Environment, Conservation and Parks has the authority to require further consideration of the proposed changes to a transit project or impose conditions on it. These include if the Minister is of the opinion that:

- The proposed changes to the transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
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Figure 1: Project Key Map

Before exercising the authority referenced above, the Minister is required to consider any written objections to the proposed changes to the transit project that are **received within 30 days** after the Notice of EPR Addendum is first published. **If you have discussed your issues with Metrolinx and you object to the proposed changes to this Project, you can provide a written submission to the Minister of the Environment, Conservation and Parks in writing to the email or address provided below no later than November 6, 2023.** All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance (natural or cultural environment) or Aboriginal or treaty rights.

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch
Attention: Cindy Batista, Special Project Officer
Tel: 437-248-0058 E-mail: Cindy.Batista@ontario.ca
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

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The Notice was first issued on October 5, 2023.



Avis d'addenda au rapport environnemental sur le projet

Prolongement du service ferroviaire d'Oshawa à Bowmanville

En 2011, Metrolinx a terminé un rapport environnemental sur le projet (REP) pour le projet d'expansion et d'entretien du service ferroviaire d'Oshawa à Bowmanville, maintenant appelé le prolongement du service ferroviaire d'Oshawa à Bowmanville (le projet), qui évaluait l'installation d'une voie supplémentaire pour prolonger le service ferroviaire existant de GO Lakeshore East du ruisseau Corbett le long du corridor ferroviaire existant du Canadien Pacifique (CP) jusqu'à Bowmanville, la construction de nouvelles gares GO le long du parcours, d'une nouvelle installation d'entretien des rails et d'une nouvelle installation de remisage. Le REP a été réalisé conformément au Processus d'évaluation des projets de transport en commun (PEPTC) en vertu du *Règlement de l'Ontario 231/08*.

L'addenda au REP

Depuis l'achèvement du REP de 2011, Metrolinx a fait progresser la conception du projet grâce à d'autres études de faisabilité et à des changements proposés au projet, parmi lesquels:

- Tracé de la voie commençant à la gare GO d'Oshawa du Collège Durham et se terminant à Bowmanville
- Exigences relatives aux ponts, aux passages à niveau et aux ponceaux
- Déplacement de la gare GO proposée de Thornton's Corners East
- Déplacement de l'installation de remisage du chemin Rundle à la gare GO de Bowmanville

Veuillez consulter la figure 1 à droite pour un aperçu général de l'alignement que nous évaluons.

Un addenda au REP de 2011 est nécessaire pour traiter ces améliorations et révisions du projet à l'approche de conception qui n'avaient pas été prises en compte auparavant dans le REP.

Le présent addenda au REP a été préparé aux fins suivantes:

- Déterminer les changements importants par rapport au REP de 2011 découlant des améliorations et des révisions du projet;
- Documenter les constatations des conditions environnementales existantes;
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Période d'examen public de 30 jours

L'addenda au REP est maintenant disponible pour une période d'examen public de 30 jours commençant le 5 octobre 2023 et se terminant le 6 novembre 2023 au www.metrolinx.com/bowmanville. Les personnes intéressées sont encouragées à consulter ce document et à faire part de leurs commentaires d'ici le **6 novembre 2023** à l'une des personnes suivantes:

Metrolinx

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Dans certaines circonstances, le ministère de l'Environnement, de la Protection de la nature et des Parcs a le pouvoir d'exiger un examen plus approfondi des changements proposés à un projet de transport en commun, ou de lui imposer des conditions. Il s'agit de situations lors desquelles le ministre croit que:

- Les changements proposés au projet de transport en commun peuvent avoir une incidence négative sur une question d'importance provinciale qui se rapporte à l'environnement naturel ou qui a une valeur ou un intérêt pour le patrimoine culturel; ou
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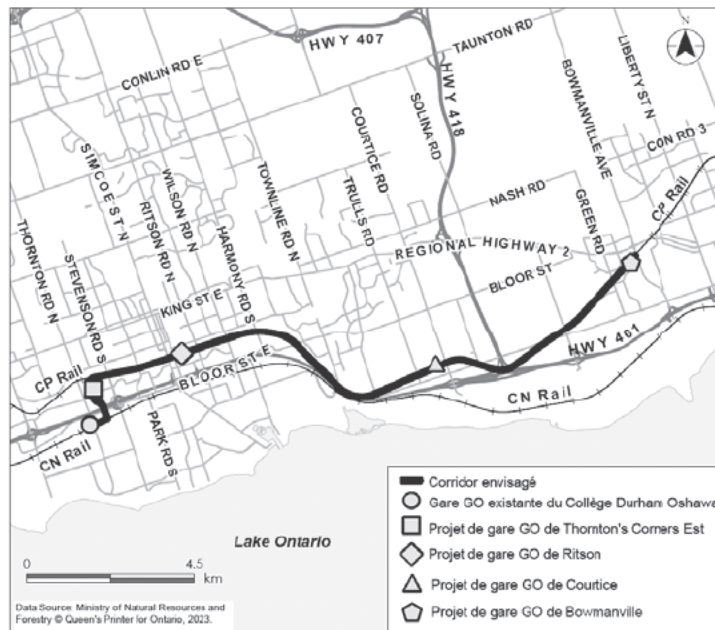


Figure 1: Carte des clés du projet

Avant d'exercer le pouvoir mentionné ci-dessus, le ministre est tenu d'examiner toute objection écrite aux changements proposés au projet de transport en commun qui sont reçues **dans les 30 jours** suivant la première publication de l'avis d'addenda au REP. **Si vous avez discuté de vos problèmes avec Metrolinx et que vous vous opposez aux changements proposés à ce projet, vous pouvez fournir une soumission écrite au ministre de l'Environnement, de la Conservation et des Parcs par écrit au courriel ou à l'adresse indiquée ci-dessous au plus tard le 6 novembre 2023.** Tous les mémoires doivent indiquer clairement qu'une opposition est présentée et décrire les répercussions négatives sur les questions d'importance provinciale (environnement naturel ou culturel) ou les droits ancestraux ou issus de traités.

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction générale de l'évaluation environnementale
À l'attention de: Cindy Batista, agente des projets spéciaux
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L'avis a été publié pour la première fois le 5 octobre 2023.

From: [Durham Region](#)
To: [Lorraine Huinink](#); [Janet Piercey](#); [Alison Burgess](#)
Cc: [Theresa Tran](#)
Subject: Notice of Environmental Project Report Addendum - Oshawa to Bowmanville Rail Service Extension
Date: Friday, September 29, 2023 11:56:00 AM
Attachments: [image001.png](#)
[Notice of EPR Addendum - Oshawa to Bowmanville Rail Service Extension.pdf](#)

Good Morning,

Since completion of the Environmental Project Report (EPR) in 2011, Metrolinx has advanced the design of the Bowmanville Rail Service Extension project – including changes to the proposed layover facility and potential GO station locations, track alignment, the addition of new bridges, bridge replacements and bridge expansions to accommodate the proposed new tracks. Due to the significant changes since the initial EPR, an Addendum to the EPR is required and is now ready for review and comment.

This is in follow up to the Virtual Public Information Centre and Virtual Open House which was held in June 2023 which gathered comments and feedback which fed into the development of the completed EPR Addendum.

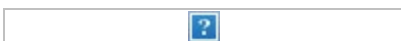
The EPR Addendum will be available for a **30-day public review period** starting **Thursday, October 5, 2023 and ending Monday, November 6, 2023** at www.metrolinx.com/bowmanville. Interested persons are encouraged to review this document and provide any comments by **November 6, 2023**.

For more details on this process as well as how to submit any comments or feedback, please find the Notice of Environmental Project Report Addendum attached here. This Notice is currently being mailed out to properties within approximately 800m of the proposed rail corridor, will be published in available online news publications, posted on our website and social media channels, sent to our e-newsletter subscribers and persons who have requested for updates, and will also be sent to all Elected Officials within Durham Region.

Thank you for your support and collaboration in getting to this point.

Best regards,

JUSTIN KLIMKAIT MPL (he/him)
Community Engagement Advisor (Durham)
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10 Bay Street | Toronto | Ontario | M5J 2W3
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Notice of Environmental Project Report Addendum

Oshawa to Bowmanville Rail Service Extension

In 2011, Metrolinx completed an Environmental Project Report (EPR) for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project, now referred to as the Oshawa to Bowmanville Rail Service Extension (the Project), which assessed installation of additional track to extend the existing GO Lakeshore East rail service from Corbett Creek along the existing Canadian Pacific (CP) railway corridor to Bowmanville, construction of new GO stations along the way, a new rail maintenance facility, and a new layover facility. The EPR was completed in accordance with the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08*.

The EPR Addendum

Since completion of the 2011 EPR, Metrolinx has advanced the design of the Project through additional feasibility studies and proposed changes to the Project, which includes changes to:

- Track alignment starting at Durham College Oshawa GO Station and terminating in Bowmanville
- Bridge, at-grade crossing and culvert requirements
- Relocation of proposed Thornton's Corners East GO Station
- Relocation of Rundle Road Layover to Bowmanville GO Station

Please refer to Figure 1 on the right for a general overview of the alignment we are assessing.

An addendum to the 2011 EPR is required to address these Project refinements and revisions to the design approach that were not previously considered in the EPR.

This EPR Addendum has been prepared for the following purposes:

- Determine significant changes from the 2011 EPR resulting from Project refinements and revisions;
- Document the findings of the existing environmental conditions;
- Assess potential environmental impacts of the preferred alignment and determine associated mitigation and monitoring requirements;
- Engage and consult with stakeholder and public consultation; and
- Develop commitments to future work associated with the design, construction, and operation of the Project, including required permits, licenses and approvals.

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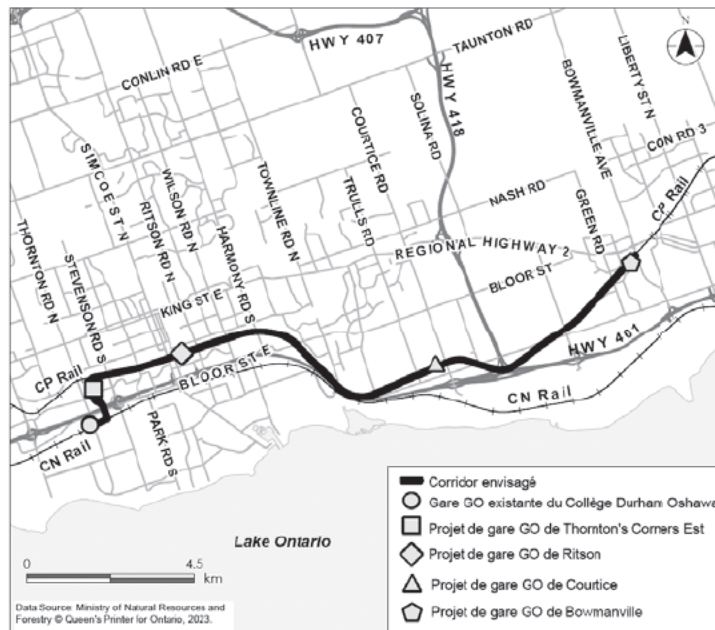


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From: [Durham Region](#)
To: [Shannon McFadyen](#); [Lesley Bovie](#); [Heather Dunn](#)
Cc: [Theresa Tran](#)
Subject: Notice of Environmental Project Report Addendum - Oshawa to Bowmanville Rail Service Extension
Date: Friday, September 29, 2023 11:56:00 AM
Attachments: [Notice of EPR Addendum - Oshawa to Bowmanville Rail Service Extension.pdf](#)
[image001.png](#)

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Depuis l'achèvement du REP de 2011, Metrolinx a fait progresser la conception du projet grâce à d'autres études de faisabilité et à des changements proposés au projet, parmi lesquels:

- Tracé de la voie commençant à la gare GO d'Oshawa du Collège Durham et se terminant à Bowmanville
- Exigences relatives aux ponts, aux passages à niveau et aux ponceaux
- Déplacement de la gare GO proposée de Thornton's Corners East
- Déplacement de l'installation de remisage du chemin Rundle à la gare GO de Bowmanville

Veuillez consulter la figure 1 à droite pour un aperçu général de l'alignement que nous évaluons.

Un addenda au REP de 2011 est nécessaire pour traiter ces améliorations et révisions du projet à l'approche de conception qui n'avaient pas été prises en compte auparavant dans le REP.

Le présent addenda au REP a été préparé aux fins suivantes:

- Déterminer les changements importants par rapport au REP de 2011 découlant des améliorations et des révisions du projet;
- Documenter les constatations des conditions environnementales existantes;
- Évaluer les impacts environnementaux potentiels de l'alignement préféré et déterminer les exigences connexes en matière d'atténuation et de surveillance;
- Mobiliser et consulter les intervenants et procéder à des consultations publiques; et
- Élaborer des engagements à l'égard des travaux futurs associés à la conception, à la construction et à l'exploitation du projet, y compris les permis, les licences et les approbations requis.

Période d'examen public de 30 jours

L'addenda au REP est maintenant disponible pour une période d'examen public de 30 jours commençant le 5 octobre 2023 et se terminant le 6 novembre 2023 au www.metrolinx.com/bowmanville. Les personnes intéressées sont encouragées à consulter ce document et à faire part de leurs commentaires d'ici le **6 novembre 2023** à l'une des personnes suivantes:

Metrolinx

tél : 416 202-3900 | courriel : DurhamRegion@metrolinx.com
site web: www.metrolinx.com/bowmanville
10, rue Bay, Toronto (Ontario) M5J 2W3

Dans certaines circonstances, le ministère de l'Environnement, de la Protection de la nature et des Parcs a le pouvoir d'exiger un examen plus approfondi des changements proposés à un projet de transport en commun, ou de lui imposer des conditions. Il s'agit de situations lors desquelles le ministre croit que:

- Les changements proposés au projet de transport en commun peuvent avoir une incidence négative sur une question d'importance provinciale qui se rapporte à l'environnement naturel ou qui a une valeur ou un intérêt pour le patrimoine culturel; ou
- Les changements proposés au projet de transport en commun pourraient avoir une incidence négative sur un droit ancestral ou issu de traités protégé par la Constitution.

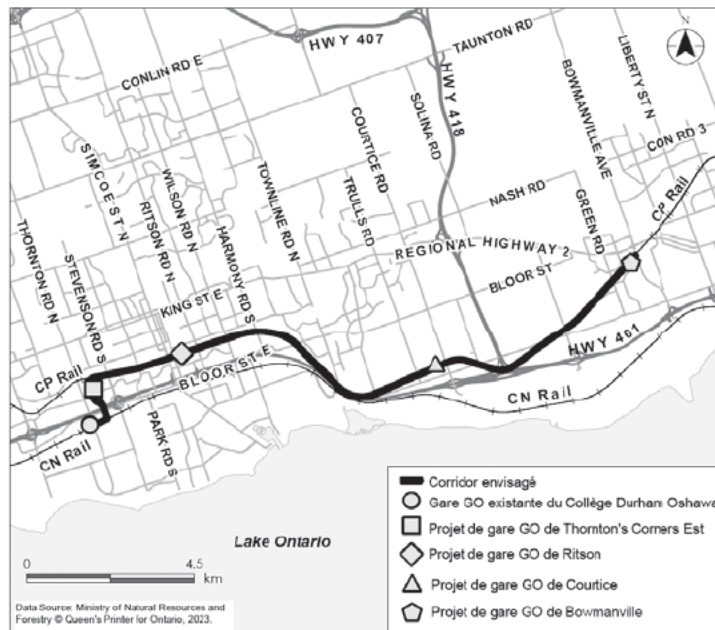


Figure 1: Carte des clés du projet

Avant d'exercer le pouvoir mentionné ci-dessus, le ministre est tenu d'examiner toute objection écrite aux changements proposés au projet de transport en commun qui sont reçues **dans les 30 jours** suivant la première publication de l'avis d'addenda au REP. **Si vous avez discuté de vos problèmes avec Metrolinx et que vous vous opposez aux changements proposés à ce projet, vous pouvez fournir une soumission écrite au ministre de l'Environnement, de la Conservation et des Parcs par écrit au courriel ou à l'adresse indiquée ci-dessous au plus tard le 6 novembre 2023.** Tous les mémoires doivent indiquer clairement qu'une opposition est présentée et décrire les répercussions négatives sur les questions d'importance provinciale (environnement naturel ou culturel) ou les droits ancestraux ou issus de traités.

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction générale de l'évaluation environnementale
À l'attention de: Cindy Batista, agente des projets spéciaux
tél: 437 248-0058
courriel: Cindy.Batista@ontario.ca
135, avenue St. Clair Ouest, 1er étage
Toronto (Ontario) M4V 1P5

Tous les renseignements personnels inclus dans une présentation - comme le nom, l'adresse, le numéro de téléphone, l'adresse de courriel et l'emplacement de la propriété - sont recueillis, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Cette information est recueillie en vertu de la *Loi sur les évaluations environnementales* et est conservée en vue de la création d'un dossier accessible au grand public, comme c'est inscrit à la section 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels feront partie d'un dossier public qui sera à la disposition du grand public, sauf si vous demandez qu'ils soient tenus confidentiels.

Pour de plus amples renseignements, veuillez communiquer avec Metrolinx (coordonnées à gauche) ou avec le coordonnateur de l'accès à l'information et de la protection de la vie privée du ministère de l'Environnement, de la Protection de la nature et des Parcs au 416 327-1434.

L'avis a été publié pour la première fois le 5 octobre 2023.

From: [Laura Filice](#)
To: [Doug Robertson](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, September 29, 2023 1:53:10 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.jpg](#)
[Mx Response_Durham_Draft_EPR_Concept_Dwgs_20230929.pdf](#)

Hi Doug,

Thank you for the comments on the Conceptual Design Drawings. We have made modifications and incorporated the necessary changes, where needed. Attached are responses to your comments above.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation



September 29, 2023

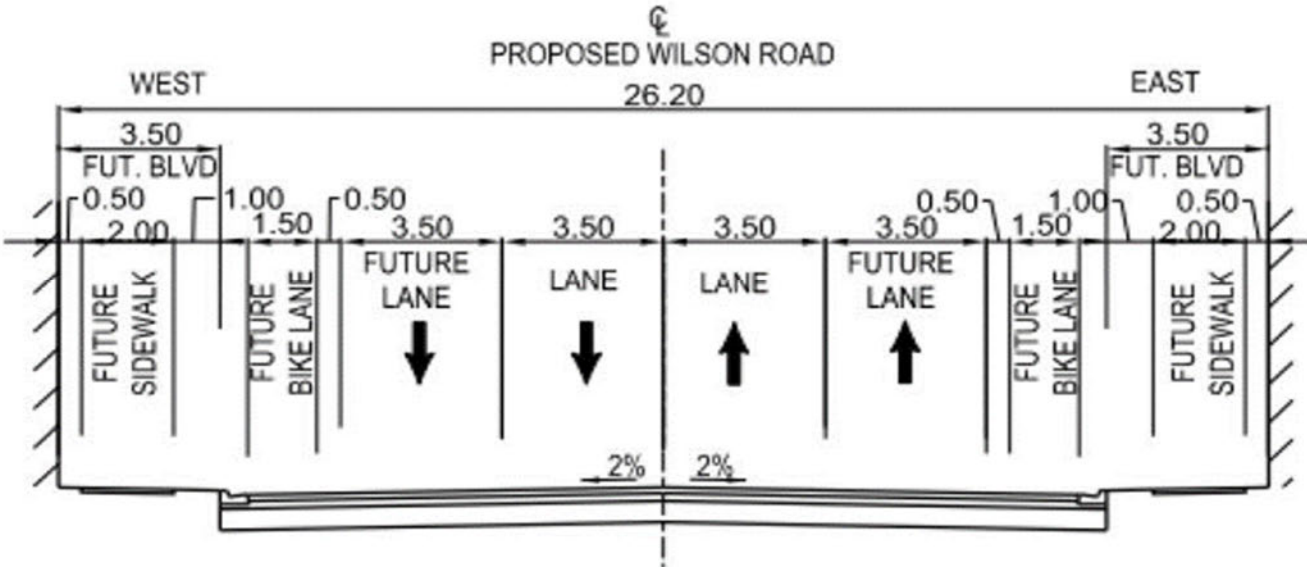
Attention: Doug Robertson
Senior Project Manager
Works Department, Transportation Infrastructure Department
The Regional Municipality of Durham
Sent via Email: Doug.Robertson@Durham.ca

Reference: Draft Conceptual Design Drawings - Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Regional Municipality of Durham Comments

Dear Mr. Robertson:

The below responses are provided to address the comments and recommendations outlined in the email dated August 17, 2023 from the Regional Municipality of Durham to Metrolinx regarding the Draft Conceptual Design Drawings developed for the Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Drawing, Page	Regional Municipality of Durham Review Comment (August 17, 2023)	Metrolinx Response (September 29, 2023)
1	General	The drawings are generally consistent with the current design concepts for these structures. The notes on each drawing allow for flexibility to address changes that will arise during detailed design, including changes required to address outstanding Regional comments on the current detailed design submission. Accordingly, the Region has no objection to the use of these drawings in the EPR Addendum.	This is noted, thank you.
2	Stevenson Road, Park Road, Harmony Road, and Courtice Road (Sheets 2, 3, 10, and 13)	The drawings do not clearly show the proposed replacement of the south abutment at these structures. A combination of line type/shading and labelling should be used to clearly identify the existing and proposed south abutment in the profile view.	The drawings included in the EPR Addendum are conceptual to allow for flexibility for changes during design development. Design progression and changes will be addressed through the design milestone submission process.
3	Highway 401 (Sheet 1)	As per our comments on the 30% design submission for this structure, the Region has requested a 4m platform behind curb on the south side of Bloor Street for a future multi-use path and a 3 m platform behind curb on the north side of Champlain Avenue for a future sidewalk. If possible, these platforms should be shown as part of the profile view on this drawing. For clarity, the proposed bridge should be labelled in the plan view.	The drawings included in the EPR Addendum are conceptual. This comment is being addressed in the next design submission for Highway 401 bridge.
4	Stevenson Road (Sheet 2)	The existing north abutment is labelled as “existing south bridge abutment” in the profile view. The label on the proposed station platform in the plan view refers to Note 3, but should reference Note 4.	Noted. Drawing has been updated to reflect this comment.

Item No	Drawing, Page	Regional Municipality of Durham Review Comment (August 17, 2023)	Metrolinx Response (September 29, 2023)
5	Wilson Road (Sheet 8)	<p>As per our comments on the 50% design submission (and earlier submissions) for this structure, the Region has requested that the new bridge accommodate the planned ultimate four-lane cross-section for Wilson Road, which has a total platform width of 26.2m. See cross-section sketch below. If possible, the road platform shown in the profile view on this drawing should reflect the ultimate 26.2m width.</p> 	<p>The drawings included in the EPR Addendum are conceptual to allow for flexibility for changes during design development. This comment is under consideration and will be addressed in the Technical Working Group meetings with Region of Durham.</p>

We hope the above responses address your comments and we look forward to continuing to work with the Regional Municipality of Durham.

cc: Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
 Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
 Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx