Appendix B10
Virtual Public Information Centre and Virtual Open House Summary Report

Virtual Public Information Centre and Virtual Open House Summary Report

Oshawa to Bowmanville Rail Service Extension: Environmental Project Report Addendum

September 26, 2023

Prepared for:
Metrolinx

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1 Introduction

Stantec Consulting Ltd. (Stantec) was retained by Metrolinx, an agency of the Province of Ontario, to complete this Summary Report for the Virtual Public Information Centre and Virtual Open House (held in June 2023) for the Oshawa to Bowmanville Rail Service Extension Project (the Project). The Project is located in the City of Oshawa and Municipality of Clarington, within the Region of Durham Ontario.

All-day rail service currently operates on the Lakeshore East Rail Corridor between Union Station in downtown Toronto and the Durham College (DC) Oshawa GO Station[1] (formerly Oshawa GO Station). The Lakeshore East Rail Corridor extension from Oshawa to Bowmanville was originally identified as one of 52 rapid transit improvements and expansion projects in the *MoveOntario* 2020 plan (Government of Ontario 2007), Ontario's multi-year $17.5 billion rapid transit action plan for the Greater Toronto and Hamilton Area (GTHA). More recently, the expansion initiative was supported through the Initial Business Case Update (Metrolinx 2020) and a preferred alignment option was selected.

The Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report (EPR) was completed in 2011, in accordance with the Transit Project Assessment Process (TPAP) outlined in Ontario Regulation (O. Reg.) 231/08 – Transit Projects and Metrolinx Undertakings, to assess Metrolinx's plan to expand GO Transit rail services from Oshawa to Bowmanville utilizing the Canadian Pacific Railway (CP) corridor.

Since the completion of the 2011 EPR, Metrolinx has advanced the design of the rail extension project, including updates to the alignment and infrastructure needs of the project. As outlined in Section 15 (1) of O. Reg. 231/08, if a proponent wishes to make a change to a transit project that is inconsistent with a completed EPR, an addendum to the EPR must be prepared. In addition, as per Section 16 of O. Reg. 231/08, should a project not commence within 10 years of the Statement of Completion, a review of the project documentation is required. The Statement of Completion for the 2011 EPR is dated April 13, 2011, and more than 10 years has lapsed since the filing of this document.

[1] In October 2022, Metrolinx announced that the Oshawa GO Station has been renamed Durham College Oshawa GO. Therefore, throughout the EPR Addendum and this Project, the Oshawa GO Station is referred to as Durham College Oshawa GO, or DC Oshawa GO.

An EPR Addendum is being undertaken to document the changes to the transit project based on refinements to the design approach identified in the EPR, and to consider relevant updates to environmental conditions since the completion of the EPR in 2011.

To support public consultation and engagement efforts in the preparation of the EPR Addendum, Metrolinx hosted both a Virtual Public Information Centre (PIC) and Virtual Open House (OH), as follows:

- Virtual PIC, whereby Project information was posted to Metrolinx's website for review from June 8 to June 21, 2023
- Virtual OH on June 14, 2023 featuring a live presentation by Metrolinx and Stantec staff featuring key Project details, with a question and answer period following the presentation

The purpose of the Virtual PIC and Virtual OH was to share information about the Project with the public, including studies conducted, key findings and proposed mitigation measures and monitoring recommendations. The Virtual PIC and Virtual OH provided an opportunity for members of the public to ask questions and provide feedback on the materials presented and on the Project in general.

This Summary Report provides key details on the methods used to notify stakeholders, information presented, and comments / questions recorded during both virtual events.

2 Notice of Virtual Open House

A Notice of Virtual OH was sent to stakeholders in the following formats to invite stakeholders with a potential interest in the Project and other interested persons to attend the Virtual PIC and Virtual OH:

- Email notices to the Project contact list
- Mailout to 15,044 property and business owners using an approximate 500 m postal code walk
- Newspaper notices
- Social Media: Twitter- @GOExpansion
- Metrolinx's website- https://www.metrolinx.com/en/news/virtual-open-house-to-be-held-in-June-for-Bowmanville-Extension.
- GO train announcements on the Lakeshore East Line
- Canvassing

Further detail on these contact methods is described in the following sections.

2.1 Contact List and Distribution

The Notice of the Virtual OH was emailed to contacts during the month of May 2023. Notice was sent via email to invite interested parties to read the Virtual PIC material posted on Metrolinx's website and to participate to provide feedback or pose questions pertaining to the Project. Landowners within 500 metre (m) radius of the project footprint received mailed notices. The contact list can be found in Appendix A.

The Notice was delivered via Canada Post mail to 15,044 property or business owners using an approximate 500 m postal code walk, which included the postal codes of residents and businesses within approximately a 500 m radius of the Project Footprint. Redacted copies of these notices can be found in Appendix B.

The Metrolinx Community Engagement Team connected with the Oshawa Senior Community Centres 55+ group to create a partnership to help distribute the PIC postcards and flyers. Further details on this engagement can be found in Section 2.7. Additionally, the Metrolinx Team contacted regional and municipal staff and elected officials regarding the upcoming Virtual PIC and Virtual OH which is further discussed in Section 2.8.

2.2 Newspaper Notice

The Notice of the Virtual OH was published in the Oshawa, Whitby, Clarington This Week newspaper on May 25 and June 1, 2023. This is a weekly newspaper with publication on Thursdays. It is a press run of 79,804 newspapers with distribution throughout the area of the Project.

The Notice was provided in both English and French. The Notice included information on how to register for the open house, the date and time of the event, and a QR code to direct readers to the Metrolinx website and other points of contact information for questions. This notice also stated that materials were available for review and comment through the PIC period from June 8 to June 21, 2023. A copy of both the English and French newspaper notices can be found in Appendix B.

2.3 Metrolinx Website

Notice was posted on the Metrolinx website on May 29, 2023 (https://www.metrolinx.com/en/news/virtual-open-house-to-be-held-in-June-for-Bowmanville-Extension). The Notice identified changes to the Project since the completion of the 2011 EPR, such as changes to track alignment, bridges including new crossings, replacements and expansions, new potential stations and layover facility. Further background information was described and instructions on how to participate.

2.4 Social Media

The Notice was posted on the GO Expansion Twitter page on May 29, 2023 (https://twitter.com/GOExpansion/status/1663283271386398720?s=20) and June 5, 2023 (https://twitter.com/GOExpansion/status/1665743272914944001?s=20i). As of July 19, 2023 the tweet posted on May 29 received 3,782 views,12 retweets and 26 likes while the tweet on June 5 received 4,148 views with 11 retweets and 24 likes. These postings can be found in Appendix B.

2.5 GO Train Announcements

During the week of May 22nd and May 29th, the Lakeshore East GO Trains played onboard announcements for riders entering and exiting the trains at the DC Oshawa GO Station.

The onboard announcements played during the two-week period were played in both English and French and said:

> "We're one step closer to bringing you two-way, all-day rail service from Oshawa to Bowmanville, and we want your feedback. An addendum to our Environmental Project Report is ready and available to review and comment on until June 21st. You can also join our virtual open house on June 14th from 6:30 PM to 8:00 PM. Learn more and register at metrolinx.com/bowmanville."

2.6 Canvassing

The Metrolinx Community Engagement Team carried out neighbourhood canvassing, targeting specific neighbourhoods in the Project area which are located beyond the 500 m mail-out area (refer to Section 2.1) but where residents are likely to have an interest in the Project. From May 30 to June 20, 2023, Metrolinx distributed approximately 1,500 postcards containing information about the Project and the Virtual PIC and Virtual OH. Since canvassing was carried out both before and after the Virtual OH, Metrolinx distributed two versions of the flyers; one version of the flyer was used prior to the Virtual OH, and the other was distributed following the Virtual OH, but still within the period of the Virtual PIC.

Overall, Metrolinx canvassed 3,100 households and spoke to approximately 45% of homeowners. About 166 interaction reports, where Project specific comments were provided by a resident, were created based on the conversations with homeowners and the Metrolinx team. Areas canvassed, the date and time and approximate number of door knocks are detailed in Table 1 below. Copies of the flyers and postcards can be found in Appendix B.

Table 1: Canvassing Details

Area	Date / Time	Door Knocks (Number Approximate)
Bowmanville	May 30, 2023 10:00 am to 2:00 pm	400
Oshawa	May 31, 2023 10:30 am to 2:30 pm	400
Oshawa	June 5, 2023 11:00 am to 3:00 pm	400
Oshawa / Whitby	June 9, 2023 11:00 am to 3:00 pm	500
Bowmanville	June 13, 2023 11:00 am to 5:00 pm	600
Bowmanville	June 15, 2023 11:00 am to 2:00 pm	300
Bowmanville	June 19, 2023 11:00 am to 2:00 pm	300
Bowmanville	June 20, 2023 11:00 to 2:00 pm	200

2.7 Oshawa Senior Community Centres 55+ Group

On May 24, 2023, the Metrolinx Community Engagement Team connected over the phone with the Oshawa Senior Community Centres 55+ Group to discuss the Project and upcoming event materials. The team spoke with the Manager of Volunteer and Community Relations to discuss the Project and planned to distribute the Virtual PIC and Virtual OH postcards and flyers to all community centre locations.

2.8 Notice to Regional and Municipal Staff and Elected Officials

On May 24, 2023, Metrolinx contacted municipal staff and elected officials, including Members of Parliament and Members of Provincial Parliament, as listed in Appendix A. regarding the upcoming Virtual PIC and Virtual OH. Metrolinx provided a briefing package to all elected officials on the Contact List (Appendix A) that further discussed the Project's details and upcoming events. The Metrolinx team also contacted Municipal Communications staff and library contacts. The email included website links to review the PIC materials, a link to post questions to be answered during the Virtual OH via Slido, where to register for the Virtual OH and dates of the online events. A postcard containing information about the Project and the Virtual PIC and Virtual OH was attached to this email.

2.9 Libraries and Postings to Community Boards

Prior to the Virtual OH, Metrolinx also deposited postcards at local libraries and community centers and posted flyers on community boards on May 24, 2023. Materials were provided to the following locations:

- Courtice and Bowmanville Branches, Clarington Public Library
  - 200 postcards
  - Flyers posted to community board
- McLaughlin Branch, Oshawa Public Library
  - 100 postcards
  - Flyers posted to community board
- John Street, Northview, Conant, Delpark Homes, Sikorski Branches, Oshawa Senior Community Centres
  - 200 postcards
  - Flyers posted to community board

2.10 On the GO Alerts

The On the GO (OTG) Alerts were sent to subscribers of the OTG Alerts tool for DC Oshawa GO Station and whom were subscribed to marketing notifications.
The OTG Alerts went out on: May 25, June 2, 9, 13, and 14, 2023. The text used for the OTG Alerts was:

SUBJECT LINE:
We're one step closer to starting construction and bringing two-way, all-day rail service from Oshawa to Bowmanville.

HEADER:
We've been making progress on the design for the Bowmanville Rail Service Extension project, which means we needed to update our environmental studies.

BODY:
The addendum to our Environmental Project Report is almost ready, and we can’t wait to share it 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 8th to June 21st, 2023. Register for the open house taking place on June 14th from 6:30-8pm on the Bowmanville Extension webpage.

More GO Transit service in the Durham Region means more people connecting with what’s important to them. It’s more places to call home, more ways to get to school or your dream job, more access to healthcare and so much more.

Register for our open house here: www.metrolinx.com/bowmanville

3 Virtual Public Information Centre

The Virtual PIC was hosted by Metrolinx via their website (https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21) from June 8 to 21, 2023. The material posted can be found in Appendix C.

The information posted in the PIC included background information related to the 2011 EPR; the existing conditions at the Project locations; the EPR Addendum process; potential effects, and next steps on the Project. Additionally, the results of the technical studies, ongoing Indigenous communities engagement and Project maps were also provided. Potential impact and proposed mitigation measures for the following disciplines were also posted:

- Natural Environment
- Tree Inventory
- Geology & Groundwater
- Stormwater Management
- Air Quality
- Noise & Vibration
- Socio-Economic and Land Use
- Traffic & Transportation
- Cultural Heritage
- Archaeology

The purpose of the Virtual PIC was to gather feedback on the Project to better understand the main concerns from the public. The comments and questions raised on Slido, a virtual Q&A and polling platform, were answered by the Team Panel during the live Virtual OH. Those that were missed were responded to via email. Comments or questions received through direct email were addressed by the Project Team through an email response. Copies of these can be found in Appendix E.

4 Virtual Open House

The live Virtual OH was held on Wednesday, June 14, 2023 through Microsoft Teams Webinar, with an advertised start and end times of 6:30 pm to 8:00 pm, respectively. Pre-registration for the Virtual OH was required to attend the event, with the registration link available on Metrolinx's website beginning on June 1, 2023.

The live event featured a presentation given by Metrolinx and Stantec staff, including:

Metrolinx:

David Phalp - Senior Advisor

Shelley Persaud - Lakeshore East and Extension Sponsor

Laura Filice - Environmental Project Manager

Jill Merriman - Director Development

Justin Klimkait - Community Engagement Advisor- Moderator

Stantec:

Alex Blasko - Senior Associate, Assessment and Permitting

Mike Bradley - Senior Project Manager

Michael Wolczyk - Senior Project Manager, Transportation

The presentation delivered by Metrolinx and Stantec provided a description of the following Project aspects:

- opportunities and concerns identified on previously submitted comments
- a description of the Project and key Project components, including Transit Oriented Communities
- benefits of the Project
- the TPAP and EPR Addendum process, including anticipated timelines
- rationale for the Addendum
- a list of environmental studies undertaken to support the Project
- a description of the potential effects as a result of the Project by technical discipline and proposed mitigation measures
- a request for comments to be submitted by June 21, 2023
- Metrolinx contact information

This event was recorded and made available on YouTube and the Metrolinx website (https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21).

In total, 226 attendees signed into the live Virtual OH on June 14, 2023. There have since been over 335 views of the recording on YouTube (https://youtu.be/h3gpGWGm9M0) as of the date of this report. Table 2 below provides details of the attendance of the Virtual OH.

Table 2: Virtual OH Registration and Attendance Information

Category	Details
Registration Page Views	2,350
Registered Participants	410
Canceled Registrations	1
Participants in Attendance	226

Attendees were encouraged to submit comments and questions before the presentation via email or mail as well as during the public meeting via Slido. During the question-and-answer period of the Virtual OH, the Metrolinx and Stantec team addressed select questions. Questions were selected by Metrolinx based on those themes which were most often commented on.

5 Comments Received

A total of 84 comments and questions were received through Slido and are shown in Appendix D. The main topics of comments were regarding the specifics of the construction timeline and services provided by the rail extension. There were also concerns regarding noise from new crossings and frequency of trains, number and location of the new stations, number of parking spaces, impact on traffic and changes to bridge crossings.

All comments and questions raised through the Virtual PIC submitted through Slido were responded to on Slido, any comments or questions received through email were addressed by the Project Team through an email response. As many comments or questions as possible which were received prior to the live Virtual OH were responded to verbally during the event.

An overview of the questions and comments received during the presentation's Q&A session and through one-on-one dialogue with staff is provided in Appendix D.

6 Summary

There was a high degree of participation in both the Virtual PIC and Virtual OH. Through Microsoft Teams and Slido, participants could ask questions in real time or submit multiple questions through email format. By recording the Virtual OH, the meeting could be referenced for specific questions, reviewed and was accessible to those who could not attend. The Project Team effectively notified members of the public through canvassing, mailed flyers, newspaper ads and via Metrolinx's social media platforms. The public identified a number of opportunities for service improvements and station input regarding parking. Concerns were raised related to the potential impact to traffic, impact from operational noise and design.

Appendices

Appendix A Contact List

Provincial Government

- Infrastructure Ontario
- Ministry of Environment, Conservation and Parks
- Ministry of Tourism, Culture and Sport
- Ministry of Mines
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of Transportation

Municipal Government, Conservation Authorities and Related Municipal Bodies

- Central Lake Ontario Conservation Authority
- City of Oshawa
- Durham Regional Transit
- Municipality of Clarington
- Regional Municipality of Durham

Elected Officials

Members of Parliament

- Durham – Hon. Erin O'Toole
- Oshawa – Hon. Colin Carrie
- Ajax – Hon. Mark Holland
- Whitby – Hon. Ryan Turnbull
- Uxbridge – Hon. Jennifer O'Connell

Members of Provincial Parliament

- Durham – Todd McCarthy
- Oshawa – Jennifer French
- Whitby – Lorne Coe



- Kawartha Lakes-Brock – Laurie Scott
- Ajax – Patrice Barnes
- Peterborough-Kawartha – Dave Smith

Ministers

- Minister of the Environment, Conservation and Parks – Hon. David Piccini
- Minister of Finance – Hon. Peter Bethlenfalvy

Regional and Municipal Elected Officials

- City of Oshawa – Dan Carter (Mayor), John Neal (Regional and City Councillor), Rosemary McConkey (City Councillor), Tito-Dante Marimpietri (Regional and City Councillor), Jim Lee (City Councillor), Bob Chapman (Regional and City Councillor), Bradley Marks (City Councillor), Rick Kerr (Regional and City Councillor), Derek Giberson (City Councillor), Brian Nicholson (Regional and City Councillor), John Gray (City Councillor), Mary Mederios (City Clerk)
- Municipality of Clarington – Adrian Foster (Mayor), Granville Anderson (Regional and Municipal Councillor), Corinna Traill (Municipal Councillor), Margaret Zwart (Municipal Councillor), Willie Woo (Regional Councillor), Sami Elhaijeh (Municipal Councillor), Lloyd Rang (Municipal Councillor), June Gallagher (City Clerk)
- Regional Municipality of Durham – John Henry (Regional Chair), Elaine Baxter-Trahair (Chief Administrative Officer)
- City of Pickering – Kevin Ashe (Mayor), Marisa Carpino (Chief Administrative Officer), Linda Cook (Regional Councillor), Lisa Robinson (Regional Councillor), David Pickles (Regional Councillor), Maurice Brenner (City Councillor), Mara Nagy (City Councillor), Shaheen Butt (City Councillor)
- Town of Ajax – Shaun Collier (Mayor), Jennifer Larmand (City Clerk), Marilyn Crawford (Regional Councillor), Sterling Lee (Regional Councillor), Joanne Dies (Regional Councillor), Rob Tyler Morin (Town Councillor), Ashmeed Khan (Town Councillor), Lisa Bower (Town Councillor)
- Town of Whitby – Elizabeth Roy (Mayor), Kathryn Douglas (City Clerk), Chris Leahy (Regional Councillor), Rhonda Mulcahy (Regional Councillor), Maleeha Shahid (Regional Councillor), Steve Yamada (Regional Councillor), Steve Lee (Town Councillor), Matt Cardwell (Town Councillor), Niki Lundquist (Town Councillor), Victoria Bozinovski (Town Councillor)
- Township of Brock – Walter Schummer (Mayor), Dean Hustwick (Chief Administrative Officer), Peter Frank (Regional Councillor), Michael Jubb (Township

Councillor), Claire Doble (Township Councillor), Angela Canavan (Township Councillor), Cria Pettingill (Township Councillor), Lynn Campbell (Township Councillor)

- Township of Scugog – Wilma Wotten (Mayor), Lisa Fitton (City Clerk), Ian McDougall (Regional Councillor), David LeRoy (Township Councillor), Janna Guido (Township Councillor), Robert Rock (Township Councillor), Harold Wright (Township Councillor), Terry Coyne (Township Councillor), Ken Knix (Chief Administrative Officer)
- Township of Uxbridge – Dave Barton (Mayor), Kristi Honey (Chief Administrative Officer), Bruce Garrod (Regional Councillor), Pamela Beach (Township Councillor), Gord Shreeve (Township Councillor), Zed Pickering (Township Councillor), Willie Popp (Township Councillor), Todd Snooks (Township Councillor)

Indigenous Communities

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

Interest Groups and Community-Based Organizations

- Oshawa Senior Community Centres 55+

Individuals and Landowners

- Property or business owners within an approximate 500 m postal code walk of the Project Footprint

Transportation

- Canadian Pacific Railway
- Canadian National Railway
- VIA Rail Canada

Utilities

- Hydro One Networks Inc.

Appendix B Notice of Virtual Open House

This Week | Thursday, June 1, 2023 | 24

Bowmanville Extension

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

METROLINX

durhamregion.com

OPINION

PROTECT DURHAM'S NATIVE PLANTS

WIOLETTA WALANCIK SAYS INVADERS SPREAD IN MANY WAYS



WIOLETTA WALANCIK
Column



Friends of Second Marsh photo

Friends of Second Marsh staff member Karen Arbour brushed off her boots after an event. It's one way to prevent the seeds of invasive plants from hitching a ride when you leave a natural area.

With spring upon us, there is nothing more welcoming than seeing our plants slowly starting to pop up through the ground. You may already have seen trilliums, trout lilies, may apples and bloodroot as you are out and about on your hikes. Not only are native species coming back, but so also are dominant introduced (invasive) plant species. These plants are a concern for not only the impact they have on the environment, but also on people.

What are some of these impacts? Dominant introduced plant species can grow in very dense monoculture stands. This displaces our native species and reduces the biodiversity in our natural areas. These plants provide poor wildlife habitat and outcompete our native species for light, water and nutrients. They can spread in a variety of ways — producing many seeds that can survive in the soil for years, and then become established quickly when the opportunity is right. These plants can also grow and become well established from very small pieces of their stolons, roots and rhizomes. They can change the chemistry of the soil, thereby preventing native species from growing. Finally, some plants produce a sap that is toxic to people. If this sap finds its way onto your skin, when exposed to the sunlight, it can cause harmful burns.

You can prevent the spread of these introduced species. Seeds and other plant parts can attach themselves to your boots, clothing and pets. This allows them to move from one area to the next with ease. To stop the spread, stay on the designated trails to limit contact with these plants. Do not bring plants home and plant them in your garden. Do not bring plant stalks with seeds home for decorations and do not compost them. Brush down boots, clothing and pets for seeds after your hike.

You can also join us for Volunteer Steward Days on the following Wednesdays — May 10, 17 and 24 at 9:30 a.m. The Friends of Second Marsh Plant Stewardship Subcommittee will be out on the McLaughlin Bay Wildlife Reserve trails on Wednesday some mornings in May to guide volunteers in helping to manage dominant introduced plant species. To learn about the Plant Stewardship Subcommittee, please take a look at our March newsletter at: www.secondmarsh.ca/publications-and-links.

There are many resources available online to learn about dominant introduced plants. One site that you may want to take a look at is the Ontario Invasive Plant Council at www.ontarioinvasiveplants.ca.

The Friends of Second Marsh website — www.secondmarsh.ca — has a list of our upcoming events. You can also email Wioletta at wwalancik@secondmarsh.ca if you are interested in joining us for the Volunteer Steward Days.

Wioletta Walancik is the administrative and programs director with Friends of Second Marsh. She has worked for this organization for more than 20 years. Her title has changed over the years and her responsibilities have increased but her core role remains the same — educating the public about Oshawa Second Marsh and sharing her love of nature with them.

pressreader

HARDER THAN SHE THOUGHT



Susie Kockenscheidt/Metroland

Scharla Green, a G.L. Roberts Collegiate and Vocational Institute student, took part in the Second Annual Students Against Impaired Driving Day (SAID Day). Students navigated small model race cars around a course while wearing goggles that simulated being impaired by drugs or alcohol.

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Expansion du service de Bowmanville

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

METROLINX

Screenshot of tweets taken on July 19, 2023




Tweet
GO Expansion
@GOExpansion
We've updated our environmental studies for the #BowmanvilleExtension project and we want your input at the virtual open house June 14.
Bowmanville Extension
We're one step closer.. to getting shovels in the ground..
Oshawa
metrolinx.com
Learn more here:
11:31 AM · Jun 5, 2023 · 4,148 Views
11 Retweets
24 Likes

Lakeshore East Line GO Expansion

Bowmanville Extension Environmental Project Report (EPR) Addendum

Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House

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 time elapsed since the initial EPR as well as the significant changes mentioned, an Addendum to the EPR is required and is almost ready for review and comment.

There was a Virtual Public Information Centre 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.

There was also a live Virtual Open House on Wednesday, June 14, 2023 from 6:30-8:00pm during which the project team was on hand to answer questions about the project, submitted in advance or during the event via Slido. To review the recording of this, please go **here**.

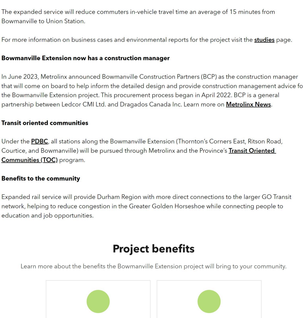
The team read and considered all comments received, which are then documented in the EPR Addendum.

Bowmanville Extension

Metrolinx to introduce train service to Bowmanville

Durham Region is growing and thriving more every day - new housing developments, businesses, and amenities offer exciting opportunities for this vibrant community to live, work and play. Now more than ever, Durham residents have more choices to do what they want to do, when they want to do it. As the region expands and the population increases, it's vital that transit adapts to the needs of the community and offers them more freedom to travel in and out of Durham when they want.

Bowmanville Rail Extension Alignment



Project overview

Metrolinx is committed to delivering rail service to communities beyond Oshawa as quickly as we can, and to do so with an all-day service.

Metrolinx has advanced the future service plan for Bowmanville through the **Preliminary Design Business Case (PDBC)**. Once required infrastructure is complete, customers will benefit from express peak service every half an hour operating between Union Station and Pickering GO Station, making all stops between Pickering and Bowmanville.

In the off-peak, GO trains will travel hourly making all stops between Bowmanville and Union Station. Weekend service will be every two hours making all stops between Bowmanville and Union Station.

The expanded service will reduce commuters in-vehicle travel time an average of 15 minutes from Bowmanville to Union Station.

For more information on business cases and environmental reports for the project visit the **studies** page.

Bowmanville Extension now has a construction manager

In June 2023, Metrolinx announced Bowmanville Construction Partners (BCP) as the construction manager that will come on board to help inform the detailed design and provide construction management advice for the Bowmanville Extension project. This procurement process began in April 2022. BCP is a general partnership between Ledcor CMI Ltd. and Dragados Canada Inc. Learn more on **Metrolinx News**.

Transit oriented communities

Under the **PDBC**, all stations along the Bowmanville Extension (Thornton's Corners East, Rtson Road, Courtice, and Bowmanville) will be pursued through Metrolinx and the Province's **Transit Oriented Communities (TOC)** program.

Benefits to the community

Expanded rail service will provide Durham Region with more direct connections to the larger GO Transit network, helping to reduce congestion in the Greater Golden Horseshoe while connecting people to education and job opportunities.

Project benefits

Learn more about the benefits the Bowmanville Extension project will bring to your community.

Reduced travel time
15 minute reduction of in-vehicle travel time from Bowmanville to Union

Two-way, all-day service
Fast, frequent rail service beyond Oshawa

20 kilometer extension
Extension of the Lakeshore East Line to Bowmanville

Better connections
More connections to Regional Transportation

Community documents

Community documents
Review the latest construction notices and community documents for the project.

Learn more

In the news

Metrolinx selects construction manager for Bowmanville Extension

June 19, 2023

GO Train service to communities beyond Oshawa is another step closer to completion. [Read more]

Virtual open house to be held in June 2023 for Bowmanville Extension

May 29, 2023

Metrolinx is seeking community input for the Bowmanville Extension Project. [Read more]

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Related Projects

Milton Line GO Expansion
More trips, more connections.
GO EXPANSION

Lakeshore West Line GO Expansion
Improvements are underway along the Lakeshore West Line to support more frequent, faster service.
GO EXPANSION

Barrie Line GO Ex
We're transforming G
bring more frequent
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GO EXPANSION

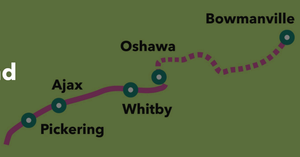
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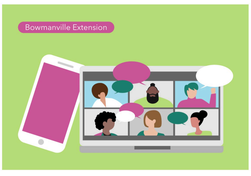
97 Front Street West, Toronto, ON M5J 1E6, Phone: 416-874-5900

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Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House

Bowmanville Extension Environmental Project Public Information Centre and Virtual Open House





Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House

Jun 14, 2023

6:30 pm - 8:00 pm (ET)

A Virtual Open House (VOH) for the Bowmanville Extension Environmental Project Report Addendum was held on June 14, 2023, from 6:30 – 8:00pm during the Public Information Centre period of June 8 to June 21. A recording of this is available on this webpage below.

To request disability-related accommodations to participate, or to request documents in an alternate format, please email us in advance of the event at **DurhamRegion@metrolinx.com.**

Moderator



Community Engagement Advisor, Metrolinx

Justin Klimkait

Presenters



Lakeshore East and Extension Sponsor, Metrolinx

Shelley Persaud



Senior Advisor, Metrolinx

David Phalp



Environmental Project Manager, Metrolinx

Laura Filice



Director Development, Metrolinx

Jill Merriman



Senior Project Manager - Environmental, Stantec

Alex Blasko



Senior Project Manager - Transportation, Stantec

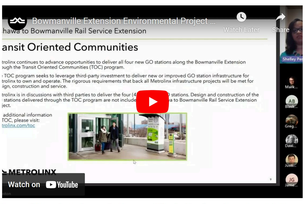
Mike Bradley



Senior Project Manager - Transportation, Stantec

Michael Wolczyk

Bowmanville Extension Environmental Project Report Addendum Virtual Open House – June 14, 2023



Bowmanville Extension Environmental Project Report Addendum Virtual Open House - June 14, 2023

Public Information Centre Documents for Review and Comments

Public Information Centre Main Deck for Review

Main PIC Slide Deck

Public Information Centre Supplemental Deck Materials for Review

Supplementary Deck - Indigenous Communities and Nations Engagement

Supplementary Deck - Key Components (Mapping)

Supplementary Deck - Air Quality

Supplementary Deck - Archaeology

Supplementary Deck - Cultural Heritage

Supplementary Deck - Geology and Groundwater

Supplementary Deck - Natural Environment

Supplementary Deck - Noise and Vibration

Supplementary Deck - Property Effects

Supplementary Deck - Socio-Economic and Land Use

Supplementary Deck - Stormwater Management

Supplementary Deck - Traffic and Transportation

Supplementary Deck - Tree Inventory

Supplementary Deck - All Above Supplemental Deck Materials (One Document)

Skip Navigation

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Welcome to
Bowmanville Extension Environmental Project Report Addendum Virtual Open House
Jun 8 – 21, 2023

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Appendix C Public Information Centre Main Deck & Public Information Centre Supplementary Deck Materials

Welcome – Oshawa to Bowmanville Rail Service Extension





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Land Acknowledgement

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

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

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

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

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

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What is the purpose of this Virtual Public Information Centre?

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



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Indigenous Communities and Nations Engagement

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

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

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

What We Have Heard to Date from the Public

Opportunities to:



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



Improve accessibility to GO Transit rail services.



Increase connectivity between Durham communities and the City of Toronto.



Improve the public realm along the corridor and GO stations.

Concerns about:



Increased traffic and congestion around GO stations.



Potential property impacts including noise and vibration.



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



Impacts to businesses during construction.

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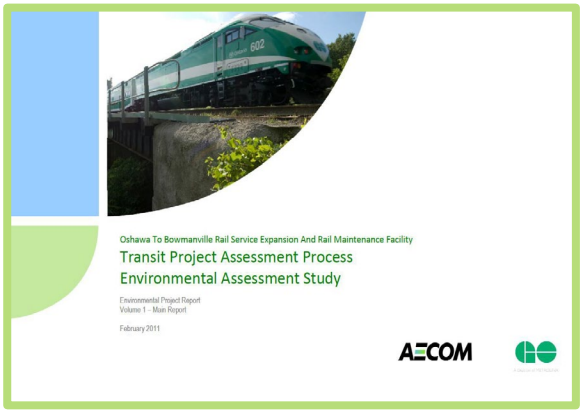
What is the Oshawa to Bowmanville Rail Service Extension Project?

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

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

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

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



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

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Project Components



RAIL LINE

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



GO STATIONS

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



INFRASTRUCTURE

Tracking and supporting infrastructure.



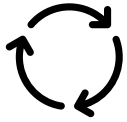
MULTI-USE CROSSING

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



NEW BRIDGES

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



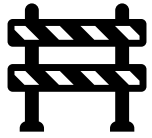
BRIDGE REPLACEMENTS

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



BRIDGE EXPANSIONS

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



AT-GRADE CROSSINGS

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

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Project Benefits



SAVED TIME

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



FASTER TRAVEL

Faster and more reliable travel times.



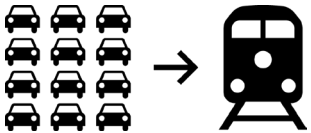
HIGH FREQUENCY

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



MORE PARKING SPACE

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



REDUCED CONGESTION

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



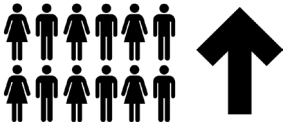
IMPROVED HEALTH

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



ECONOMIC BENEFITS

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



INCREASED RIDERSHIP

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

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Transit Oriented Communities

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

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

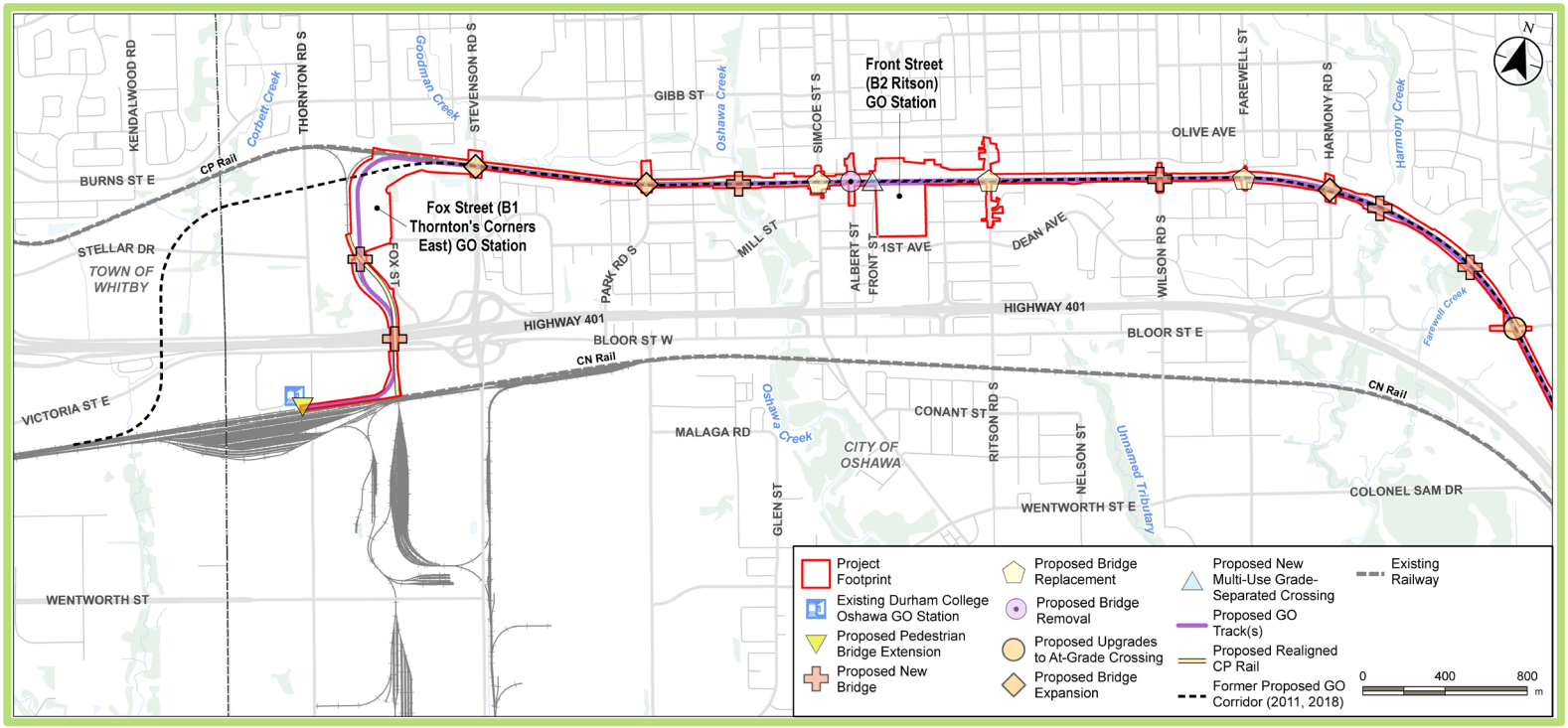
Metrolinx is in discussions with third parties to deliver the four (4) proposed GO stations. Design and construction of the GO stations delivered through the TOC program are not included in the Oshawa to Bowmanville Rail Service Extension Project.

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



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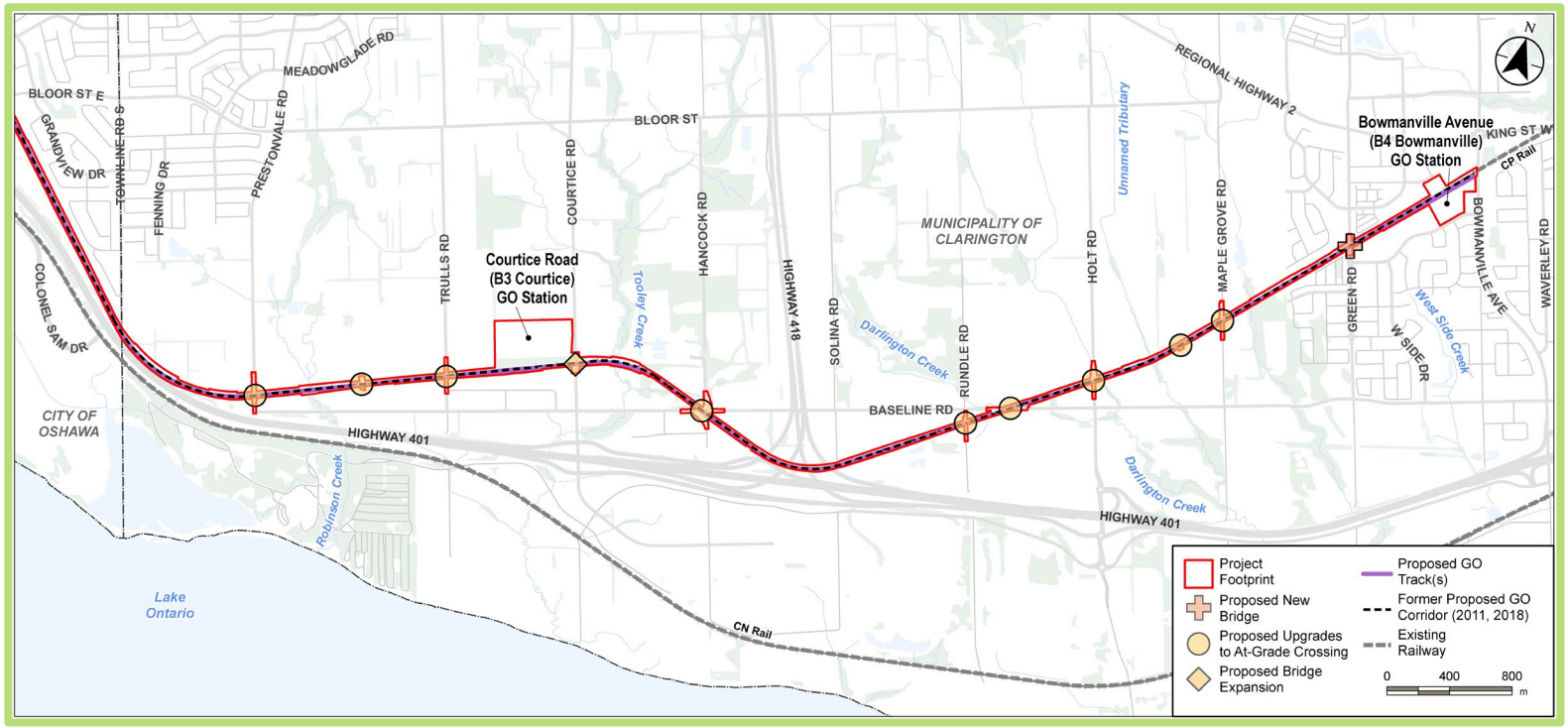
Project Footprint - Oshawa Segment



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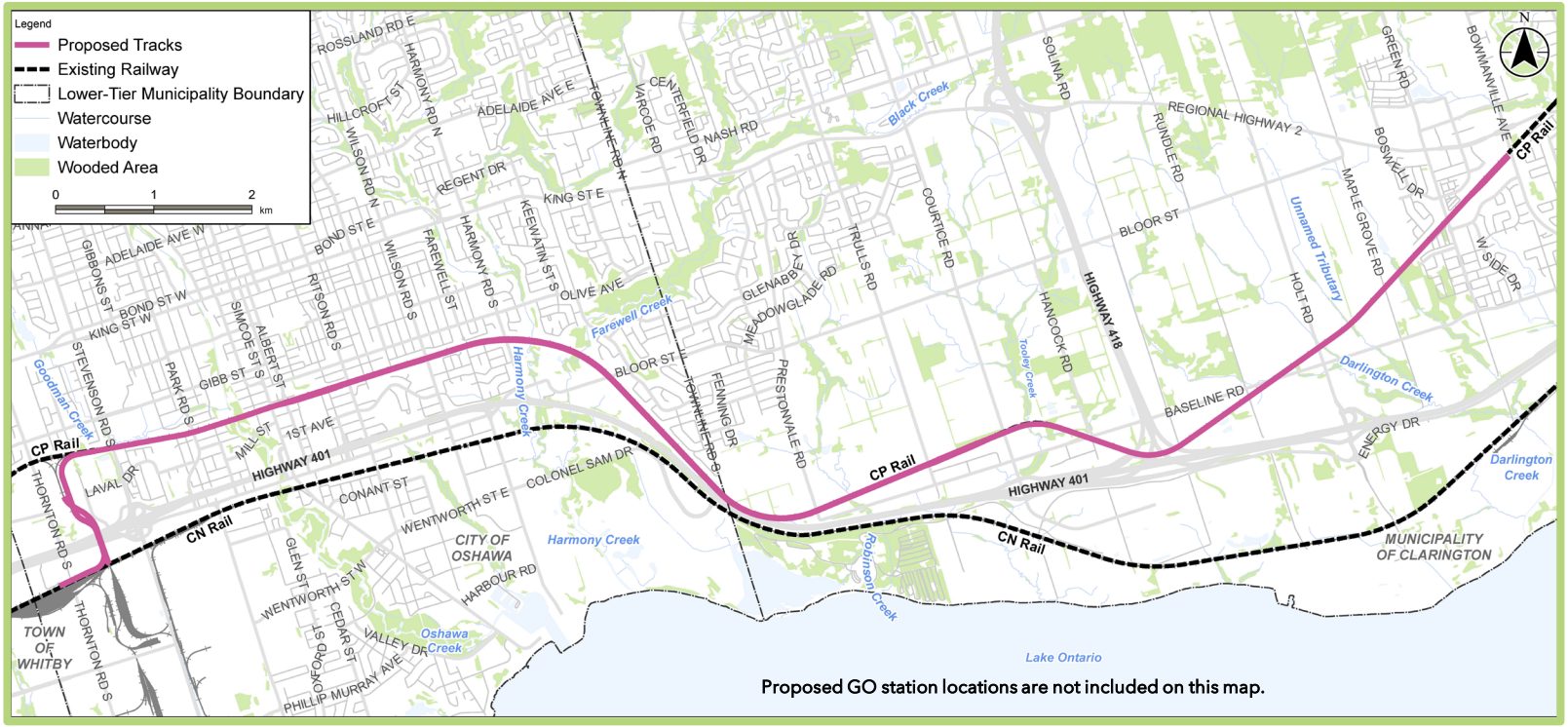
Proposed GO station delivered through Metrolinx's TOC program may include parking, passenger pick-up and drop-off, bus access point, and bike shelters.

Project Footprint - Clarington Segment



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

Project Rail Alignment



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Transit Project Assessment & EPR Addendum Process

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

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

2011

Environmental Project Report (EPR)

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

2018

Initial EPR Addendum start

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

2020

Initial Business Case (IBC)

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

2020 - 2021

Preliminary Design Business Case (PDBC)

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

2021

Current EPR Addendum start

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

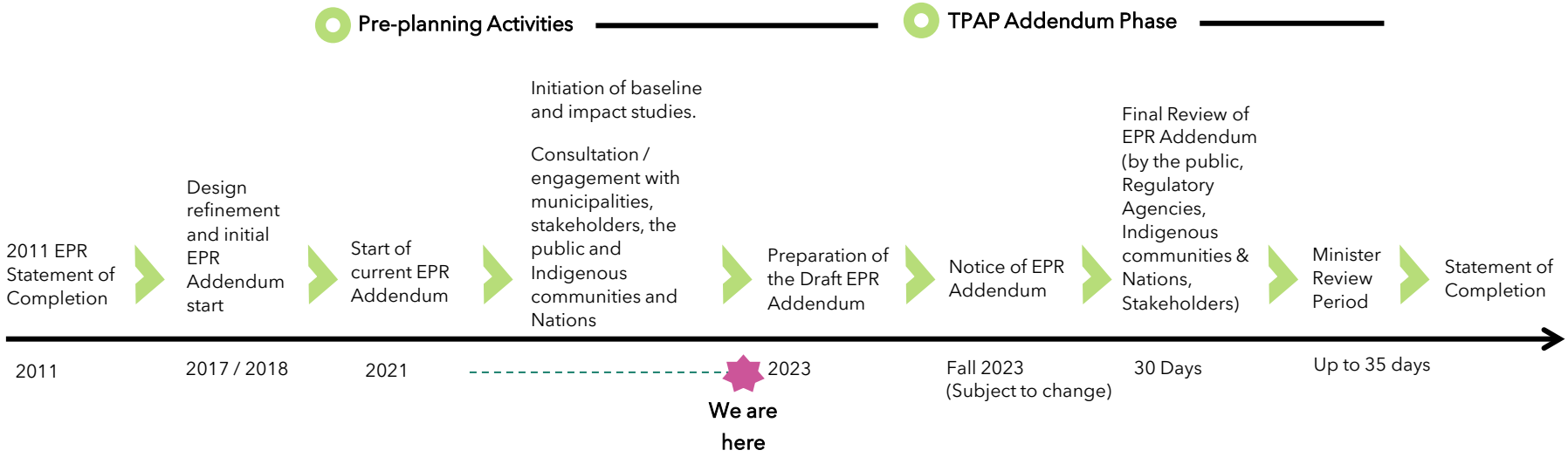
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Why is an Addendum Required?

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

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

The Transit Project Assessment & EPR Addendum Process



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Matters of Provincial Importance

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



Indigenous Relations

- Constitutionally protected Aboriginal and treaty rights and areas of concern



Natural Heritage

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



Hydrology

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



Cultural Heritage and Archaeology

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

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Environmental Studies

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



- Natural Environment Technical Report



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



- Air Quality Technical Report



- Noise & Vibration Technical Report



- Traffic Impact Analysis



- Socio-Economic and Land Use Characteristics Assessment



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



- Stage 1 Archaeological Assessment



- Geology and Groundwater**



- Stormwater Management**

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

Natural Environment

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

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

Project's Potential Effects:

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

Mitigation Measures:

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

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* Butternut purity to be confirmed through genetic testing.

Tree Inventory

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

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

Project's Potential Effects:

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

Mitigation Measures:

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



Butternut tree

Geology and Groundwater

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

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

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

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

Project's Potential Effects:

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

Mitigation Measures:

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



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

Stormwater Management

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

The Assessment Area intersects nine watersheds:

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

Project's Potential Effects:

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

Mitigation Measures:

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

Air Quality

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

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

Project's Potential Effects:

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

Mitigation Measures:

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



Noise

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

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

Project's Potential Effects:

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

Mitigation Measures:

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



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

Vibration

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

Project's Potential Effects:

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

Mitigation Measures:

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



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

Socio-Economic and Land Use

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

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

Project's Potential Effects:

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

Mitigation Measures:

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

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Traffic and Transportation

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

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

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

Project's Potential Effects:

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

Mitigation Measures:

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

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Cultural Heritage

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

Project's Potential Effects:

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

Mitigation Measures:

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

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Archaeology

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

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

Project's Potential Effects:

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

Mitigation Measures:

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



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Thank You for Attending!

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

Let us know if you have questions or comments regarding:

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

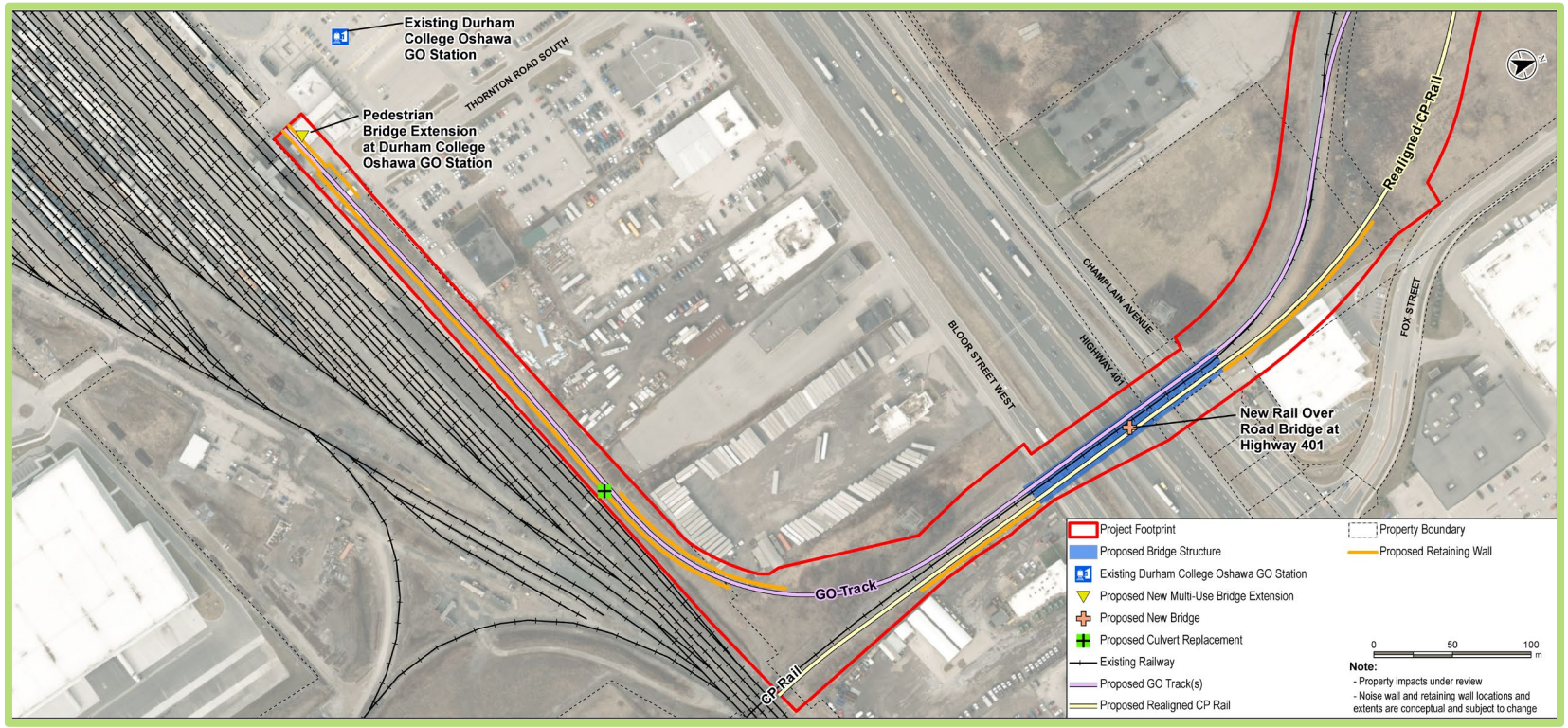
Stay involved with the Bowmanville Extension by reaching out to the Durham Community Engagement Team below:

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

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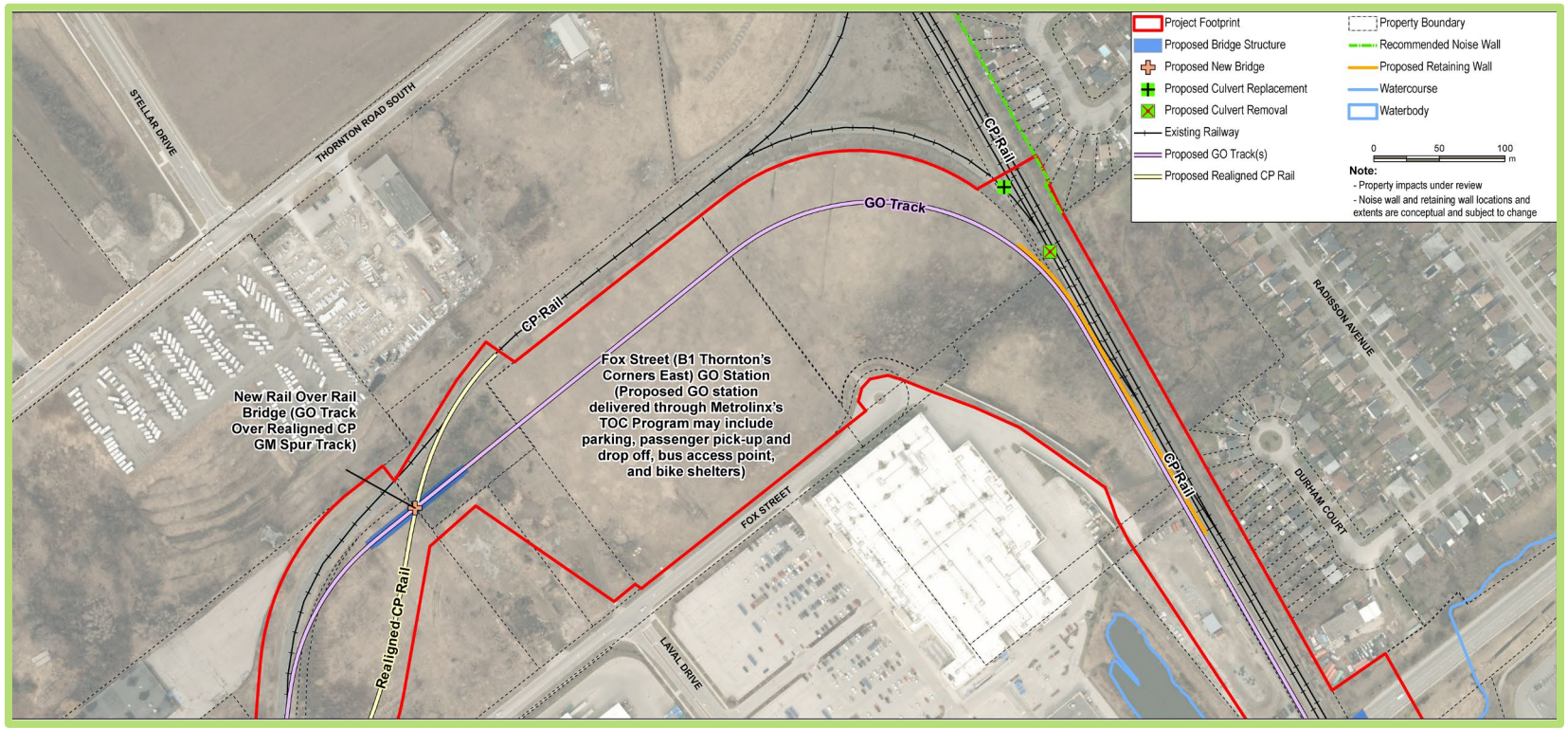

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Project Overview – Key Components



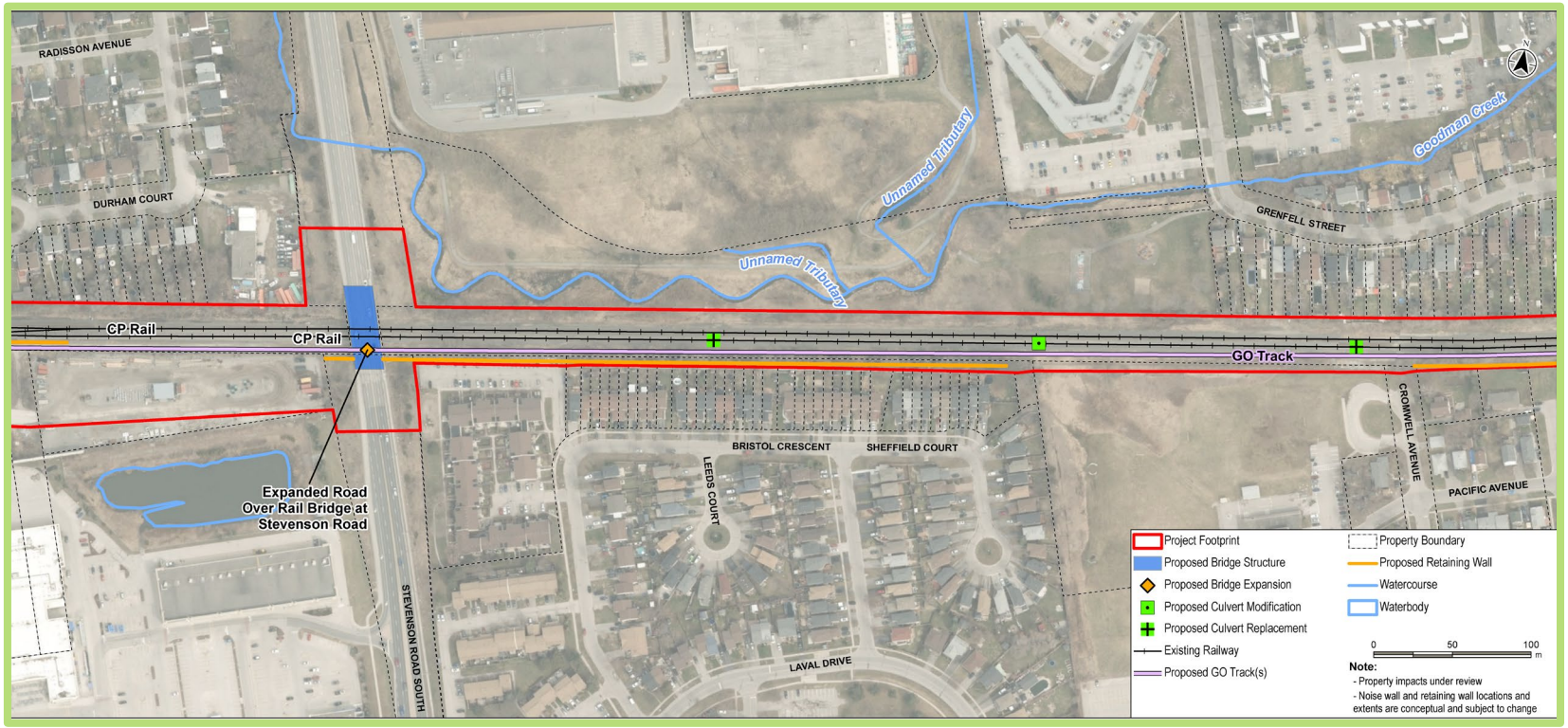
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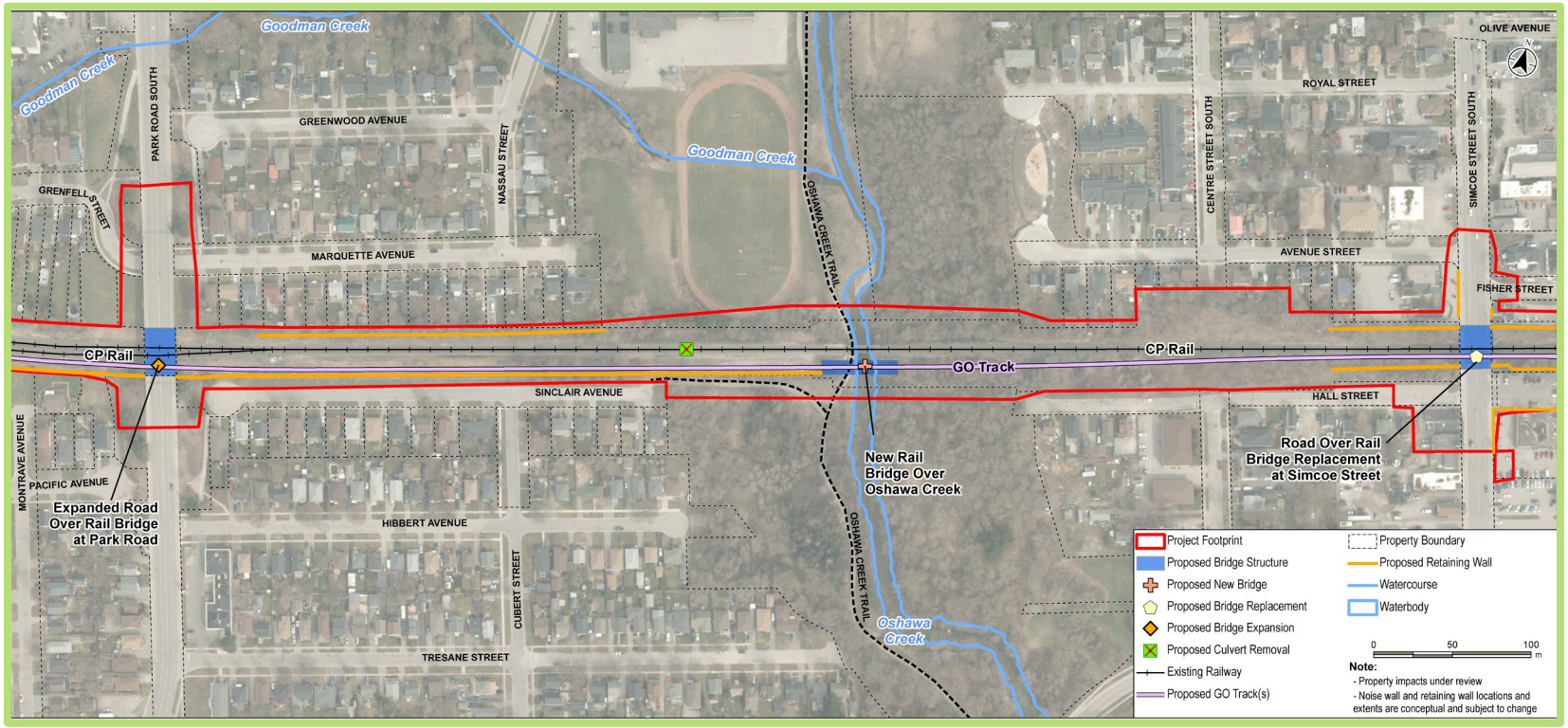
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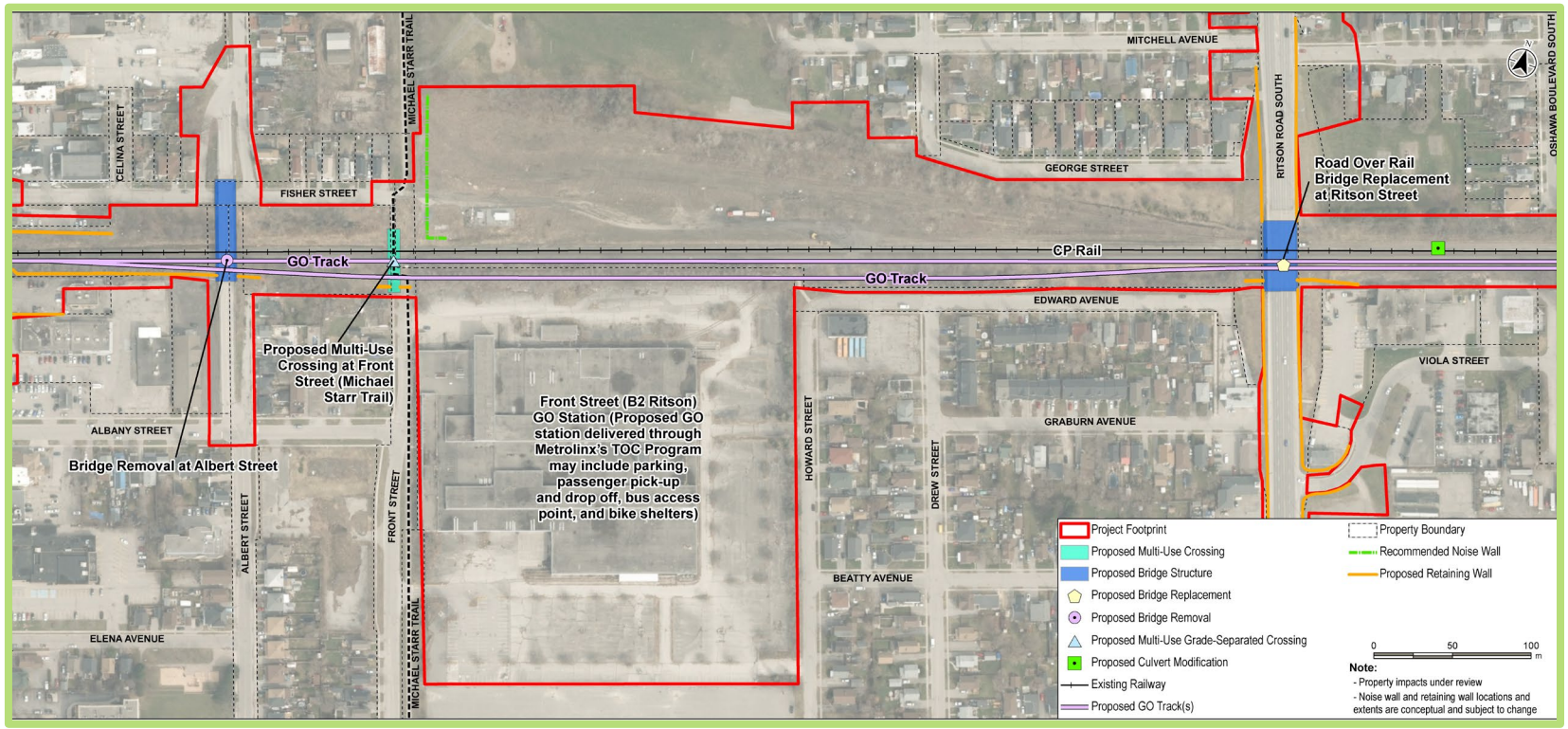
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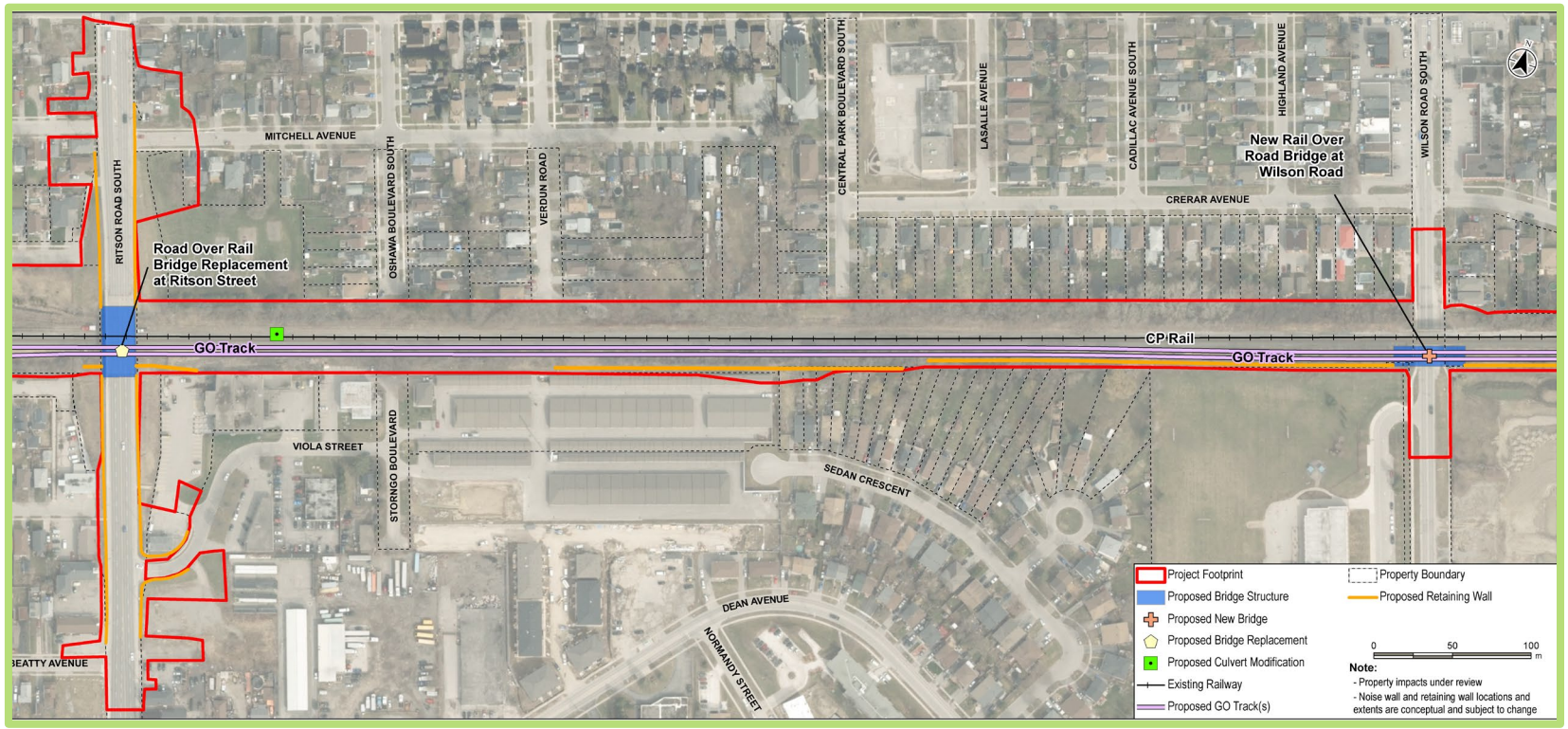
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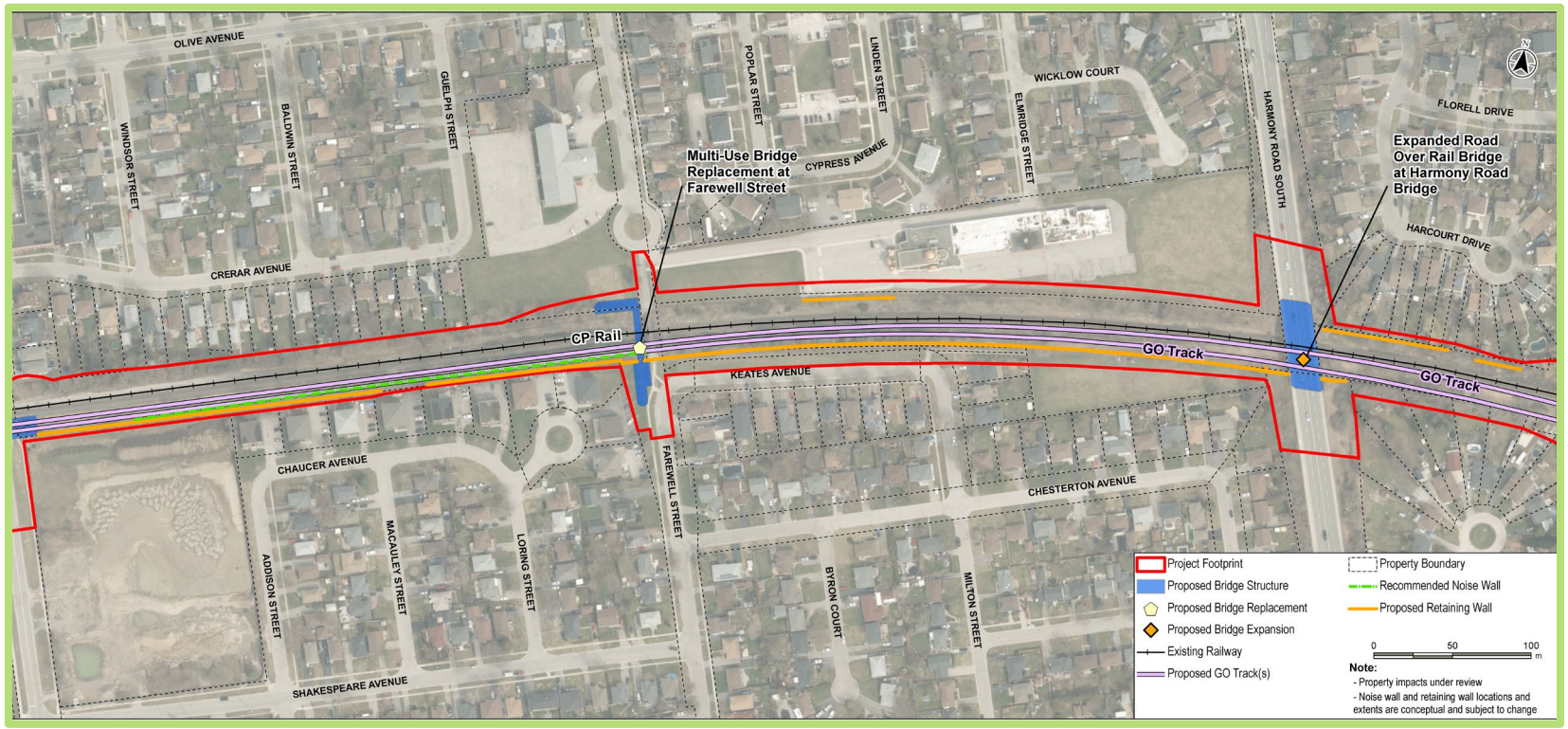
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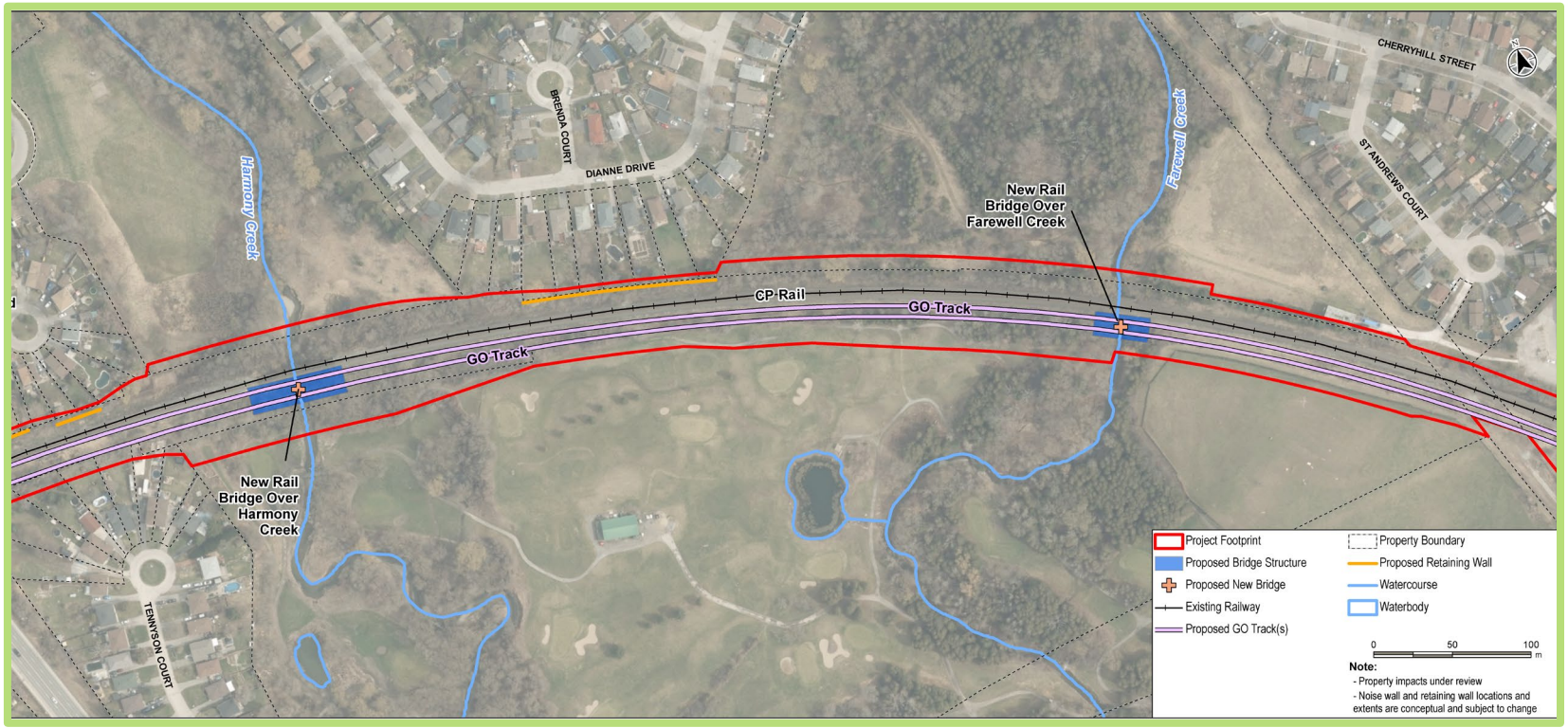
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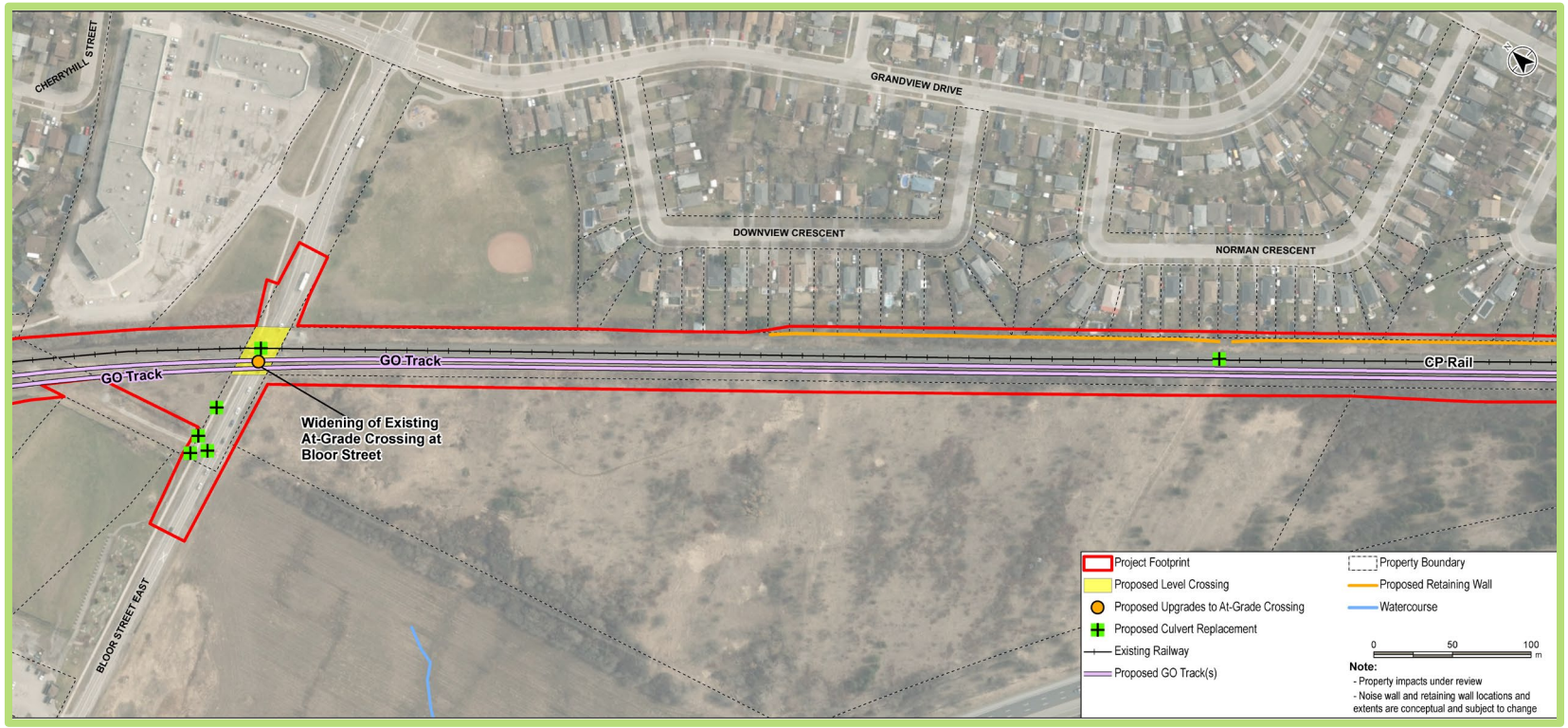
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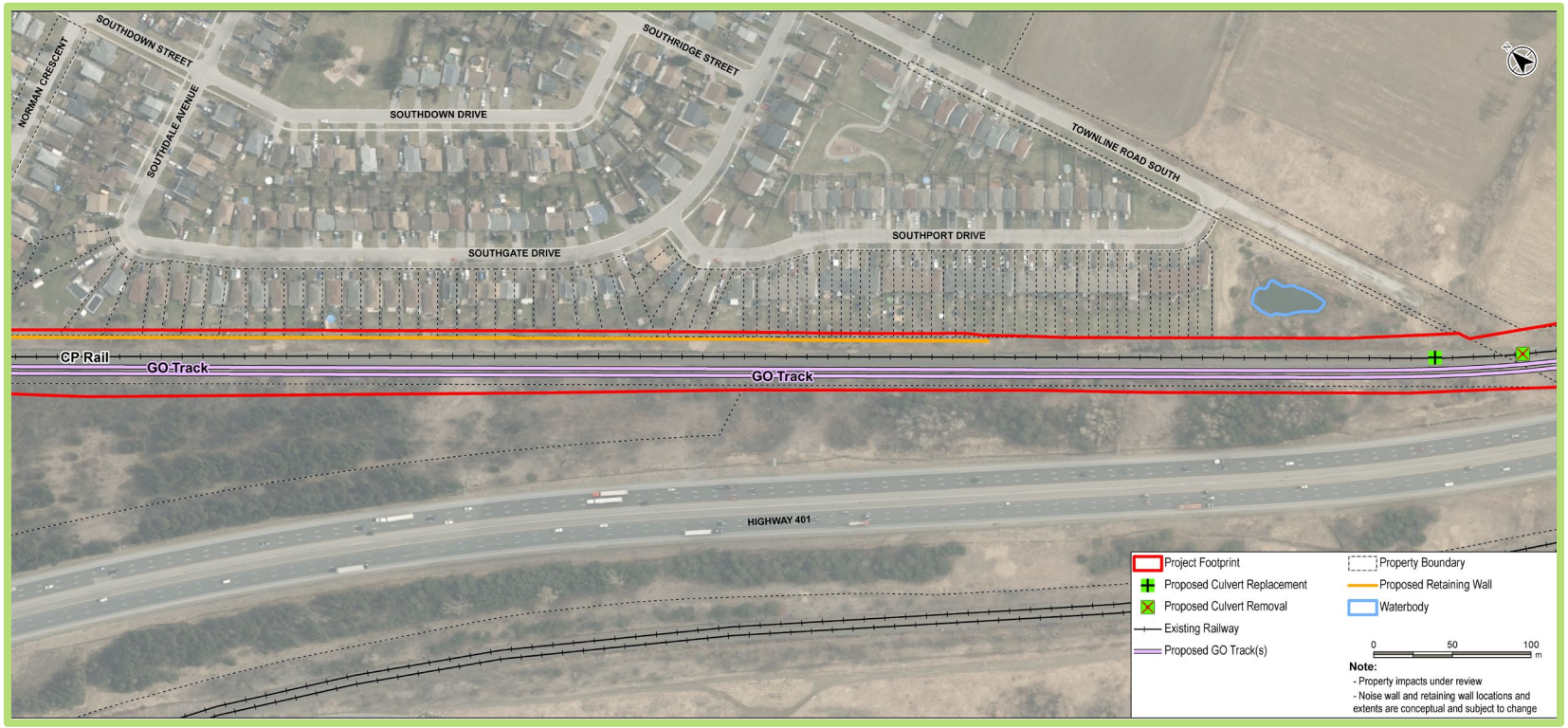
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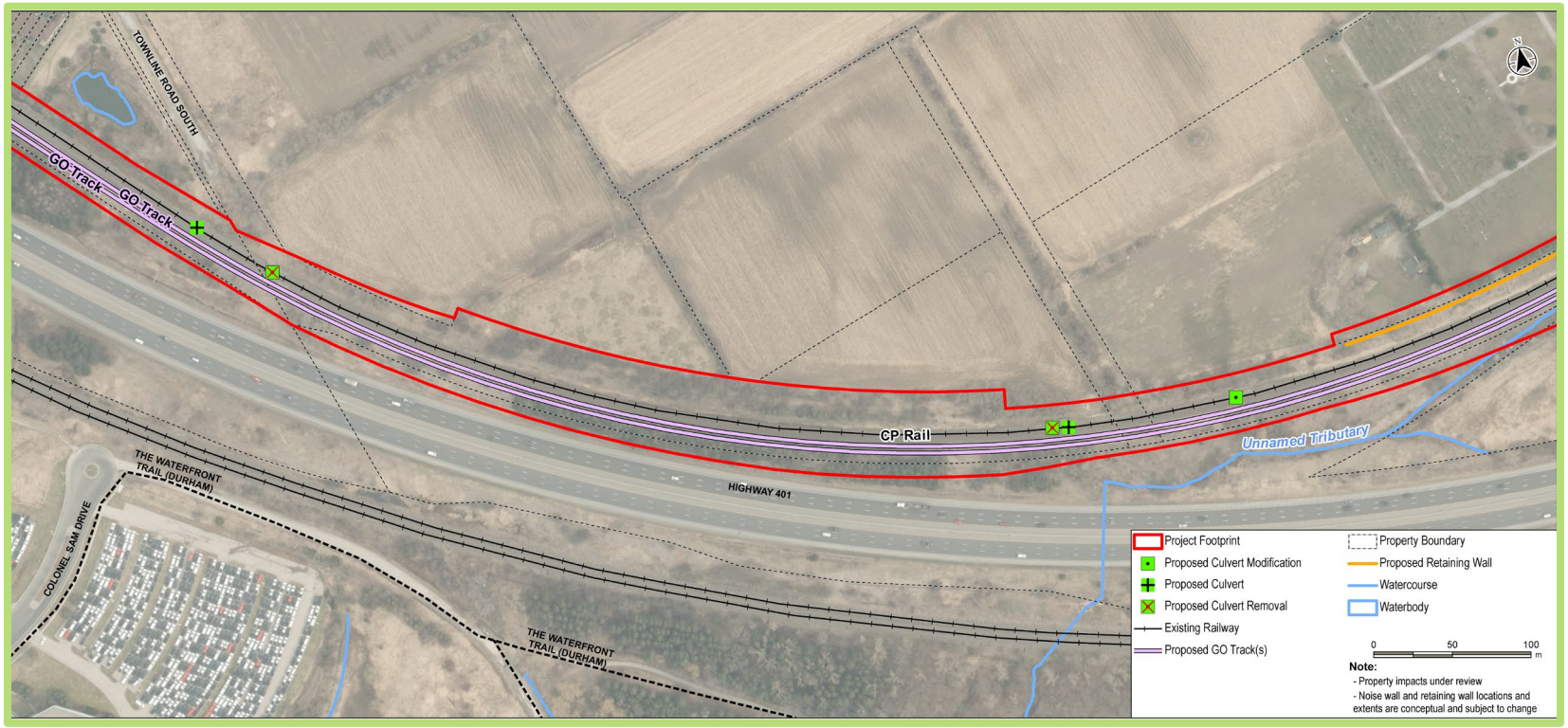
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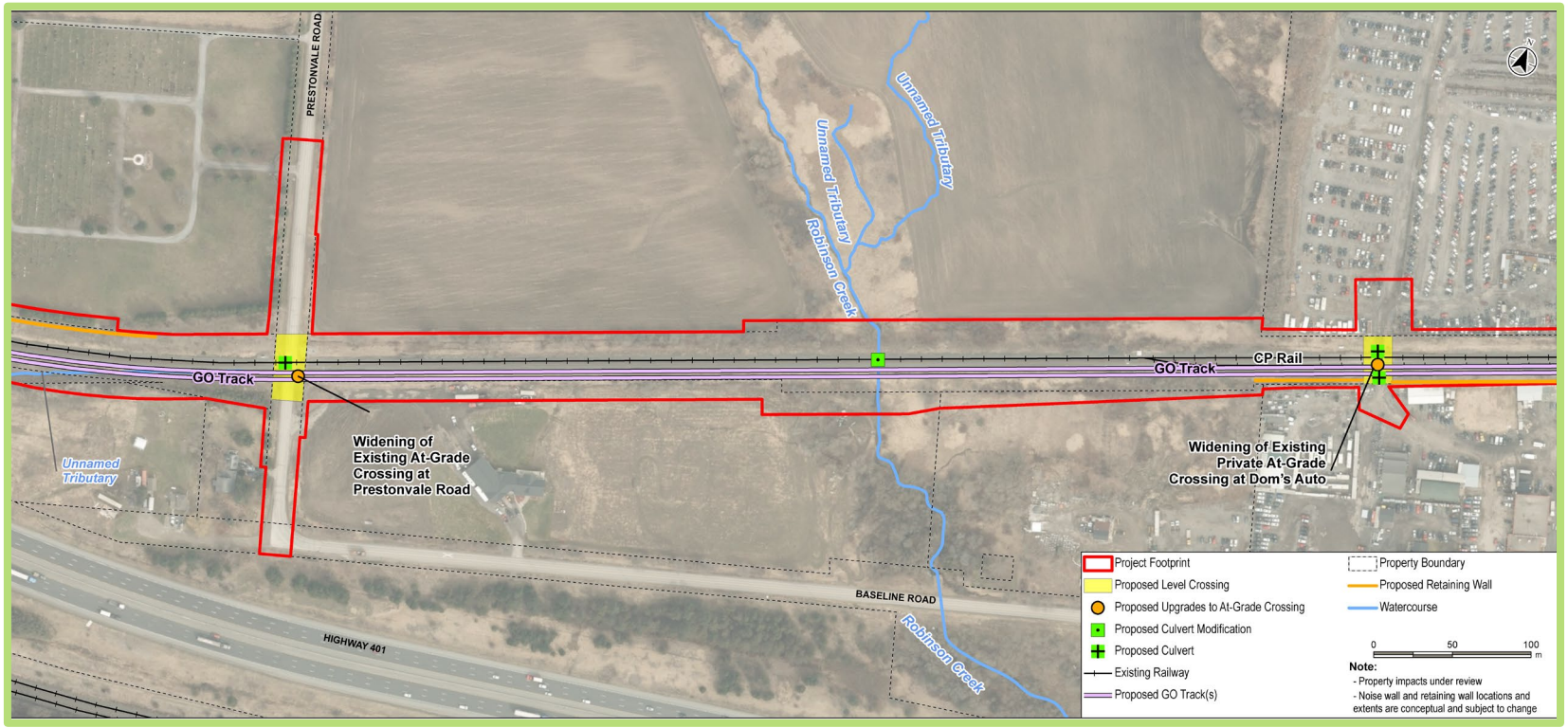
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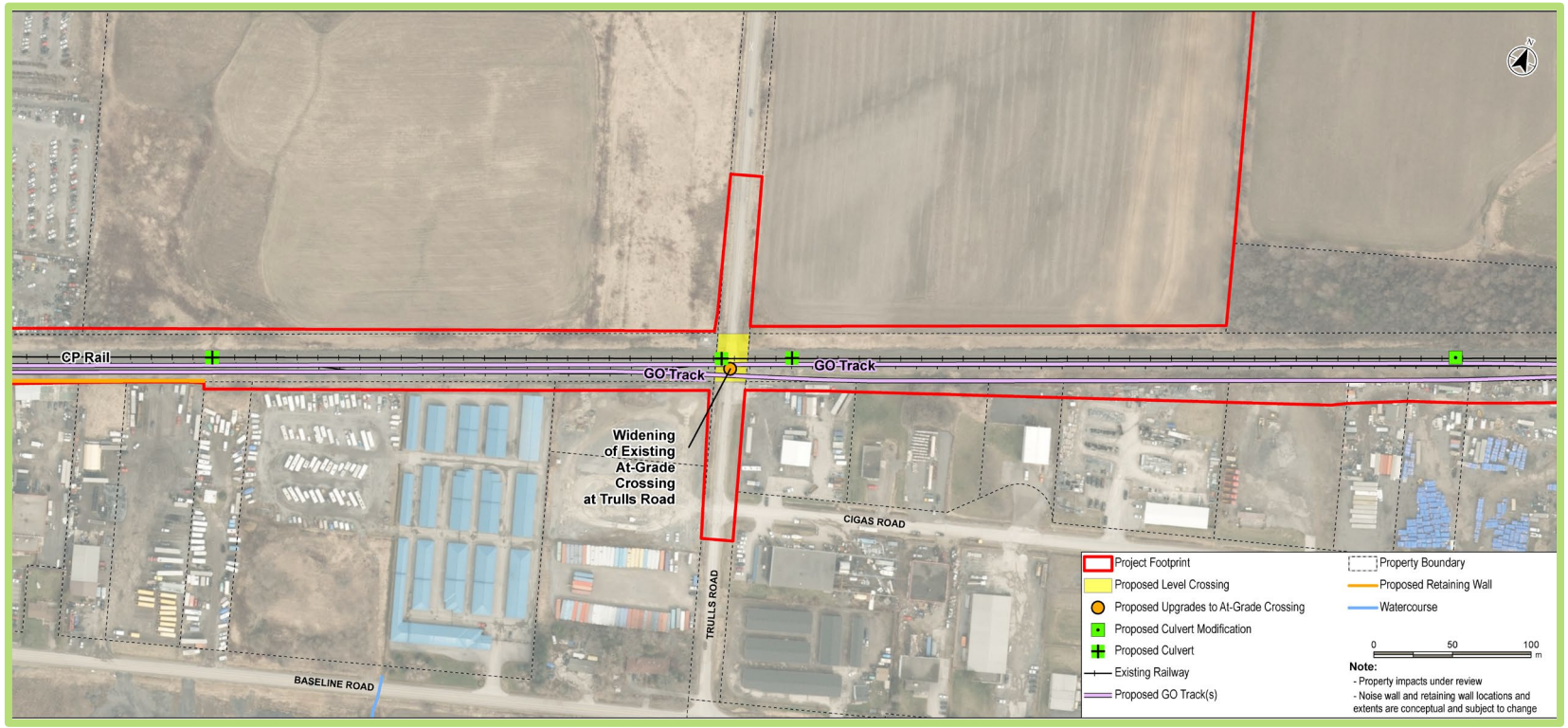
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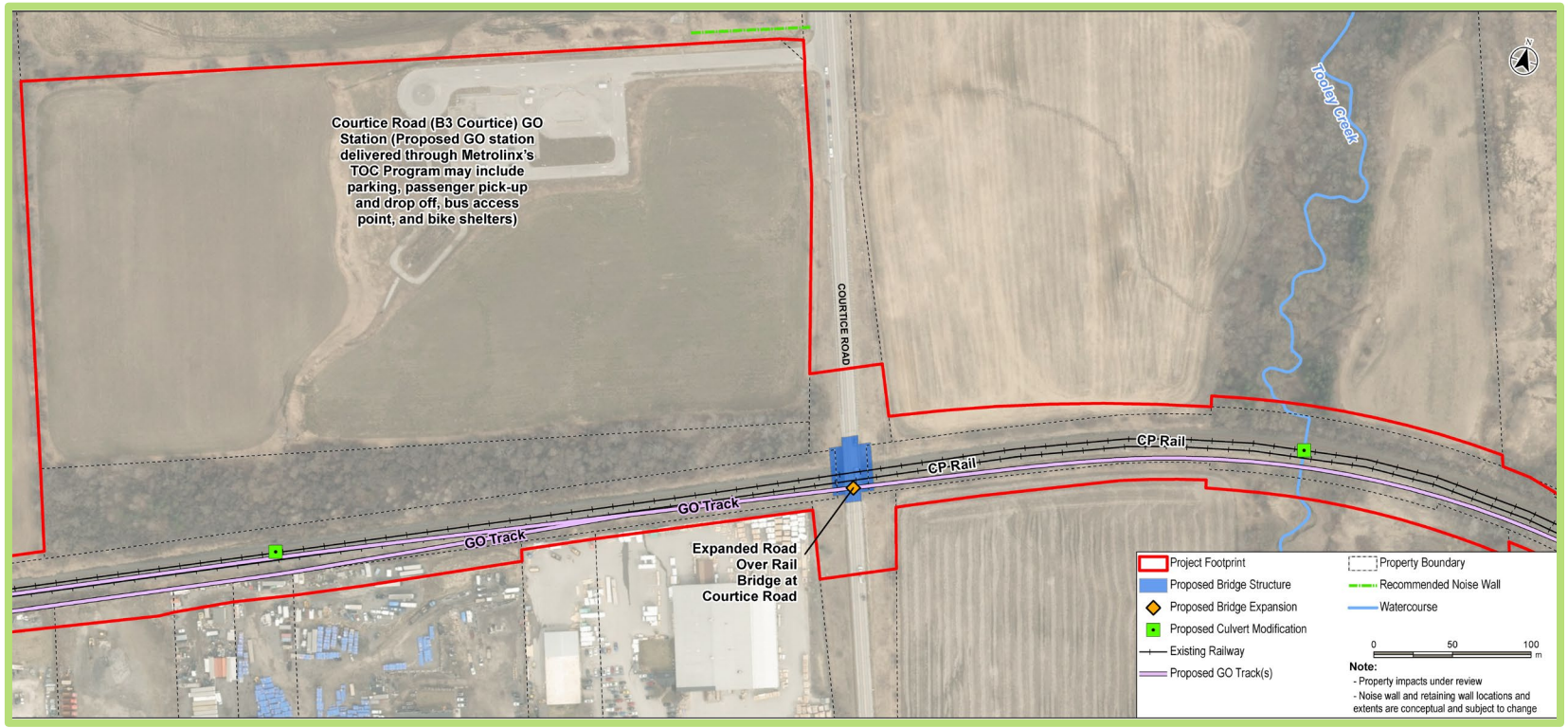
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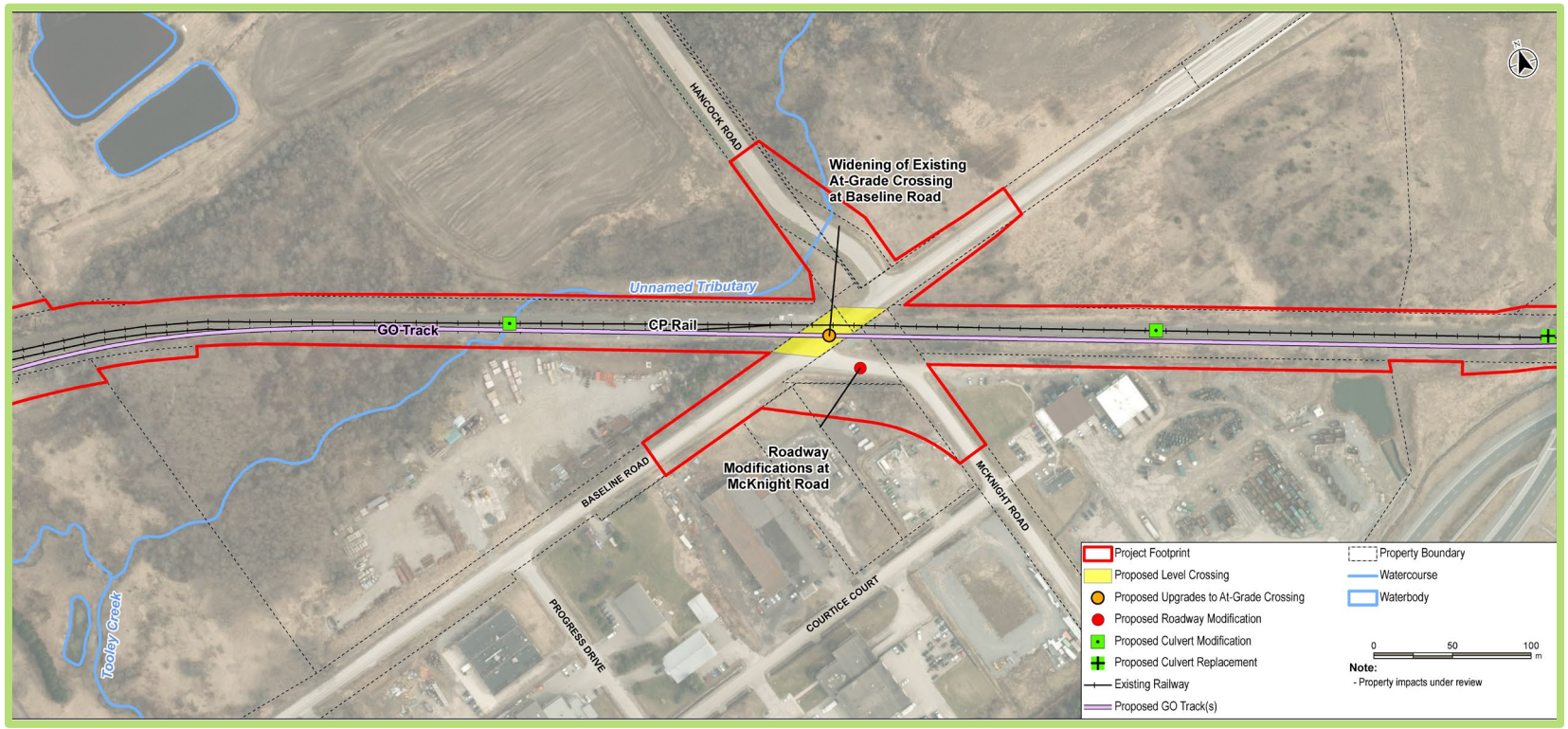
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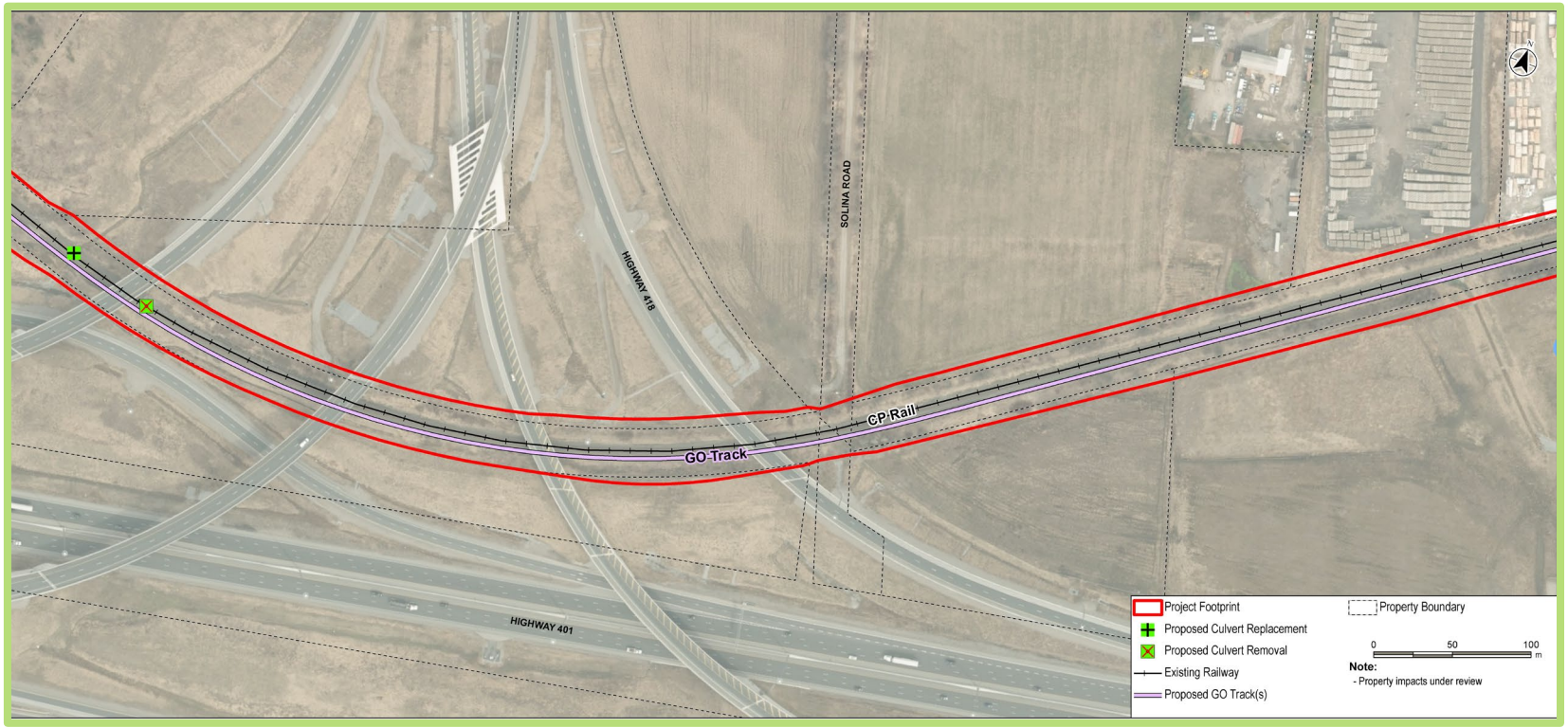
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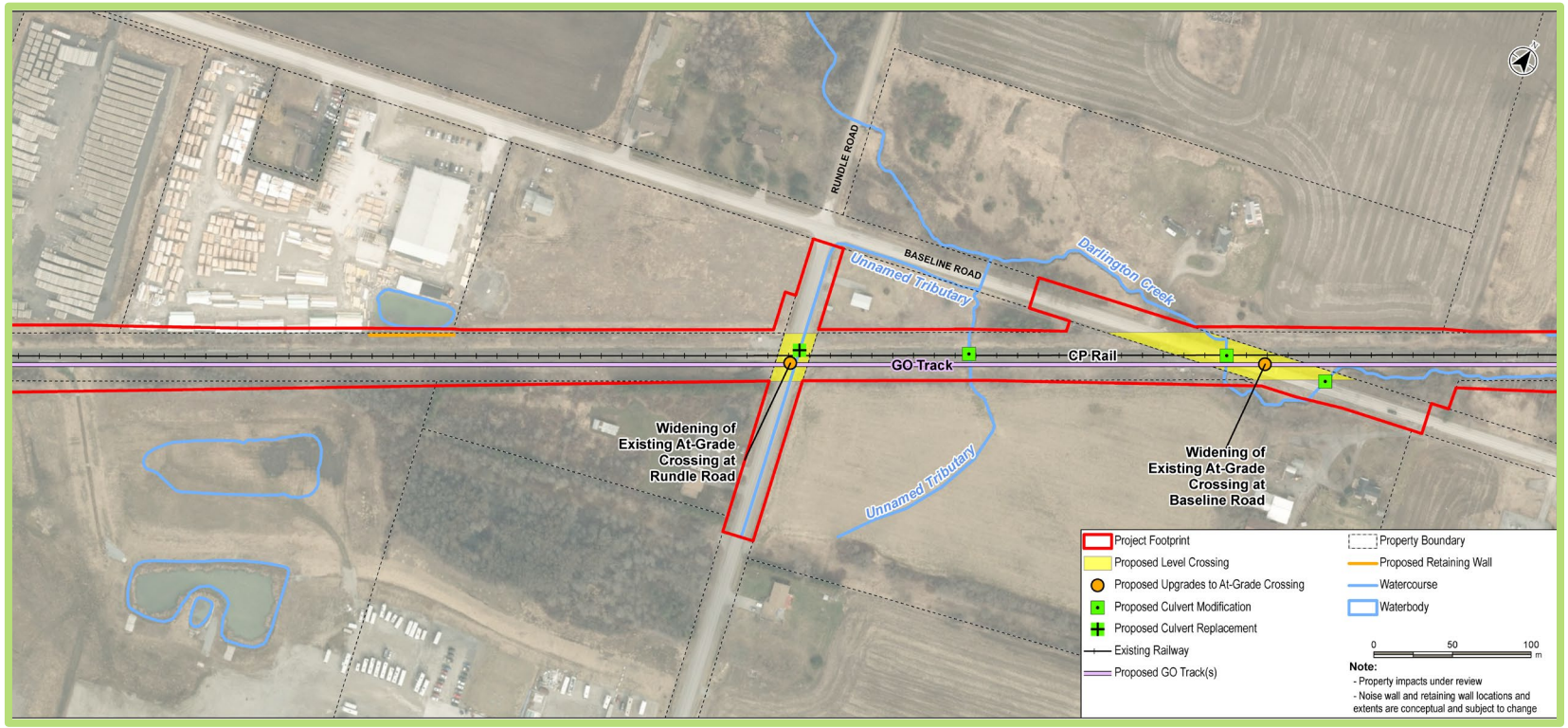
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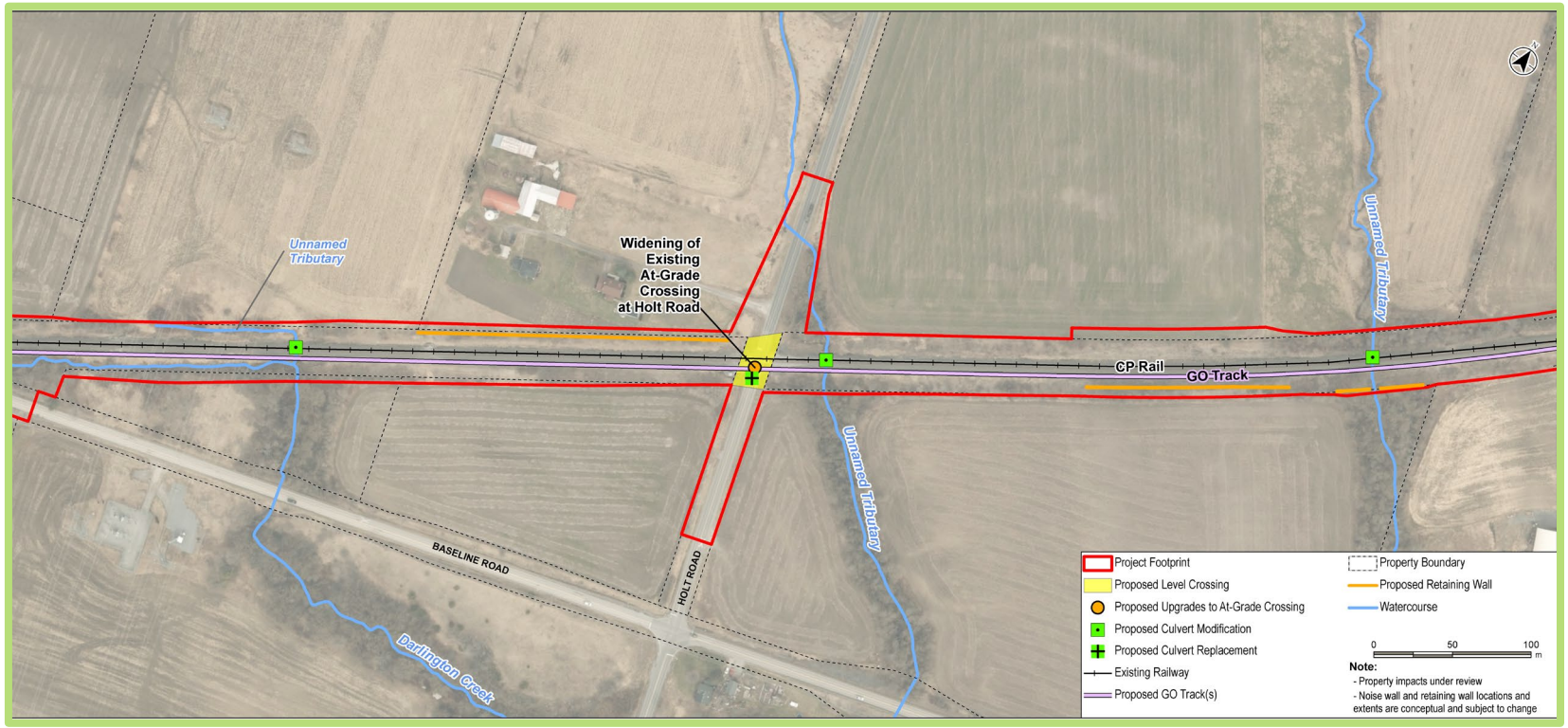


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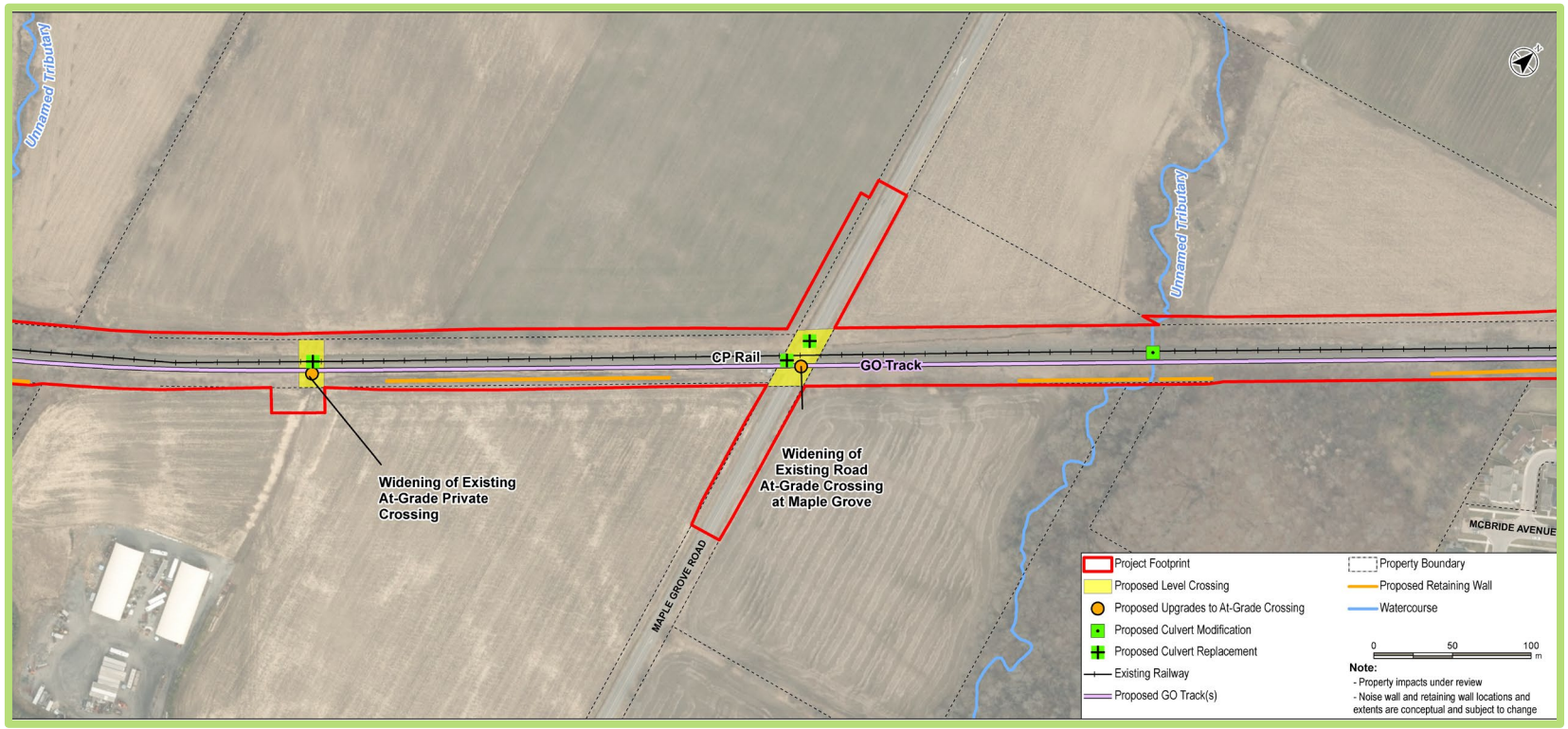


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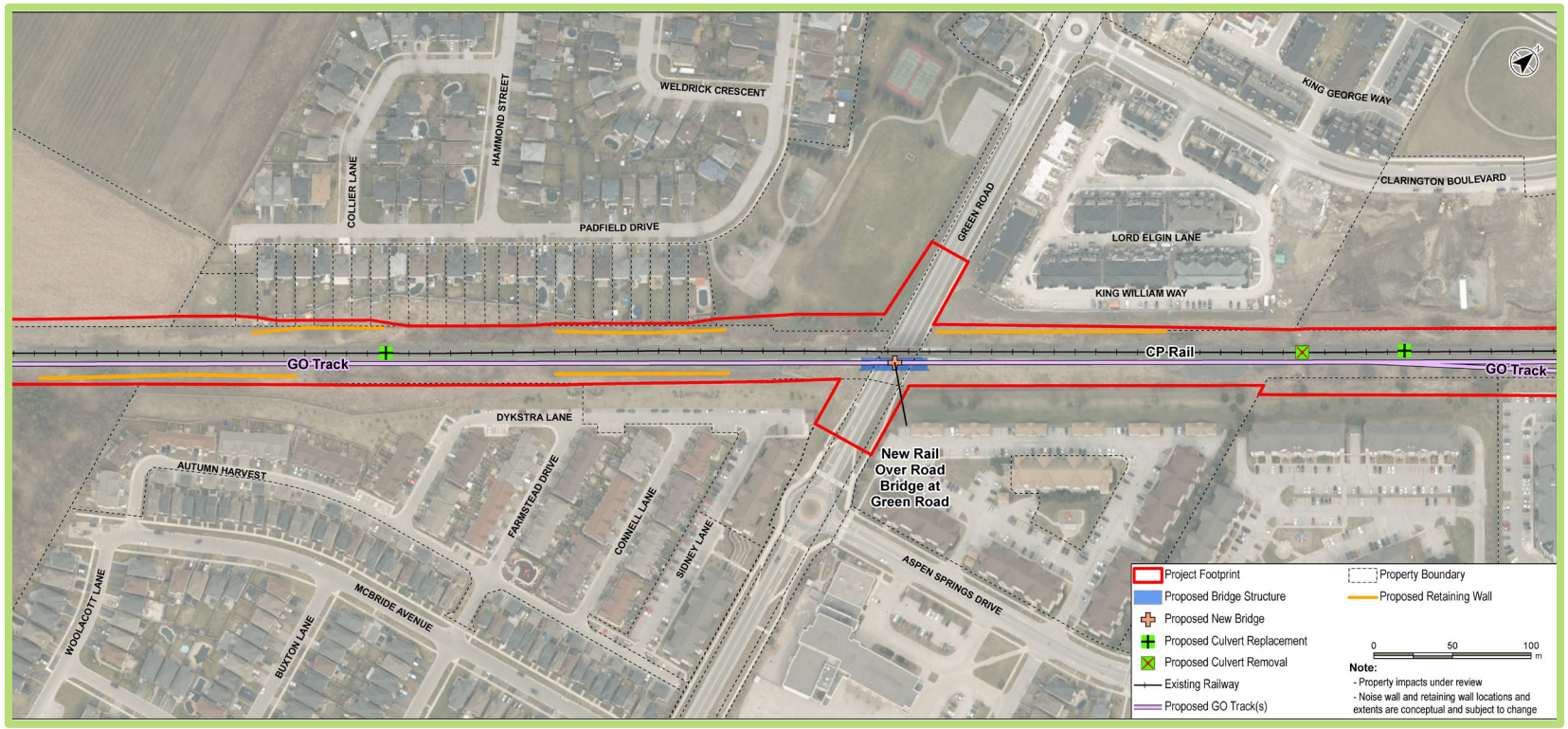
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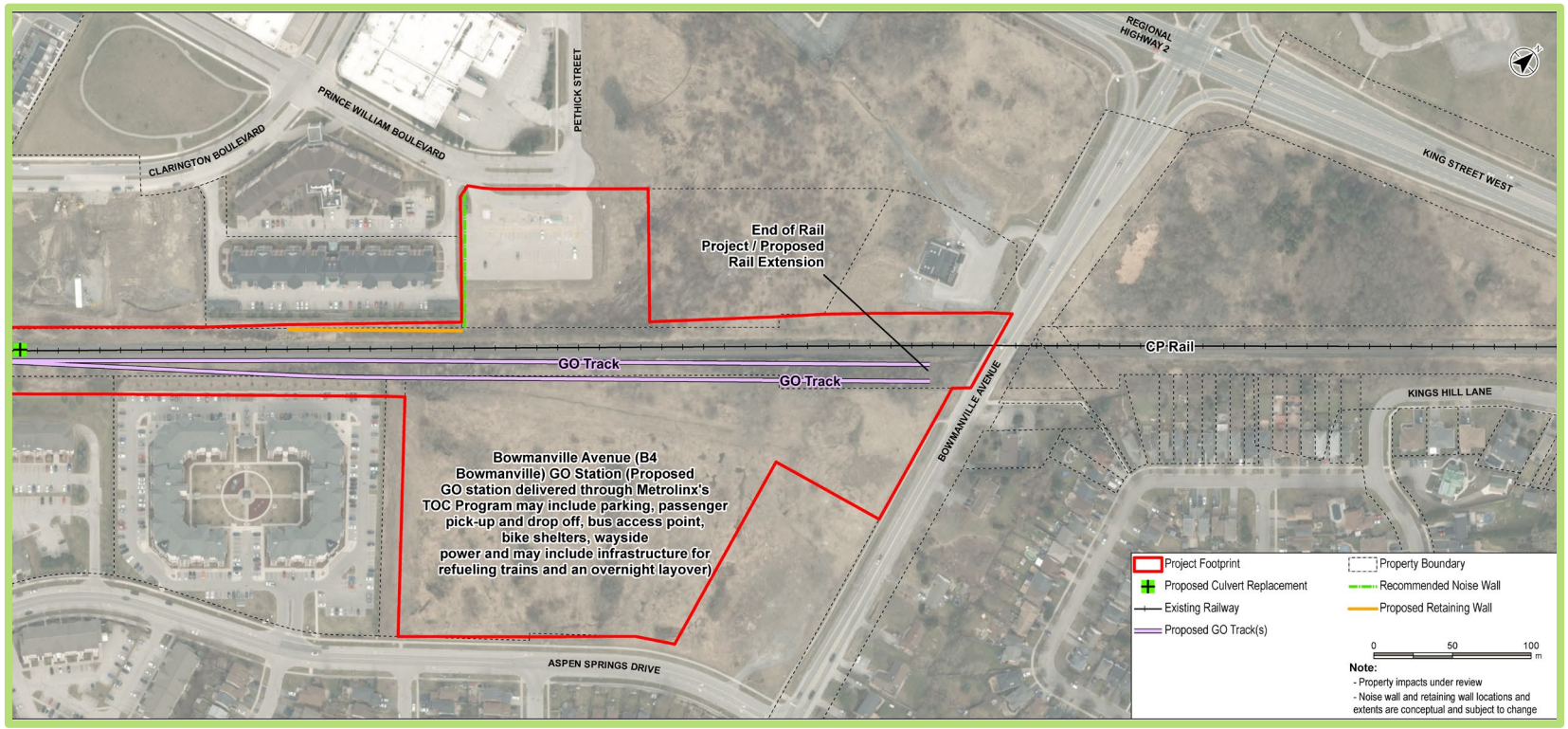
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Project Overview – Key Components



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Project Overview – Key Components



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Indigenous Communities and Nations Engagement

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

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

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

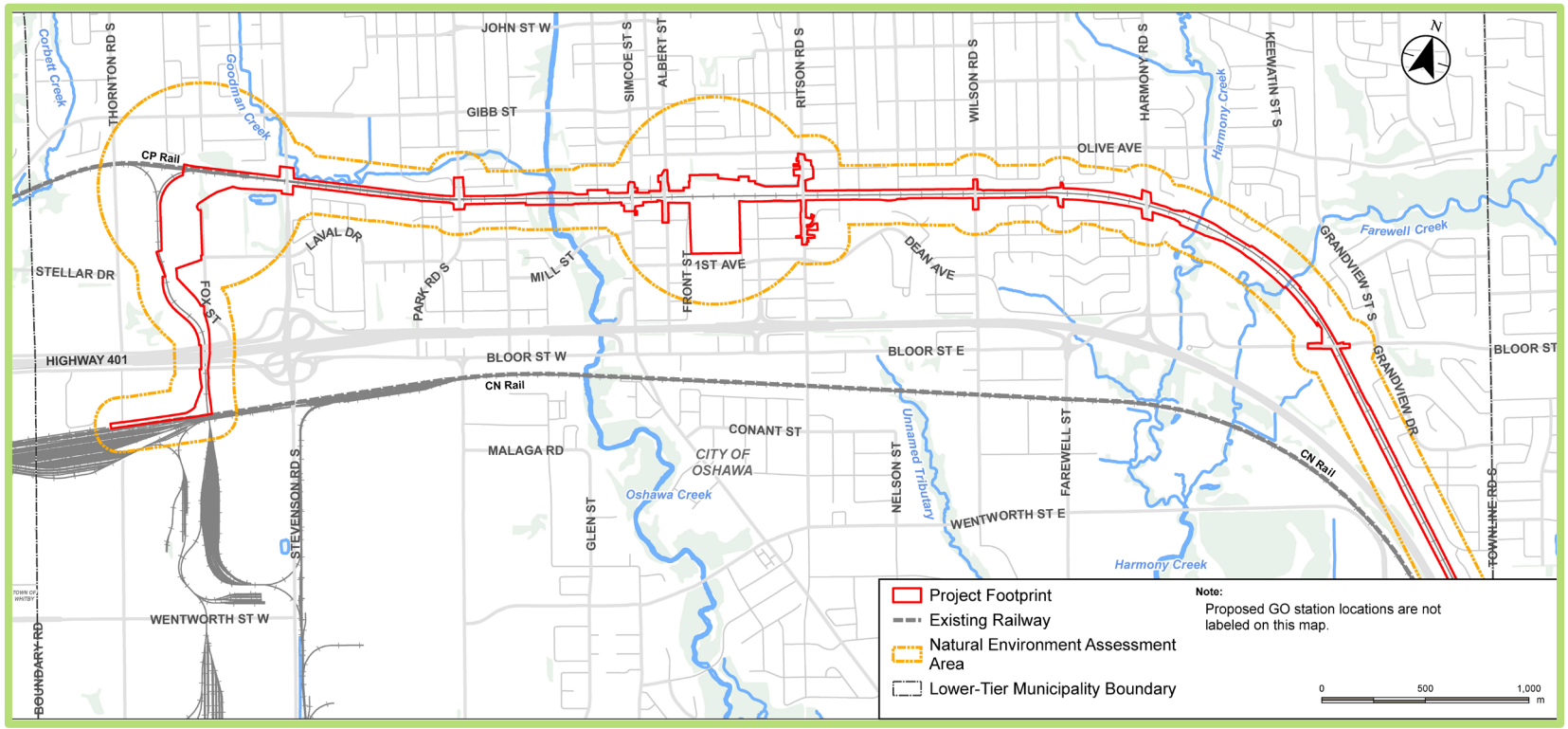
Natural Environment – Key Findings

- The Natural Environmental Assessment Area is comprised of the Project Footprint plus an additional 120 metres from the perimeter of the Project Footprint and an additional 500 metres from the approximate centre point of the GO station locations.
- Field work was carried out in spring and summer of 2021 and 2022. This work included surveys of the terrestrial and aquatic environments including habitat assessments, wildlife inventories and species at risk targeted surveys.
- Fish and fish habitat observations were completed at 14 watercourse crossing locations. Several of the rivers and tributaries provide habitat for fish migration, feeding and refuge.
- The Species at Risk confirmed through direct observations during site visits in the Project Footprint include: Little Brown Myotis, Bobolink, Eastern Meadowlark and Butternut.
- Potential pure Butternut trees (a Species at Risk) may be present within the Project Footprint. Genetic testing is planned to confirm if the trees are pure Butternut or hybrids.
- Blanding's Turtle and American Eel are Species at Risk that have a medium to high probability of occurring in the Assessment Area.
- Two watercourses in the Assessment Area (Farewell and Harmony Creeks) connect to the Oshawa Second Marsh PSW and an unnamed watercourse west of Prestonvale Road connects to the McLaughlin Bay Coastal PSW Complex (the PSWs are located outside of the Assessment Area).



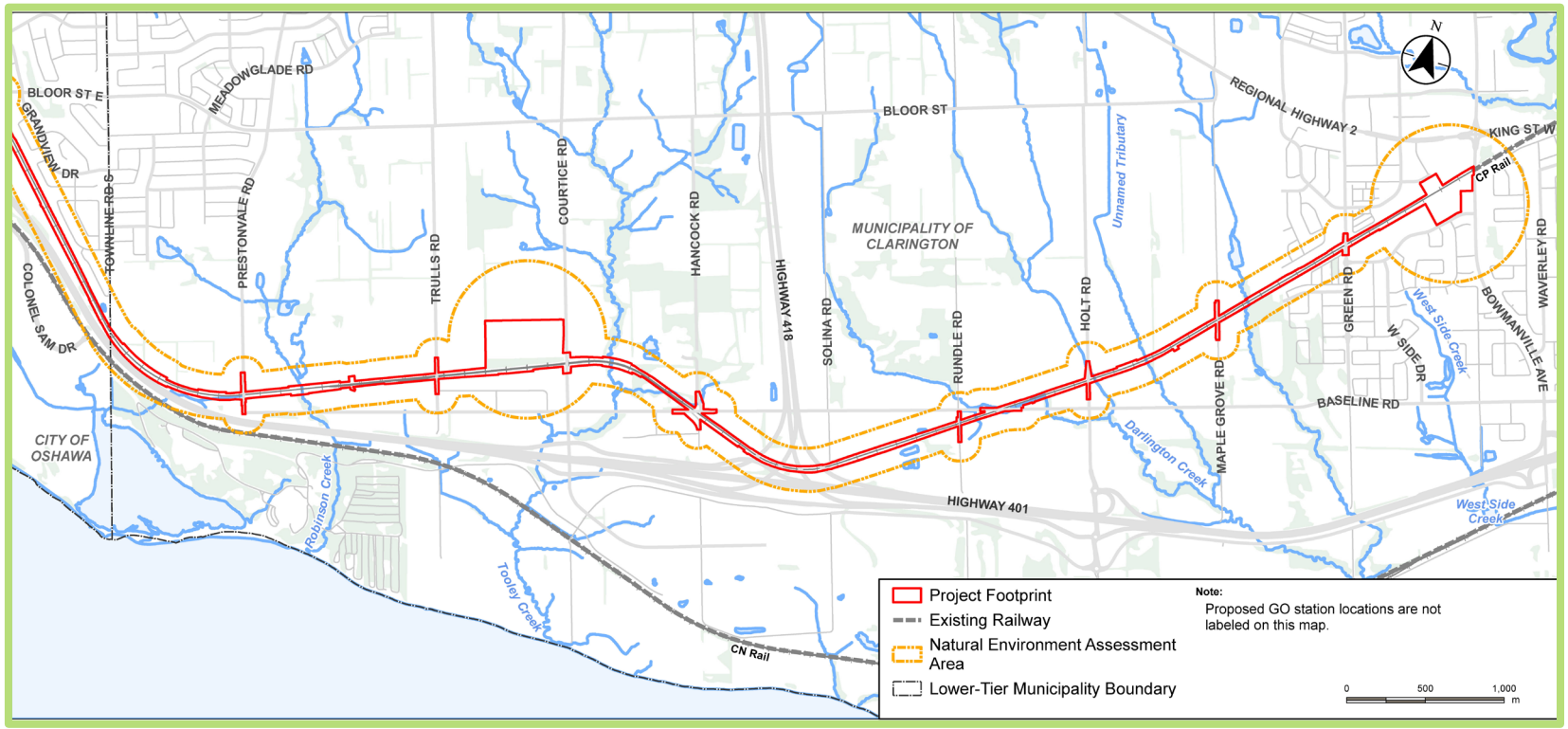
Bobolink

Natural Environment – City of Oshawa Assessment Area



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Natural Environment – Municipality of Clarington Assessment Area



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Natural Environment – Potential Effects

- Disturbance, displacement, or mortality of wildlife.
- Reduction in ecological function, habitat quality and integrity.
- Removal of and/or damage to trees, terrestrial vegetation and wildlife habitat.
- Introduction or spread of invasive species.
- Removal of/damage to aquatic/riparian vegetations and wetlands.
- Potential for harmful impacts to fish and fish habitat related to culverts and bridge work over watercourses.
- Soil erosion and increased surface water/stormwater run-off resulting in changes to stormwater quality and quantity.
- Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use during maintenance activities.



Natural Environment – Mitigation Measures

- Sensitive wildlife timing restrictions will be followed for construction activities (e.g., removal of vegetation outside of the breeding bird season).
- Wildlife exclusion measures will be implemented as required to avoid destruction, injury or interference with wildlife species and their habitat.
- All requirements of the *Migratory Birds Convention Act*, *Endangered Species Act, Species at Risk Act* and *Fisheries Act* will be met.
- Compensation for tree removals and vegetation will be undertaken in accordance with the Metrolinx Vegetation Guideline (2022) and subsequent amendments.
- New culverts or bridges will be designed to accommodate fish passage
- Temporarily disturbed areas will be re-vegetated using non-invasive, preferable native plantings and/or seed mix.
- An erosion and sediment control plan will be developed and implemented.
- A Spill Prevention and Response Plan and an Integrated Vegetation Management Plan will be developed.
- Sensitive wildlife timing restrictions will be followed for operational maintenance activities (e.g., removal of vegetation outside of the breeding bird season).
- Vegetation removal will be avoided and reduced to the extent possible and limited to Metrolinx properties and right-of-way (RoW).



Barn Swallow

Tree Inventory – Key Findings & Potential Effects

- The Tree Inventory Assessment Area is comprised of the Project Footprint plus any tree dripline that intersected with the plane of the area impacted.
- Over 3,800 trees and numerous vegetation units were inventoried during the fieldwork. Western portions of the Project Assessment Area had larger numbers of trees with agricultural land being more predominant than the urbanized eastern portion of the Project Assessment Area. Species in 15 tree families were observed plus one (1) large shrub family.
- Potential pure Butternut trees (a Species at Risk) are within the Project Footprint; genetic testing is planned to confirm whether the trees are pure Butternut or hybrid.

<u>Project's Potential Effects</u>

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



Butternut tree

Tree Inventory – Mitigation Measures

- An Arborist will be retained and appropriate measures will be carried out in the event that roots from retained trees are exposed or if it is necessary to remove limbs or portions of trees.
- Pruning of branches will be conducted through the implementation of proper arboricultural techniques.
- Tree Protection Zone fencing will be established.
- An Arborist Report will be prepared to meet appropriate regulatory requirements.
- Compensation and permitting/approvals (as required) will be undertaken in accordance with Metrolinx's Vegetation Guideline (2022) and subsequent amendments.
- Vegetation restoration and planting plans will be developed.
- Removals and trees designated for preservation must follow *Migratory Bird Convention Act* guidelines which outlines restrictions for conducting work during bird nesting season (April 1 to August 31).
- Upon completion of the tree removals, all felled trees are to be removed from the site. Any chipping, cutting or brush cleanup are to be completed outside of the restricted timing window, which will be routinely monitored by qualified individuals (i.e., wildlife biologists or ornithologists).
- Vegetation removal will be avoided and reduced to the extent possible and limited to Metrolinx properties and right-of-way (RoW).

Geology & Groundwater – Key Findings

- The Limited Phase I Environmental Site Assessment Area is comprised of the Project Footprint plus an additional 100 metres from the perimeter of the Project Footprint and an additional 250 metres from the approximate centre point of the GO station locations.
- Lake Ontario is located close to the Assessment Area, while Goodman Creek, Oshawa Creek, Farewell Creek, Harmony Creek, an Unnamed Tributary, Robinson Creek, Tooley Creek, Darlington Creek and Darlington Creek Tributaries intersect the Assessment Area.
- Several highly vulnerable aquifers* were identified along the rail corridor and at the four proposed GO station locations.
- Two Event Based Areas** were identified, one at the proposed Thornton's Corners East GO Station location and one at the segment of CP Railway corridor crossing Oshawa Creek.
- The Assessment Area consists primarily of Darlington loam and Whitby loam, sandy silt to silt till and/or silt and clay with minor sand. Bedrock in area of the Project consists of shale, limestone, dolostone and/or siltstone.

- A Limited Phase I Environmental Site Assessment (ESA) was conducted to determine if current and/or former Potentially Contaminating Activities (PCAs) have contributed to potential environmental contamination within the Assessment Area. The findings suggest that there are PCAs that may have contributed to soil and/or groundwater contamination within the Phase I ESA Assessment Area.

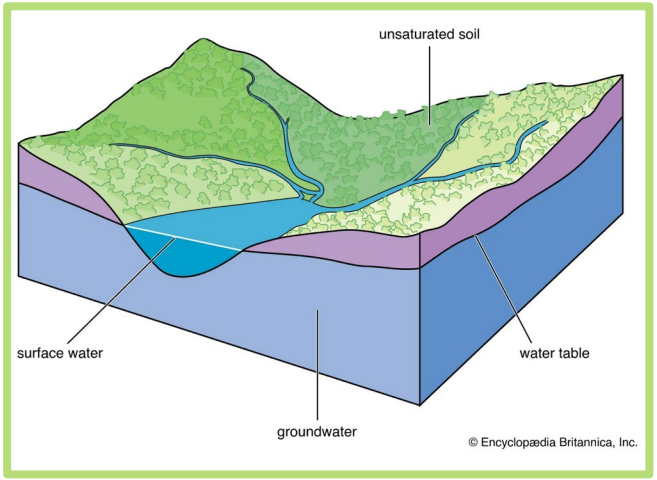


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* An aquifer (underground layer of permeable soil and/or rock) susceptible to contamination due to its location near the ground surface or the surrounding soils.
** Areas in a watershed where a spill could pollute the drinking water supply.

Geology & Groundwater – Potential Effects

- The Project is not expected to result in changes to landforms, physiography, soils and bedrock geology. There is a potential for temporary effects to groundwater during construction and operations (i.e. accidental spills).
- Construction activities could release existing contaminated groundwater, if present.
- Accidental spills and releases may affect groundwater through contamination.
- No effects to landforms or physiography / geology components are anticipated as a result of construction activities.
- No direct or indirect effects to groundwater, landforms and physiography are anticipated during operations as there will be no changes to the overall landscape once construction is complete.



Geology & Groundwater – Mitigation Measures

- Non-soil materials (e.g., railway bedding, railway ties, or ballast materials) and contaminated soils exposed during construction will require waste classification as documented by testing where applicable to determine management and disposal requirements.
- Potential impacts to groundwater-dependent natural features and/or private groundwater supply wells (if present) can be mitigated with measures such as avoidance of dewatering requirements, limiting dewatering and/or utilizing groundwater cut-off techniques to physically exclude groundwater from flowing into excavations in advance of construction.
- Refueling of equipment will occur at least 30 metres away from any watercourse and refueling itself will be done within refueling stations lined with appropriate material to prevent seepage and fuel discharge.
- No mitigation measures are required during operations as no potential effects are anticipated.
- Plans to be developed and implemented include:
  - Soil and Excavated Materials Management Plan
  - Groundwater Management and Dewatering Plan
  - Spill Prevention and Contingency Plan

Stormwater Management – Key Findings

- The review of existing stormwater conditions included identification of watersheds overlapped by the Project Footprint and existing Stormwater Management (SWM) ponds within 500 metres from the perimeter of the Project Footprint.
- The Assessment Area intersects nine watersheds:
  - Corbett Creek, Oshawa Creek, Harmony Creek and Farewell Creek in the City of Oshawa
  - McLaughlin Bay, Robinson Creek, Tooley Creek, Darlington Creek and West Side Creek in the Municipality of Clarington
- Within the City of Oshawa, there is an existing flood hazard condition along Oshawa and Goodman Creeks upstream of the Canadian Pacific (CP) Railway crossing due to the existing CP Railway Bridge and embankment. This is independent of the proposed Bowmanville Extension scope of work.
  - Approximately 712 buildings or structures are at risk of flooding with 326 of the buildings/structures being vulnerable to flooding due to the existing Oshawa Creek CP Rail bridge and embankment.
- The Robinson Creek watershed (located in the Farewell Creek watershed), drains into Lake Ontario through the McLaughlin Bay Wetland Complex.
- The Tooley Creek watershed (located in the Farewell Creek watershed), drains into Lake Ontario through the Tooley Creek Coastal Wetland.
- The Darlington Creek watershed (located in the Farewell Creek watershed), drains into Lake Ontario at the Darlington Nuclear Generating Station.
- Seven stormwater management ponds were identified within the Natural Environment Assessment Area but are outside of the Project Footprint:

1. 680 Laval Drive, Oshawa
2. Adjacent to the intersection of Southport Drive and Townline Road South, Oshawa
3. 1350 Durham Regional Road 34, Courtice
4. 1100 Hancock Road, Courtice
5. 570 Rundle Road, Bowmanville
6. 2021 Baseline Road, Courtice
7. 1 McKnight Road, Courtice

Stormwater Management – Key Findings

Watersheds	Proposed Watercourse Crossing Structures*
Oshawa Creek	• Oshawa Creek - New single track rail bridge
Farewell Creek	• Harmony Creek - New double track rail bridge • Farewell Creek - New double track rail bridge
Robinson Creek	• Robinson Creek - Existing culvert to be extended or replaced
Tooley Creek	• Tooley Creek & two unnamed tributaries - Existing culverts to be retained, extended or replaced
Darlington Creek	• Darlington Creek & four unnamed tributaries - Existing culverts to be removed, extended or replaced
Lake Ontario (through McLaughlin Bay Coastal PSW Complex)	• Unnamed Tributary (west of Prestonvale Rd) - Existing culvert to be extended or replaced

* Proposed bridges and culvert removals, modifications or replacements are subject to change as supported by hydrologic and hydraulic assessments.

Stormwater Management – Potential Effects

- New and modified watercourse crossing structures (bridges and culverts) have the potential to affect currently impacted floodplain areas.
- There is a potential to impact flooding conditions in the Central Lake Ontario Conservation Authority (CLOCA) Regulatory Floodplain.
- Potential for flooding impacts on-site during construction.
- Sediment transport into adjacent natural areas including watercourses, wetlands and municipal drainage infrastructure.
- Increase in impervious areas, with potential effects to water quantity and quality.
- Alterations to the local drainage system, both overland (major drainage system) and storm sewers (minor drainage system).



Stormwater Management – Mitigation Measures

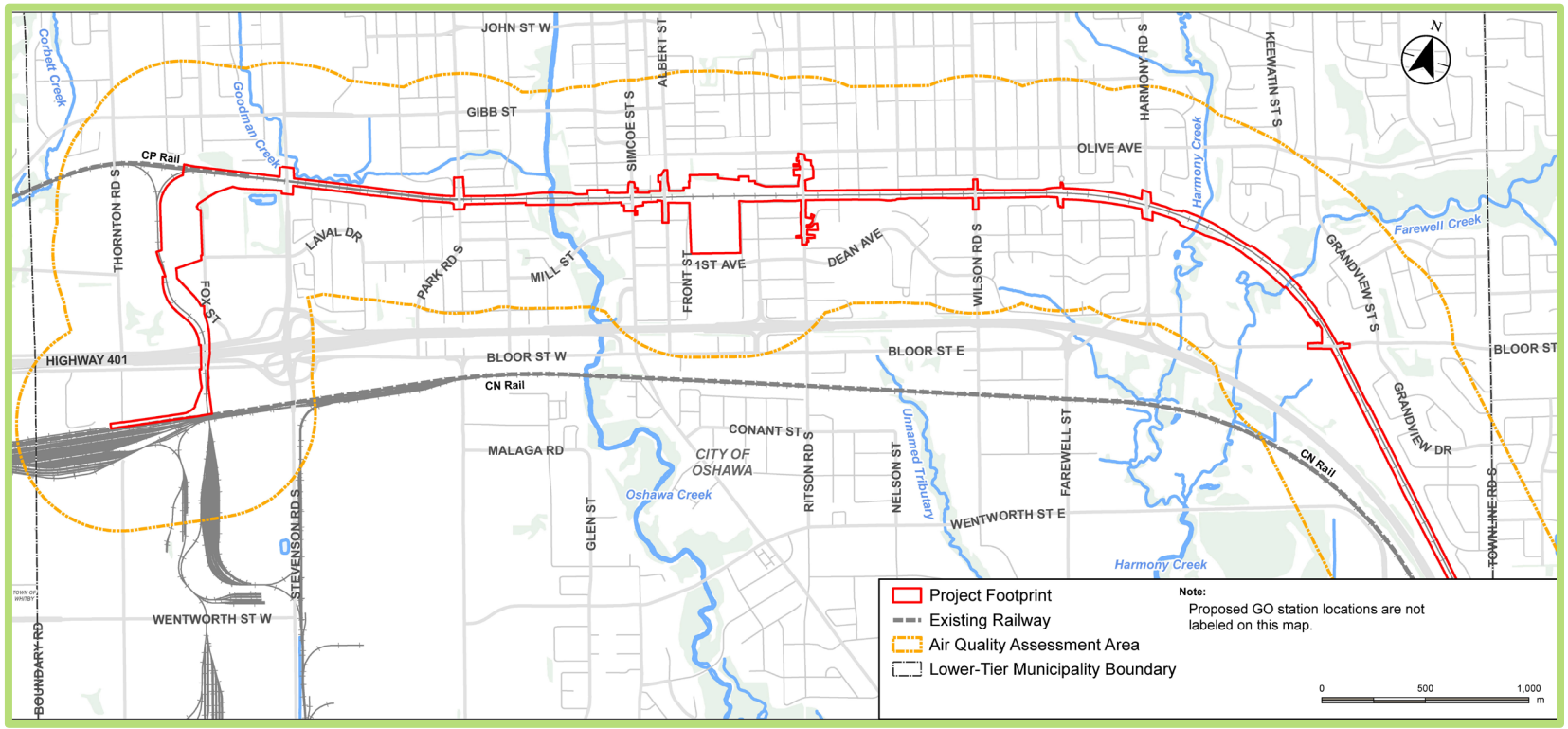
- A detailed assessment of proposed ditches along the rail corridor is required to provide adequate drainage conveyance.
- Infiltration requirements will be determined as per the applicable municipal, provincial, and CLOCA design guidelines and standards.
- Any proposed bridges and culvert modifications and replacements will be sized to maintain or improve local flood levels and supported by hydrologic/hydraulic calculations and/or models. Creek bed and banks design will include geomorphological input for scour and erosion prevention, and creation of appropriate fish habitat.
- A floodplain impact assessment will be conducted during detailed design following CLOCA guidelines, and Metrolinx will continue to consult with CLOCA.
- Monitor CLOCA's Flood Warning and Forecasting messages to prepare construction sites in advance of possible flood events.
- The Project will be designed and constructed within hydraulic assessment recommendations to minimize impacts on existing flood hazards and risks.
- Plans to be developed and implemented include:
  - Stormwater Management & Drainage Design Report
  - Erosion and Sediment Control Plan
  - Spill Prevention and Response Plan
  - Flood Contingency Plan

Air Quality – Key Findings

- The Air Quality Assessment Area is comprised of the Project Footprint plus an additional 500 metres from the perimeter of the Project Footprint.
- Ambient air quality in the Assessment Area is influenced by emissions from residential, commercial and industrial sources, as well as vehicular traffic.
- Ambient background concentrations of Contaminations of Interest such as NO_2, benzene, and Benzo(a)pyrene (B(a)P) exceed the 2025 Canadian Ambient Air Quality Standards and Ambient Air Quality Criteria. Background concentrations of these contaminants are generated by major industrial sources such as the iron and steel industry and combustion of petroleum products.
- Vehicle movement, dust generation, exposure of contaminated sites, increased train traffic volumes and fuel combustion at existing GO stations were identified as sources of emissions impacting air quality in the Assessment Area.
- There is potential for temporary increases in air quality emissions associated with the Project's construction and operations.
- Ambient air monitoring will be conducted to confirm the effectiveness of the mitigation measures and allow for adaptive management, as required.

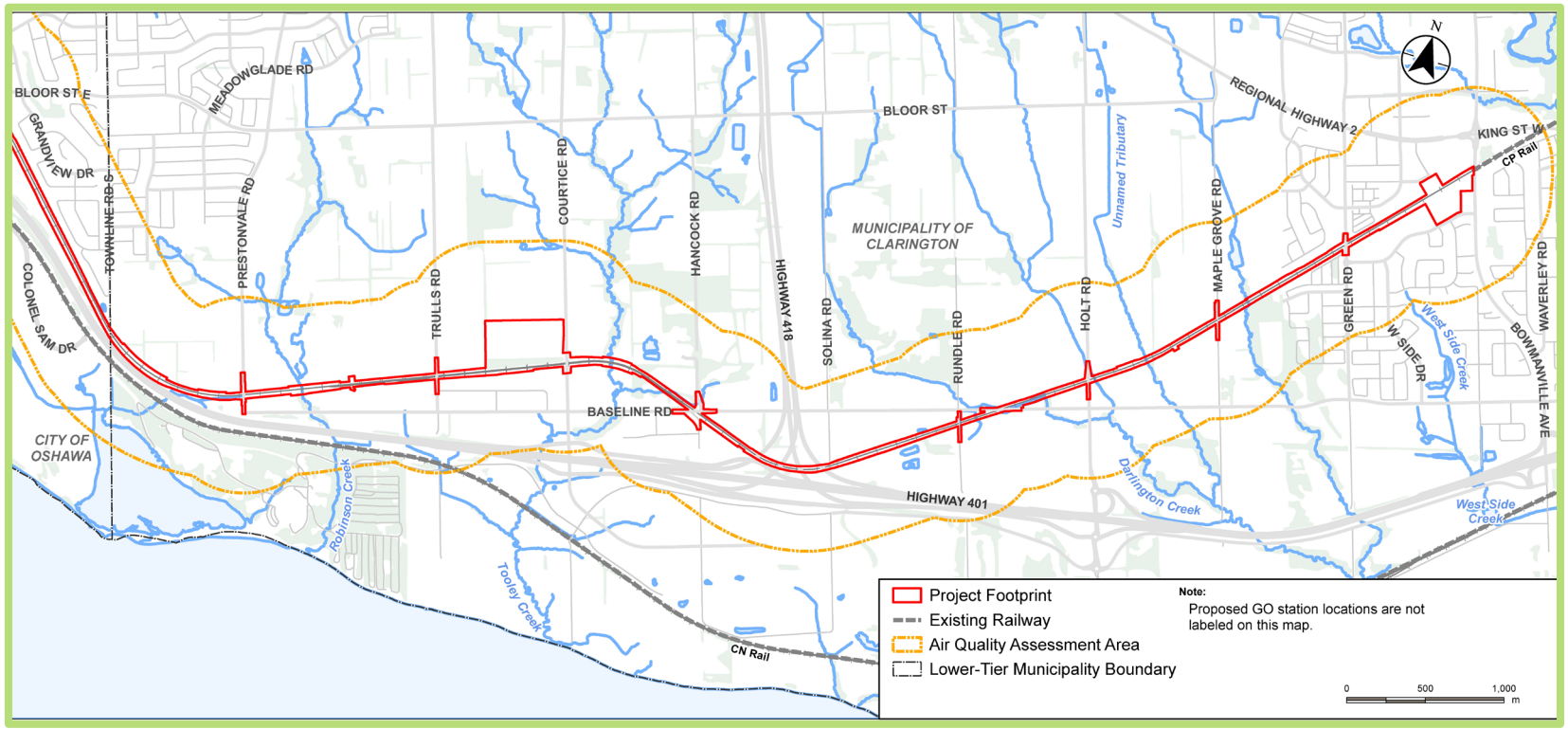


Air Quality – City of Oshawa Assessment Area



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Air Quality – Municipality of Clarington Assessment Area



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Air Quality – Potential Effects

- Temporary impacts to local air quality due to fugitive dust emissions, construction equipment tailpipe emissions, vehicle emissions and associated dust.
- Construction activities may expose contaminated soils/materials and/or result in the spreading of contaminated materials through dust.
- Operational air quality effects are predicted to exceed NO_2 concentrations of the Canadian Ambient Air Quality Standards but meets the provincial criterion.
- Increase in emissions from GO train operation and increased GO bus traffic volumes.
- Air quality effects from fuel combustion at proposed GO stations, train operations, maintenance activities, GO bus service and parking.



Air Quality – Mitigation Measures

- The Project's air quality impact zone will be defined and all sensitive/critical* receptors will be identified within this area.
- Nearby sensitive/critical receptors will be notified of construction activities anticipated to impact air quality prior to commencement of the activities.
- Dust suppressants such as water sprayers and limiting on-site vehicle speed to less than 20 km/hr will be implemented.
- Installation and maintenance of mud mats at entrances to the project site to manage fugitive dust.
- Preventive maintenance programs will be implemented to engines and emission control equipment.
- In areas where the highest dust emissions are expected, the option of planting of trees and vegetation will be explored.
- Plans that may be developed and implemented include:
  - Air Quality Management Plan
  - Weekly Air Quality Monitoring Reports to effectively prevent unacceptable rates of air emissions

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

Noise and Vibration – Key Findings

Noise

- The Noise and Vibration Assessment Area is comprised of the Project Footprint plus an additional 500 metres from the perimeter of the Project Footprint.
- The acoustical environment in the Assessment Area is dominated by road traffic noise from Highway 401 to the south, Highway 418 in Clarington, major roadways, stationary noise sources and the existing Canadian Pacific (CP) Railway corridor.
- The Project has the potential to result in noise effects at nearby sensitive receptors* during construction activities such as heavy equipment operation.
- Mitigation to reduce operational noise generated by future rail activities located at 80 and 84 Aspen Springs Drive, Clarington is not feasible as these receptors are high-rise buildings.
- Potential for exceedances will be addressed by implementing appropriate mitigation measures and through development and implementation of a plan to manage construction noise before it begins.

Vibration

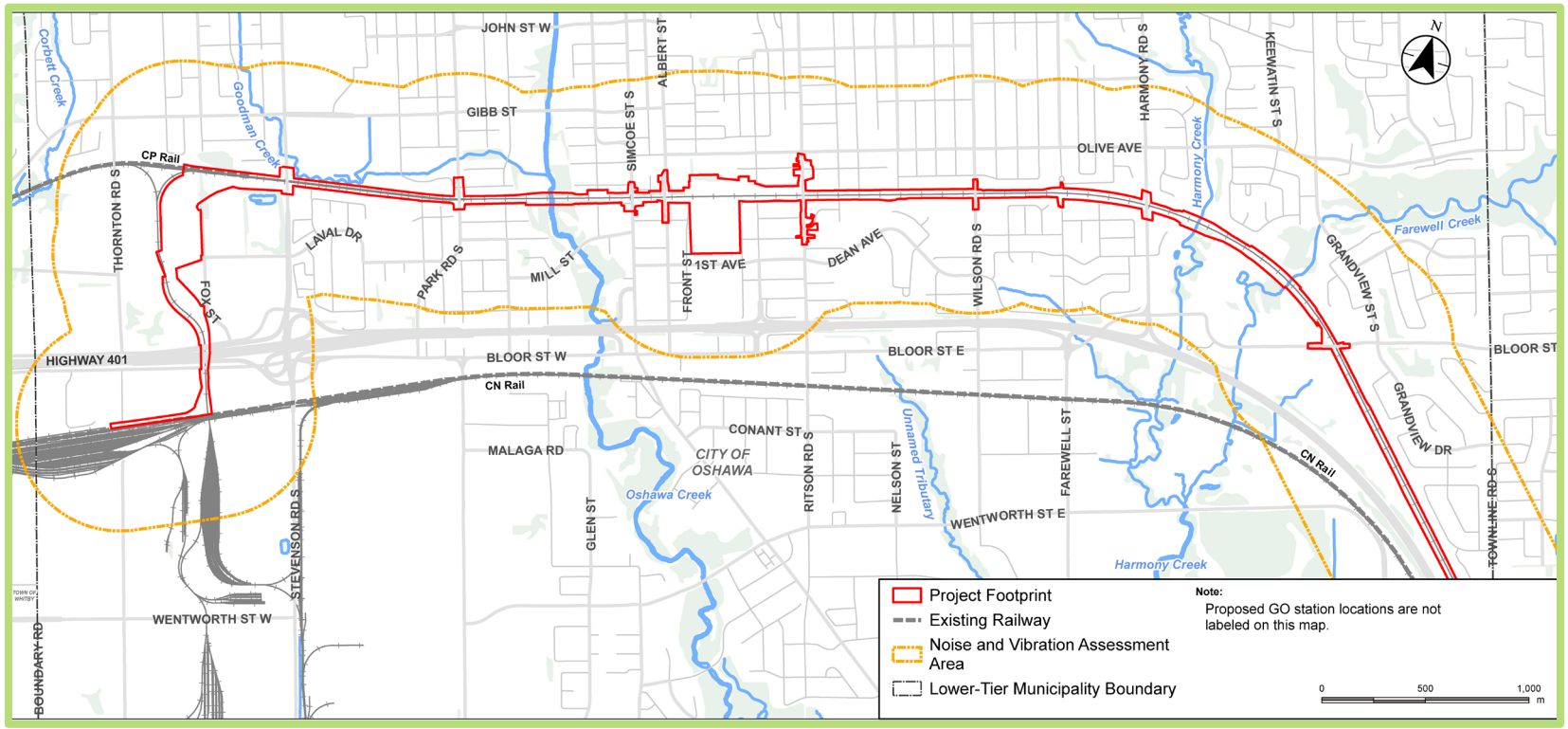
- Sources of vibration in the Assessment Area include commercial and industrial activities, road traffic and passing freight trains.
- The Project has the potential to result in vibration effects during construction activities such as heavy equipment operation.



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

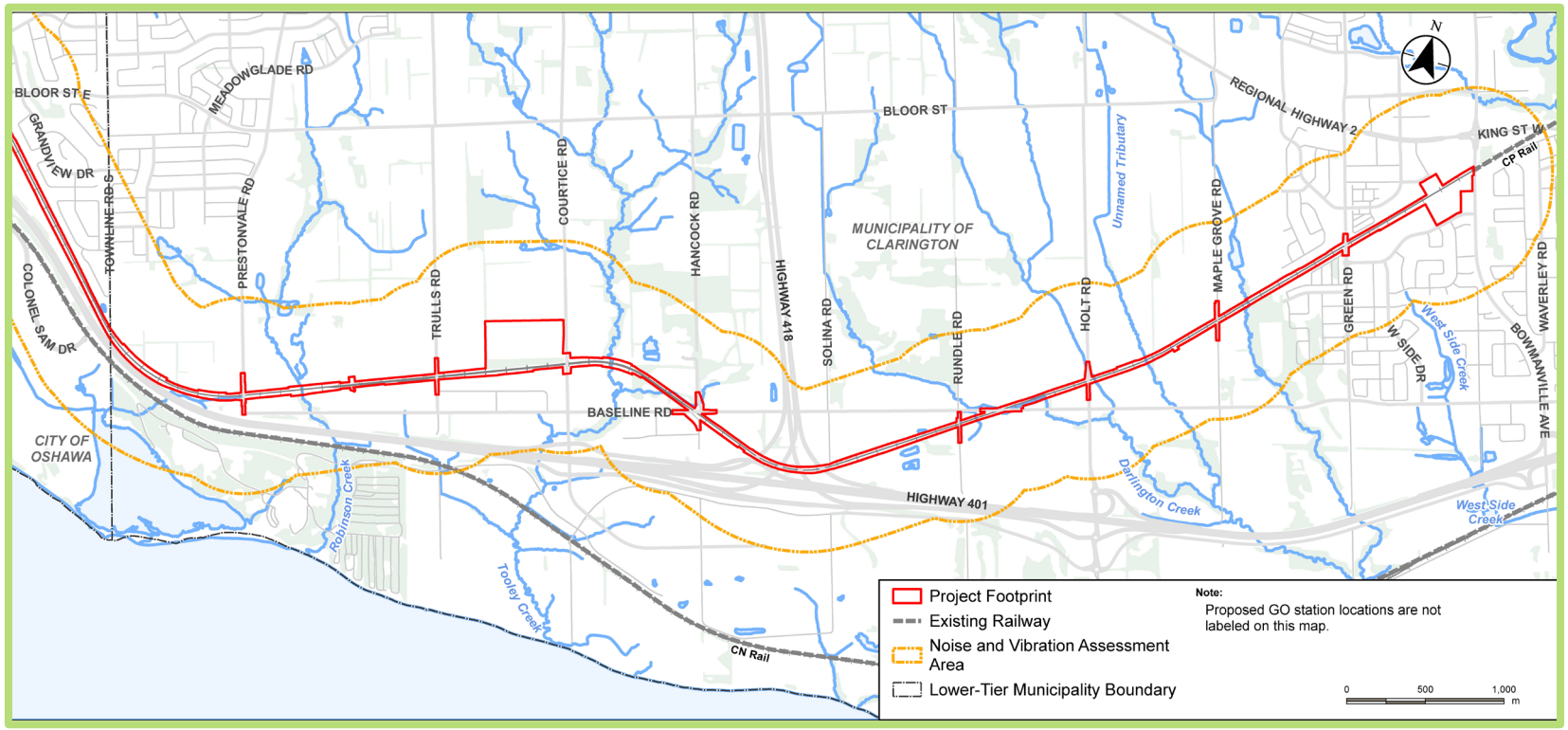
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Noise and Vibration – City of Oshawa Assessment Area



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Noise and Vibration – Municipality of Clarington Assessment Area



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Noise – Potential Effects & Mitigation Measures



Project's Potential Noise Effects:

- Construction and operational noise may cause disturbance and/or annoyance.

Mitigation Measures:

- A Construction Noise Management Plan will be developed prior to construction.
- Nearby sensitive receptors will be notified of construction activities anticipated to create noise disturbance prior to commencement of the activities.
- Noise emissions of the construction equipment should be within the MECP* NPC* -115 and NPC-118 limits.
  - NPC-115 applies for construction equipment such as bulldozers, backhoes, loaders, etc. which usually have a maximum noise level from 83-85 decibels A (dBA).
  - NPC-118 applies for heavy vehicles with diesel engines and/or that weigh more than 4,500 kg and usually have a maximum noise level of 95 to 100 dBA.
- Noise control options, such as silencers/mufflers for specific equipment and noise shrouds for piling should be considered during construction.
- Temporary noise barriers for construction hoarding should be considered when the minimum setback distances cannot be maintained.
- GO trains are expected to stop and/or move at a reduced speed near/ at proposed GO stations during operations. At the proposed Thornton's Corners East GO Station, the curved portion of the track could be susceptible to wheel squeal, however the use of rail lubrication in accordance with Metrolinx standards would reduce the noise.
- Noise barriers are recommended along various portions of the rail corridor and in proximity to proposed GO stations.
- Locomotives should be positioned at the east end of the future tracks at the proposed Bowmanville GO Station.

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*MECP - Ministry of Environment, Conservation and Parks
NPC - Noise Pollution Control

Vibration – Potential Effects & Mitigation Measures

Project's Potential Vibration Effects:

- Exposure to vibration may cause disturbance and/or annoyance.
- Noise and vibration associated with construction activities may occur on evenings and weekends.
- Vibration may cause damage to buildings, utilities and other structures during construction.



Mitigation Measures:

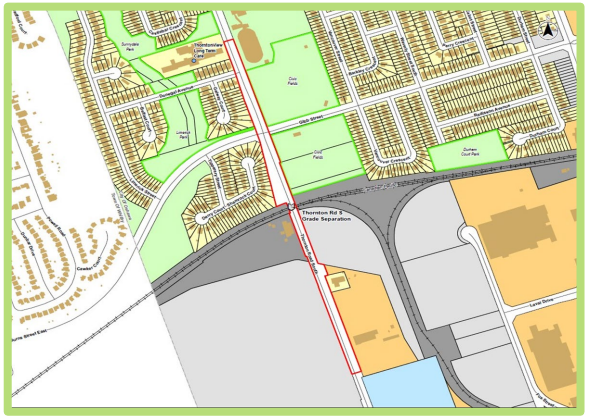
- A Construction Vibration Management Plan will be developed. It will indicate structures where continuous vibration monitoring is required.
- The owners of properties within the Zone of Influence* will be notified in advance of construction activities.
- Construction planning such as maintaining setback distance and switching to less impactful equipment are recommended.
- Ballast mats or other feasible mitigation measures will be explored to mitigate effects from vibration during operations.

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

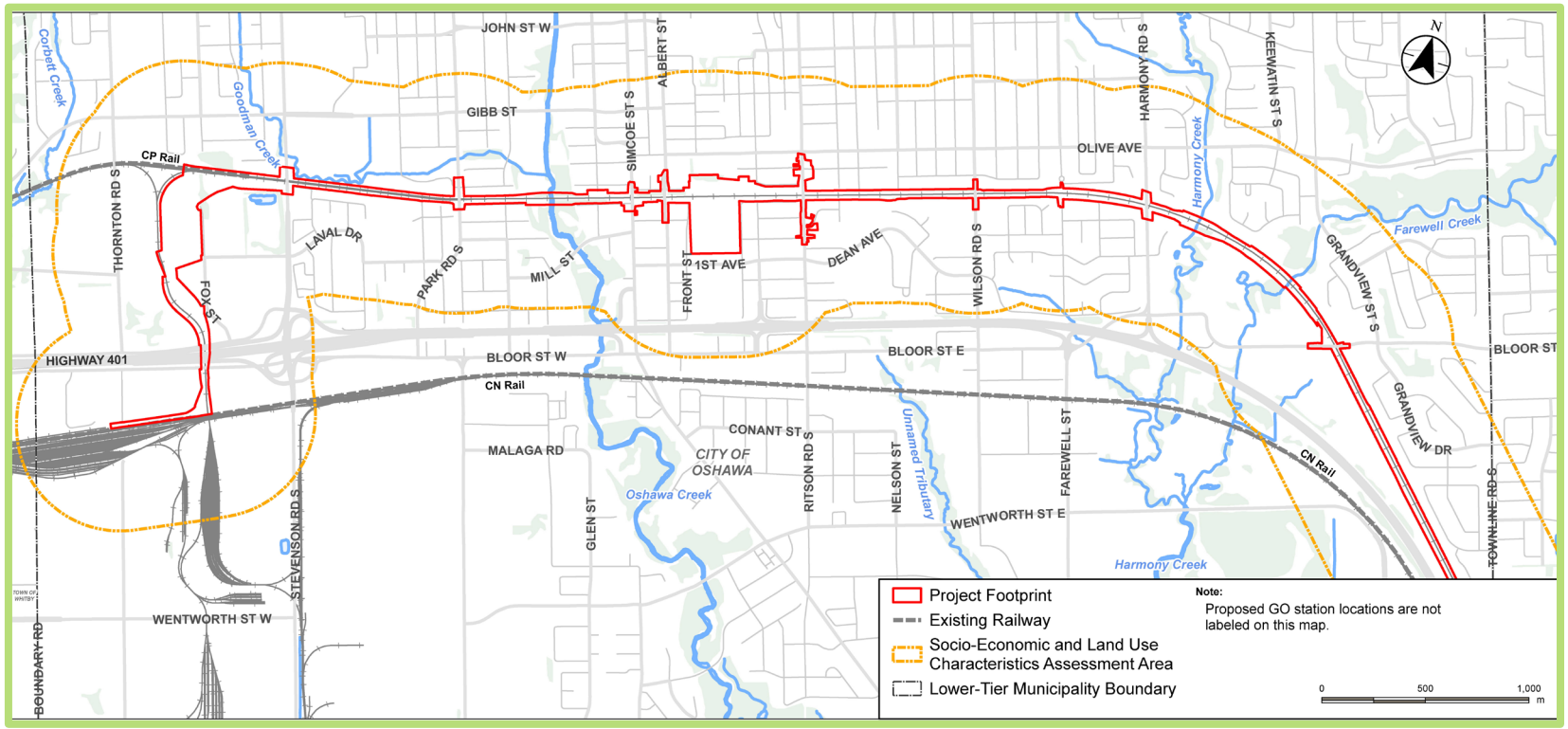
Socio-Economic and Land Use – Key Findings

- The Socio-Economic and Land Use Characteristics Assessment Area is comprised of the Project Footprint plus an additional 500 metres from the perimeter of the Project Footprint.
- The Project will have long-term benefits to the Assessment Area through improved access to public transit.
- Land uses in the Assessment Area include neighbourhoods, core and general employment areas*, mixed-use areas, parks and natural areas, industrial and commercial areas, agricultural areas, institutional areas and utility corridors.
- The Assessment Area includes elementary and secondary schools, libraries, one major hospital, a provincial park, a Nuclear Generating Facility and community resources (community centers).
- All four proposed GO stations will be delivered through Metrolinx's Transit Oriented Community (TOC) Program.
- The configuration of the proposed GO stations will be confirmed as discussions with landowners and developers progress.



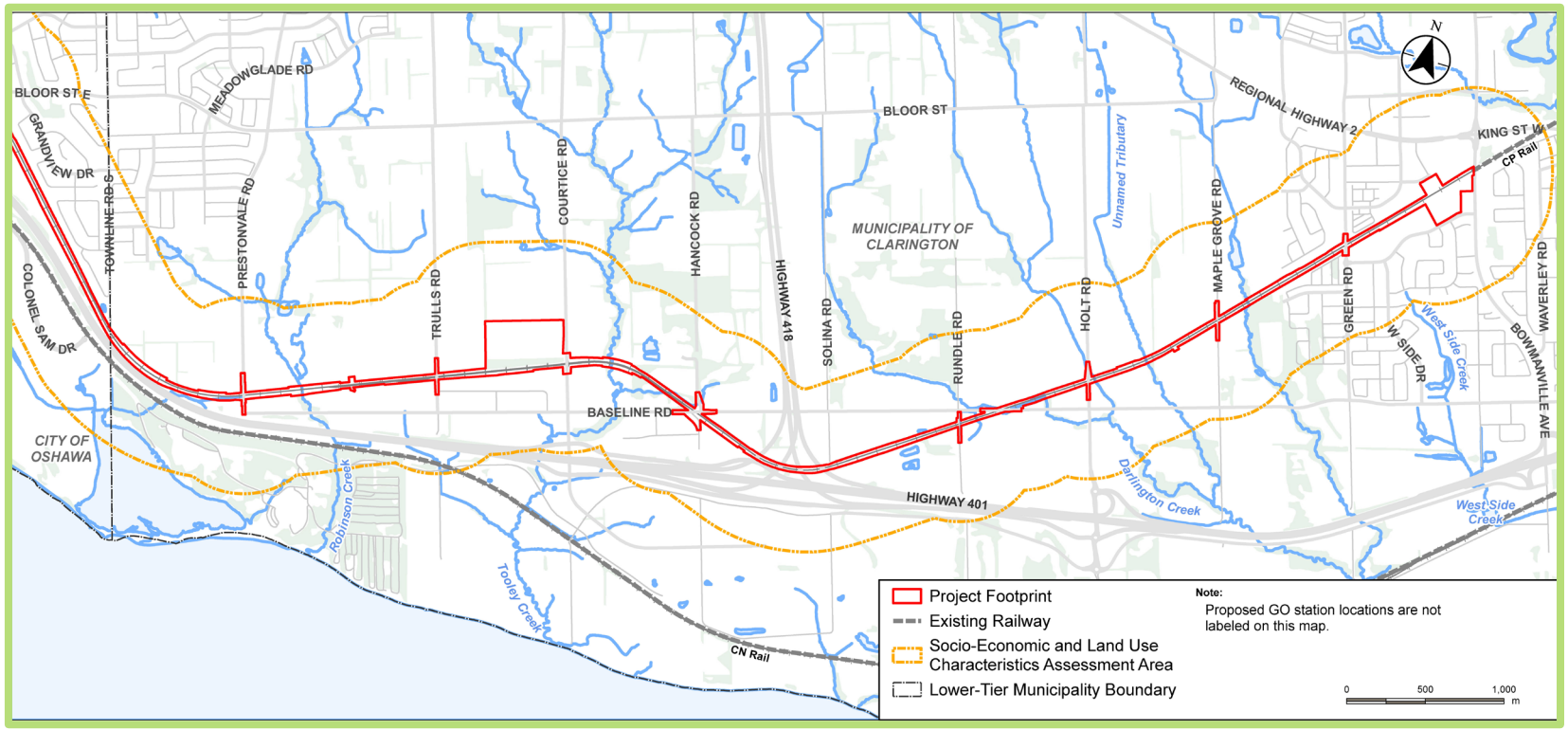
* Core employment areas contain businesses and economic activities such as offices. General employment areas are places for business and economic activities such as restaurants, retail, service uses, etc.

Socio-Economic and Land Use – City of Oshawa Assessment Area



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Socio-Economic and Land Use – Municipality of Clarington Assessment Area



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Socio-Economic and Land Use – Potential Effects

- Residential, institutional, and commercial properties may experience effects such as noise, vibration and fugitive dust.
- There may be a loss of privacy due to the increased number of workers and traffic within the Assessment Area and increased lighting required for construction activities.
- Sediment may be released onto neighbouring properties and adjacent roadways.
- Passengers at Durham College Oshawa GO Station and GO Transit Park & Rides at Courtice Road and Bowmanville Avenue may be temporarily inconvenienced as parking facilities are reduced and vehicular and pedestrian access is temporarily altered or relocated.
- Temporary service interruptions related to utility relocations including communication cables, fibre optic cables, gas, hydro, sewer lines and watermains.
- Proposed retaining walls and noise barriers will affect sightlines of nearby properties.
- The four proposed GO stations and some bridges will be more visually prominent than the existing site conditions and surrounding land uses.
- There is a potential for spills or releases from machinery and equipment to nearby highly vulnerable aquifers, as well as potential for road salt contamination.
- There is a potential for access effects related to lack of sightlines when traversing the multi-use crossing tunnel at Front Street (Michael Starr Trail).

Socio-Economic and Land Use – Potential Property Effects

Specific property requirements and effects will be determined as design progresses.

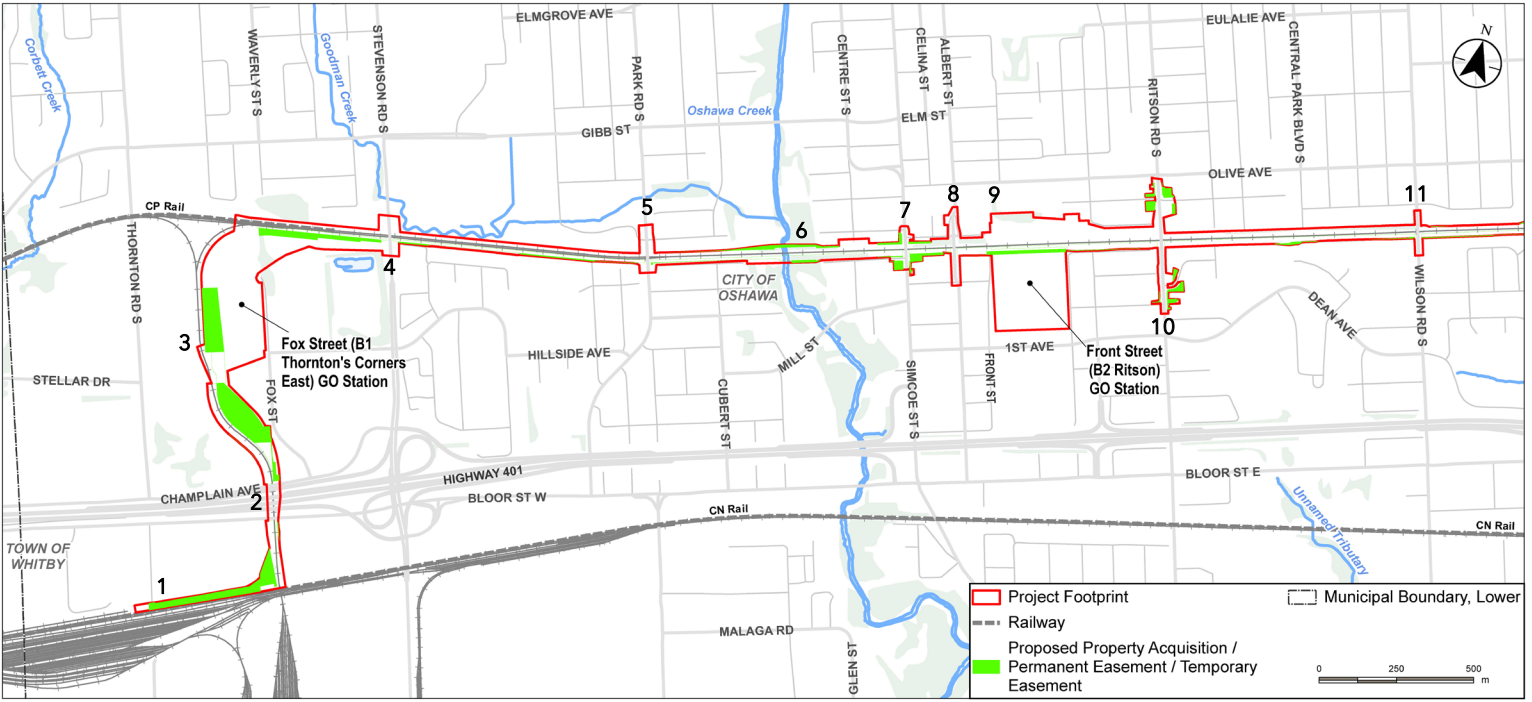
- Permanent and temporary property acquisitions:
  - Property needed for staging/laydown areas
  - Metrolinx acquisition of property
- Land use and access disruption:
  - Traffic (including vehicular, pedestrian and cyclists) will be re-routed along alternative existing routes.
  - Closure of Albert Street bridge during removal to support construction of new tracks.
- Potential for safety concerns based on visual distractions and sight lines associated with detours and land use restrictions for construction.
- Proposed GO Transit rail service may result in increased frequency and magnitude of noise, vibration and/or dust effects to properties adjacent to the rail corridor.
- Operational activities at the four proposed GO stations have the potential to increase noise, vibration, dust, light and traffic.
- Noise from train whistling, idling vehicles and crossing signals will increase at at-grade crossings.
- Safety concerns related to the proposed multi-use crossing at Front Street (Michael Starr Trail).

Socio-Economic and Land Use – Mitigation Measures

- To address the potential effects on property acquisitions and easements, ongoing consultation with landowners will be maintained when access to property is required.
- A Communications Protocol will be developed indicating how and when surrounding property owners and tenants will be informed of upcoming construction.
- Construction schedule delays will be avoided to the extent possible to limit the duration of construction and corresponding visual effects.
- Construction will comply with all applicable municipal and provincial bylaws and legislation for lighting areas near highways, roadways and residential areas.
- To address the potential effects on utilities, a detailed Utility Infrastructure Location Plan will be developed and implemented to protect, support, safeguard, remove and relocate all utility infrastructure.
- A Complaints Protocol will be implemented to address the potential effects of operational inconvenience and community concerns.
- Winter maintenance activities will be undertaken by persons who are certified by Smart About Salt, and best management practices for salt and snow.
- To address the concerns related to the proposed multi-use crossing at Front Street (Michael Starr Trail), the Crime Prevention Through Environmental Design* principles will be implemented.

*Philosophy that encourages the use of design to eliminate or reduce criminal behaviour.

Property Effects – City of Oshawa

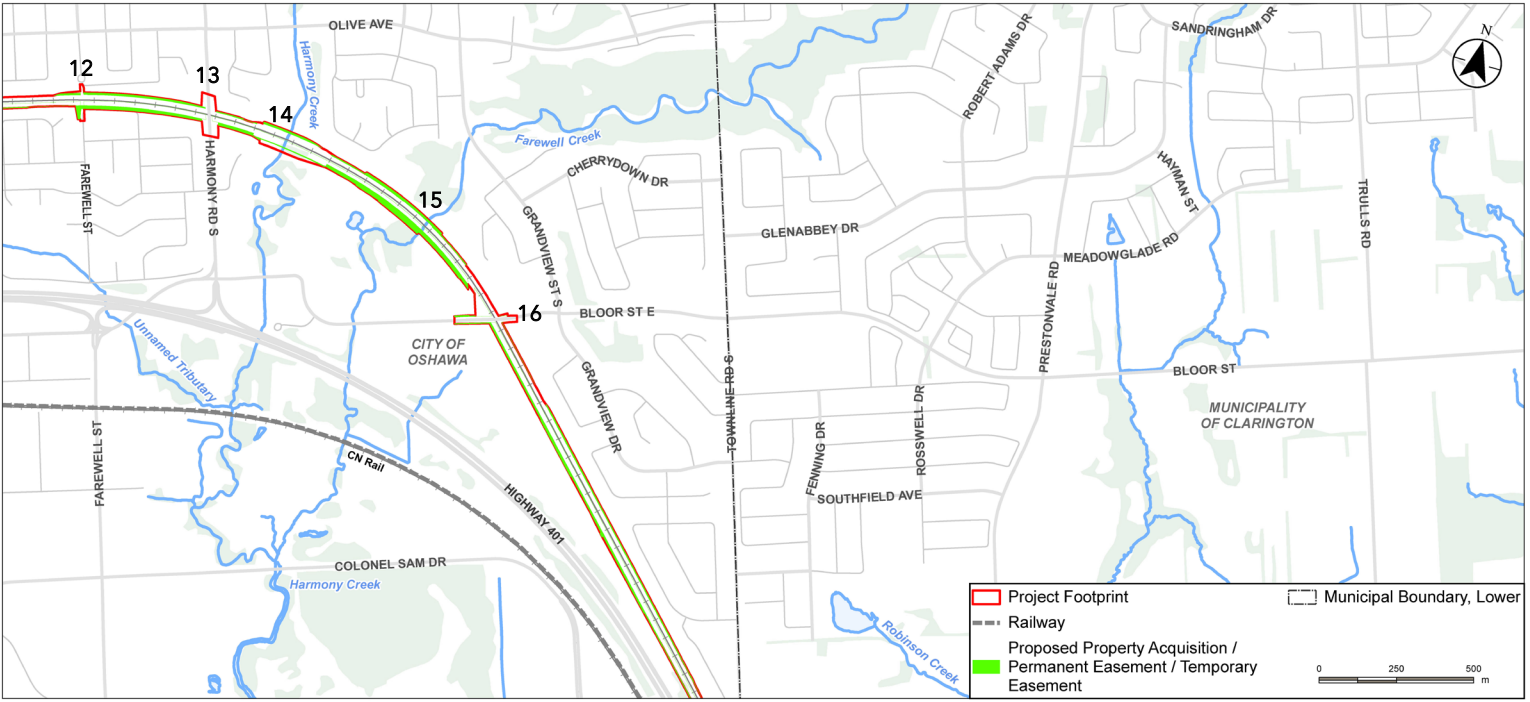


No.	Crossing Details
1	Pedestrian Bridge Extension at the Existing Durham College Oshawa GO Station
2	New Rail over Road Bridge at Highway 401
3	New Rail Over Rail Bridge (GO Track over Realigned GM Spur Track)
4	Expanded Road Over Rail Bridge at Stevenson Road
5	Expanded Road Over Rail Bridge at Park Road
6	New Rail Bridge over Oshawa Creek
7	Road Over Rail Bridge Replacement at Simcoe Street
8	Road Over Rail Bridge Removal at Albert Street
9	New Multi-Use Crossing at Front Street (Michael Starr Trail)
10	Road Over Rail Bridge Replacement at Ritson Road
11	New Rail Over Road Bridge at Wilson Road

Property impacts are preliminary and subject to change and will be assessed as the Project progresses.

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Property Effects – City of Oshawa

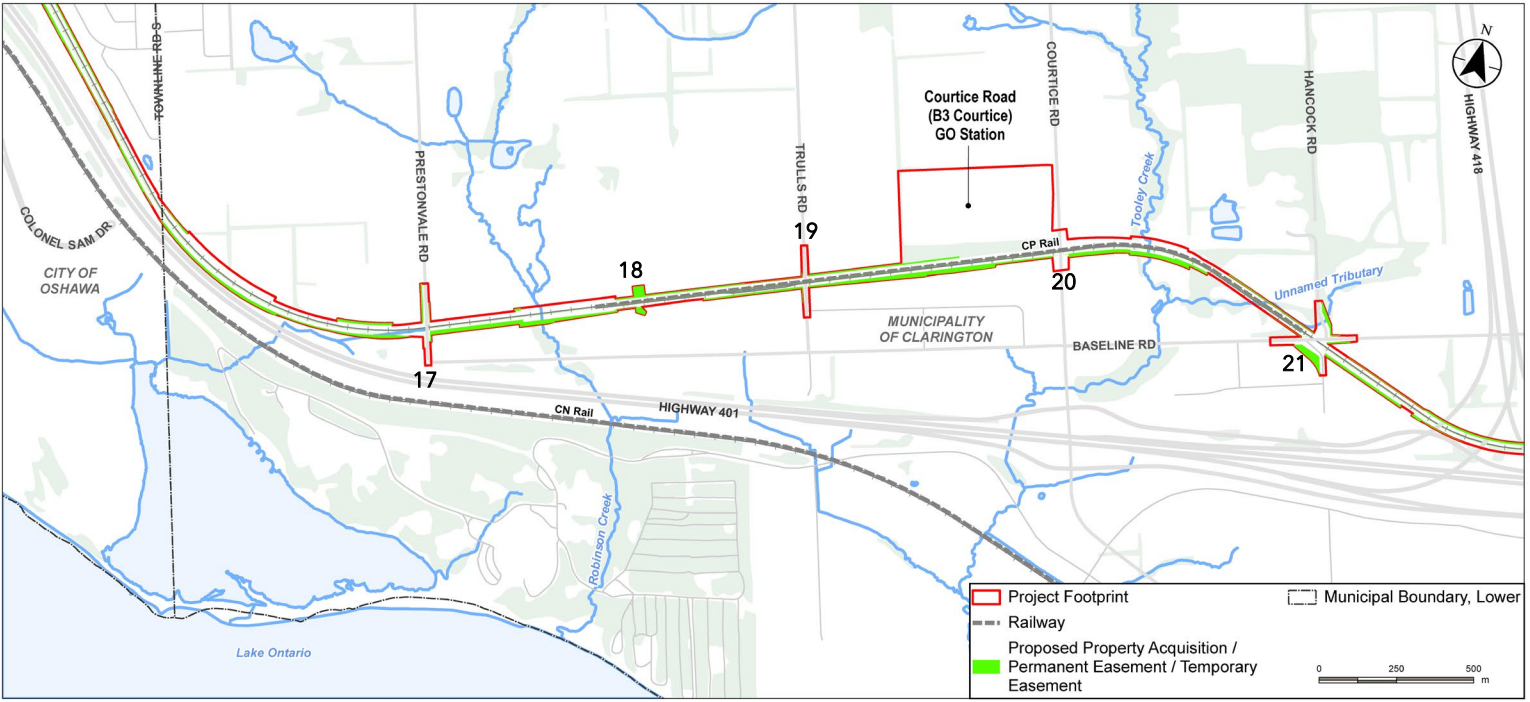


No.	Crossing Details
12	Multi-Use Bridge Replacement at Farewell Street
13	Expanded Road Over Rail Bridge at Harmony Road
14	New Rail Bridge over Harmony Creek
15	New Rail Bridge over Farewell Creek
16	Widening of Existing At-Grade Crossing at Bloor Street East

Property impacts are preliminary and subject to change and will be assessed as the Project progresses.

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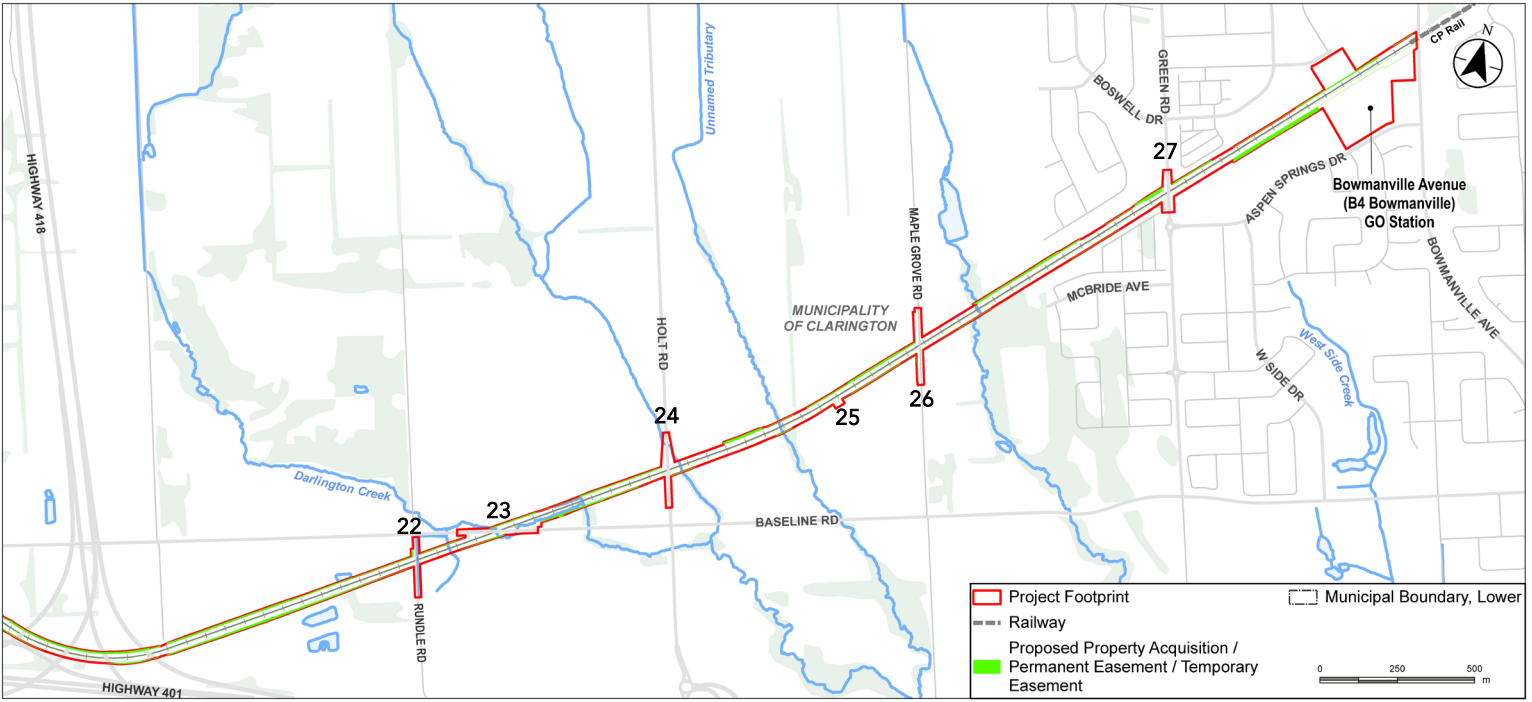
Property Effects – Municipality of Clarington



No.	Crossing Details
17	Widening of Existing At-Grade Crossing at Prestonvale Road
18	Widening of Existing At-Grade Crossing at Dom's Auto Parts
19	Widening of Existing At-Grade Crossing at Trulls Road
20	Expanded Road Over Rail Bridge at Courtice Road
21	Widening of Existing At-Grade Crossing at Baseline Road

Property impacts are preliminary and subject to change and will be assessed as the Project progresses.

Property Effects – Municipality of Clarington



No.	Crossing Details
22	Widening of Existing At-Grade Crossing at Rundle Road
23	Widening of Existing At-Grade Crossing at Baseline Road
24	Widening of Existing At-Grade Crossing at Holt Road
25	Widening of Existing At-Grade Crossing West of Maple Grove Road
26	Widening of Existing Road At-Grade Crossing at Maple Grove Road
27	New Rail Over Road Bridge at Green Road

Property impacts are preliminary and subject to change and will be assessed as the Project progresses.

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Traffic and Transportation – Key Findings

- The overall Traffic Impact Analysis Assessment Area was divided into four focus areas around the proposed GO station locations which include:
  - Focus Area B1: Fox Street (B1 Thornton's Corners East) GO Station,
  - Focus Area B2: Front Street (B2 Ritson) GO Station,
  - Focus Area B3: Courtice Road (B3 Courtice) GO Station, and
  - Focus Area B4: Bowmanville Avenue (B4 Bowmanville) GO Station.
- The Project is anticipated to permanently expand and enhance the existing traffic and transportation networks by providing an alternate mode to travel between Durham communities and to the City of Toronto.
- The Assessment Area includes a substantial road network and is served by both local and regional transit networks through a range of train and bus options, including Durham Region Transit, GO Transit bus service and GO Transit Lakeshore East rail service which currently terminates at the Durham College Oshawa GO Station (formerly Oshawa GO Station). Freight trains operated by Canadian National (CN) Railway and Canadian Pacific (CP) Railway are also present.
- An active transportation network is present across the Assessment Area including major and minor multi-use pathways connecting to trails, sidewalks and bike lanes.
- During construction, lane restrictions/closures, travel time delays, realignment of sidewalks and bike lanes, rail service restrictions will be temporary and reduced with appropriate mitigation measures.





Traffic and Transportation – Potential Effects

- Construction activities may require temporary, non-peak period lane reductions where needed.
- Activities such as site preparation, temporary laydown areas and roadworks during construction of the bridges may result in partial road and lane closures that may affect traffic and travel times.
- There is a potential for safety concerns due to visual distractions associated with detours and lane restrictions.
- Construction of the bridges will impact Durham Region Transit bus routes due to rerouting or traffic delays resulting in longer commute times.
- Construction of the proposed multi-use crossing at Front Street (Michael Starr Trail), pedestrian bridge extension at the Durham College Oshawa GO Station and Farewell Street Multi-Use Bridge replacement may result in the temporary closure of the existing crossings to pedestrians and cyclists.



Traffic and Transportation – Potential Effects

- The construction of a multi-use crossing at Michael Starr Trail will result in a positive effect as pedestrian and cyclist movements at the rail crossing can free-flow instead of having trains pass periodically through the current at-grade crossing.
- There is a potential for access effects related to lack of sightlines when traversing the proposed multi-use crossing tunnel at Front Street (Michael Starr Trail).
- Removal of the existing overpass at Albert St will have some impact on traffic as vehicles and cyclists will no longer be able to cross the rail corridor at Albert Street.
- Potential closure of the existing east approach from Mitchell Avenue to Ritson Road South may impact vehicular, cyclist and/or pedestrian connectivity.



Traffic and Transportation – Mitigation Measures

- A Traffic Control and Management Plan will be developed to maintain reasonable access through work zones.
- Access to nearby land uses will be maintained for vehicular, pedestrian and cyclist traffic.
- Potentially affected residents, tenants and business owners will be notified of construction schedules and modifications.
- Local public transit agencies will be consulted to establish suitable mitigation strategies to minimize potential public transit service disruptions.
- 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.
- Temporary pedestrian facilities will comply with accessibility and applicable municipal standards.



Cultural Heritage – Key Findings

- The Cultural Heritage Assessment Area is comprised of the Project Footprint plus an additional 50 metres from the perimeter of the Project Footprint and an additional 500 metres from the approximate centre point of the GO station locations.
- A total of 176 potential Built Heritage Resources* were identified within the Assessment Area.
- All wetlands and watercourses have cultural significance to Indigenous communities and Nations as a Cultural Heritage Landscape**. There is potential for direct impacts to these during construction activities.
- Sixteen (16) cultural heritage resources have the potential for indirect vibration impacts by the Project:

1) CP Railway Bridge over CN Railway corridor, Oshawa
2) 33 Avenue Street, Oshawa
3) 15 Hall Street, Oshawa
4) 394 Simcoe Street South, Oshawa
5) 399 Simcoe Street South, Oshawa
6) 45 Albany Street, Oshawa
7) 435 Albert Street, Oshawa
8) 433 Albert Street, Oshawa
9) 431 Albert Street, Oshawa
10) 371 Albert Street, Oshawa
11) 367 Albert Street, Oshawa
12) 500 Howard Street, Oshawa
13) 356 Ritson Road South, Oshawa
14) 464 Ritson Road South, Oshawa
15) 349 Ritson Road South, Oshawa
16) 393 Wilson Road South, Oshawa

*A Built Heritage Resource is a structure, building, monument or other installation that has or has potential to have cultural heritage value or interest.
** A Cultural Heritage Landscape is a defined area which has been modified by human activities that has or has potential to have cultural heritage value or interest.

Cultural Heritage – Key Findings

- Twenty (20) cultural heritage resources have the potential to be directly impacted by the Project :

1) 83 Avenue Street, Oshawa
2) 394 Simcoe Street South. Oshawa
3) 399 Simcoe Street South, Oshawa
4) Albert Street Bridge over CP Railway Tracks, Oshawa
5) 500 Howard Street, Oshawa
6) 356 Ritson Road South, Oshawa
7) 464 Ritson Road South, Oshawa
8) 470 Ritson Road South, Oshawa
9) 359 Ritson Road South, Oshawa
10) 349 Ritson Road South, Oshawa
11) 374 Farewell Street, Oshawa
12) Farewell Street Multi-Use Bridge over CP Railway Tracks, Oshawa
13) St. Wolodymyr and St. Olha Ukrainian Cemetery, Clarington
14) 1558 Baseline Road, Clarington
15) 1580 Baseline Road, Clarington
16) 1598 Baseline Road, Clarington
17) 1604 Baseline Road, Clarington*
18) 2228 Baseline Road, Clarington
19) 1490 Baseline Road, Clarington
20) 1766 Baseline Road, Clarington



Albert Street Bridge

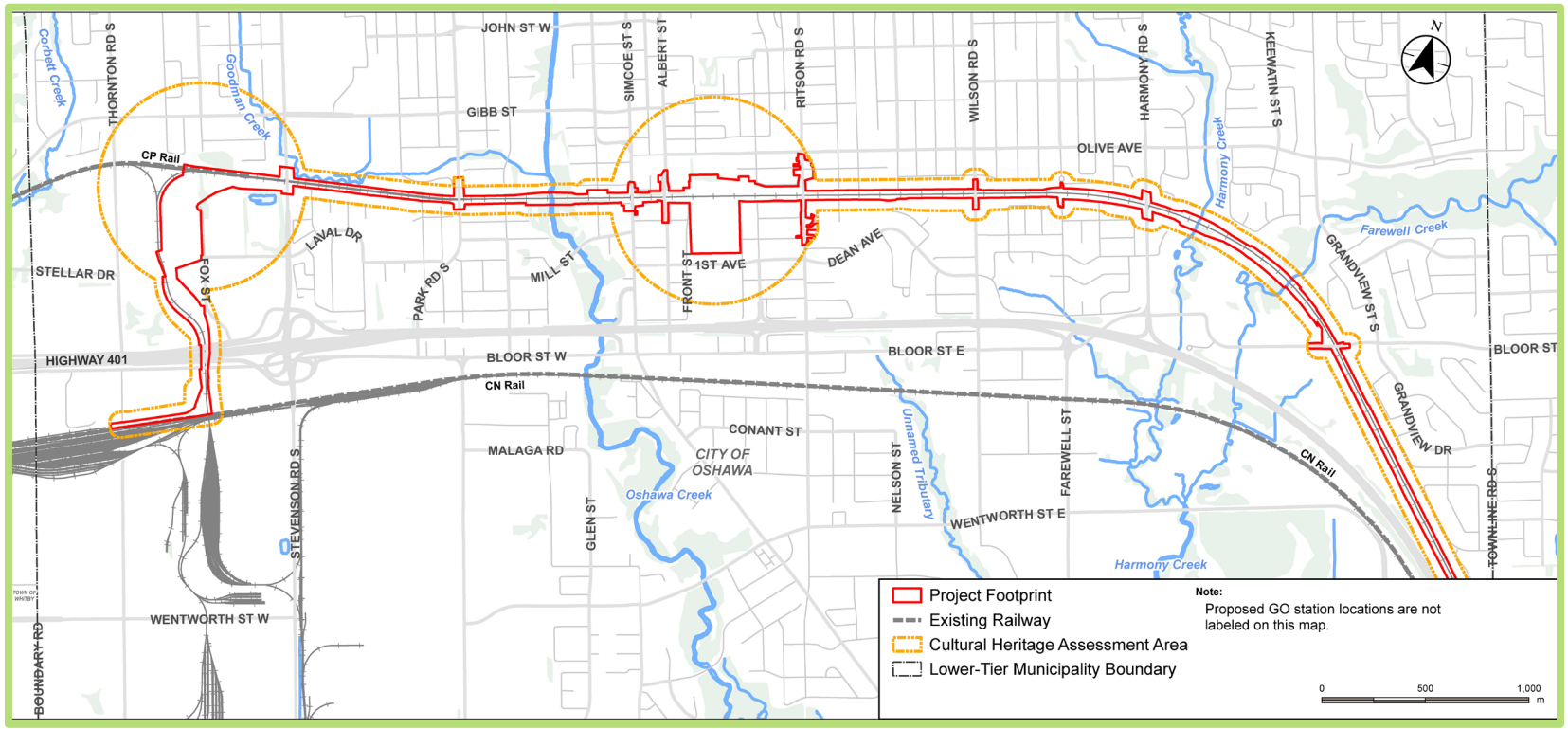


Farewell Street Bridge

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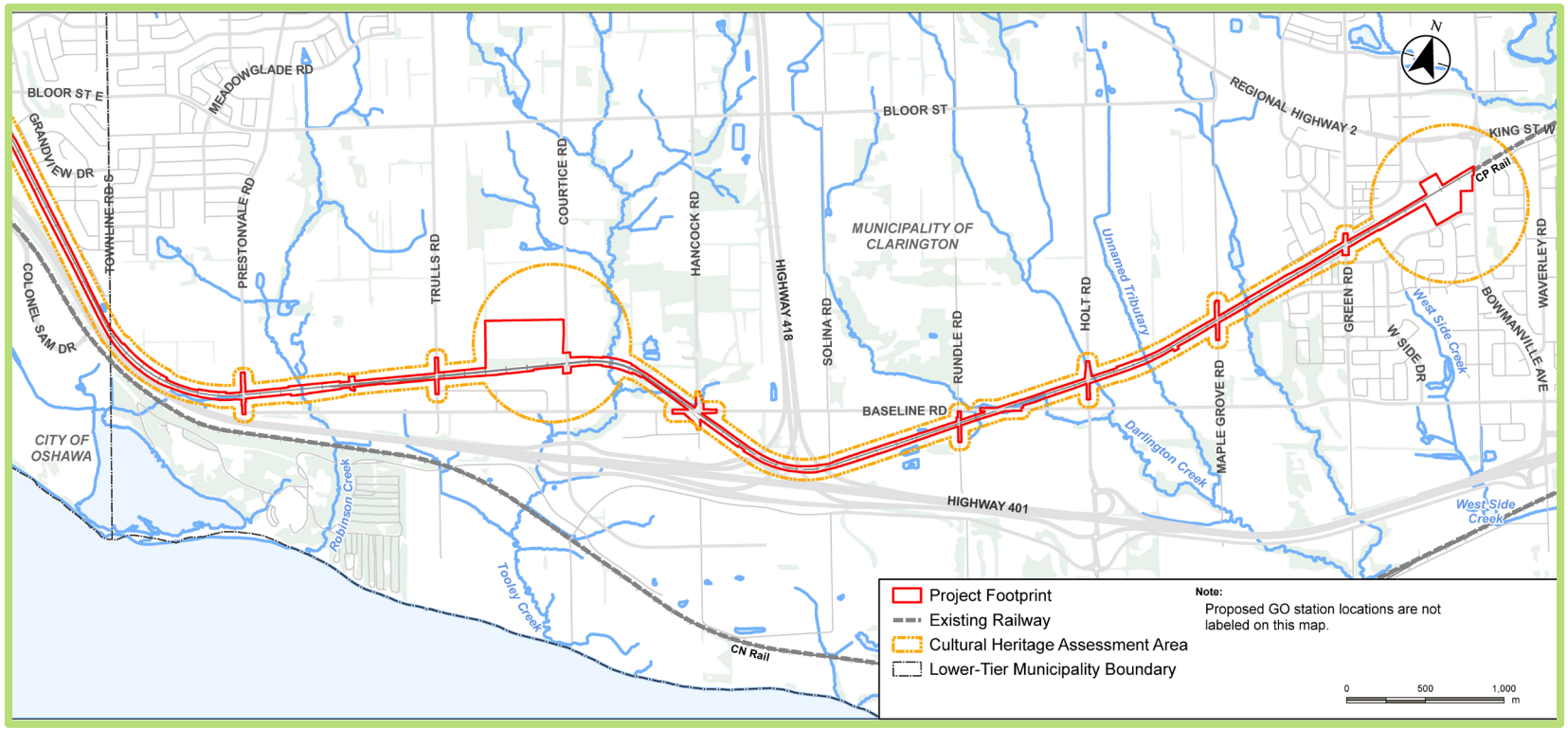
* 1604 Baseline Road was not identified as a Built Heritage Resource (BHR); however, a Cultural Heritage Evaluation Report was completed for this property due to its proximity to other BHRs in the Assessment Area.

Cultural Heritage – City of Oshawa Assessment Area



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Cultural Heritage – Municipality of Clarington Assessment Area



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Cultural Heritage – Potential Effects

- There is potential for indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes where vibration during construction activities may occur.
- There is potential for direct impacts to the following cultural heritage resources:
  - The Provincial Heritage Property of Provincial Significance located at 500 Howard Street, Oshawa due to potential alteration and demolition.
  - The Albert Street Bridge is currently listed on the *Heritage Oshawa Inventory* as a "Class A" heritage property. The bridge is proposed to be removed.
  - The Farewell Street Multi-Use Bridge proposed to be replaced.
  - Properties at 83 Avenue Street, 394 and 399 Simcoe Street South, 349, 356, 359, 464 and 470 Ritson Road South, and 374 Farewell Street in the City of Oshawa; St. Wolodymyr and St. Olha Ukrainian Cemetery and 1490, 1558, 1580, 1598, 1766 and 2228 Baseline Road in the Municipality of Clarington due to potential property acquisitions and/or easements. Potential property impacts are preliminary and will be assessed as the Project progresses.
    - Cultural Heritage Evaluation Reports (CHERs) of the listed properties are being prepared.
    - A CHER will identify and evaluate provincial heritage properties by applying the criteria outlined in O. Reg. 9/06 (amended by O. Reg. 569/22)* and O. Reg. 10/06**. The Metrolinx Heritage Committee (MHC) reviews the CHER to determine whether it agrees or disagrees with the CHER recommendations.
  - Vibration effects to Built Heritage Resources/Cultural Heritage Landscapes are not anticipated during operations.

* Criteria for Determining Cultural Heritage Value or Interest
** Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance

Cultural Heritage – Mitigation Measures

- Impacts to Built Heritage Resources will be avoided to the extent possible by establishing a buffer zone around the resource. If construction activities are anticipated within the buffer zone, a pre-construction vibration monitoring assessment within the buffer zone is recommended.
- Cultural Heritage Evaluation Reports are being undertaken for all directly impacted Built Heritage Resources.
- Potential vibration effects from construction equipment can be limited by maintaining a larger distance between equipment and heritage resources, or by using equipment with less potential to create vibration impacts when operating closer to resources.
- Consent from the Minister of Citizenship and Multiculturalism is required to remove or demolish a provincial heritage property of provincial significance. Metrolinx is currently seeking Minister's Consent for the partial demolition of the structure at 500 Howard Street, Oshawa.
- All built heritage requirements will be addressed for removal of the Albert Street Bridge and replacement of Farewell Street Multi-Use Bridge.



500 Howard Street

Archaeology – Key Findings

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

- Additional Stage 1 Archaeological Assessment is ongoing for small additional footprint areas east of Ritson Road South around Mitchell Avenue and north of Kitchener Avenue, at Hancock Road north of Baseline Road, and at McKnight Road south of Baseline Road.

- Based on the findings of the Stage 1 Archaeological Assessment, approximately half of the Assessment Area has archaeological potential. The potential of archaeological resources will require further archaeological assessments.



Archaeology – Potential Effects & Mitigation Measures



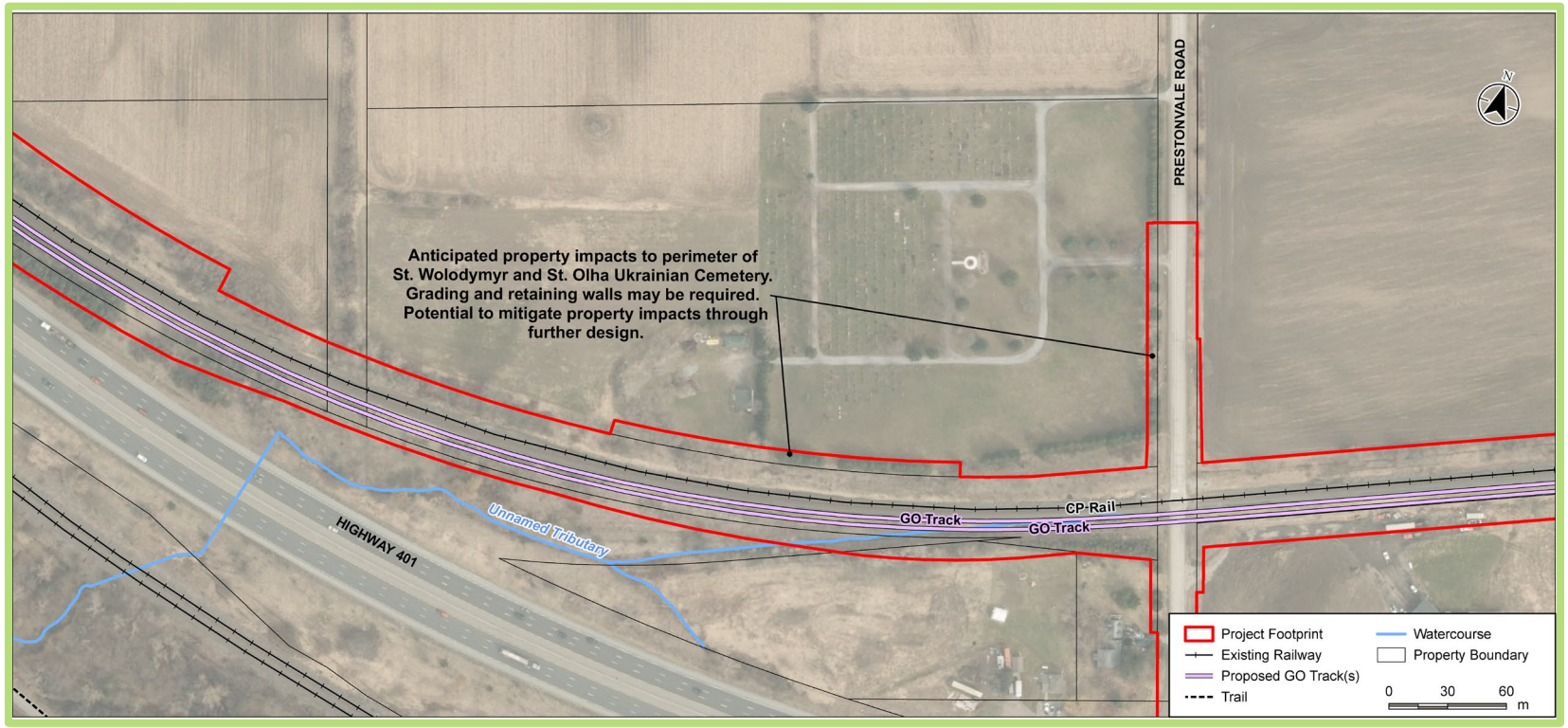
Project's Potential Effects:

- There is potential for the disturbance of unassessed or documented archaeological resources during construction.
- Potential direct impacts to a small area along the boundary of the St. Wolodymyr and St. Olha Ukrainian Cemetery directly adjacent to Prestonvale Road and the rail corridor, which is located within the Project Footprint.
- Impacts to archaeological resources are not anticipated during operations as no additional ground disturbance outside of the previously assessed areas will occur.

Mitigation Measures:

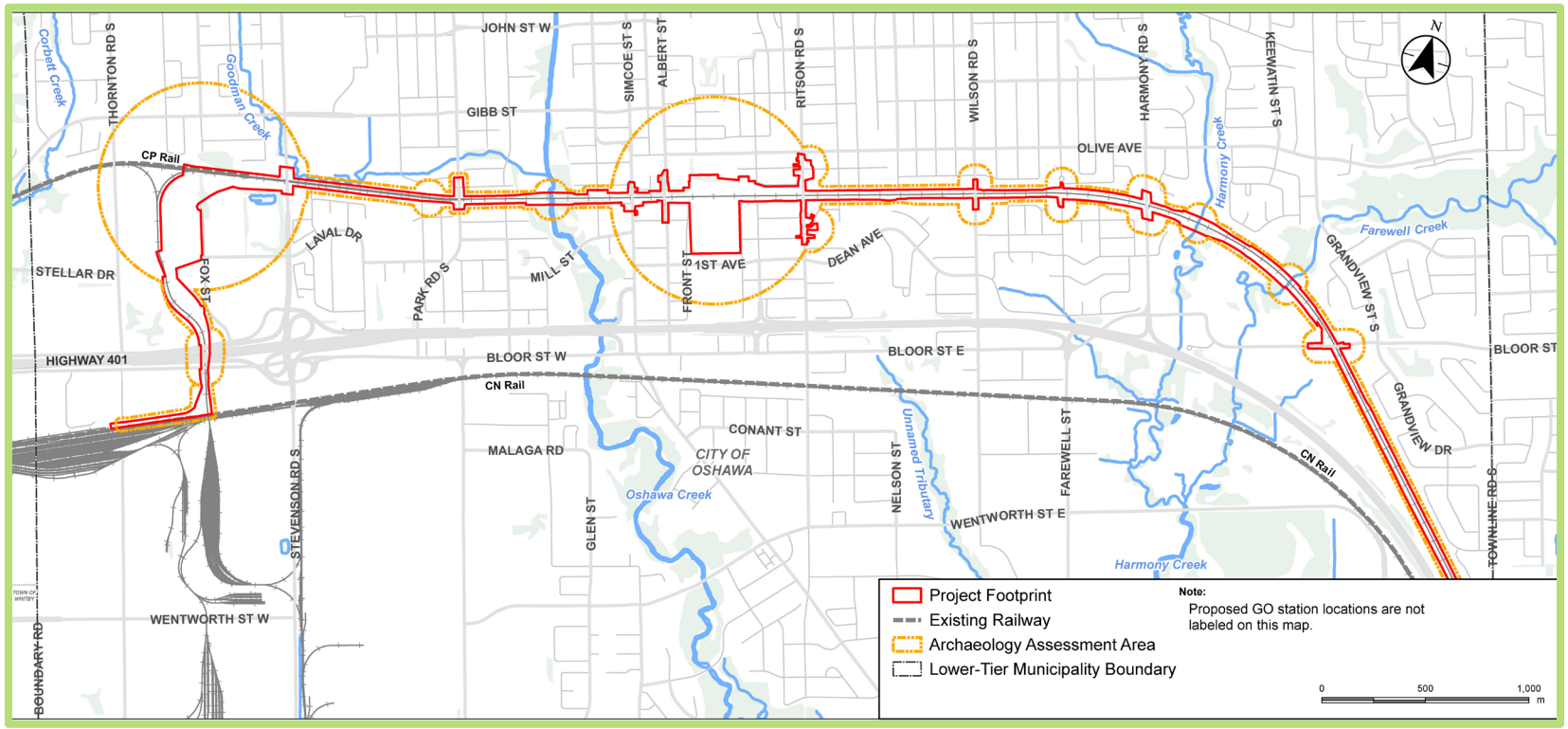
- Further archaeological assessment is currently underway, including Stage 2 Archaeological Assessment.
- Work will stop if unexpected archaeological materials are encountered (or suspected) at a location and the site will be assessed by a licensed archaeologist.

Archaeology – St. Wolodymyr and St. Olha Ukrainian Cemetery



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Archaeology – City of Oshawa Assessment Area



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Archaeology – Municipality of Clarington Assessment Area



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Thank You for Reading!

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

Let us know if you have questions or comments regarding:

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

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

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

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Appendix D Received Questions & Comments from Slido

Theme	Question/Comment	Reply
Potential Impact	The rail traffic on the line south of Olive Street will dramatically increase. Has there been any thought to include sound barriers along this line where residential homes are located?	Potential noise effects of the Project are being assessed as part of the Addendum to the Environmental Project Report (EPR) under the Transit Project Assessment Process (TPAP) to evaluate and identify potential effects generated by project construction and rail service operation in the vicinity of the project footprint. Mitigation measures such as sound barriers are also recommended in this report and the findings are presented in the supplemental materials. Please note that these noise barriers are subject to change and will be confirmed as detailed design progresses. For more details, please visit our webpage for the EPR Addendum Public Information Centre and refer to slide 7 of the "Supplementary Deck - All Above Supplemental Deck Materials (One Document)" document found here: https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21

Theme	Question/Comment	Reply
Services	If the extension stations are being built separately, will there be service at all stations once the railway portion is ready? Or will service only be provided once the stations are completed?	Metrolinx continues to advance discussions with third parties to explore opportunities to deliver the four GO stations proposed for the Bowmanville Extension through the TOC program. The Bowmanville Extension will provide more direct and convenient connections to the regional rapid transit network, with nearly 17,000 daily trips expected by 2041 to get you where you need to go easier and faster than ever before. The Bowmanville Extension will reduce in-vehicle travel time from Bowmanville to Union Station by 15 minutes. Once complete, customers will benefit from frequent service: • Every half hour during peak periods • Hourly during off-peak periods (all stops between Bowmanville and Union Station) • Every two hours on the weekends (all stops between Bowmanville and Union Station) Metrolinx and the Region of Durham have executed a Memorandum of Understanding (MOU) to support delivery of the four proposed stations through TOC. The MOU sets out guiding principles between Metrolinx and the Region to ensure that both parties work together to advance funding and delivery of the four proposed stations along the Bowmanville Extension. Once complete, the rail extension will provide service between Oshawa and Bowmanville.
	Is there going to be more busses to Oshawa for the time being while the work is being done, or sooner?	We continuously monitor our service and ridership levels to meet demand, which may be adjusted accordingly.

Theme	Question/Comment	Reply
Services cont.	Prior to the confirmation of the new bridge over the 401, service was to be split east of Whitby. Is the plan to have all service run through to Bowmanville from opening, or turn half of it back at Oshawa?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 47:50 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com.
	What is the estimated travel time between Oshawa GO and the 4 new GO stations?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 36:12 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	What is the maximum frequency possible with the current alignment from a technical view? Just in case the extension are too popular once open and more train trips are needed immediately. Can additional train trips be operated in those situations in the proposed alignment?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:06:50 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	What is the maximum GO train length that can travel through all the tight curves between Oshawa GO and Thornton's Corners East GO station?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 37:37 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Services cont.	What time will the earliest train depart Bowmanville and arrive at union station during the week? A lot of construction workers start work at 630am in Toronto	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 36:12 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	What will be estimate fare price from Bowmanville to Union. (considering from Oshawa is already expensive ~ $10)	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:13:35 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	When the GO Train comes can you start having the Peterborough/Bowmanville (formally Oshawa) GO Bus start going into Orono? It's not going out of your way as it's on the 115 and is more part of the GTA then Peterborough is.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 54:10 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Where exactly will the trains layover at Bowmanville? At the station platforms? Or somewhere else? How many tracks are needed to store trains?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:18:15 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Service cont.	Will bus routes servicing the Bowmanville GO station be enhanced in quality of routes, increased frequency. Also, how will the station accommodate bicycle and micro mobility (bicycle, mobility scooters, scooters, etc.) access and secure parking?	Metrolinx continues to advance discussions with third parties to explore opportunities to deliver the four GO stations proposed for the Bowmanville Extension through the TOC program. The TOC approach provides real opportunities to build vibrant, mixed-use complete communities at and around transit stations. TOCs are proven to increase transit ridership, promote other modes of access to stations, and optimize the use of lands in proximity to transit stations for housing, including affordable housing options, retail and commercial space, parkland, and public amenities. Each station will have design requirements including the provision of vehicular parking spaces, connections to local transit services, and bicycle parking. Vehicle and bike parking capacity will be confirmed as station delivery is pursued through the Transit Oriented Communities program. Regarding bus frequencies and/or enhancements, we continuously monitor our service and ridership levels to meet demand. Additionally, Metrolinx is protecting for connections to existing and future Durham Region Transit (DRT) services at the four proposed stations. Details will be confirmed through the design process.
	Will the lake shore east line continue to Bowmanville?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 46:25 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Service cont.	Will there be all day service from Bowmanville to union?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 55:05 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Will there be an express train option, if so, which stations would it include? There was previously an express between Whitby and Pickering, and then from Pickering all the way to union which was taken away.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 55:25 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Will there be any delay before heading to Bowmanville from Durham College GO, like there is from Union to Aldershot?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 46:25 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Will there be express trains from Bowmanville to Union?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 55:25 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Project Timing	Although this is great news, your statement says this will be done by 2041! That is another 18 years away. Will it really take that long to get the GO service here??	To clarify, no timeline for construction was provided. Timelines will be determined with our construction manager as part of the development phase of the project. We are expecting the service levels and benefits by 2041 - nearly 17,000 daily trips and 4.9 million annual boardings. Read more here: https://www.metrolinx.com/en/news/metrolinx-selects-construction-manager-for-bowmanville-extension-
	From a project management perspective, and considering the best case scenario (meaning all teams involved meet their deadlines) when would the construction start?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	If it took 12 years to get to this stage. Are we actually going to commute in 2020's or we are looking at 2030s?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Is it possible to get an estimate on completion given the information available or are we going to continue to get a canned political answer? The people who live here just want to know when you think this will happen. We understand there are variables. Nobody is going to hold you to any estimate.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Project Timing cont.	We appear to be in year 12 of this consultation and plan while other regions continue to see projects built without the decades of planning. What is the latest year we could expect this project to begin?	Timelines will be determined with our construction manager as part of the development phase. Near the end of the design stage, the construction manager will provide an estimated construction schedule and a target price for the proposed work – at which time, Metrolinx and the construction manager would finalize the construction contract. During this phase, Metrolinx, with support from the construction manager, will develop an estimated construction schedule for the proposed works. The construction manager will act as an advisor to provide better schedule certainty.
	What is the expected date/ timeline for the go to be built and completed for Bowmanville?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Would you have any status update on the timeline for when the Courtice go station would be constructed? Any estimated timeline?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	When are you expecting to have the date from the construction project manager to share their construction timeline?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Project Timing cont.	When can we expect this construction to start? I did not see any target dates of when the next station will be built etc. More and more folks are moving out further east (e.g. Bowmanville, Newcastle etc.) And the closest GO station to head to work downtown is Oshawa Go.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 34:13 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
Environment	As there are many environmental impacts that this project will have, the expansion of GO services will also continue to fuel urban sprawl. Why then does GO continue to feel the need expand further outside the GTA?	By 2041, Durham Region's population is forecasted to reach 1.2 million, therefore, local municipalities have identified this rail extension as a priority and have incorporated it into their Regional Transportation Plan to ensure future growth and accessibility. The extension will provide access to fast, frequent, and reliable service for transit users by bringing 4.9 million annual travelers along the Bowmanville extension, reducing in-vehicle travel times by 15 minutes from Bowmanville to Union Station and from Peterborough to Union Station by 30 minutes. Metrolinx continues to advance discussions with third parties to explore opportunities to deliver the four GO stations proposed for the Bowmanville Extension through the TOC program.

Theme	Question/Comment	Reply
Environment cont.	(Same question as above)	The TOC approach provides real opportunities to build vibrant, mixed-use complete communities at and around transit stations. Such communities promote density and reduce sprawl – and provide residents with ready access to transit. TOCs are proven to increase transit ridership, promote other modes of access to stations, and optimize the use of lands in proximity to transit stations for housing, including affordable housing options, retail and commercial space, parkland, and public amenities.
	The CP tracks act as a dam for all the creeks crossing the CP ROW from the north as they flow to Lake Ontario. will Metrolinx be increasing the size of the culverts under the CP ROW so that the Regional Storm flows can pass under the tracks without backing up like what currently occurs?	Metrolinx is undertaking hydraulic assessment of existing regulated water crossing conditions and anticipated conditions after the implementation of proposed structures for the Metrolinx extension. The hydraulic assessment will evaluate hydraulic conditions of the proposed watercourse crossings and provide recommendations for sizing extended or replaced crossings based upon Central Lake Ontario Conservation Authority (CLOCA) and applicable design criteria and flood risk considerations. Metrolinx is not proposing to alter existing CPKC bridge crossings along the CPKC corridor. For inquiries related to CPKC railway corridor and infrastructure, please contact their Community Connect team at https://www.cpr.ca/en/contact-us/community-connect-form

Theme	Question/Comment	Reply
Environment cont.	We are in a climate change emergency and air quality at the new proposed GO stations will deteriorate for sure from the added diesel powered trains running everyday. Are you considering electrifying the GO Train East line to Bowmanville and when? If no, why not?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 38:48 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
Stations	Will the max # of parking spaces be added to prevent parking on side streets near the new stations? In a previous PIC, Bowmanville GO station had the lowest # of parking compared to the 2 new Oshawa stations & Courtice. The population is increasing & neighbouring towns will use the new stations.	The proposed new stations are expected to improve GO facility capacity with 1580 - 2150 new parking spaces. Each station has certain requirements including the provision of vehicular parking spaces, local transit access, and bicycle parking. Vehicle and bike parking capacity assumptions may change over time however, as station delivery is pursued through the Transit Oriented Communities program.

Theme	Question/Comment	Reply
Stations cont.	Are there plans to have more platforms at Oshawa GO? The single-track coming from Bowmanville should connect to at least two tracks at Oshawa GO so that trains in opposite directions can meet each other at Oshawa GO, minimize length of the single-track section, protect higher frequency in the future.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 49:05 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Cars left at the Pontypool and Millbrook Go lots are being broken into and having catalytic converters stolen. What is the plan for video surveillance and better security for all Go parking?	Safety is our top priority and we take every report very seriously. We use a variety of measures to make our GO Transit parking lots as safe as possible, including the use of security cameras, bright lighting as well as Transit Safety surveillance. We work closely with police to support any investigation. Across our network we are increasing the visibility of Customer Protective Services staff to ensure our customers and employees have a greater sense of safety and security.

Theme	Question/Comment	Reply
Stations cont.	Do you have first and last mile connectivity?	Metrolinx continues to advance discussions with third parties to explore opportunities to deliver the four GO stations proposed for the Bowmanville Extension through the TOC program. Each station will have design requirements including the provision of vehicular parking spaces, connections to local transit services, and bicycle parking. Vehicle and bike parking capacity will be confirmed as station delivery is pursued through the Transit Oriented Communities program. Regarding bus frequencies and/or enhancements, we continuously monitor our service and ridership levels to meet demand. Additionally, Metrolinx is protecting for connections to existing and future Durham Region Transit (DRT) services at the four proposed stations. Details will be confirmed through the design process.
	Only 67% of the # of Oshawa parking spaces is proposed. Pre-covid Oshawa was full by 7AM. Is there a plan to increase parking capacity in a timely manner as ridership picks up in both Oshawa and Bowmanville?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 50:10 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Thanks for taking my question. How many parking spots are planned for Bowmanville? It was slated to have 770 parking spots; Oshawa has 2500 & Whitby 4500; Where will I park at Bowmanville?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 50:10 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com.

Theme	Question/Comment	Reply
Stations cont.	What is the closest intersection to the Bowmanville Go Station	The station will be west of Bowmanville Avenue. Exact station locations will be confirmed through the design process which will be third-party led through the Transit Oriented Communities (TOC) program.
	What is the rational on having one Train station in Bowmanville while other towns of smaller size like Stouffville have 2 or more. The amount of population coming into Bowmanville on the East side of Bowmanville will likely lead to traffic chaos. Why not add a station to East Bowmanville as well?	Modeling suggests the planned Bowmanville station will meet the needs of the communities and populations it will serve. Please also note that the planned Bowmanville station is in addition to the planned Courtice station which is also within the Municipality of Clarington.
	What stop will be the furthest East for the GO extension.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 46:25 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Why do you need two stations at the 401?	In reference to the Preliminary Design Business Case, Thornton Corner's East (TCE) is strongly supported by Durham Region and aligns with their long-term planning goals for the area. TCE represents a significant site with major development potential.

Theme	Question/Comment	Reply
Stations cont.	Why is Metrolinx proposing 1500+ parking on the Bowmanville extension? Shouldn't we focus on improving station access by walking, cycling, and public transit?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:20:50 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Why is the Thornton Corner's GO Station necessary? Doesn't it serve the same population as the Oshawa GO Station?	As referenced in the Preliminary Design Business Case, Thornton Corner's East (TCE) is strongly supported by Durham Region and aligns with their long-term planning goals for the area. TCE represents a significant site with major development potential.
	Why not add another station near Bloor and Harmony as well?	Other station locations were reviewed during previous studies. From that review, it was found that there was not a strong enough case to propose further stations at this time. For more information, please review the Preliminary Design Business Case available here: https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension-business-case

Theme	Question/Comment	Reply
Stations cont.	Will all the new GO stations will have good public commute/transport options to encourage end to end public commute rather than car commute to GO station?	Metrolinx continues to advance discussions with third parties to explore opportunities to deliver the four GO stations proposed for the Bowmanville Extension through the TOC program. The TOC approach provides real opportunities to build vibrant, mixed-use complete communities at and around transit stations. TOCs are proven to increase transit ridership, promote other modes of access to stations, and optimize the use of lands in proximity to transit stations for housing, including affordable housing options, retail and commercial space, parkland, and public amenities. Each station will have design requirements including the provision of vehicular parking spaces, connections to local transit services, and bicycle parking. Vehicle and bike parking capacity will be confirmed as station delivery is pursued through the Transit Oriented Communities program. Regarding bus frequencies and/or enhancements, we continuously monitor our service and ridership levels to meet demand. Additionally, Metrolinx is protecting for connections to existing and future Durham Region Transit (DRT) services at the four proposed stations. Details will be confirmed through the design process.
	Will one of the new stations include extensive parking so that those of us who live much further east (Prince Edward County) will be able to leave the 401 and use the GO train when we need to go to Toronto?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 50:10 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Stations cont.	Will the bowmanville train location be where the current bowmanville go bus terminal is?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 51:20 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
Design	What was the technical reason to warrant an addendum? and 2. How can Stantec recommend Option 2 when they have failed to demonstrate engineering feasibility with a preliminary plan/profile drawing. (Couldn't find a drawing)	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 41:00 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	After the new GO track crosses Highway 401 is it to go over or under the CP GM spur?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:19:05 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Design cont.	Can we please do this right and build bridge crossings in Bowmanville. The horns and noise added when crossing at grade are very intrusive.	Metrolinx is undertaking grade crossing safety assessments of at-grade crossings within the rail extension limits to recommend modifications and make sure all crossings comply with Transport Canada's Grade Crossing Regulations and Grade Crossing Standards. Furthermore, Transport Canada provides guidelines to help railway companies and road authorities assess when to consider grade-separated crossings based on traffic and safety-related criteria and considerations towards physical (i.e., topographic) and land-use conditions at and surrounding the crossing. Safety is our number one priority, and train whistling and at-grade crossing warning systems are important ways to keep drivers, cyclists and pedestrians safe. The Transport Canada's Canadian Rail Operating Rules (CROR) require all trains to whistle whenever they approach a public grade crossing. We follow the safety rules set by Transport Canada for sounding these warning signals – they're only used when necessary and when required. If you live near a rail line, you can expect to hear some whistles and bells. Whistle cessation at a public at-grade crossing can be initiated by the municipality. As a resident who would like to stop train whistling in your neighbourhood, please contact your local municipality. The municipality will consult with the railway company about whether the request is feasible, notify the public and others that it intends to stop the whistling, and pass a municipal council resolution.

Theme	Question/Comment	Reply
Design cont.	Depending on the schedules, new passing track may be required. Where would this track segment be located along this extension?	A second GO track is proposed between approximately Albert Street in the City of Oshawa to Courtice Road in the Municipality of Clarington, which will allow trains travelling in the opposite direction to pass each other and ensure more reliable service. For more details, please visit our webpage for the EPR Addendum Public Information Centre and refer to the "Supplementary Deck - Key Components (Mapping)" document found here: https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21
	Finally having the drawings show more consistently across the different slide would go a long way in consistency and continuation. Having the same elements show with different line colors creates unnecessary continuity issues.	Thank you for your complementary comments and for your feedback submitted. This has been taken back and will feed into the next public engagement opportunity held for this and for other projects.
	Has design allowances been included for the Federal high speed rail initiative rail corridor from Montreal/Ottawa/Toronto	Option 2 from the Initial Business Case was chosen as the preferred option, which would provide all-day service to Bowmanville by a new connection from just east of the Durham College Oshawa GO Station across Highway 401 and connecting to CP's Belleville Subdivision. The design for the Bowmanville Extension will not include an allowance for the High Frequency Rail (HFR) service as the HFR service will not be running along the Bowmanville Extension.

Theme	Question/Comment	Reply
Design cont.	How do you plan to make the 90 degree turn at the 401 on to the CP tracks and will it cause problems with timing?	The current proposed rail alignment is planned to consist of a single proposed GO track extending east through the DC Oshawa GO Station, ascending and turning north to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge. The curve between DC Oshawa GO Station and existing Highway 401 bridge is planned to have a curvature of 12 degrees on a grade of approximately 2.5%, resulting in an approximate compensated grade of 3.0%. The design speed on the curve is expected to be 25 mph, which is a reduction based on the geometry. The track geometry has been designed by Professional Engineers, and peer reviewed by internal and external subject matters experts. Note that these values are approximate and subject to change as the design development phase is still in progress. Regarding travel time between stations, please refer to the recording of a similar question and answer provided by Metrolinx during the Virtual Open House found at timestamp 36:12.
	How does Metrolinx plan to shunt over the 401 at Oshawa?	Metrolinx is pursuing an alignment independent of CP across the 401 instead of sharing the existing CP General Motors (GM) Spur bridge. The current proposed Bowmanville Extension alignment will consist of a single proposed GO track extending through Durham College Oshawa GO station, ascending, and turning north to cross Highway 401 using the existing CP GM Spur bridge.

Theme	Question/Comment	Reply
Design cont.	How many professional Civil Engineers work at Metrolinx? How can Stantec's professional Engineers support Option 2 when they have failed to demonstrate engineering feasibility with a preliminary plan/profile drawing?	The preliminary design for the selected rail alignment has been developed and approved by Professional Engineers and must meet operational safety standards. The Bowmanville Extension adheres to the appropriate GO Standards, CPKC Standards, AREMA recommendations, among other applicable design standards and guidelines, and meets rigorous safety requirements.
	In past, Metrolinx said that reason for abandoning original option 1 was the cost of building a bridge over the 401. But this version includes building a bridge over the 401 with this sharp curve. So what savings or additional costs are realized given the delay and additional study?	The 2020 Initial Business Case (IBC) recommended the Option 2 alignment, which allows the existing Durham College Oshawa GO station to remain open to service and runs close to mature GO customer markets, larger population and job centres in the City of Oshawa and Municipality of Clarington. The additional Highway 401 bridge exclusive to GO rail service ensures Metrolinx will be operating on an alignment fully independent of CP operations. An independent rail corridor will ensure more reliable service should freight encounter mechanical issues or operational delay and will allow for future service increases to meet customers' needs. The 2021 Post Preliminary Design Business Case Technical Memorandum evaluates the Benefit Cost Ratio (BCR) of Option 2 alignment with the cost of additional infrastructure which was determined to be 0.69 to 0.75.

Theme	Question/Comment	Reply
Design cont.	Is there a current understanding of when the EPR Addendum will be completed (including the review process) and subsequently when BCP will be able to inform the expected construction schedule? In other words: Is there a timeline for establishing a timeline?	The timeline for the introduction of rail service to and from Bowmanville will be established following the completion of the Environmental Project Report (EPR) Addendum and in conjunction with input from the construction manager as part of the development phase. As the scope of work for the Bowmanville Extension is very complex, a more progressive contract model – Construction Manager at Risk – was selected. With this model, the construction manager will be engaged during the development phase to act as an advisor to provide better schedule certainty for the proposed work, improve efficiency of construction staging, assist with early problem solving, and address risks in a collaborative manner with Metrolinx. Near the end of the development phase, the construction manager will provide an estimated construction schedule and a target price for the proposed work – at which time, Metrolinx and the construction manager would finalize terms of the construction contract.
	Is there a map with the exact intersections of the proposed GO Stations	Metrolinx is exploring opportunities to deliver the four proposed GO Stations along the Bowmanville GO Extension alignment through the Transit-Oriented Communities program. The four current proposed stations identified along the Bowmanville Extension are Thornton's Corners East, Ritson Road, Courtice, and Bowmanville. Exact station locations will be confirmed through the design process which will be third-party led.

Theme	Question/Comment	Reply
Design cont.	The level crossing on Bloor Street East must be changed to a bridge. There are many homes nearby and the increased frequency of trains and resultant whistling and traffic stoppages at the level crossing will be bothersome.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 52:20 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	The maps in the EPR show no connections between the CP track and the GO tracks. This greatly reduces flexibility during any incident, such as a stalled train. Switch between CP and GO tracks in emergencies is a good idea, eg "jump frog switches". Will they be incorporated in the final design?	Metrolinx will be constructing and operating the rail service extension from Durham College Oshawa GO station to Bowmanville independently of CPKC. A fully independent rail alignment dispatched by Metrolinx will ensure more reliable service and opportunity to modify service levels without the need of approval from partner railways. In addition, GO train service would not be impacted by freight related delays.

Theme	Question/Comment	Reply
Design cont.	Two crossings of the 401 Highway previously proposed are cheaper and faster than the route chosen. Why take such a difficult and expensive route? Train speeds will be much slower.	The 2020 Initial Business Case (IBC) recommended the Option 2 alignment, which allows the existing Durham College Oshawa GO station to remain open to service and runs close to mature GO customer markets, larger population and job centres in the City of Oshawa and Municipality of Clarington. The additional Highway 401 bridge exclusive to GO rail service ensures Metrolinx will be operating on an alignment fully independent of CP operations. An independent rail corridor will ensure more reliable service should freight encounter mechanical issues or operational delay and will allow for future service increases to meet customers' needs. The 2021 Post Preliminary Design Business Case Technical Memorandum evaluates the Benefit Cost Ratio (BCR) of Option 2 alignment with the cost of additional infrastructure which was determined to be 0.69 to 0.75.
	Was hoping you can address rail crossings that are going to remain at grade, instead of grade separated. What steps are taken to evaluate the risk associated with any at grade rail crossing?	Metrolinx is undertaking grade crossing safety assessments of at-grade crossings within the rail extension limits to recommend modifications and make sure all crossings comply with Transport Canada's Grade Crossing Regulations and Grade Crossing Standards.
	What happens if you find the current option is not viable?	Option 2 from the Initial Business Case was chosen as the preferred option, which would provide all-day service to Bowmanville by a new connection from just east of the Durham College Oshawa GO Station across Highway 401 and connecting to CP’s Belleville Subdivision. As we proceed with Option 2, the Construction Manager will be engaged during the development phase to act as an advisor to improve efficiency of construction staging, assist with early problem solving, and address risks in a collaborative manner with Metrolinx.



Theme	Question/Comment	Reply
Design cont.	What is the grade going over the 401?	The curve between DC Oshawa GO Station and existing Highway 401 rail bridge is planned to have a curvature of 12 degrees on a grade of approximately 2.5%, resulting in an approximate compensated grade of 3.0%. As the design is still in the development stage, these values are approximate and subject to change through detailed design.
	What was the technical reason to warrant an EA Addendum for the GO train Extension in Durham Region? In other words, what was the technical problem with the originally selected Option 1 solution from 2011 to warrant an Addendum?	Based on the advancement of the design approach since the 2011 Environmental Project Report (EPR), it was determined that an EPR Addendum was required to assess the environmental impacts that were not assessed in the initial Transit Project Assessment Process (TPAP) EPR in 2011. More specifically, this EPR Addendum assesses the changes to the track alignment including impacts to bridges and culverts, new proposed GO station locations, and the relocation of the proposed layover facility. In accordance with the TPAP, the EPR Addendum does not evaluate new or additional options and is not intended to be a thorough consultation on technical design specifications, but rather identifies environmental impacts and potential mitigation measures of the preferred option from the Initial Business Case.
	Why is electrification not being considered? The EPR states that there would be noise, vibration and air quality impacts which would be solved with electrification. Not having electrifying creates a bottleneck at Oshawa GO with future electrified LSE trains and increases travel time.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 38:48 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Design cont.	Why is it proposed that the Albert Street bridge be removed? Has this closure been confirmed?	The existing Albert Street bridge needs to be removed due to the service extension. Metrolinx is working in collaboration with its municipal, regional and railway stakeholders to facilitate the removal.
	Why is the project team moving forward with the flawed option 2 rather than the original project design. The curve after Oshawa GO creates operational problems, increases travel time, decreases safety, and limits future capacity. Metrolinx needs to go back to the original option 1 proposal.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:05:45 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Will the trains be electrified, either with overhead catenary or battery electric or hydrogen fuel cell ZEV options?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 38:48 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	Will there be access, either foot or vehicle, to the Thornton Corners station from Thornton Rd? Thank you.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:08:50 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	With the full separation from the CP tracks, was electrification considered during the planning process? Will the project be future proofed for electrification?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 38:48 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com

Theme	Question/Comment	Reply
Traffic	1) What are some traffic calming measures that will be used around the new GO train station locations when they are in service to limit local congestion which is a huge concern?	All new stations – including those funded and built by third parties are designed and constructed in accordance with Metrolinx standards and requirements, which includes protections for traffic calming measures.
	Is there going to be any conflicts with CP rail during service?	Metrolinx intends to construct and operate its own rail service extension from Durham College Oshawa GO station to Bowmanville. The Metrolinx service would be independently operated. A fully independent rail alignment dispatched by Metrolinx will ensure more reliable service and opportunity to modify GO Train service levels.
	They should include over bridge on Bloor street east near Courtyard by Marriott. It is one of busy street for Oshawa/Courtice people. Normally I can see traffic there during pick hours. Now imagine after go extension, it would be too much traffic for sure.	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 52:20 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	What measures will be used to reduce congestion of traffic around the new stations, specifically the Bowmanville GO station which is already busy with lots of condos and townhomes at Green Rd, Aspen Springs Drive, Clarington Blvd and RR#57 Bowmanville Ave?? Thank you!	All new stations – including those funded and built by third parties are designed and constructed in accordance with Metrolinx standards and requirements, which includes protections for traffic calming measures.

Theme	Question/Comment	Reply
Financial	Can you clarify if the region, private companies or if Metrolinx is paying for the stations? My understanding is that in other GTA regions, Metrolinx has paid for the build. Will it be the same for Durham?	Thank you for your important question which was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:15:00 in the recording of the Virtual Open House above. For further inquiries, please contact our team at DurhamRegion@metrolinx.com
	If you have no time line yet and no price yet from the "construction manager", has the Province actually allocated the funds for this project?	The Province committed $730 million to advance work to extend GO Rail Transit from Oshawa to Bowmanville. More information is available in the June 15, 2023 News Release from the Premier's Office. Metrolinx continues to explore opportunities for third parties to deliver the four stations along the Bowmanville Extension.
Other	Is it possible to speak directly to a chief planner at this project? My questions aren't being answered and it seems the project team is avoiding answering and just repeating previous statements (specifically about electrification). Metrolinx is a public agency and there needs to be full transparency	Thank you for your question and feedback. If there are any additional questions you may have that you feel were not answered as part of the Virtual Open House or in subsequent responses, please feel free to reach out directly to the Durham Region Community Engagement Team at DurhamRegion@metrolinx.com.
	Want to commend the Metrolinx team for a great job with the presentation. Looking forward to expanded rail service in Durham Region.	Thank you for your positive comments and feedback, they will be shared internally with the teams involved on the project.



Theme	Question/Comment	Reply
Other cont.	Who will own the corridor to Bowmanville after it is built? CP or Metrolinx?	Appropriate agreements with CPKC will be in place to enable the Bowmanville rail service extension.
	With so many projects that Metrolinx has taken on in the last number of years, why is it necessary to start another new one, when so many are incomplete or are years behind schedule? Would it not be more prudent to finish those that are in the works, than taking more on?	Our region is growing quickly, and we must continue the work underway to ensure that people can get to where they need to go, today and in the future. Metrolinx has an ambitious $75B+ capital program plan with projects in delivery over the next 20 years to build transit in the greater golden horseshoe for generations to come. The Bowmanville Extension project was identified in the 2041 Regional Transportation Plan (https://www.metrolinx.com/en/projects-and-programs/regional-transportation-plan).
	(Same as above)	Full implementation of the 2041 RTP will lead to an integrated and seamless transportation system for the GTHA. It will improve the traveler experience and offer enhanced transportation choices. It will improve access to reliable and frequent rapid transit, and make travel more affordable by reducing the need to own a car— thereby provide associated social, environmental, health and economic benefits.

Appendix E E-mails Received

From: Durham Region
To: [redacted]
Subject: RE: GO expansion east
Date: June 21, 2023 10:25:00 AM
Attachments: image002.png
image003.png

Good Morning [redacted]

Hope all is well with you and thank you for your inquiry.
Please note that this question was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:16:10 in the recording of the Virtual Open House which is available here.

If you have any further questions however, please let our team know.

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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From: York Region <YorkRegion@metrolinx.com>
Sent: June 9, 2023 9:16 AM
To: [redacted]
Cc: Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: GO expansion east

Hi [redacted]

Thank you for reaching out to us!

I have looped in the Durham Region team, who would be best suited to answer your question.

Have a great day,

Jessica Cho
Community Engagement Advisor (York/Simcoe)
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2S3
T: 437-900-7612 C: 647-534-4182

METROLINX

From: [redacted]
Sent: June 8, 2023 6:44 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: GO expansion east

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It is wonderful news that GO trains will run to Bowmanville starting in 2024.
Will GO Transit consider having a bus connection between Bowmanville and Port Hope and /or Cobourg?
Thank you for considering this question.
[redacted]

Get Outlook for Android

From: [redacted]
To: Durham Region
Subject: Re: Oshawa - Bowmanville Rail Extension Points
Date: July 4, 2023 1:28:36 PM
Attachments: image001.png

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Hi there Justin,
Wanted to write back to you to say thanks for the response and the specific times. I was able to listen to about 70% of the session but found it very convenient to jump to those three points you've provided. I'm sure there were lots of email questions and the fact that you took time to isolate those sections of the session for me shows great commitment.

Thanks and best of luck with the project.

[redacted]

On Wednesday, June 21, 2023 at 10:31:58 a.m. EDT, Durham Region <durhamregion@metrolinx.com> wrote:

Good Morning [redacted]

Hope all is well with you and thank you for the three questions you submitted below for consideration.

Please note that all three were addressed verbally as part of the Virtual Open House.

For your reference, please refer to timestamp 57:20 for the first point, 1:01:24 for the second, and 38:48 for the third, in the recording of the Virtual Open House which is available on the webpage here.

If you have any further questions however, please let our team know.

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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From: [redacted]
Sent: June 12, 2023 1:54 PM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: Oshawa - Bowmanville Rail Extension Points

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Good afternoon,
After reviewing the content associated with the project, I have three points for consideration:

- I understand the purpose of grade separated crossings and the safety impacts. Why are we grade separating the GO track from the GM plant spur as opposed to installing a crossover? Perhaps rolling stock into the GM plant could not be planned around the GO schedules or shoved in off-times?
- Have we considered the safety risks associated with the additional tracks and level crossings in the City of Oshawa? What are the findings of the studies?

- The Milton GO line is operating on CP-owned tracks and so is not considered to be electrified as part of Metrolinx's electrification plan. This extension to Bowmanville is also on CP-owned track. Does this mean that the full length of the Lakeshore East line will not be considered for future electrification? Will the locomotives or multiple units used for propulsion seamlessly be able to transition from one means of power to the other?

I appreciate you taking consideration of my points. There is no need to respond back to my message unless you'd like to further connect with me.

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Durham Region
To: [redacted]
Subject: RE: central Oshawa/Bowmanville GO train-EA Addendum, virtual PIC of June 14, 6:30 PM!
Date: June 14, 2023 3:08:00 PM
Attachments: image001.png

Hi [redacted]

Thank you for the email and looking forward to the Virtual Open House this evening as well.
Yes – the open house will be recorded, saved, and posted onto the website for the public record.

Thanks and 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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From: [redacted]
Sent: June 14, 2023 1:26 PM
To: Durham Region <DurhamRegion@metrolinx.com>; Justin Klimkait
[redacted]
Subject: FW: central Oshawa/Bowmanville GO train-EA Addendum, virtual PIC of June 14, 6:30 PM!

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June 14, 2023
JUSTIN KLIMKAIT, Community Engagement Advisor (Durham),
Metrolinx:
Will the PIC scheduled for 6:30 PM today be recorded(taped) for the public record?
Looking forward to this community engagement!

Kindly,
[redacted]

From: Durham Region
To: [redacted]
Subject: RE: Slides from last night"s open house Teams meeting
Date: June 15, 2023 3:24:00 PM
Attachments: image001.png
image002.png

Good Afternoon [redacted]

Hope all is well with you.
Please find the link here for where you can find the presentation materials from the Virtual Open House as well as review additional supplementary panels which go into further detail. On this page you can also submit any feedback, comments, or questions you may have until June 21, 2023 when the Virtual Public Information Centre closes.

Webpage: https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21

If you have any further questions or any issue in accessing this, please let me know.

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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From: [redacted]
Sent: June 15, 2023 2:07 PM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: Slides from last night's open house Teams meeting

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Towards the end of the call, there was a comment about access to the presentation materials. I was late joining and would appreciate an opportunity to review the presentations and answers to the questions.

[redacted]
[redacted]

From: Durham Region
To: [redacted]
Subject: RE: central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023!
Date: June 9, 2023 4:27:00 PM
Attachments: image001.png

Good Afternoon [redacted]

As requested, please find this email as confirmation of receipt for the submitted comments for the Public Information Centre as well the email sent earlier today with regard to the suggestion for the upcoming PIC.

Your comments and questions have been shared as part of the record of consultation and if it is not answered verbally as part of the upcoming Virtual Open House which will be recorded and posted on the website, then we will be responding within 10 business days via email.

Thanks and 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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From: [redacted]
Sent: June 8, 2023 4:28 PM
To: Durham Region <DurhamRegion@metrolinx.com>; Metrolinx Correspondence [redacted] CEO Correspondence [redacted]
Subject: FW: central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023!

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Metrolinx:
Further to my below please kindly acknowledge receipt via a return email.
Pressing "REPLY" is not rocket science.
Kindly,
[redacted]

From: [redacted]
Sent: Thursday, June 8, 2023 1:58 PM
To: durhamregion@metrolinx.com
Cc: Metrolinx Correspondence [redacted]; Phil Verster
[redacted]
Subject: central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023!

June 8, 2023, 1:36 PM
Metrolinx, Durham Division:
I have reviewed your online material for the above noted EA Addendum and as requested please see my attached questions and comments dated June 8, 2023. Hopefully my questions will be answered before the virtual PIC of June 14, 2023.
Thank you for giving the public an opportunity to review this material.
As you know our community is anxious to see this Project delivered in Durham Region.
I reserve the right to submit additional questions and comments following the virtual PIC of June 14.
Please ensure that my attached submission is included in the Appendices of the EA Addendum Report for filing with the MOECP.
Please acknowledge receipt by return email.

Most Kindly,
[redacted]

From: [redacted]
To: Durham Region
Cc: [redacted]
Subject: Re: Trees
Date: June 21, 2023 7:50:28 PM

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Hi Justin,

Thx for the response on video n time stamp/location. I'll check metrolinx /vegetation

Kindly
[redacted]

Sent from my iPhone

> On Jun 21, 2023, at 10:30 AM, Durham Region <DurhamRegion@metrolinx.com> wrote:
>
> Good Morning [redacted]
>
> Hope all is well with you and thank you for your inquiry you submitted below. Please note that this question was addressed verbally as part of the Virtual Open House. For your reference, please refer to timestamp 1:02:40 in the recording of the Virtual Open House which is available here.
>
> If you have any further questions however, please let our team know.
>
> Best regards,
>
> JUSTIN KLIMKAIT (he/him)
> Community Engagement Advisor (Durham)
> Metrolinx
> 10 Bay Street | Toronto | Ontario | M5J 2W3
> DurhamRegion@metrolinx.com
>
> <image001.png>
>
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From: [redacted]
Sent: June 12, 2023 11:58 AM
To: Durham Region <DurhamRegion@metrolinx.com>
Cc: [redacted]
Subject: Trees

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Hi there

Interesting reading. Thank you for the slide decks/info available prior to the PIC.

Will the 3800 trees removed for the construction of the Bowmanville GO Train extension be replaced/replanted?

Sincerely,
[redacted]

--
[redacted]
"learning the unforced rhythms of grace" Matthew 11:29

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From: Durham Region
To: [redacted]
Subject: RE: Bowmanville Extension EPR Addendum Public Information Centre - Documents Available for Review and Comment or Feedback
Date: June 21, 2023 10:28:00 AM
Attachments: image001.png

Good Morning [redacted]

Hope all is well with you and thank you for your inquiry.
Please note that your question regarding GO Bus services was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:16:10 in the recording of the Virtual Open House which is available here. For the inquiry about timelines, we also discuss this at timestamp 34:13.

If you have any further questions however, please let our team know.

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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From: [redacted]
Sent: June 11, 2023 5:52 PM
To: Justin Klimkait [redacted]
Subject: Re: Bowmanville Extension EPR Addendum Public Information Centre - Documents Available for Review and Comment or Feedback

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Hello Justin,

Thanks for the update. I could not make it to open house but thought of leaving feedback to you.

I'm little disappointed that this project is taking so long to complete. Me and my husband commute to Toronto and I was really hoping we will get train expansion probably by 2024 but it does not look

like we will be getting it.

Is there anyway Go bus can have more schedule during the week? Because I remember I missed my bus by 3 min and I had to wait for another two hours to another go bus to reach bowmanville or take local transit.

Just wondering if you can pass along the feedback that would be helpful.

Thanks,
[redacted]

On Thu, Jun 8, 2023 at 5:10 PM Justin Klimkait [redacted] wrote:

> Good Afternoon,
>
> Thank you for registering for the Virtual Open House for the Bowmanville Extension Environmental Project Report (EPR) Addendum on June 14, 2023!
>
> In lead up to the completion of the Environmental Project Report (EPR) Addendum, the Virtual Public Information Centre (PIC) is now open until June 21, 2023. Materials on the results of the technical studies, including potential impacts and proposed mitigation measures, are available for review and feedback. During this Virtual PIC period, the public may submit questions and/or feedback via the Slido form at the bottom of the webpage or by email to our community inbox at DurhamRegion@metrolinx.com.
>
> Please note that during the Virtual Open House, the project team will be answering questions about the project, submitted in advance of or during the event via the Slido form. The team reads and considers all comments received, which are then documented in the EPR Addendum.
>
> Thank you again and best regards,
>
> JUSTIN KLIMKAIT (he/him)
> Community Engagement Advisor (Durham)
> Metrolinx
> 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3
> [redacted]
> 416.278.4953
>
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From: [redacted]
To: Durham Region
Subject: FW: Question: Bowmanville Extension EPR Addendum
Date: July 10, 2023 3:09:22 PM
Attachments: image001.png

From: [redacted]
Sent: July 7, 2023 2:04 PM
To: Theresa Tran <[redacted]>
Subject: RE: Question: Bowmanville Extension EPR Addendum

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Thank you for this response – much appreciated.

Regards,
[redacted]

From: Theresa Tran <[redacted]>
Sent: Friday, July 7, 2023 2:01 PM
To: [redacted]>
Subject: RE: Question: Bowmanville Extension EPR Addendum

Hi [redacted]

Thank you for your follow-up inquiry.

Timelines for early works and major construction will be determined with our construction manager – Bowmanville Construction Partners (BCP) - as part of the development phase for the project. Metrolinx will work closely with BCP to look for opportunities to expedite the construction schedule, including the advancement of some early works. More details on timelines will become available as the development phase advances.

As for when the EPR Addendum is expected, following this Virtual Public Information Centre, the Notice of EPR Addendum is expected to be issued in Fall 2023, where the EPR Addendum and supporting information will be made available online for a 30-day public review period. The process will conclude after Metrolinx receives a Notice to Proceed from the Ministry of Environment Conservation and Parks and issues a Statement of Completion for the EPR Addendum, which is needed before construction can begin.

Hopefully this provides some further information. Once further timelines have been developed and are finalized, they will be shared as well.

Thanks and 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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From: [redacted]
Sent: June 28, 2023 2:38 PM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: Question: Bowmanville Extension EPR Addendum

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Thanks Justin,
I was aware of all the information you have provided as detailed in my initial question below.

I was hoping to better understand when the EPR addendum is expected to be completed and when the Construction manager is expected to provide feedback on schedule.

Regards,
[redacted]

From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Wednesday, June 28, 2023 2:35 PM
To: [redacted]
Subject: RE: Question: Bowmanville Extension EPR Addendum

Good Afternoon [redacted]

Thank you for your email and for your patience as we gathered information.
To answer your question, the timeline for the introduction of rail service to and from Bowmanville will be established following the completion of the Environmental Project Report (EPR) Addendum and in conjunction with input from the construction manager as part of the development phase. As the scope of work for the Bowmanville Extension is very complex, a more progressive contract model – Construction Manager at Risk – was selected. With this model, the construction manager will be engaged during the development phase to act as an advisor to provide better schedule certainty for the proposed work, improve efficiency of construction staging, assist with early problem solving, and address risks in a collaborative manner with Metrolinx. Near the end of the development phase, the construction manager will provide an estimated construction schedule and a target price for the proposed work – at which time, Metrolinx and the construction manager would

finalize terms of the construction contract.

Aside from this, if you have any further questions, please feel free to reach back out.

Thanks and 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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From: [redacted]
Sent: June 21, 2023 3:36 PM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: Question: Bowmanville Extension EPR Addendum

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Good afternoon,
I just reviewed the June 14, 2023 Open House recording on this topic.

I understand that construction schedules for the project will be established by BCP once the EPR addendum is finalized, reviewed, and accepted by stakeholders. My question is, what is the expected timeframe for that process? When does Metrolinx (in conjunction with BCP) expect to have better clarity of project delivery timelines?

In short: What is the timeline for establishing a timeline?

Thanks in advance,
[redacted]

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [redacted]
To: Justin Klimkait; Durham Region
Cc: [redacted]; CEO Correspondence; Metrolinx Correspondence
Subject: CPR Design Criteria for Railway Siding and central Oshawa/Bowmanville GO train Extension!
Date: June 28, 2023 11:48:45 AM

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June 28, 2023
Justin Klimkait, Community Engagement Advisor, Metrolinx(Durham):
Please see the below Design Criteria link for a new CPR Siding dated 2017.

As stated previously the new railway link between the existing Oshawa Station and CPR/GM spur line can be considered as a railway siding given the tight horizontal alignment anticipated in this area of west Oshawa. Just my opinion!

According to this CPR document the maximum grade of a railway siding shall be 1.5 percent which is far less than the 4.85% preliminary grade I'm calculating for this new link.
Please forward this message to Stantec and your new Construction Manager for the central Oshawa/Bowmanville GO train Extension.
As well please include this message in the EA Addendum Report Appendices prepared by Stantec.
By copy to the CPR Chief Engineer your Office needs to immediately get involved with this Project before a huge safety hazard is created near your ROW in Oshawa, Ontario.
Kindly,
[redacted]

Cc: CPR Chief Engineer, Calgary, Alberta
cc: Phil Verster, President/CEO, Metrolinx

https://www.cpr.ca/en/choose-rail-site/Documents/CP-Engineering-Guidelines-for-Private-Siding-Construction.pdf

From: [redacted]
To: Durham Region; [redacted]
Cc: [redacted]
Subject: RE: Responses to Inquiries Submitted During Virtual PIC Period-central Oshawa/Bowmanville GO train-EA Addendum!
Date: June 21, 2023 5:18:36 PM
Attachments: image001.png

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June 21, 2023
Justin Klimkait Community Engagement Advisor, Metrolinx(Durham):
Thanks so much for responding and I look forward to written answers to my questions submitted during the recent PIC of June 8-21, 2023.
As well I request half-size preliminary plan/profile drawings of your newly selected Option 2 solution. These drawings are not considered to be proprietary information of Stantec as this information is required to demonstrate engineering feasibility of your new recommended solution under the Ontario EA Act. Please mail these drawings to my below address.
Thanks for your continued cooperation!
Kindly,
[redacted]

Cc: Douglas Ellis, Senior Aide, Office of Todd McCarthy, MPP, Durham

---

From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Wednesday, June 21, 2023 3:50 PM
To: [redacted]
Subject: Responses to Inquiries Submitted During Virtual PIC Period

Good Afternoon [redacted]

Thank you for your patience in responding back to the inquiries which were submitted during the Virtual Public Information Centre period for the EPR Addendum.
We are currently working to address all of the questions and concerns raised over the last several weeks. These efforts cross over multiple teams and so requires additional coordination.
As such, we will be in touch shortly once we have this pulled together and gathered any outstanding details.

Thanks again and 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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From: [redacted]
To: [redacted] Durham Region
Cc: [redacted]
Subject: FW: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries
Date: July 1, 2023 12:37:37 PM
Attachments: image001.png
[redacted]

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July 1, 2023
Justin Klimklait, Community Engagement Advisor, Metrolinx(Durham):

The attached response indicates that the new railway link in west Oshawa will have a design speed of 25 MPH which tells me that the proposed alignment will be very tight resulting in an operating speed of 15 to 20 MPH for the GO train in this area. Just my experienced speculation! Hopefully, our GO train commuters don't mind this slow speed in west Oshawa!

With all due respect the attached response does not adequately explain why Option 1 was abandoned in favour of the tighter Option 2 alignment.
Option 2 was originally driven by the belief that a free railway bridge is available over Hwy. 401 and of course we know that this is not the case today.
On the virtual PIC of June 14 Metrolinx stated that the Option 1 bridge location was abandoned because it conflicted with a watercourse crossing Hwy. 401.
Redirecting watercourses to accommodate new infrastructure happens all the time!
I honestly believe that Metrolinx got themselves so locked into Option 2 that there was no way to retreat.
As usual place this email/letter in the EA addendum Appendices prepared by Stantec.

Most Kindly,
[redacted]
[redacted]
Cc : Phil Verster, President/CEO, Metrolinx

From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Friday, June 30, 2023 4:53 PM
To: [redacted]
Subject: Re: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries

Good afternoon [redacted]

We greatly appreciate your interest in the Bowmanville Extension and want to thank you again for your patience. Please find attached our response to your inquiries submitted over the last several weeks during our Virtual Public Information Centre period for the draft Environmental Project Report (EPR) Addendum.

Best regards,
Theresa

THERESA TRAN (she/her)
Senior Manager, Community Engagement | Durham
10 Bay St. I Toronto I Ontario

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June 30, 2023

[redacted]

Dear [redacted]

Hope all is well with you. Thank you again for attending the June 14, 2023, Virtual Open House (VOH) for the draft Environmental Project Report (EPR) Addendum where our team answered some of the questions you have submitted over the last several weeks. A recording of the VOH can be found here for reference.

We greatly appreciate your interest in this project and your concern for ensuring the Bowmanville Extension is a safe and successful project. We would like to take this opportunity to provide answers and clarification to the questions you have submitted.

Purpose of EPR Addendum
Thank you for the emails sent on June 8, 11, 14, 15, and 21, 2023, and your questions regarding why the EPR Addendum was required, as well as about the option selected – Option 2 under the Initial Business Case (IBC). More specifically, the validity of the selected option, the technical analyses completed, and compliance with the *Environmental Assessment Act,* 1990 and in particular the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08. As noted on slide 14 of the VOH presentation, after the completion of the EPR in 2011, Metrolinx advanced the design of the Bowmanville Extension, including the IBC in 2020.

During the IBC process, Metrolinx went through an extensive engagement process to source feedback from the community on the four (4) proposed alignment options being considered. The business case analyzed four cases to better understand policy alignment, project benefits, costs and impacts of the investment and constructability. Based on this evaluation and input from the community, the alignment extending a new connection from Metrolinx's GO Subdivision at Durham College (DC) Oshawa GO station through CPKC (formerly CP Rail) corridor to Bowmanville was recommended. In February 2020, the new alignment (Option 2 under the IBC) was approved by Metrolinx's Board of Directors.

Based on the advancement of the design approach, it was determined that an EPR Addendum was required to assess the environmental impacts that were not assessed in the initial TPAP EPR in 2011. More specifically, this EPR Addendum assesses the changes to the track alignment including impacts to bridges and culverts, new proposed GO station locations, and the relocation of the proposed layover facility. That being said, and in accordance with the TPAP, the EPR Addendum does not evaluate new or additional options and is not intended to be a thorough consultation on technical design specifications, but rather identifies environmental impacts and potential mitigation measures of the preferred option from the IBC.

We understand you are familiar with the Class Environmental Assessment (EA) process which, unlike the TPAP, typically captures assessment of alternatives. It is important to note that the TPAP is different from a Class EA process under the *Environmental Assessment Act*, 1990 as a TPAP is exclusive to transit

projects and follows a streamlined process with regulated timelines. Projects assessed under the TPAP are assessed based on a preferred design rather than assessing design alternatives like in a Class EA. A significant portion of the environmental studies and consultation occurs during the pre-planning phase of a TPAP prior to the Notice of Commencement (or in this case, prior to a Notice of EPR Addendum) and in support of meeting regulated timelines.

Additionally, as mentioned during the VOH, Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings (Transit Projects Regulation), does not stipulate the phase of design that is required to be assessed through an EPR or EPR Addendum. Potential environmental impacts of the preferred design for the project are evaluated through environmental technical reports, including fieldwork and modelling. Many of these findings can be found throughout the presentation from June 14, 2023. Proposed mitigation measures to eliminate or reduce the effect of the potential environmental impacts will also be documented in the final EPR Addendum which is anticipated to be completed and available for public review in Fall 2023.

The EPR Addendum is focused on the preferred option, rather than alternative alignment options. Alternatives assessment leading to the final option selected for the alignment (Option 2 under the IBC) was not presented in the Public Information Centre (PIC) as those details are not part of the current assessment.

Metrolinx has acted, and will continue to act, in compliance with the Environmental Assessment Act and its applicable regulations.

EPR Addendum Public Engagement and 30-Day Review Period
In your emails dated June 8, 9, and 11, 2023 there were questions raised regarding public involvement and consultation in relation to this EPR Addendum. Currently, Metrolinx is in the pre-planning phase of the EPR Addendum and there have been several updates provided to the public to-date for this project, published through the Metrolinx Blog as seen here and here. In addition to the PIC and VOH, our team has continually provided the public with frequent project updates via e-newsletters to subscribers, social media posts, several in-person information tables and direct responses via email and phone. Additionally, the Ministry of the Environment, Conservation and Parks (MECP) is aware of this EPR Addendum and has been engaged throughout the pre-planning phase of the TPAP per Ontario Regulation 231/08.

In Fall 2023, a Notice of EPR Addendum is expected to be issued where the EPR Addendum and supporting information will be made available online for a 30-day public review period for an additional opportunity to review and provide feedback. During this 30-day comment period, any person can submit a letter of objection to the MECP including clearly stating any potential negative impacts to matters of provincial importance (that relate to the natural environment or cultural heritage value or interest) or constitutionally protected Aboriginal or treaty rights. The Minister will only act on potential negative impacts on those matters.

The final EPR Addendum will then be submitted to the Minister of the Environment, Conservation and Parks for a 35-day review period. Within the 35-day period the Minister may issue a notice:

- allowing Metrolinx to proceed with the transit project in accordance with the EPR Addendum;
- requiring Metrolinx to conduct further work and submit a Revised EPR Addendum; or
- allowing Metrolinx to proceed with the transit project in accordance with the EPR Addendum subject to conditions.

There have been, and will continue to be, opportunities for public involvement and consultation in the EPR Addendum process, which is focused on impacts to matters of provincial importance as outlined above. Information on the EPR Addendum and Minister review was discussed during the VOH and can be found at timestamps 41:00 and 1:09:30 should you wish to review. For further information regarding the TPAP including a process flowchart and details regarding the EPR Addendum process as well as public and Minister's review please see the Guide to Environmental Assessment Requirements for Transit Projects.

Safety and Design Review

In your emails dated June 8, 11, 14, 15, 19, 20 and 21, 2023, there were questions raised about the safety of the proposed alignment and specifically about track design, curvature, and grade for the segment of track through the DC Oshawa GO station and across Highway 401. Some of these concerns were initially addressed with the letter sent by Metrolinx dated February 27, 2023. However, we are happy to share additional detail to some of the more specific questions posed.

As has been previously mentioned, the preliminary design for the selected rail alignment has been developed and approved by Professional Engineers and must meet operational safety standards. The Bowmanville Extension adheres to the appropriate GO Standards, CPKC Standards, AREMA recommendations, among other applicable design standards and guidelines, and meets rigorous safety requirements.

The current proposed Bowmanville Extension alignment is planned to consist of a single proposed GO track extending through the DC Oshawa GO station, ascending and turning north to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge, crossing above the realigned CPKC GM Spur using a new proposed rail bridge, and descending and turning east into CPKC's Belleville Subdivision. The curve between DC Oshawa GO station and existing Highway 401 rail bridge is planned to have a curvature of 12 degrees on a grade of approximately 2.5%, resulting in an approximate compensated grade of 3.0%. The design speed on the curve is expected to be 25 mph, which is a reduction based on this geometry. The topic of the Highway 401 rail bridge crossing and the concern surrounding the proximity of this to hydro power lines as well as the design of the bridge, was also discussed during the VOH and can be found at timestamps 47:43 and 1:19:05. The curve between the proposed rail bridge over CPKC GM Spur and CPKC's Belleville Subdivision is planned to have a curvature of 10 degrees on a grade of approximately 2.2%, resulting in an approximate compensated grade of 2.6%. The design speed on this curve is also expected to be reduced to 25 mph. As the design is still in the development stage, these values are approximate and subject to change through detailed design. As noted above, the track geometry has been designed by Professional Engineers, and peer reviewed by internal and external subject matter experts.

The proposed Thornton's Corners East GO station is to be delivered through Metrolinx's Transit Oriented Community (TOC) Program. The exact location and design of the station has yet to be determined and will be delivered separately from the Bowmanville Extension. The proposed Thornton's Corners East station may be located east of the curve. The distance from the DC Oshawa GO platform is approximately 2000m; with this distance between stations, the track speed that can be achieved is limited. Train performance has also been modeled with a train performance modeling software, which has confirmed the planned train configuration (12 cars with 2 locomotives) will be able to successfully negotiate the grade constraints and meet performance requirements.

Additionally, before construction begins, all designs must be approved, signed, and sealed by Professional Engineers in the appropriate areas of practice who are licensed to practice professional engineering in the province of Ontario. At each design milestone, the design will undergo a thorough

technical review by internal and external stakeholders including the project construction manager, prior to proceeding to the subsequent milestone. These internal and external stakeholders will review the design from various lenses including technical, constructability, maintenance, and safety. Moreover, Metrolinx also has a thorough commissioning process before a track is put into service. The topic of the safety standards and review were also discussed during the VOH and can be found at timestamp 45:00.

Construction Manager Award
In your emails dated June 16, 17, 19, 20, and 21, 2023 there were questions raised with the Construction Manager At Risk (CMAR) contract being awarded before the PIC period was complete. Awarding this contract at this point does not mean that public input from the consultation period will not be considered. Rather, a CMAR contract allows the project company, Bowmanville Construction Partners (BCP), to come on-board during the development stage to help inform the detailed design, provide construction management advice and direction, provide solutions to design challenges, and to provide an estimated construction schedule and target price for the proposed works. This is needed before the construction phase of the project can begin. Input which was received during the PIC will be reviewed and incorporated into this development stage. Additional details can be found within the news story here which includes some preliminary renderings.

To provide some background on the procurement process, P3 procurement models, also known as public-private partnerships, are often used for large transit infrastructure projects. These procurement models transfer risk onto contractors and include a fixed price as part of the bidding process. However, across North America, project companies are increasingly interested in more collaborative forms of contracting where the company works with the contracting authority to finalize project details and minimize risk of cost/timeline overruns.

To respond to these changes, we have introduced the use of progressive contracting models, including the CMAR model. These models are unique from our traditional models in three primary ways:

- the way we select proponents to deliver our infrastructure projects;
- the use of a development phase; and
- introducing the concept of target pricing and sharing risks between parties.

These are innovative new ways for Metrolinx to work with the market, seek out new partners, drive economic benefits and value for money, and ultimately reduce the risk to deliver projects on time and on budget.

Detailed Design Drawings and Next Steps
Due to commercial sensitivity of the procurement process, we are not able to accommodate your request to review detailed design drawings for the proposed alignment. Please also note that renderings or images which were part of past reports, are part of future reports, and within news articles are solely for illustrative purposes and are not to scale, unless indicated otherwise.

As Metrolinx is the contracting authority for our Technical Advisor, Stantec, and holds responsibility for overseeing their work, we would be happy to meet with you to discuss the information provided in this letter. Please note that no further information outside of this letter can be shared, and that further repeated/similar requests for information will draw reference back to this letter or receive no response until there is further information which can be shared. For any new inquiries, please continue to work

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with the Durham Region Community Engagement Team who can be reached at DurhamRegion@metrolinx.com.

Thank you again for your interest and questions received.

Best regards,

[redacted]

Laura Adams
Director, Community Engagement

[redacted]

Leslie Wang
Director, Lines Extension

[redacted]

Mike Campion
Lakeshore Program Sponsor

[redacted]

James Francis on behalf of Pam Foster
Director, Environmental Programs & Assessment

cc. Phil Verster, President and CEO, Metrolinx
Honourable Caroline Mulroney, Minister of Transportation
Honourable David Piccini, Minister of Environment, Conservation and Parks
Honourable Omar Alghabra, Minister of Transport
Honourable Steven Guilbeault, Minister of Environment and Climate Change
Todd McCarthy, MPP, Durham
Jennifer French, MPP, Oshawa
Joel Harden, MPP, Ottawa Centre
Durham Region
Durham Region Community Engagement Team
Cindy Batista, Special Project Officer MECP Environmental Assessment Services

From: [redacted]
To: CEO Correspondence
Cc: MTO ; [redacted]; Minister of Environment and Climate Change; TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca; [redacted] Durham Region; Metrolinx Correspondence
Subject: New Option 2 solution, central Oshawa/Bowmanville GO train and proposal for Metrolinx!
Date: July 3, 2023 11:17:31 AM

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July 3, 2023
Phil Verster, President/CEO, Metrolinx:
Please see my below proposal to Metrolinx related to the above noted Project:

"Provide me with Stantec's preliminary Plan/Profile drawings for your new Option 2 solution within ten business days and if I like what I see I will consider withdrawing my request for a federal Environmental Assessment." These drawings should have been conveyed to the public during the recent and final Public Information Centre(June 8-21, 2023) and in keeping with industry standard for an Ontario EA. Similar preliminary engineering drawings were conveyed to the public for your technically preferred Option 1 solution during the final PIC of the original EA of 2011.
Your response of June 30, 2023 only provides a vague description of the new Option 2 solution and proper preliminary P/P drawings are needed to convey the full picture.
Half-size drawings are acceptable and please send via email or mail.
Hopefully you find my above proposal to be acceptable.
In the interim and by copy to Ministers Guilbeault and Alghabra my request for a federal EA for Option 2 remains!
Most Kindly,
[redacted]

cc: Ontario Ministers Mulroney and Surma
cc: Honourable Steven Guilbeault, federal Minister of Environment and Climate Change
cc: Honourable Omar Alghabra, federal Transport Minister
cc: Metrolinx(Durham)

From: [redacted]
To: Durham Region
Cc: [redacted]
Subject: RE: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries
Date: June 30, 2023 6:39:48 PM
Attachments: image001.png

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Teresa:
Thanks so much for the detailed response.
Best,
[redacted]

From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Friday, June 30, 2023 4:53 PM
To: [redacted]
Subject: Re: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries

Good afternoon [redacted],

We greatly appreciate your interest in the Bowmanville Extension and want to thank you again for your patience. Please find attached our response to your inquiries submitted over the last several weeks during our Virtual Public Information Centre period for the draft Environmental Project Report (EPR) Addendum.

Best regards,
Theresa

THERESA TRAN (she/her)
Senior Manager, Community Engagement | Durham
10 Bay St. I Toronto I Ontario

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From: Durham Region
To: [redacted]
Subject: RE: Request for clarification, Option 2 alignment, Bowmanville GO train Extension!
Date: July 13, 2023 1:47:00 PM
Attachments: image001.png

Good Afternoon [redacted]

Thank you for the comments and continued interest on the project.
To provide clarification for the question submitted, the current proposed rail alignment is planned to consist of a single proposed GO track extending East through the DC Oshawa GO station, ascending and turning North to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge. This new proposed GO track to cross Highway 401 will be located immediately West of the realigned existing CPKC track. North of Highway 401, the proposed GO track will continue northward and cross over the realigned existing CPKC track using a new proposed rail-over-rail bridge. Please see the renderings of the proposed alignment and bridges here.

If you have any further questions, please let our team know.

Thanks and 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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From: [redacted]
Sent: July 10, 2023 3:40 PM
To: Justin Klimkait [redacted] Durham Region <DurhamRegion@metrolinx.com>
Cc: Lorraine Huinink <[redacted]>; Alison Burgess [redacted]>; Heather Finlay <[redacted]
Subject: Request for clarification, Option 2 alignment, Bowmanville GO train Extension!

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July 10, 2023
Justin Klimkait, Community Engagement Advisor, Metrolinx(Durham):
I have reviewed all the recent materials you've sent with respect to the above noted Project. Given

the scale of certain drawings it's difficult to interpret the new railway bridge arrangement over Hwy. 401.
For your new Option 2 alignment please confirm that the new Metrolinx railway bridge will be located immediately east of the existing structure.
Thank you in advance for providing this clarification!

As well, thanks so much for your follow up submissions since the final PIC of June, 2023.
Looking forward to the Fall when I can hopefully help and provide further feedback to this Project!
[redacted]

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