

Appendix B5
Agency Correspondence Records



From: [Batista, Cindy \(MECP\)](#)
To: [Natalie Seniuk](#); [O'Neill, Kathleen \(MECP\)](#)
Cc: [Desautels, Solange \(MECP\)](#); [Katie Bright](#); [Laura Filice](#); [Evers, Andrew \(MECP\)](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Request for Feedback Regarding Identification of Potentially Interested Indigenous Communities for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project
Date: Monday, June 14, 2021 12:13:34 PM
Attachments: [image001.png](#)
[image002.png](#)

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Good Morning Natalie,

I can confirm that the Indigenous community list for the proposed Oshawa to Bowmanville Rail Service Expansion Addendum is appropriate. The ministry has no further communities to add to the list.

A formal ministry letter to confirm the above will be sent to Metrolinx this week.

Thank you for following up with the ministry and sorry for the delayed response.

Cindy

From: Natalie Seniuk <Natalie.Seniuk@metrolinx.com>
Sent: June 14, 2021 7:50 AM
To: O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Yu, Kimberly (MECP) <Kimberly.Yu@ontario.ca>
Subject: RE: Request for Feedback Regarding Identification of Potentially Interested Indigenous Communities for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project

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Good morning Kathleen,

A quick follow-up on the item below. We do not have a record of receiving a response on this request. If one was already provided, I kindly ask that it is resent as we would like to ensure that our list of Indigenous Nations is complete and all required Nations are consulted with.

Kind regards,
Natalie

Natalie Seniuk

Manager, Environmental Programs & Assessment
Metrolinx
10 Bay St., 15th Floor | Toronto | Ontario | M5J 2W3



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From: O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>
Sent: April 7, 2021 2:10 PM
To: Natalie Seniuk <Natalie.Seniuk@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Yu, Kimberly (MECP) <Kimberly.Yu@ontario.ca>
Subject: RE: Request for Feedback Regarding Identification of Potentially Interested Indigenous Communities for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project

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Thanks Natalie. The team will respond to your inquiry soon.

Regards,

Kathleen

From: Natalie Seniuk <Natalie.Seniuk@metrolinx.com>
Sent: April 7, 2021 1:48 PM
To: O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Subject: Request for Feedback Regarding Identification of Potentially Interested Indigenous Communities for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Ms. O'Neill,

Metrolinx is conducting preliminary planning activities for an Addendum to the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report (the Project), which will be completed in accordance with the TPAP, as prescribed in the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

Per subsection 7(4) of O.Reg. 231/08, proponents are required to contact the Ministry of the Environment, Conservation and Parks (MECP) for assistance in identifying the list of bodies that may assist in establishing those Indigenous communities that may have an interest in a project. The purpose of this letter is to request feedback from the MECP in accordance with the regulation.

We have identified Indigenous communities that may have an interest in the Project. The proposed list of Indigenous communities and organizations was circulated to the Metrolinx Indigenous Relations Office and submitted to the Ministry of Transportation for review. It should be noted that Indigenous communities and organizations that were engaged as part of the 2011 Environmental Assessment were considered to be potentially interested.

Please find attached, a letter outlining the details of the proposed Project, a map showing the proposed alignment, and a list of Indigenous communities and organizations. Metrolinx would greatly appreciate receiving MECP's feedback at your earliest convenience.

Kind regards,
Natalie

Natalie Seniuk

Manager, Environmental Programs & Assessment
Metrolinx
10 Bay St., 15th Floor | Toronto | Ontario | M5J 2W3



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**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télec. : 416 314-8452

June 22, 2021

Natalie Seniuk
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street
Toronto ON M5J 2W3
Natalie.Seniuk@metrolinx.com

**Re: Transit Project Assessment Process - Identifying Interested Indigenous
Communities**

Dear Natalie Seniuk:

Thank you for your letter sent on April 7, 2021, regarding the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility – Environmental Project Report Addendum (Project). In your letter you request that the Ministry of the Environment, Conservation and Parks (ministry) provide assistance in identifying Indigenous communities that may have an interest in this Project.

As you are aware, the Government of Ontario (the "Crown") has a constitutional duty to consult Aboriginal communities when Crown project approvals could lead to an adverse impact on established or asserted Aboriginal or treaty rights. The Crown may use existing regulatory processes as a vehicle for fulfilling its constitutional duty, including an assessment process under the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

The Crown has a duty to consult communities when it knows about established or credibly asserted Aboriginal or treaty rights and contemplates decisions or actions that could adversely affect them. As an agency of the Crown, Metrolinx's actions can trigger the Crown's duty to consult. As the proponent of the undertaking, Metrolinx is in the best position to lead the consultation process on behalf of the Crown with Ministry of the Environment, Conservation and Parks collaborating with Metrolinx during the process. Please contact the ministry if an Indigenous community identifies a potential negative impact on an existing constitutionally protected Aboriginal or treaty right.

List of Communities to Consult (both Interest and Rights Based)

Based on the information you have provided and the Crown's preliminary assessment of Aboriginal community rights and potential Project impacts and interested communities identified, the ministry would ask that the following communities be included in the consultation process:

- Williams Treaties First Nations
- Alderville First Nation
- Beausoleil First Nation
- Hiawatha First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Mississaugas of Scugog Island First Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario
- Huron-Wendat Nation (with respect to archaeology)

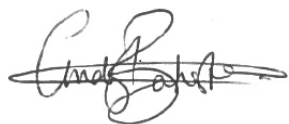
Huron-Wendat Nation is to be consulted if there are potential archaeological impacts but not to the exclusion of the other communities. The other communities are also interested in archaeology.

Notice of Environmental Project Report Addendum

The ministry is pleased that you intend to follow the transit project assessment process as per Ontario Regulation 231/08 for the Project. Please be advised that when you initiate the addendum process, a Notice of Environmental Project Report Addendum should be sent to Kathleen O'Neill, Director of Environmental Assessment Branch (EAB) and the ministry's Regional Director for the region in which the Project is located, as well as to the Indigenous communities identified above. Please also send a copy of the notice to the Project Officer. Prior to issuing a Notice, proponents encouraged to contact EAB, the ministry's regional office and other government agencies to determine their level of interest in the Project.

Should you or any members of your Project team have any questions regarding the material above, please contact me at 437-248-0058 or by email at Cindy.Batista@ontario.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cindy Batista', with a stylized flourish extending from the end.

Cindy Batista
Special Project Officer
Environmental Assessment Branch

- c: Solange Desautels, Supervisor, Project Coordination Unit 1, Environmental Assessment Branch
Meghan Bratt, Manager, Environmental Programs and Assessment, Metrolinx

From: [REDACTED]

Sent: February 20, 2023 12:20 PM

To: CEO Correspondence <CEOCorrespondence@metrolinx.com>

Cc: Durham Region <DurhamRegion@metrolinx.com>; Cindy Batista <cindy.batista@ontario.ca>; 'Lorraine Huinink' <Lorraine.Huinink@durham.ca>

Subject: FW: central Oshawa/Bowmanville GO train-Option 2 alignment!

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Phil Verster, President/CEO, Metrolinx:

FYI, read below.

Oshawa Councillors are contacting me and asking for my input on your selected solution in Oshawa. After completing the virtual PIC for the EA Addendum please immediately mail to me the preliminary plan/profile drawings of your selected Option 2 alignment. Half-size drawings are acceptable!

Under the Ontario EA Act Metrolinx has a duty to meet with citizens like me to help resolve concerns with your selected Option 2 alignment.

I'm still waiting for the date/time and coordinates for the next virtual PIC hosted by Metrolinx.

Thank you in advance for your anticipated cooperation.

Because of your lack of transparency on this Project, several citizens are considering a bump- up request for a new Individual EA.

[REDACTED]
[REDACTED]
[REDACTED]

Cc : Metrolinx, Durham Division

Cc: Cindy Batista, Environmental Approvals Branch, Public transit, MOECP

Cc: Lorraine Huinink, Public transit Planning, Durham Region

From: [REDACTED]

Sent: February 20, 2023 10:36 AM

To: Jim Lee <JALee@oshawa.ca>

Cc: Derek Giberson <DGiberson@oshawa.ca>

Subject: central Oshawa/Bowmanville GO train-Option 2 alignment!

Jim Lee, Ward 2 Councillor, Oshawa:

For the Option 2 alignment I downloaded a topographic plan of the area from Durham's website and undertook preliminary calculations with respect to new anticipated railway grades in west Oshawa.

An eastbound train leaving the existing station must pass under the existing trestle bridge over the CNR mainline and make a quick left turn, heading northward to gain access to the existing CPR/GM spur line, before crossing over Hwy. 401. I have calculated the preliminary grade of this new railway link to be 3.9 percent. According to my research this grade may be too high for a diesel locomotive at certain speeds, negotiating a tight horizontal alignment and steep grades.

I am very concerned with a westbound GO train approaching the existing Oshawa station while descending a grade of approximately 4 percent. This new railway link must be safe for GO riders and not represent risks for derailment.

I urge Oshawa Councillors to get more involved with this Metrolinx proposal, otherwise you might end up with a new GO train that is comparable to an amusement ride.

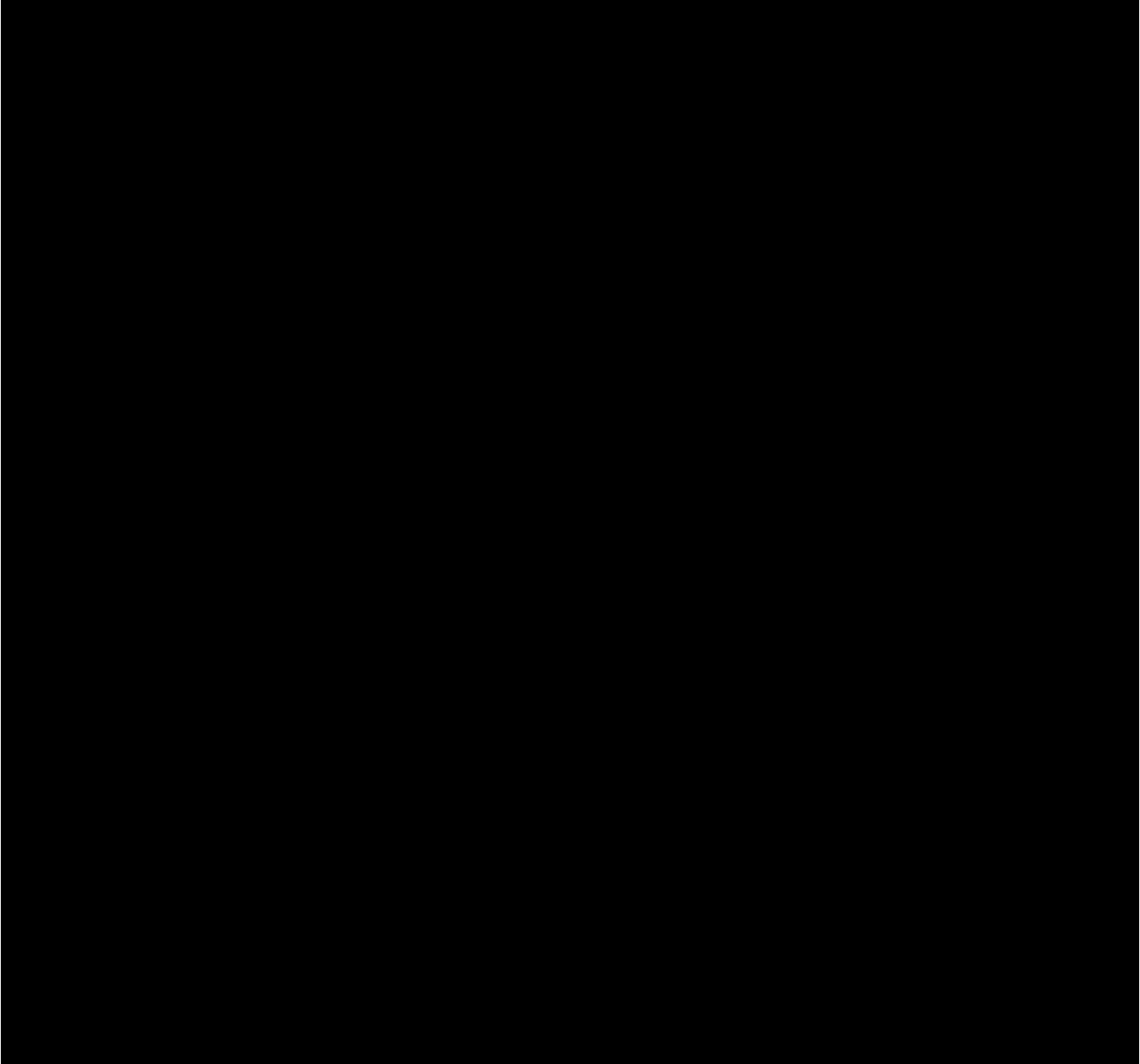
To date Metrolinx is refusing to share the preliminary plan/profile drawing for their Option 2 with the public and there is no guarantee that it will be shared at the upcoming PIC for the EA Addendum.

Under the Ontario Environmental Assessment Act, proponents like Metrolinx must meet with individuals to help resolve their concerns/issues with the selected solution. To date this has not happened for Option 2 and there is no indication that Metrolinx is interested in meeting with citizens like me with similar concerns with their selected solution.

To be clear I am retired and no longer working as a professional engineer. The above is meant for

your information and does not represent engineering recommendations!





From: Andreas Grammenz <Andreas_Grammenz@cpr.ca>
Sent: Wednesday, January 19, 2022 1:01 PM
To: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Subject: FW: BMV - Albert St and Farewell St Bridge CHERs (CP)

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Jennifer

As a provincial agency, Metrolinx has to determine the requirements/obligation for these structures under the provincial requirements. Metrolinx will need to seek and gain approvals from the

appropriate authorities with regards to the future replacement/removal plans of the two bridges.

Please advise CP of the Metrolinx future plans/intentions in regards to replace/remove the structures.

Regards

Andreas Grammenz | Sr Project Mgr, Projects & Public Works E | [REDACTED] | Andreas_Grammenz@cpr.ca
| CP

From: Annie Gu <Annie.Gu@metrolinx.com>
Sent: Monday, January 17, 2022 4:43 PM
To: Andreas Grammenz <Andreas_Grammenz@cpr.ca>
Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Subject: RE: BMV - Albert St and Farewell St Bridge CHERs (CP)

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Hello Andreas,

I've recently joined the MX Bowmanville Extension team and will be assisting with managing our ongoing EA and geotechnical / civil investigation scope. I understand MX's scope of work requires extensive coordination between the two railways and I look forward to working closely with yourself and CP.

Further to Jennifer's email below regarding the attached Albert St and Farewell St bridge reports, kindly let us know if you have had a chance to review and have any preliminary comments we could provide our Consultant by Monday, Jan 24. Additionally, please let us know of any specific CP requirements or approvals required for the proposed Albert St bridge closure.

Thank you,

Annie Gu, P.Eng.
Project Coordinator, GO Line Extensions
Metrolinx

[REDACTED]
E: annie.gu@metrolinx.com



From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: January 10, 2022 3:36 PM
To: Andreas Grammenz <Andreas_Grammenz@cpr.ca>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Paul Atkinson <Paul.Atkinson@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Philip Herbeson <Philip.Herbeson@metrolinx.com>

Subject: BMV - Albert St and Farewell St Bridge CHERs (CP)

Hi Andreas,

Please see attached the Albert St and Farewell St bridge Cultural Heritage Evaluation Reports and recommendations report which are prepared as part of our EA process. I understand CP is the owner of the 2 bridges so wanted to circulate these reports for your information/comments. It would be appreciated if CP could provide any comments by Jan 24, 2022.

As a follow up from our meeting last week, we would also like to understand if there are any specific requirements/approval process from CP for the proposed closure of the Albert St bridge.

Thanks,

Jennifer Wong, P.Eng

Project Manager, Line Extensions

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



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From: [Batista, Cindy \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Batista, Cindy \(MECP\)](#); [Martin, Paul \(MECP\)](#); [Antunes, Marinha \(MECP\)](#)
Subject: FW: Bowmanville Rail Service Expansion EPR Addendum Update and Air Quality Workplan
Date: Tuesday, March 22, 2022 10:00:40 AM
Attachments: [image001.png](#)
Importance: High

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Morning Laura,

The ministry's Central Region Technical Support Section (TSS) has reviewed Metrolinx's March 7, 2022 response letter.

The response provided addressed TSS comments and clarified our questions. Additional details were provided in Attachment 1 & Attachment 2 as per the ministry's request.

At this time, the ministry does not have any additional comments to offer with respect to the proposed Air Quality Workplan in support to the Bowmanville Rail Service Expansion EPR Addendum

Thank you.

Cindy

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: March 7, 2022 12:24 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Bowmanville Rail Service Expansion EPR Addendum Update and Air Quality Workplan

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Good Afternoon Cindy,

Please see attached our responses to MECP's comments received February 16th. We hope these responses address your teams comments/ questions. Feel free to let me know if any additional clarification is required.

Also just wanted to let you know that an email will be circulated this week providing an update on the overall Project including the preliminary schedule.

Thank you,

Laura

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: February 16, 2022 3:25 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: FW: Bowmanville Rail Service Expansion EPR Addendum Update and Air Quality Workplan
Importance: High

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Hello Laura,

Please find attached the ministry's comments on the AQ workplan. Please reach out to me if your team has any questions and I am happy to arrange a chat with our air expert.

Thanks,

Cindy

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: January 18, 2022 4:03 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>
Subject: Bowmanville Rail Service Expansion EPR Addendum Update and Air Quality Workplan

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Hi Cindy,

Happy New Year and hope you are doing well.

I just wanted to touch base to provide you an update on the Bowmanville Rail Service Expansion TPAP Addendum and also to send along the attached AQ workplan for your technical teams review.

The workplan attached has been modified recently to include some additional scope based on the advice of our internal technical specialist. Since this scope is modified slightly, I wanted to ensure that this approach is reviewed and is acceptable by MECP. If this review is possible, would your team be able to have comments back (if any) by January 31st?

The Key Milestone dates for this project are provided below. If there are any changes to these dates,

I will let you know in advance.

90% Draft EPR Addendum for Agency & Indigenous Nation Review	Late April 2022
Public Meetings	August- September 2022
Notice of EPR Addendum	October 2022
Final EPR Addendum 30 day Review period (Public, Agencies, Indigenous Nations etc.)	October – November 2022
35 day Ministers Review Period	November – December 2022
Statement of Completion	January 2023

The following is a list of the technical reports that we have currently in Draft. Specific reports of interest have already been circulated to the Nations for review and we are currently working to address comments.

- Tree Inventory
- Natural Environment report (NER)
- Cultural Heritage Report (CHR)
- Cultural Heritage Evaluation Report (CHER) for 2 CP bridges (to be reviewed by the Mx Heritage Committee)
- Phase I ESA
- Stage 1 AA
- Socioeconomic Report
- Noise and Vibration
- Air Quality (started- ongoing)

If you find it beneficial to review any of the above listed technical reports in advance of the 90% draft circulation, please let me know and I can arrange to send those over electronically.

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

Thank you,

Laura Filice

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



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Stantec Consulting Ltd.
300W – 675 Cochrane Drive, Markham ON L3R 0B8

March 18, 2022
File: 165011019

Attention: Elsy Aceves
Account Executive, Key Account Management
Hydro One Networks Inc.
elsy.aceves@hydroone.com

Dear Elsy,

**Reference: Metrolinx Bowmanville Rail Expansion
Hydro One Asset Conflict Review Cover Letter**

Stantec has been retained by Metrolinx to provide preliminary and detailed design services for the extension of GO Transit's Lakeshore East Corridor from its current terminus in Oshawa, Ontario, to Bowmanville, Ontario (the "Project").

Stantec is carrying out underground and aboveground utility investigations in support of the Project, in order to verify and resolve potential conflicts between the Project and existing Hydro One Assets along the Project's alignment (including Distribution and Transmission). This letter provides a detailed description of the project scope as requested in the 'Hydro One Secondary Land Use Technical Review Requirements and Completeness Checklist'.

APPROACH AND METHODOLOGY

As identified during the 30% design development for the project, where QL-D SUE information was used to identify existing assets in close proximity to the proposed project works, and through coordination with Hydro One, nine (9) potential conflicts were identified with Hydro One Distribution assets, and two (2) potential conflicts were identified with Hydro One Transmission assets. This was confirmed by Hydro One via email on December 14, 2021.

The Distribution locations are as follows:

- 1- Central Park Blvd S, Oshawa, ON
- 2- Prestonvale Rd, Courtice, ON
- 3- Trulls Rd, Courtice, On
- 4- Courtice Rd, Courtice, ON
- 5- Baseline Rd #1, Clarington, On
- 6- Rundle Rd, Clarington, On
- 7- Baseline Rd #2, Clarington, On
- 8- Holt Rd, Clarington, On
- 9- Maple Grove Rd, Clarington, On

March 18, 2022

Page 2 of 2

**Reference: Bowmanville Rail Expansion - Cash Allowance Request #15
Subsurface Utility Engineering TOR**

The Transmission locations are as follows:

- 1- 230kV over CP GM Spur Line (south of Bloor St), Oshawa, ON
- 2- 500 kV over CP Corridor (east of Rundle Rd), Courtice, ON

These potential conflicts result from the proposed civil and track works required along the CP corridor in order to add an additional track along the south side of the existing rail corridor. Please refer to the accompanying drawings at these eleven (11) locations for further details, including proposed action(s) in order to resolve these conflicts.

Regards,

STANTEC CONSULTING LTD.

Naser Snobar, M.A.Sc. P.Eng. P.M.P.

Project Manager



Naser.Snobar@Stantec.com

Michael Wolczyk, P.Eng. MBA

Senior Project Manager



Michael.Wolczyk@stantec.com

From: [Laura Filice](#)
Bcc: ["doug.robertson@durham.ca"; "greg.lymer@durham.ca"; "aaron.christie@durham.ca"; "rgill@oshawa.ca"; "vmunro@oshawa.ca"; "pralph@oshawa.ca"; "Salazar, Carlos"; "bnovak@clarington.net"; "rwindle@clarington.net"; "rbrezina@clarington.net"; "Brake, Stephen"; "Cameron, Anne \(MECP\); "peter.brown@ontario.ca"; "Jennifer.L.Moulton@ontario.ca"; "katy.potter@ontario.ca"; "france.moreau@cn.ca"; "Barboza, Karla \(MHSTCI\)"; "Hatcher, Laura \(MHSTCI\)"; "Zirger, Rosi \(MHSTCI\)"; "dawn.irish@ontario.ca"; "jason.white@ontario.ca"; "mary.perry@ontario.ca"; "omerdin.omer@ontario.ca"; "jennifer.paetz@ontario.ca"; "keith.johnston@ontario.ca"; "chris.hislop@ontario.ca"; "John.Hasterlo"; "Rhema.Stevenson@cn.ca"; "Andreas.Grammenz"; "Tom_twigge@cpr.ca"; "Johane Lemay"; "Martin.Robinson@cn.ca"; "pierre_santoni@viarail.ca"; "John.Walsh@viarail.ca"; "Stefan.Lout@viarail.ca"; "cjones@cloca.com"; "SECONDARY LAND USE Department; DIMAND Laura; "ACEVES Elsy"; "ramesh.jagannathan@durham.ca"; "gary.muller@durham.ca"; "lorraine.huinink@durham.ca"; "John.Presta@durham.ca"; "Aambra@oshawa.ca"; "Tgoodeve@oshawa.ca"; "cleherbauer@oshawa.ca"; "pandyad@whitby.ca"; "William.Holmes@durham.ca"; "proximity@cn.ca"; "lisa.myslicki@infrastructureontario.ca"; "Irfan Ahmad; Jennifer Wong; Annie Gu; Rachel Afonso; Katie Bright; Lindsay Prihoda; Tegan McWhirter](#)
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: May 10, 2022 3:23:00 PM
Attachments: [image003.png](#)

Good Afternoon,

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



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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

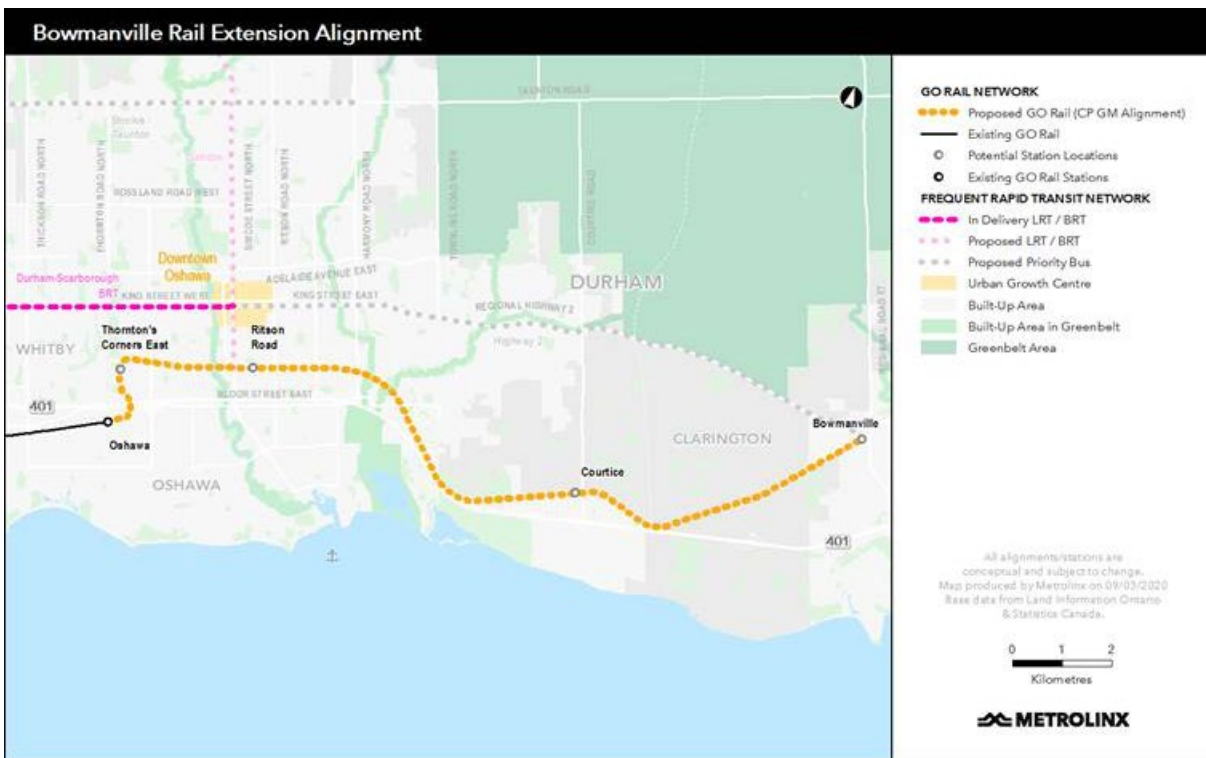
Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

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



From: [Hatcher, Laura \(MCM\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Thomas Wicks](#); [Hamilton, James \(MCM\)](#); [Barboza, Karla \(MCM\)](#); [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Rachel Afonso](#); [Annie Gu](#); [Katie Bright](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, July 14, 2023 1:13:11 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[2023-07-14_OshawaBowmanvilleAddendum_RevisedCHR_MCMcomments.pdf](#)

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Hi Laura,

Thank you for providing the Revised Draft Cultural Heritage Report to MCM for review. Please find our comments attached. If you have any questions, please do not hesitate to contact me.

Regards,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism

email: laura.e.hatcher@ontario.ca

Oshawa to Bowmanville Rail Service Expansion TPAP Project [MHSTCI File 00EA044]

MTCS Detailed Comments on draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022, revised versions dated September 2, 2022, May 2, 2023)

July 14, 2022

Item No.	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment (June 23, 2022)	Metrolinx Response (September 19, 2022)	MTCS Response (October 4, 2022)	Metrolinx Response (May 5, 2023) MCM comments below (July 13, 2023)
Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022, revised September 2, 2022 and May 2, 2023)					
22	Executive Summary Page ii	<p>See comments 15, and 16 on the EPR, above.</p> <p>This report should provide more specific conservation recommendations for the PHPPS at 500 Howard Street. If that is not possible based on the information available, this report should clearly indicate that this will be further developed in a HIA.</p> <p>As 500 Howard Street is a PHPPS that will be directly impacted by construction or the Ritson GO Station and a TOC a HIA will need to be prepared. The HIA can be used to inform and support Metrolinx's request for MHSTCI Minister's Consent.</p>	The Executive Summary has been updated to include the completion of a Strategic Conservation Plan (SCP) alongside the Heritage Impact Assessment (HIA).	Accepted. Please also state that the SCP and HIA will make mitigation and conservation recommendations.	<p>The Executive Summary has been updated to include reference to mitigation and recommendations as per the SCP and HIA.</p> <p>MCM comment: Accepted. We note that at the time of this draft, MCM Minister's Consent had not been received for the demolition of Part 2 at 500 Howard Street. We understand the next version of this report will include an updated summary of the status of the Minister's Consent, which was issued on May 26, 2023.</p> <p>Additional MCM comment: In the subsection entitled Cultural Heritage Evaluation Report (CHERs), the Executive Summary presents bulleted lists of properties for which CHERs have or will be prepared. There are two lists, one for properties that will be directly impacted, and one for properties that will be indirectly impacted. Following these lists, there is a description of which properties have been determined not to have CHVI and are therefore not PHPs/PHPPSs.</p> <p>For the next draft of the report, we recommend that these two lists be further streamlined so that they only identify the</p>

Oshawa to Bowmanville Rail Service Expansion TPAP Project [MHSTCI File 00EA044]

MTCS Detailed Comments on draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022, revised versions dated September 2, 2022, May 2, 2023)

July 14, 2022

					<p>properties that are PHPs and PHPPSs. This will allow the Executive Summary to focus on the properties that will have conservation recommendations associated with them.</p> <p>The body of the report can still contain more detail on the preliminary identification and screening process and the subsequent CHERs that were prepared.</p>
23	<p>Executive Summary</p> <p>Page iii</p>	See comment 13 above regarding site plan controls and revise this the last paragraph of this section as appropriate.	Wording regarding site plan controls has been removed.	Accepted.	N/A
24	<p>3.2 Government and Agency Data Requests</p> <p>Table 1: Identified and Protected Built Heritage Resources and Cultural Heritage Landscapes</p> <p>Page 38 - 42</p>	See comment 11 above regarding heritage recognition terminology and revise as appropriate.	The report has been updated (Section 3.2) to include the definitions of Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.	Accepted.	N/A
25	<p>3.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes</p> <p>Table 2: Identified Built Heritage Resources and</p>	As BHR-115 (500 Howard Street) is a Provincial Heritage Property of Provincial Significance and a Statement of Cultural Heritage Value or Interest and a description of heritage attributes has been prepared, MHSTCI recommends the statement and description of heritage attributes is included in this report, either summarized in this table or as an appendix to this report.	<p>The Statement of CHVI for 500 Howard Street is included as Appendix B and as noted below.</p> <p>The property at 500 Howard is a Provincial Heritage Property of Provincial Significance. The heritage value of the property lies in the intact industrial brick architecture of Part 1, the property's historical associations with the OMIC, and</p>	Accepted.	N/A

	Cultural Heritage Landscapes Page 95		<p>the property's contextual relationships with Oshawa's railways and surrounding industrial area.</p> <p>Heritage attributes, i.e., character defining elements are contained wholly within the limits of Part 1 on 40R-28989 and include:</p> <ul style="list-style-type: none">• The structure's proximity to local and regional transport infrastructure, including the Canadian Pacific Railway and Grand Trunk Railway lines,• The structure's orientation and siting, creating a street wall condition along Front Street,• The structure's form and massing as a two-storey building, originally serving as the factory's principal frontage,• A material palette consistent with the OMIC Building's typology and time period, primarily red brick with the use of buff brick as ornamentation and to delineate floor levels and bays,• Stylistic details consistent with industrial architecture of the late 19th and early 20th centuries, such as segmental window arches and a bi-chrome, corbelled brick cornice,• The structure's rhythmic repetition of windows, divided by bays,		
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			<ul style="list-style-type: none"> • The structure's retained original interior elements such as doors and hardware, • Associated industrial artefacts that recall the property's original use, such as the iron machinery located near the exterior of the building's southeast corner, • The property's continuity as a site of both heavy and light industry. 		
26	<p>4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures</p> <p>Table 3: Preliminary Impacts and Mitigation Measures</p> <p>Page 118</p>	<p>For BHR-16, BHR-22, BHR-157 it is unclear what avoidance through a buffer zone would look like given the proximity of construction to the built heritage resource (construction as close as 1-3m from the resource). Please provide more detail about how this will be achieved. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed. Given the close proximity of construction to these resources, a HIA may be required.</p> <p>The EPR should be updated as appropriate.</p>	<p>These resources will be avoided and not be directly impacted. The potential for indirect impacts has been noted as described in the alternative solution. Given the nature of potential impacts anticipated, an HIA is not anticipated to be required. Appropriate preventative measures for these BHRs include mapping of each BHR on construction maps, temporary fencing, and vibration monitoring.</p>	<p>The original comment is not about direct impacts, but about the feasibility of avoiding indirect vibration impacts.</p> <p>With construction at a distance of 3m from the heritage resources, it seems likely that vibration impacts will occur.</p> <p>If avoidance of vibration impacts can be achieved, please provide more detail about how this will be done. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed.</p>	<p>The "preferred option" has been removed and the requirement for vibration monitoring identified.</p> <p>As a total of nine properties within the ZOI were identified for indirect impacts, the "preferred option" has been removed for these properties and vibration monitoring has been recommended.</p> <p>MCM comment: It appears that this change has not been made. Table 3 still contains a "preferred option" for properties that are within the ZOI and are identified for indirect (vibration) impacts.</p>
27	<p>4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed</p>	<p>See comments 15, and 16 above. In the Mitigation Measures section for BHR-115, please be more specific about how priority can be given to avoiding impacts to the identified heritage attributes at BHR-115 (500 Howard Street).</p>	<p>Noted. Further discussion on potential impacts and mitigation has been added to Section 4.2 of the CHR.</p>	<p>Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following bullets in the Mitigation Measures column for BHR-115:</p>	<p>MCM's suggested text has been accepted and Table 3 of the CHR has been edited.</p> <p>MCM comment: Accepted.</p>

	<p>Mitigation Measures</p> <p>Table 3: Preliminary Impacts and Mitigation Measures</p> <p>Page 138</p>	<p>The final bullet in this section regarding Minister’s consent should be updated following conversation between MHSTCI and Metrolinx regarding timing for Minister’s Consent and the supporting HIA.</p>	<p>More detail has also been added to the Mitigation Measures column of Table 3 of the CHR as follows:</p> <ul style="list-style-type: none">Minister’s consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister’s consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed <p>for construction of the Front Street (B2 Ritson) GO Station.</p> <ul style="list-style-type: none">The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on	<ul style="list-style-type: none">Priority will be given to avoiding impacts to the identified heritage attributes.Metrolinx is preparing a Strategic Conservation Plan for the property, scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx’s Transit Oriented Community Program.Prior to any construction on the property, an HIA is required to fully understand potential for direct impact to this cultural heritage resource, and to make specific conservation recommendations.MCM Minister’s Consent is required before removing or demolishing any buildings or structures on the property, or before transferring the property from provincial control. The HIA will provide the documentation and	
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July 14, 2022

			<p>the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023.</p> <p>If new information comes available through the continued conversations with MTCS on the Ministers consent, the CHR and EPR will be updated, where applicable, prior to final EPR circulation.</p>	<p>rationale for application for the Minister's consent.</p> <ul style="list-style-type: none"> The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of the property. Metrolinx will request MCM Minister's Consent in mid-2023. 	
28	<p>4.2.1 Summary of Impacts</p> <p>Page 148-150</p>	<p>See comments 15, 16, and 22 above. Please make updates to the Direct Impacts subsection to be more specific about the timing for HIAs and Minister's Consent. We suggest the following is included for the two bridges that are anticipated to be replaced:</p> <p>Both the Albert Street Overpass (BHR-52) and the Farewell Street</p>	<p>This edit has been implemented in the Section 4.2.1, as follows:</p> <p>The Farewell Street Multi-Use Bridge (BHR-156) is planned for replacement and the Albert Street Bridge (BHR-52) has the potential for replacement or temporary bridge removal (potential replacement at a later date) as part of the proposed</p>	<p>Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following changes to the text on pages 142-143:</p> <p>The property at 500 Howard Street (BHR-115) is a provincial heritage</p>	<p>MCM's suggested edits have been incorporated into Section 4.2.1 (Summary of Impacts).</p> <p>MCM comment: Accepted, with the understanding that this will be updated in the next draft to include the status of the MCM Minister's Consent.</p>

		<p>Pedestrian Overpass (BHR-156) are to be replaced as part of the proposed undertaking. Prior to any construction activity, a CHER should be completed for each bridge. A CHER is required to fully understand the CHVI of the bridges and determine each bridge’s level of significance. The CHER must be completed within the TPAP. If a cultural heritage resource is found to be of CHVI and will be demolished, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person during TPAP</p> <p>For the summary of Impacts for 500 Howard Street, details will follow discussion between MHSTCI and Metrolinx.</p> <p>See comments 13 and 27 above and revise recommendations in the Indirect Impacts subsection regarding vibration impacts as appropriate.</p>	<p>undertaking. A CHER has been completed for these bridges, and the Metrolinx Heritage Committee (MHC) has made an interim decision, both bridges meet criteria contained in O.Reg 9/06 (Provincial Heritage Property). If it is determined that Metrolinx will own, control or manage either property, the MHC decision will be confirmed and then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person.</p> <p>As per comment #13, references to site plan controls have been removed throughout the CHR.</p>	<p>property of provincial significance. A CHER was completed for 500 Howard Street by ERA in 2015 and determined the site to contain CHVI. A statement of CHVI (Appendix B) was prepared for the property and heritage attributes were identified (ERA 2015; Metrolinx 2016). [insert paragraph break]</p> <p>As the property is a provincial heritage property of provincial significance, Metrolinx is preparing a Strategic Conservation Plan for the property, scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx’s Transit Oriented Community Program.</p> <p>Prior to any construction, an HIA is required for the property to fully understand potential for direct impact to this cultural heritage resource, and to make specific conservation recommendations. [insert paragraph break]</p> <p>Demolition of a portion of the building (which does not contain heritage attributes) is</p>	
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				<p>anticipated, as well the transfer of a portion of the property from provincial control at a later date. and request for For both of these activities, MTCS MCM Minister's Consent may will be required. Additionally, MTCS Minister's Consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The SCP and an HIA will provide the documentation and rationale for application for the Minister's Consent; should removal or demolition be required. [insert paragraph break]</p> <p>The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of property.</p>	
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29	5.0 Recommendations Page 163	Comment 28 above on section 4.2.1 above applies to this section as well. Please revise as appropriate.	This edit has been implemented in the report (Section 5.0).	Please review against updated comments above and revise accordingly.	<p>The recommendations section has been updated to reflect the previous edits to the summary of impacts section.</p> <p>MCM comment: See comment 22 above. We recommend that in the next draft this section focus on properties that have been identified as PHP or PHPPS and properties that have been determined not to have CHVI be removed from this section.</p> <p>As the project design will have progressed by the time the next draft is prepared, this section should provide mitigation measures or next steps (e.g. preparation of a HIA) for the directly impacted properties.</p>
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From: [Laura Filice](#)
To: [Hatcher, Laura \(MTCS\)](#)
Cc: [Lindsay Prihoda](#); [Thomas Wicks](#); [Hamilton, James \(MTCS\)](#); [Barboza, Karla \(MTCS\)](#); [Desautels, Solange \(MECP\)](#); [cindy.batista@ontario.ca](#); [Rachel Afonso](#); [Annie Gu](#); [Katie Bright](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, May 5, 2023 9:02:29 AM
Attachments: [image001.png](#)
[2022-10-04_OshawaBowmanvilleAddendum_MHSTCICCommentTable.pdf](#)
[MX Responses_MCM comments_BMV_Revised Draft_90%_20230505.pdf](#)

Good morning Laura,

Thank you for follow up comments. To close this loop, I have attached our responses to MCM's follow up comments on the revised 90% EPR for your review. The updated CHR (based on the project footprint change noted in a previous email string), will be sent following this in a separate email.

Thank you,

Laura

From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: October 4, 2022 9:21 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

Thank you for the responses to our previous comments on the Draft EPR. I have provided some additional comments in the attached table.

Thanks again for the extension on providing these comments.

Please let me know if you have any questions or would like to discuss.

Sincerely,



May 5, 2023

Attention: Laura Hatcher
Heritage Planner
Heritage Planning Unit
VIA Email: Laura.e.hatcher@ontario.ca

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Ministry of Multiculturalism and Citizenship Comments

Dear Ms. Hatcher:

The below responses are provided to address the comments and recommendations outlined in the letter dated October 4, 2022 from the Ministry of Multiculturalism and Citizenship (MCM) to Metrolinx as a follow-up on the responses provided by Metrolinx on September 19, 2022 regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MCM Review Comment (June 23, 2022)	Response (September 19, 2022)	MCM Follow-up Comment (October 4, 2022)	Response (May 5, 2023)
1	Executive Summary Table ES.1: Potential Effects, Cultural Environment Row Page x	<p>Recognizing that the information in this table is a summary, it is still possible and appropriate to be more specific about project impacts here. Additionally, it appears that information about the Farewell St. Bridge is missing from the discussion about impacts to bridges. The following revisions are recommended (revisions to existing text in bold):</p> <ul style="list-style-type: none">Indirect impacts to nine properties resulting from vibration damage during construction activitiesDirect impacts to 500 Howard Street, Oshawa, a Provincial Heritage Property of Provincial Significance, due to the conversion and development of the property into the Ritson GO station and associated Transit Oriented Community [or insert brief description of development here]Direct impacts to Farewell Street Bridge and Albert Street Bridge, which are both Provincial Heritage Properties, due to demolition and replacementPotential to impact St. Wolodymyr and St. Olha Ukrainian Cemetery located in proximity adjacent to the Project Footprint	<p>The purpose of the Addendum process under O. Reg. 231/08 is to address modifications to a Project that are inconsistent with the original EPR. Since the Project design as it relates to the Farewell Street Multi-Use Bridge has not changed since the 2011 EPR, it was not included in the Draft EPR Addendum reviewed by MTCS.</p> <p>However, upon further review and in alignment with the CHER and CHERR conducted for the Farewell Street Multi-Use Bridge, a discussion of the impacts to the Farewell Street Multi-Use Bridge will be included in the revised Draft EPR Addendum since identification of the Farewell Street Multi-Use Bridge as a BHR was not included in the 2011 EPR. The discussion for the Farewell Street Multi-Use Bridge will be similar in level of detail to the discussion for the Albert Street Bridge.</p> <p>Figure 1.3 has been added to Section 1.3 to illustrate the design changes and their significance in triggering this EPR Addendum.</p> <p>Updates to Table ES.1 and Table 5.4 have been made as follows:</p> <ul style="list-style-type: none">Indirect impacts to nine properties resulting from vibration damage during construction activitiesDirect impacts to 500 Howard Street, Oshawa, a Provincial Heritage Property of Provincial Significance, due to the conversion and development of the property into the Front Street (B2 Ritson) GO Station and associated Transit Oriented CommunityDirect impact to Albert Street Bridge and Farewell Street Multi-Use Bridge. The Metrolinx	<p>Thank you for the updates to the EPR. Based on our understanding of the plans for 500 Howard, we recommend the following edits to the description of direct impacts:</p> <p>Direct impacts to 500 Howard Street, Oshawa, a Provincial Heritage Property of Provincial Significance, due to the conversion and development of the property into the Front Street (B2 Ritson) GO Station and associated Transit Oriented Community</p> <p>The building may be at risk for potential direct impacts from alteration and demolition, including:</p> <ul style="list-style-type: none">adaptive re-use of the buildings on site for the Front Street (B2 Ritson) GO Station (and/or associated Transit Oriented Community) that will conserve the heritage attributes of the Provincial Heritage Property of Provincial Significanceproperty demolition of the portion of the building that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Front Street (B2 Ritson) GO Station	<p>Table ES.1 and Table 5.4 will be updated as per MCM's recommendations.</p>

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MCM Review Comment (June 23, 2022)	Response (September 19, 2022)	MCM Follow-up Comment (October 4, 2022)	Response (May 5, 2023)
			<p>Heritage Committee (MHC) made an interim decision that the Albert Street Bridge and Farewell Street Multi-Use Bridge are Provincial Heritage Properties, which will be confirmed by MHC once Metrolinx owns, manages or controls the properties.</p> <ul style="list-style-type: none"> Potential to impact St. Wolodymyr and St. Olha Ukrainian Cemetery located in proximity adjacent to the Project Footprint 		
2	<p>Executive Summary Abbreviations list Page v</p>	<p>Please update the “Ministry of Tourism, Culture and Sport (MTCS)” to “Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)” (or future name iteration) in this section.</p>	<p>As per the most current naming of the ministry, MTCS has been used throughout the EPR Addendum and appendices.</p>	<p>Thank you for keeping the Ministry name up to date within the EPR.</p> <p>Please note that the responsibility for administration of the <i>Ontario Heritage Act</i> and matters related to cultural heritage has been transferred to the Ministry of Citizenship and Multiculturalism (MCM).</p> <p>Consent from the Minister of Citizenship and Multiculturalism is required for the demolition, removal, or transfer from provincial control of provincial heritage property of provincial significance. Our comments reflect this change.</p> <p>At this time, staff within the Heritage Planning Unit remain at MTCS.</p>	<p>Thank you for confirming the responsibility and administration of the <i>Ontario Heritage Act</i> have been transferred to the MCM. Applicable references to MTCS have been changed to MCM through the EPR Addendum and appendices.</p> <p>Wording within the EPR Addendum and appendices will be adjusted to note that consent from the Minister of Citizenship and Multiculturalism is required for the demolition, removal, or transfer from provincial control of provincial heritage property of provincial significance.</p>
3	<p>3.0 Methodology 3.9 Cultural Environment 3.9.1 Built Heritage Resource and Cultural Heritage Landscapes Page 3.34, and throughout report</p>	<p>This EPR uses the term “cultural heritage assessment area” while the Cultural Heritage Report uses the term “cultural heritage study area” to describe the area studied/assessed by the report. As these areas seem to be the same, we recommend using the same term consistently across reports.</p>	<p>The areas are the same, however, to differentiate the area assessed by the Cultural Heritage Report in comparison to the Study Area for the EPR Addendum, Cultural Heritage Assessment Area has been defined and used throughout the EPR Addendum. The same approach was applied for all technical studies. The terminology will be left as is.</p>	<p>Accepted.</p>	<p>N/A</p>
4	<p>3.0 Methodology 3.9 Cultural Environment 3.9.1.2 Effects Assessment Page 3.35</p>	<p>Since this section describes the methodology for determining existing conditions and effects assessment, it would be appropriate to explain how Cultural Heritage Evaluation Reports (CHERs) fit in to this process. We recommend adding a sentence to the first paragraph in this section. The following language (in bold) comes from the Cultural Heritage Report:</p> <p>The Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment identified preliminary potential direct and indirect impacts on the known and potential BHRs and CHLs as well as recommended measures to avoid or mitigate negative impacts to those resources. Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or</p>	<p>As suggested, the text regarding CHERs has been included in Section 3.9.1.2, however with the following modification:</p> <p>Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within TPAP, for directly impacted properties, where Metrolinx will own or control the property.</p>	<p>Accepted.</p>	<p>N/A</p>

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		Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within TPAP. Heritage Impact Assessments (HIAs) are required for the BHRs identified within the Cultural Heritage Assessment Area.			
5	3.0 Methodology 3.9 Cultural Environment 3.9.1.2 Effects Assessment Page 3.36	The first paragraph on this page discusses the specifics of the evaluations of the Farewell Street Pedestrian Overpass and the Albert Street Bridge. As section 3.9 is meant to discuss study methodology in general and does not discuss the details of any other properties, it is recommended that this information be removed and included in later sections of the report.	Reference to the Farewell Street Multi-Use and Albert Street bridges has been removed from Section 3.9.1.2 of the EPR Addendum as suggested.	Accepted.	N/A
6	3.0 Methodology 3.9 Cultural Environment 3.9.2 Archaeology Page 3.36	We recommend that this methodology section include the following information: Archaeological assessments (AA) are conducted by licensed archaeologists, who prepare an archaeological assessment report and submit it to the Ministry of Heritage, Sport, Tourism and Culture Industries for review. The Ministry reviews the report to ensure: the licensed archaeologist met the terms and conditions of their licence, including the ministry's requirements for fieldwork and reporting, and any archaeological sites found were properly conserved.	The recommended text was included in Section 3.9.2. of the EPR Addendum.	Accepted.	N/A
7	3.0 Methodology 3.9 Cultural Environment 3.9.2.1 Existing Conditions Page 3.37	We recommend the following edits to this section to better reflect the purpose of the Stage 1 AA. ...Its purpose is to identify areas that have archaeological potential and that will require further assessment (Stage 2-4, as necessary). The Stage 1 AA will also identify areas that do not have archaeological potential and where there are to confirm that there will be no anticipated effects to archaeological resources.	The recommended edits were included in Section 3.9.2.1 of the EPR Addendum.	Accepted.	N/A
8	3.0 Methodology 3.9 Cultural Environment 3.9.2.2 Effects Assessment Page 3.37	We recommend the following edits to this section for clarity: The effects assessment for archaeology confirmed whether Project activities will interact with may cause ground disturbance in any areas of archaeological potential identified in the Stage 1 AA. Further archaeological assessment is required in these areas to better understand the existing conditions and potential project impacts. In areas that have been identified as not having archaeological potential, or, in the absence of	The recommended edits were included in Section 3.9.2.2 of the EPR Addendum.	Accepted.	N/A

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		archaeological resources , that no impacts are anticipated for the Project.			
9	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes Page 4.76	The definition of cultural heritage landscape (CHL) presented here is based on the definition from the Provincial Policy Statement 2020 but is a compressed version of that definition and it loses some of its meaning.. We recommend that the full definition from PPS 2020 is provided.	The full definition of a CHL as per the Provincial Policy Statement (2020) has now been included in Section 4.9.1.	Accepted.	N/A
10	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes Page 4.76 – 4.77	For flow and clarity, we recommend that information in the second last paragraph of this section be moved up to be included in the second paragraph of this section, so that information about the number of BHRs and CHLs appears in one place.	The recommended text changes were included in Section 3.9.1 of the EPR Addendum.	Accepted.	N/A
11	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes Page 4.76 – 4.77	The “Previous Heritage Recognition” column in Table 4.16 refers to a number of recognition types that are specific to the municipalities’ inventories and listings for heritage properties (e.g. “Listed as a Primary Property on the Clarington Heritage Inventory” or “Class A Listed Property on the Municipal Heritage Register”). We recommend that this section provide a brief explanation of what these recognitions mean.	A footnote has been added to Table 4.16 to define Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.	Accepted.	N/A
12	4.0 Methodology 4.9 Cultural Environment 4.9.2 Archaeology Page 4.213, and throughout report	In this section and in other places in the report, the terms “archaeology assessment” and “Archaeology Assessment Area” are used. Please change to “archaeological assessment” and “archaeological assessment study area” to reflect standard terminology.	Archaeology Assessment Area has been defined and used throughout the EPR Addendum. The same approach was applied for all technical studies. No changes will be made to the study area terminology. Archaeology assessment will be changed to archaeological assessment, as applicable.	Accepted.	N/A
13	5.0 Effects Assessment, Mitigation and Monitoring 5.9 Cultural Environment Table 5.3: Preliminary Impact Assessment and Mitigation Measures Page 5.51-5.112	For several entries in this table, the Alternative Option mentions “site plan controls” to assist with mitigating vibration impacts. MHSTCI is only familiar with site plan controls in a municipal Planning Act application context, and it is unclear how “site plan controls” would be applied to this project. Please clarify or remove the reference as appropriate.	Wording regarding site plan controls has been removed from Table 5.3.	Accepted.	N/A
14	5.0 Effects Assessment, Mitigation and Monitoring 5.9 Cultural Environment Table 5.3: Preliminary Impact Assessment and Mitigation Measures	Based on the information in the EPR, it appears that demolition of the Albert Street Bridge (BHR-52) and the Farewell Street Pedestrian Overpass (BHR-156) is anticipated. HIAs will need to be prepared for both properties as part of the TPAP documentation.	Noted. Table 8.3 (Summary of Commitments) in the EPR Addendum includes the following commitment: <ul style="list-style-type: none">Undertake Heritage Impact Assessments (HIA), in accordance with MTCS’ Information Bulletin 3: HIA (approved January 31, 2017) (MTSC 2017), for Albert Street bridge (Built Heritage Resource (BHR-52) and Farewell Street Multi-	Please update the bullet in Table 8.3 as follows: <ul style="list-style-type: none">Undertake Heritage Impact Assessments (HIA), in accordance with MTCS’ Information Bulletin 3: HIA (approved January 31, 2017) (MTSC 2017), for Albert Street bridge	The text in Table 8.3 will be updated to align with the suggested text provided by MCM.

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	Table 5.3: Preliminary Impact Assessment and Mitigation Measures Page 5.69 and page 5.108	The table says that a CHER has been undertaken for each of these bridges. Please summarize the outcome of the CHER/CHERR here (e.g. the Albert Street Bridge meets the criteria set out on O. Reg 9/06 and is a Provincial Heritage Property). Please also include the Metrolinx Heritage Committee decision form for each property in the EPR.	Use Bridge (BHR-156) and implement recommended mitigation measures prior to construction. The following is already included in Section 5.9.1.3 of the EPR Addendum: Based on the evaluation of the Albert Street Bridge against O. Reg 9/06 and O. Reg 10/06 it is recommended that the Albert Street Bridge be considered a provincial heritage property as it meets two criteria of O. Reg 9/06. Section 5.9.1.3 will be updated to include a discussion of the Farewell Street Pedestrian Multi-Use Bridge (see response to Comment #17). The Metrolinx Heritage Committee decision forms are interim decisions, as it has not been confirmed if Metrolinx will own, manage, or control these properties. Therefore, at this time, the decision forms will not be included in the EPR Addendum.	(Built Heritage Resource (BHR-52) and Farewell Street Multi-Use Bridge (BHR-156) as early as possible during the design phase and implement recommended mitigation measures prior to construction. The HIAs will be submitted for review and comment to MTCS and interested parties (e.g. municipal Heritage Planner and/or Municipal Heritage Committee and Indigenous communities, as appropriate).	
15	5.0 Effects Assessment, Mitigation and Monitoring 5.9 Cultural Environment Table 5.3: Preliminary Impact Assessment and Mitigation Measures Table 5.3: Preliminary Impact Assessment and Mitigation Measures Page 5.93	More information about BHR-115 (500 Howard Street) must be presented, including: <ul style="list-style-type: none"> In the “Type and Description of Potential/Anticipated Impact” column, provide more detail about the plans for the station and TOC proposed for this property. State what the potential impacts may be. Even if the impacts are not known now, the report should be able to present a range of impacts that are possible. For example: adaptive re-use of the building(s) on site for the Ritson GO Station (and associated Transit Oriented Community) that will conserve all of the heritage attributes of the Provincial Heritage Property of Provincial Significance; adaptive re-use of the buildings on site for the Ritson GO Station (and associated Transit Oriented Community) that will conserve some of the heritage attributes of the Provincial Heritage Property of Provincial Significance; Demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Ritson GO Station; Demolition of the heritage attributes of the Provincial Heritage Property of Provincial Significance. <ul style="list-style-type: none"> Provide more detail in the “Mitigation Measures” column about how Metrolinx will prioritize avoiding impacts to the identified heritage attributes (e.g. clearly stating Metrolinx’s obligations under the S&Gs and the heritage conservation objectives in the RFP process; prioritize proposals that are 	Noted. Table 5.3 and 5.4 have been updated to present more information on the potential impacts for the proposed future Front Street (B2 Ritson) GO station. The following has been added: <ul style="list-style-type: none"> Adaptive re-use of the building(s) on site for the Front Street (B2 Ritson) GO Station and/or associated Transit Oriented Community that will conserve the heritage attributes of the Provincial Heritage Property of Provincial Significance Demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Front Street (B2 Ritson) GO Station More detail has also been added to the Mitigation Measures column of Tables 5.3 and 5.4 of the EPR as follows: <ul style="list-style-type: none"> Minister’s consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister’s consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station. 	The following edits to the Impact column in Table 5.3 are recommended: Direct Impacts Anticipated: The building BHR-115 is located within the Project Footprint and BHR-115 is part of the proposed Front Street (B2 Ritson) GO Station location. While plans for the future Front Street (B2 Ritson) GO Station are in early stages, plans for the property include: requires further exploration, the building may be at risk for potential direct impacts from alteration and demolition, including: <ul style="list-style-type: none"> adaptive re-use of the buildings on site for the Front Street (B2 Ritson) GO Station (and/or associated Transit Oriented Community) that will conserve the heritage attributes of the Provincial Heritage Property of Provincial Significance demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Front Street (B2 Ritson) GO Station 	The text in Table 5. 3 will be updated to align with the suggested text provided by MCM.

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		<p>committed to conserving the heritage attributes of the PHPPS for development of the site; ensuring the partner has conservation expertise/capacity).</p> <ul style="list-style-type: none"> Alternatively, if this information will be forthcoming as part of the HIA to be prepared during TPAP, note that here as a placeholder. <p>If any building or structure on the PHPPS at 500 Howard Street are proposed to be demolished or transferred out of provincial control, MHSTCI Minister's Consent will be required. The application for Minister's Consent must include a supporting Heritage Impact Assessment.</p> <p>We request that Metrolinx and MHSTCI further discuss the timing for Minister's Consent and the scope of the supporting HIA. Based on these discussions, more specific commitments or information can be included in the EPR.</p>	<ul style="list-style-type: none"> The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023. <p>Metrolinx acknowledges that if any demolition or disposition is proposed, to accommodate the needs of the future station, Heritage Impact Assessments will be required to identify any potential impacts on the heritage attributes, and that Minister's Consent will be required before proceeding. Under the TOC program, remaining lands may be made available for private development, subject to approvals and third-party agreements.</p>	<p>Therefore, mitigation measures must be prepared to mitigate potential direct impacts.</p> <p>Based on our current understanding of plans for the property, the following edits to the Mitigation Measures column in Table 5.3 and Table 5.4 are recommended:</p> <p>In accordance with the <i>Ontario Heritage Act</i> and associated Standards & Guidelines for Conservation of Provincial Heritage Properties for this Provincial Heritage Property of Provincial Significance:</p> <ul style="list-style-type: none"> Priority will be given to avoiding impacts to the identified heritage attributes. This will be guided by the Strategic Conservation Plan (SCP) that Metrolinx is preparing for the property, as well as Heritage Impact Assessments (HIAs). The following reports will be completed following TPAP: <ul style="list-style-type: none"> HIA for the protection and mothballing of Part 1 of the building on the property, (all heritage attributes are encompassed in Part 1) and the demolition of Part 2 of the building on the property. The demolition of Part 2 will also require the Minister of Citizenship and Multiculturalism's Consent. HIA for the design of the new Front Street (B2 Ritson) GO Station. HIA for the disposal of portions of the property to a third party for development under the TOC program. The transfer of property out of provincial control will require MCM Minister's Consent. <p>More details about Minister's Consent are provided in section 5.9.1.2.</p>	<p>Regarding MCM's suggested edits to the Mitigation Measures column in Table 5.3 and Table 5.4, please note that text regarding the SCP and HIA has been revised from MCM's suggested edits to reflect their current status and clarity for HIA reporting. Text will be revised in Tables 5.3 and 5.4 to the following:</p> <ul style="list-style-type: none"> Priority will be given to avoiding impacts to the identified heritage attributes. This will be guided by the Strategic Conservation Plan (SCP) that Metrolinx has prepared for the property, as well as Heritage Impact Assessments (HIAs). The following reports will be completed following TPAP: <ul style="list-style-type: none"> Phase I - HIA for the stabilization, protection and mothballing of Part 1 (all heritage attributes are encompassed in Part 1); the identification of all programming needs; the potential full or partial demolition of Part 2; and the potential (partial or complete) transfer of Part 2 out of provincial control. The demolition and any transfer will also require the consent of the Minister of Citizenship and Multiculturalism. <ul style="list-style-type: none"> If construction of the Ritson GO Station is to occur during this phase (Phase I), an additional HIA will be prepared to describe all impacts and mitigations.

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				<p>We recommend deleting the following text from this table as it is covered in section 5.9.1.2. This will keep the table focused on mitigation measures and recommendations.</p> <ul style="list-style-type: none"> MTCS Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the MTCS Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station. The MTCS Minister may grant consent, with or without conditions, where the MTCS Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The MTCS Minister, as a condition of consent, may require that such reasonable steps as the MTCS Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property. The MTCS Minister's Consent is anticipated to be approved by mid 2023. 	<ul style="list-style-type: none"> Phase II - HIA for the rehabilitation, interpretation and adaptive reuse of Part 1 of the property. If the construction of the new Ritson GO station was not assessed previously in Phase I, it will be included in this HIA. It will also include the development of the TOC and adaptive reuse of Part 1. Undertake Minister's Consent prior to any transfer of any part of the property out of provincial control. <p>Additional updates to the text may occur before the 100% EPR, as the HIA is ongoing.</p>
16	5.9 Cultural Environment 5.9.1 Built Heritage Resources and Cultural Heritage Landscapes 5.9.1.2 Go Station Locations Page 5.113-5.114	It is MHSTCI's understanding that 500 Howard Street (a PHPPS) may be transferred out of provincial control and a third party will be designing and building the Ritson GO Station and a TOC on the property. Following further conversation between Metrolinx and MHSTCI, this section should be revised to clearly state the plans for the property and next steps regarding Minister's Consent.	Metrolinx recognizes that 500 Howard will be required to accommodate the future proposed Ritson GO Station and acknowledges that further exploration through site design is required to anticipate the future station's location on the property. Currently, Metrolinx is considering the demolition of the structure on Part 2 to accommodate the GO Station needs. Part 1 will remain and be incorporated into the new uses of the	<p>Acknowledged, with apologies for the missing information in the original comment.</p> <p>Based on our current understanding of plans for the property, we recommend the following:</p> <p>The property at 500 Howard Street (BHR-115) is a provincial heritage property of</p>	Section 5.9.1.2 of the EPR Addendum will be updated as recommended by MCM.

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		<p>Additionally, information about the property's CHVI and previous assessment can be taken out and moved up to earlier sections of the report.</p> <p>The following revisions are recommended to the first paragraph in this section</p>	<p>property. Metrolinx acknowledges that if any demolition or disposition is proposed to accommodate the needs of the future station, Heritage Impact Assessments will be required to identify any potential impacts on the heritage attributes. Furthermore, Minister's Consent will be required before proceeding. Under the TOC program, remaining lands may be made available for private development, subject to approvals and third-party agreements.</p> <p>References to the previous assessments for 500 Howard Street have been moved to Section 4.9.1 of the EPR Addendum.</p> <p>It appears that recommended revisions to this section may be missing from the comment. Please provide the recommendations.</p>	<p>provincial significance. A CHER was completed for 500 Howard Street by ERA in 2015 and determined the site to contain CHVI. A statement of CHVI was prepared for the property and heritage attributes were identified (ERA 2015; Metrolinx 2016). A Strategic Conservation Plan is currently being developed for the property.</p> <p>[Insert paragraph break]</p> <p>Prior to any construction, a HIA(s) will be is required for:</p> <ul style="list-style-type: none">• the protection and mothballing of Part 1 of the building on the property, (all heritage attributes are encompassed in Part 1) and the demolition of Part 2 of the building on the property. The demolition of Part 2 will also require MCM Minister's Consent.• the design of the new the property Front Street (B2 Ritson) GO Station as soon as possible during the design phase to fully understand potential direct impacts to this cultural heritage resource on this PHPPS and recommend mitigation and conservation measures. and request for MTCS Minister consent may be required.• the disposal of portions of the property to a third party for development under the TOC program. The transfer of property out of provincial control will require Minister's Consent. <p>Additionally, MCM Minister's consent is required before removing or demolishing any buildings or structures on the property, or before transferring the property from provincial control. An HIA will provide the documentation and rationale for application for the Minister's consent, should removal or demolition be required. The Minister may grant consent,</p>	<p>Regarding MCM's suggested edits to HIA reporting, please note that text will be revised in Section 5.9.1.2 to the following:</p> <p>HIA(s) will be required for:</p> <ul style="list-style-type: none">• Phase I - HIA will be completed for the protection and mothballing of Part 1 of the building on the property, (all heritage attributes are encompassed in Part 1) and the demolition of Part 2 of the building on the property. The demolition of Part 2 will also require MCM Minister's Consent.<ul style="list-style-type: none">○ A 2nd HIA will be completed, if construction of the Ritson GO Station is to occur during this phase (Phase I), to describe all impacts and mitigations.• Phase II – HIA will be completed for the rehabilitation, interpretation and adaptive reuse of Part 1 of the property. If the construction of the new Ritson GO Station was not assessed previously in Phase I, it will be included in this HIA. It will also include the development of the TOC and adaptive reuse of Part 1. Undertake Minister's Consent prior to any transfer of any part of the property out of provincial control.

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				with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.	
17	5.9 Cultural Environment 5.9.1 Built Heritage Resources and Cultural Heritage Landscapes 5.9.1.3 Bridges Page 5.114	<p>The rationale for not including a discussion of impacts to the Farewell Street Pedestrian Overpass that is provided in the footnote to this section is unclear. It states: “2The Farewell Street Pedestrian Overpass (BHR-156) was determined to be a BHR through the CHR: Existing Conditions and Preliminary Impact Assessment. A CHER and CHERR were undertaken and are available in Appendices A7-2 and A7-3). However as per Section 1.3.2, this component was determined for a “Minor” Project change and as such is not assessed further.”</p> <p>It is our understanding that the Farewell Street Pedestrian Overpass was not considered as a potentially impacted Built Heritage Resource in the 2011 TPAP EPR. While the bridge was planned for replacement in the 2011 TPAP, no Cultural Heritage Screening Report was completed as part of the 2011 TPAP. Because this analysis was missing from the previous report, it should be included here.</p> <p>Please include a discussion of impacts to the Farewell Street Pedestrian Overpass in this section, like the discussion of the Albert Street Bridge.</p>	<p>The purpose of the Addendum process under O. Reg. 231/08 is to address modifications to a Project that are inconsistent with the original EPR. Since the Project design as it relates to the Farewell Street Multi-Use Bridge has not changed since the 2011 EPR, it was not included in the Draft EPR Addendum reviewed by MTCS.</p> <p>However, upon further review and in alignment with the CHER and CHERR conducted for the Farewell Street Multi-Use Bridge, a discussion of the impacts to the Farewell Street Multi-Use Bridge will be included in the revised Draft EPR Addendum since identification of the Farewell Street Multi-Use Bridge as a BHR was not included in the 2011 EPR. The discussion for the Farewell Street Multi-Use Bridge will be similar in level of detail to the discussion for the Albert Street Bridge.</p>	Accepted.	N/A
18	5.10 Summary of Potential Effects, Mitigation Measures and Monitoring Requirements Table 5.4: Potential Effects, Mitigation Measures and Monitoring Page 5.144	<p>For the row describing indirect impacts resulting from vibration:</p> <ul style="list-style-type: none"> In the “Potential Effects” section, list the BHRs that will be impacted See comment 13 above and revise the “Mitigation Measures” accordingly <p>For the row describing impacts to 500 Howard Street:</p> <ul style="list-style-type: none"> See comments 15 and 16 and update the “Mitigation Measures” section accordingly <p>For the row describing impacts to the Albert Street Bridge:</p>	<p>Edits to the “Potential Effects” column of Table 5.4 have been made in accordance with this comment and MTCS comment #1 above.</p> <p>The row describing 500 Howard in Table 5.4 has been adjusted to align with comments 15 and 16. Agreed, the mitigation measures have been merged to the following: Removal and/or replacement of bridge to be completed in accordance with municipal approvals. A HIA will be completed if it is determined that Metrolinx will own, manage or</p>	<p>Updates to Potential Effects column described here are accepted.</p> <p>Please update the Mitigation Measures section for 500 Howard to reflect updated comments 15 and 16.</p>	<p>N/A</p> <p>Table 5.4 will be adjusted to align with updated comments 15 and 16.</p>

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		<ul style="list-style-type: none"> The “Mitigation Measures” discussion does not appear to present two distinct options, as both involve replacement and the preparation of a HIA. These two options can likely be merged into one. See also comment 14 above. <p>Please add a row regarding impacts to the Farewell Street Pedestrian Overpass. See comment 17 above regarding impacts to the bridge.</p>	<p>control a portion of the bridge, which will be undertaken by a qualified person.</p> <p>Table 5.4 was updated to address impacts to the Farewell Street Multi-Use Bridge.</p>	Accepted.	N/A
19	<p>8.0 Permits and Approvals, and Commitments and Future Work</p> <p>8.2 Permits and Approvals</p> <p>8.2.2 Provincial</p> <p>Page 8.3</p>	<p>Please remove reference to the Cultural Heritage Report in this section. MHSTCI does not issue formal review letters for the Cultural Heritage Report in the same way as we issue review letters or letters acknowledging that an archaeological assessment report has been entered onto the Ontario Public Register of Archaeological Reports. Furthermore, our comments on the Cultural Heritage Report take place during TPAP and there is no review of this report during the detailed design or construction phase.</p>	Noted. This has been removed.	Accepted.	N/A
20	<p>8.0 Permits and Approvals, and Commitments and Future Work</p> <p>8.3 Summary of Permits and Approvals</p> <p>Table 8.1 Potential Permitting, Approvals, and Other Permissions</p> <p>Page 8.7</p>	<p>See comment above. Remove reference to the Cultural Heritage Report in this table. MHSTCI comments on the Cultural Heritage Report are to be issued and addressed during TPAP.</p>	Noted. This has been removed.	Accepted.	N/A
21	<p>8.0 Permits and Approvals, and Commitments and Future Work</p> <p>8.5 Commitments and Future Work</p> <p>Table 8.3 Summary of Commitments</p> <p>Page 8.14</p>	<p>Please update the Cultural Heritage section as follows: Archaeological concerns have not been addressed until a report(s) has been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:</p> <ul style="list-style-type: none"> the archaeological assessment of the project area is complete and; all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. <p>No demolition, construction, grading or other soil disturbances will occur within the project footprint prior to the MHSTCI (Archaeological Archaeology Program Unit) confirming in writing that all archaeological licensing and technical review requirements</p>	<p>The Cultural Heritage section in Table 8.3 has been updated with the recommended text.</p>	<p>Accepted.</p> <p>Thank you. The target date for review of the Stage 1 AA is October 4, 2022.</p>	<p>N/A</p> <p>Thank you.</p>

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		<p>the criteria above have been satisfied.</p> <p>Delete the following, as the HIAs should be prepared during TPAP:</p> <ul style="list-style-type: none"> Undertake Heritage Impact Assessments (HIA), in accordance with MHSTCI's Information Bulletin 3: HIA (2017), for Albert Street Bridge (BHR-52) and Farewell Street Bridge (BHR-156) and implement recommended mitigation measures prior to construction. <p>We note that the last two bullets regarding HIA and Minister's Consent for 500 Howard Street may require updates following discussions between Metrolinx and MHSTCI.</p>	<p>The language will remain in the EPR Addendum, as the HIAs for the Farewell Street Multi-Use and Albert Street bridges may not be undertaken during the TPAP.</p> <p>Noted.</p>	<p>Accepted.</p> <p>Consistent with our comments above regarding 500 Howard, the first bullet regarding 500 Howard should be revised as follows:</p> <ul style="list-style-type: none"> The following reports will be completed for 500 Howard Street (BHR-115) following TPAP: <ul style="list-style-type: none"> HIA for the protection and mothballing of Part 1 of the building on the property, (all heritage attributes are encompassed in Part 1) and the demolition of Part 2 of the building on the property. The demolition of Part 2 will also require MCM Minister's Consent. HIA for the design of the new Front Street (B2 Ritson) GO Station. HIA for the disposal of portions of the property to a third party for development under the TOC program. The transfer of property out of provincial control will require Minister's Consent. 	<p>N/A</p> <p>Table 8.3 will be updated to the following:</p> <ul style="list-style-type: none"> The following reports will be completed for 500 Howard Street (BHR-115): <ul style="list-style-type: none"> Phase I - HIA will be completed for the protection and mothballing of Part 1 of the building on the property, (all heritage attributes are encompassed in Part 1) and the demolition of Part 2 of the building on the property. The demolition of Part 2 will also require MCM Minister's Consent. <ul style="list-style-type: none"> A 2nd HIA will be completed, if construction of the Ritson GO Station is to occur during this phase (Phase I), to describe all impacts and mitigations. Phase II – HIA will be completed for the rehabilitation, interpretation and adaptive reuse of Part 1 of the property. If the construction of the new Ritson GO Station was not assessed previously in Phase I, it will be included in this HIA. It will also include the development of the TOC and adaptive reuse of Part 1. Undertake Minister's Consent prior to any transfer of any part of the property out of provincial control.

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Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022)					
22	Executive Summary Page ii	See comments 15, and 16 on the EPR, above. This report should provide more specific conservation recommendations for the PHPPS at 500 Howard Street. If that is not possible based on the information available, this report should clearly indicate that this will be further developed in a HIA. As 500 Howard Street is a PHPPS that will be directly impacted by construction of the Ritson GO Station and a TOC, an HIA will need to be prepared. The HIA can be used to inform and support Metrolinx's request for MHSTCI Minister's Consent.	The Executive Summary has been updated to include the completion of a Strategic Conservation Plan (SCP) alongside the Heritage Impact Assessment (HIA).	Accepted. Please also state that the SCP and HIA will make mitigation and conservation recommendations.	The Executive Summary has been updated to include reference to mitigation and recommendations as per the SCP and HIA.
23	Executive Summary Page iii	See comment 13 above regarding site plan controls and revise this the last paragraph of this section as appropriate.	Wording regarding site plan controls has been removed.	Accepted.	N/A
24	3.2 Government and Agency Data Requests Table 1: Identified and Protected Built Heritage Resources and Cultural Heritage Landscapes Page 38 – 42	See comment 11 above regarding heritage recognition terminology and revise as appropriate.	The report has been updated (Section 3.2) to include the definitions of Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.	Accepted.	N/A
25	3.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes Table 2: Identified Built Heritage Resources and Cultural Heritage Landscapes Page 95	As BHR-115 (500 Howard Street) is a Provincial Heritage Property of Provincial Significance and a Statement of Cultural Heritage Value or Interest and a description of heritage attributes has been prepared, MHSTCI recommends the statement and description of heritage attributes is included in this report, either summarized in this table or as an appendix to this report.	The Statement of CHVI for 500 Howard Street is included as Appendix B. The property at 500 Howard is a Provincial Heritage Property of Provincial Significance. The heritage value of the property lies in the intact industrial brick architecture of Part 1, the property's historical associations with the OMIC, and the property's contextual relationships with Oshawa's railways and surrounding industrial area. Heritage attributes, i.e., character defining elements are contained wholly within the limits of Part 1 on 40R-28989 and include: <ul style="list-style-type: none">• The structure's proximity to local and regional transport infrastructure, including the Canadian Pacific Railway and Grand Trunk Railway lines,• The structure's orientation and siting, creating a street wall condition along Front Street,• The structure's form and massing as a two-storey building, originally serving as the factory's principal frontage,• A material palette consistent with the OMIC Building's typology and time period, primarily red brick with the use of buff brick as	Accepted.	N/A

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			<p>ornamentation and to delineate floor levels and bays,</p> <ul style="list-style-type: none"> • Stylistic details consistent with industrial architecture of the late 19th and early 20th centuries, such as segmental window arches and a bi-chrome, corbelled brick cornice, • The structure's rhythmic repetition of windows, divided by bays, • The structure's retained original interior elements such as doors and hardware, • Associated industrial artefacts that recall the property's original use, such as the iron machinery located near the exterior of the building's southeast corner, • The property's continuity as a site of both heavy and light industry. 		
26	4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures Table 3: Preliminary Impacts and Mitigation Measures Page 118	<p>For BHR-16, BHR-22, BHR-157 it is unclear what avoidance through a buffer zone would look like given the proximity of construction to the built heritage resource (construction as close as 1-3m from the resource). Please provide more detail about how this will be achieved. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed. Given the close proximity of construction to these resources, a HIA may be required.</p> <p>The EPR should be updated as appropriate.</p>	<p>These resources will be avoided and not be directly impacted. The potential for indirect impacts has been noted as described in the alternative solution. Given the nature of potential impacts anticipated, a HIA is not anticipated to be required. Appropriate preventative measures for these BHRs include mapping of each BHR on construction maps, temporary fencing, and vibration monitoring.</p>	<p>The original comment is not about direct impacts, but about the feasibility of avoiding indirect vibration impacts.</p> <p>With construction at a distance of 3m from the heritage resources, it seems likely that vibration impacts will occur.</p> <p>If avoidance of vibration impacts can be achieved, please provide more detail about how this will be done. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed.</p>	<p>The "preferred option" has been removed and the requirement for vibration monitoring identified.</p> <p>As a total of nine properties within the ZOI were identified for indirect impacts, the "preferred option" has been removed for these properties and vibration monitoring has been recommended.</p>
27	4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures Table 3: Preliminary Impacts and Mitigation Measures Page 138	<p>See comments 15, and 16 above. In the Mitigation Measures section for BHR-115, please be more specific about how priority can be given to avoiding impacts to the identified heritage attributes at BHR-115 (500 Howard Street).</p> <p>The final bullet In this section regarding Minister's consent should be updated following conversation between MHSTCI and Metrolinx regarding timing for Minister's Consent and the supporting HIA.</p>	<p>Noted. Further discussion on potential impacts and mitigation has been added to Section 4.2 of the CHR.</p> <p>More detail has also been added to the Mitigation Measures column of Table 3 of the CHR as follows:</p> <ul style="list-style-type: none"> • Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station. • The Minister may grant consent, with or without conditions, where the Minister is of the opinion 	<p>Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following bullets in the Mitigation Measures column for BHR-115:</p> <ul style="list-style-type: none"> • Priority will be given to avoiding impacts to the identified heritage attributes. • Metrolinx is preparing a Strategic Conservation Plan for the property, scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx's Transit Oriented Community Program. • Prior to any construction on the property, an HIA is required to fully understand potential for direct impact 	<p>MCM's suggested text has been accepted and Table 3 of the CHR has been edited.</p>

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			<p>that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023.</p> <p>If new information comes available through the continued conversations with MTCS on the Ministers consent, the CHR and EPR will be updated, where applicable, prior to final EPR circulation.</p>	<p>to this cultural heritage resource, and to make specific conservation recommendations.</p> <ul style="list-style-type: none"> • MCM Minister's Consent is required before removing or demolishing any buildings or structures on the property, or before transferring the property from provincial control. The HIA will provide the documentation and rationale for application for the Minister's consent. • The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of the property. Metrolinx will request MCM Minister's Consent in mid-2023. 	
28	4.2.1 Summary of Impacts Page 148-150	<p>See comments 15, 16, and 22 above. Please make updates to the Direct Impacts subsection to be more specific about the timing for HIAs and Minister's Consent. We suggest the following is included for the two bridges that are anticipated to be replaced:</p> <p>Both the Albert Street Overpass (BHR-52) and the Farewell Street Pedestrian Overpass (BHR-156) are to be replaced as part of the proposed undertaking. Prior to any construction activity, a CHER should be completed for each bridge. A CHER is required to fully understand the CHVI of the bridges and determine each bridge's level of significance. The CHER must be completed within the TPAP. If a cultural heritage resource is found to be of CHVI and will be demolished, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person during TPAP</p>	<p>This edit has been implemented in the Section 4.2.1.</p> <p>The Farewell Street Multi-Use Bridge (BHR-156) is planned for replacement and the Albert Street Bridge (BHR-52) has the potential for replacement or temporary bridge removal (potential replacement at a later date) as part of the proposed undertaking. A CHER has been completed for these bridges, and the Metrolinx Heritage Committee (MHC) has made an interim decision, both bridges meet criteria contained in O.Reg 9/06 (Provincial Heritage Property). If it is determined that Metrolinx will own, control or manage either property, the MHC decision will be confirmed and then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person.</p>	<p>Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following changes to the text on pages 142-143:</p> <p>The property at 500 Howard Street (BHR-115) is a provincial heritage property of provincial significance. A CHER was completed for 500 Howard Street by ERA in 2015 and determined the site to contain CHVI. A statement of CHVI (Appendix B) was prepared for the property and heritage attributes were identified (ERA 2015; Metrolinx 2016).</p> <p>[insert paragraph break] As the property is a provincial heritage property of provincial significance, Metrolinx is preparing a Strategic Conservation Plan for the property,</p>	MCM's suggested edits have been incorporated into Section 4.2.1 (Summary of Impacts).

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		<p>For the summary of Impacts for 500 Howard Street, details will follow discussion between MHSTCI and Metrolinx.</p> <p>See comments 13 and 27 above and revise recommendations in the Indirect Impacts subsection regarding vibration impacts as appropriate.</p>	<p>As per comment #13, references to site plan controls have been removed throughout the CHR.</p>	<p>scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx's Transit Oriented Community Program.</p> <p>Prior to any construction, an HIA is required for the property to fully understand potential for direct impact to this cultural heritage resource, and to make specific conservation recommendations. [insert paragraph break]</p> <p>Demolition of a portion of the building (which does not contain heritage attributes) is anticipated, as well the transfer of a portion of the property from provincial control at a later date. and request for For both of these activities, MTCS MCM Minister's Consent may will be required. Additionally, MTCS Minister's Consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The SCP and an HIA will provide the documentation and rationale for application for the Minister's Consent, should removal or demolition be required. [insert paragraph break]</p> <p>The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of property.</p>	
29	5.0 Recommendations Page 163	Comment 28 above on section 4.2.1 above applies to this section as well. Please revise as appropriate.	This edit has been implemented in the report (Section 5.0).	Please review against updated comments above and revise accordingly.	The recommendations section has been updated to reflect the previous

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					edits to the summary of impacts section.
Overall General Comments related to detailed comments above					
30	Reminder	Metrolinx is responsible for applying the Standards and Guidelines for Conservation of Provincial Heritage Properties (issued under section 25.2 of the Ontario Heritage Act) to properties under its ownership and/or control.	Thank you, noted.	N/A	N/A
31	Topic: 500 Howard Street, Oshawa-Provincial Heritage Property of Provincial Significance	<p>In 2016, Metrolinx identified the property at 500 Howard Street as a Provincial Heritage Property of Provincial Significance under the Ontario Heritage Act. The Draft EPR Addendum states that Metrolinx has identified the property as the location for the new Ritson GO Station as well as a Transit Oriented Community (TOC), the construction of which will result in direct impacts to the property.</p> <p>Under the Standards and Guidelines for Conservation of Provincial Heritage Properties demolition or removal of all or part of any building or structure on the property, as well as the property's transfer from provincial control under the TOC, will require MHSTCI Minister's Consent. Currently, Section 5.9 of the draft EPR Addendum provides only a very general description of the anticipated impacts to 500 Howard Street. The EPR Addendum should include more information and analysis about impacts to the property and include appropriate mitigation measures and commitments. MHSTCI's advice for TPAP projects is that MHSTCI Minister's Consent, supported by a Heritage Impact Assessment (HIA), should be obtained prior to the completion of TPAP. However, in order to determine whether that is feasible for this TPAP project, MHSTCI will require more information about plans for the site and their timing, and whether sufficient information about the project will be available during the TPAP for an HIA to be undertaken and a request for MHSTCI Minister's consent to be submitted by Metrolinx. We suggest that Metrolinx and MHSTCI meet soon to discuss plans for the site and the scope of work for an HIA.</p>	<p>Metrolinx acquired the property in April 2014 as part of the Oshawa to Bowmanville Go Expansion project. The Transit Project Assessment Process (TPAP) was completed in 2011. Since Metrolinx's acquisition of the property, the buildings have remained vacant and unoccupied. The south portion of the property has been used as an Interim Park and Ride Lot since 2018.</p> <p>Metrolinx has identified the property at 500 Howard (Oshawa) as the location for the Ritson GO Station to be delivered through Metrolinx's Transit Oriented Community (TOC) Program. Metrolinx is currently completing a TPAP Addendum for the Oshawa to Bowmanville GO Expansion project by Q1 2023.</p> <p>Metrolinx recognizes that the property will be required to accommodate the future proposed Ritson GO Station and acknowledges that further exploration through site design is required to anticipate the future station's location on the property. Currently, Metrolinx is considering the demolition of the structure on Part 2 to accommodate the GO Station needs. Part 1 will remain and be incorporated into the new uses of the property.</p> <p>Metrolinx acknowledges that if any demolition or disposition is proposed to accommodate the needs of the future station, Heritage Impact Assessments will be required to identify any potential impacts on the heritage attributes, and that Minister's Consent will be required before proceeding. Under the TOC program, remaining lands may be made available for private development, subject to approvals and third-party agreements.</p> <p>Provincial Significance: Engage qualified person(s) or a team of qualified persons skilled in heritage conservation, including but not limited to heritage materials, heritage materials sourcing, project management and retrofitting of heritage buildings, etc. to:</p>	N/A	N/A

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			<ul style="list-style-type: none">• Prepare a Heritage Impact Assessment (HIA) for all the proposed undertakings of the Project.• And implement the conservation strategies <p>Repairs and Conservation Treatments: Based on the findings of the building condition assessment and the determined future use, undertake repairs and conservation treatments as required to maintain identified heritage attributes. This work can be completed in tandem with the work required for the construction of the new Ritson GO station and/or other property development undertakings.</p>		
32	Topic: Archaeology	The Stage 1 archaeological assessment report (under Project Information Form number P1141-0004-2021) has yet to be submitted to MHSTCI for review. We recommend that the archaeological assessment be submitted as soon as possible to allow for review and any revisions prior to the completion of TPAP. Until the archaeological assessment has been reviewed and accepted by MHSTCI, any comments that relate to the information in the archaeological assessment should be considered preliminary.	Noted.	N/A	N/A

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

Sincerely,



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

cc: Katie Bright, Senior Manager, Environmental Programs and Assessment, Metrolinx
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Thomas Wicks, Project Manager, Environmental Programs and Assessment, Metrolinx
James Hamilton, Manager, Heritage Planning Unit, MCM
Karla Barboza, Team Lead, Heritage Planning Unit, MCM
Solange Desautels, Supervisor, Environmental Assessment Services Section, MECP
Cindy Batista, Project Officer, Environmental Assessment Services Section, MECP

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

[REDACTED] | email: laura.e.hatcher@ontario.ca

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

Sent: September 19, 2022 4:16 PM

To: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MNRF) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Laura,

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

[REDACTED]

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

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

Key Date	Previous Date	Revised Date*
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Current)
Notice of Public Meeting	August 2022	November 2022



September 19, 2022

Attention: Laura Hatcher
Heritage Planner
Heritage Planning Unit
VIA Email: Laura.e.hatcher@ontario.ca

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project - Responses to the Ministry of Tourism, Culture, and Sport Comments

Dear Ms. Hatcher:

The below responses are provided to address the comments and recommendations outlined in the letter dated June 23, 2022 from the Ministry of Tourism, Culture and Sport (MTCS) to Metrolinx for the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

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1	Executive Summary Table ES.1: Potential Effects, Cultural Environment Row Page x	Recognizing that the information in this table is a summary, it is still possible and appropriate to be more specific about project impacts here. Additionally, it appears that information about the Farewell St. Bridge is missing from the discussion about impacts to bridges. The following revisions are recommended (revisions to existing text in bold): <ul style="list-style-type: none">Indirect impacts to nine properties resulting from vibration damage during construction activities	The purpose of the Addendum process under O. Reg. 231/08 is to address modifications to a Project that are inconsistent with the original EPR. Since the Project design as it relates to the Farewell Street Multi-Use Bridge has not changed since the 2011 EPR, it was not included in the Draft EPR Addendum reviewed by MTCS. However, upon further review and in alignment with the CHER and CHERR conducted for the Farewell Street Multi-Use Bridge, a discussion of the impacts to the Farewell Street Multi-Use Bridge will be included in the revised Draft EPR Addendum since identification of the

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		<ul style="list-style-type: none"> • Direct impacts to 500 Howard Street, Oshawa, a Provincial Heritage Property of Provincial Significance, due to the conversion and development of the property into the Ritson GO station and associated Transit Oriented Community [or insert brief description of development here] • Direct impacts to Farewell Street Bridge and Albert Street Bridge, which are both Provincial Heritage Properties, due to demolition and replacement • Potential to impact St. Wolodymyr and St. Olha Ukrainian Cemetery located in proximity in adjacent to the Project Footprint 	<p>Farewell Street Multi-Use Bridge as a BHR was not included in the 2011 EPR. The discussion for the Farewell Street Multi-Use Bridge will be similar in level of detail to the discussion for the Albert Street Bridge.</p> <p>Figure 1.3 has been added to Section 1.3 to illustrate the design changes and their significance in triggering this EPR Addendum.</p> <p>Updates to Table ES.1 and Table 5.4 (potential effects) have been made as follows:</p> <ul style="list-style-type: none"> • Indirect impacts to nine properties resulting from vibration damage during construction activities • Direct impacts to 500 Howard Street, Oshawa, a Provincial Heritage Property of Provincial Significance, due to the conversion and development of the property into the Front Street (B2 Ritson) GO Station and associated Transit Oriented Community • Direct impact to Albert Street Bridge and Farewell Street Multi-Use Bridge. The Metrolinx Heritage Committee (MHC) made an interim decision that the Albert Street Bridge and Farewell Street Multi-Use Bridge are Provincial Heritage Properties, which will be confirmed by MHC once Metrolinx owns, manages or controls the properties. • Potential to impact St. Wolodymyr and St. Olha Ukrainian Cemetery located adjacent to the Project Footprint

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2	Executive Summary Abbreviations list Page v	Please update the “Ministry of Tourism, Culture and Sport (MTCS)” to “Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)” (or future name iteration) in this section.	As per the most current naming of the ministry, MTCS has been used throughout the EPR Addendum and appendices.
3	3.0 Methodology 3.9 Cultural Environment 3.9.1 Built Heritage Resource and Cultural Heritage Landscapes Page 3.34, and throughout report	This EPR uses the term “cultural heritage assessment area” while the Cultural Heritage Report uses the term “cultural heritage study area” to describe the area studied/assessed by the report. As these areas seem to be the same, we recommend using the same term consistently across reports.	The areas are the same, however, to differentiate the area assessed by the Cultural Heritage Report in comparison to the Study Area for the EPR Addendum, Cultural Heritage Assessment Area has been defined and used throughout the EPR Addendum. Figure 1.2.1 also illustrates the “Assessment Areas for Technical Studies” where the Cultural Heritage Assessment Area is shown. The terminology will be left as is.
4	3.0 Methodology 3.9 Cultural Environment 3.9.1.2 Effects Assessment Page 3.35	<p>Since this section describes the methodology for determining existing conditions and effects assessment, it would be appropriate to explain how Cultural Heritage Evaluation Reports (CHERs) fit in to this process. We recommend adding a sentence to the first paragraph in this section. The following language (in bold) comes from the Cultural Heritage Report:</p> <p>The Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment identified preliminary potential direct and indirect impacts on the known and potential BHRs and CHLs as well as recommended measures to avoid or mitigate negative impacts to those resources. Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required</p>	<p>As suggested, the text regarding CHERs has been included in Section 3.9.1.2, however with the following modification:</p> <p>Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within TPAP, for directly impacted properties, where Metrolinx will own or control the property.</p>

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		to fully understand its CHVI and level of significance. The CHER must be completed within TPAP. Heritage Impact Assessments (HIAs) are required for the BHRs identified within the Cultural Heritage Assessment Area.	
5	3.0 Methodology 3.9 Cultural Environment 3.9.1.2 Effects Assessment Page 3.36	The first paragraph on this page discusses the specifics of the evaluations of the Farewell Street Pedestrian Overpass and the Albert Street Bridge. As section 3.9 is meant to discuss study methodology in general and does not discuss the details of any other properties, it is recommended that this information be removed and included in later sections of the report.	Reference to the Farewell Street Multi-Use and Albert Street bridges has been removed from Section 3.9.1.2 of the EPR Addendum as suggested.
6	3.0 Methodology 3.9 Cultural Environment 3.9.2 Archaeology Page 3.36	We recommend that this methodology section include the following information: Archaeological assessments (AA) are conducted by licensed archaeologists, who prepare an archaeological assessment report and submit it to the Ministry of Heritage, Sport, Tourism and Culture Industries for review. The Ministry reviews the report to ensure: the licensed archaeologist met the terms and conditions of their licence, including the ministry's requirements for fieldwork and reporting, and any archaeological sites found were properly conserved.	The recommended text was included in Section 3.9.2. of the EPR Addendum.
7	3.0 Methodology 3.9 Cultural Environment 3.9.2.1 Existing Conditions Page 3.37	We recommend the following edits to this section to better reflect the purpose of the Stage 1 AA. ...Its purpose is to identify areas that have archaeological potential and that will require further assessment (Stage 2-4, as necessary). The Stage 1 AA will also identify areas that do not have archaeological potential and	The recommended edits were included in Section 3.9.2.1 of the EPR Addendum.

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		where there are to confirm that there will be no anticipated effects to archaeological resources.	
8	3.0 Methodology 3.9 Cultural Environment 3.9.2.2 Effects Assessment Page 3.37	We recommend the following edits to this section for clarity: The effects assessment for archaeology confirmed whether Project activities will interact with may cause ground disturbance in any areas of archaeological potential identified in the Stage 1 AA. Further archaeological assessment is required in these areas to better understand the existing conditions and potential project impacts. In areas that have been identified as not having archaeological potential, or, in the absence of archaeological resources, that no impacts are anticipated for the Project.	The recommended edits were included in Section 3.9.2.2 of the EPR Addendum.
9	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes Page 4.76	The definition of cultural heritage landscape (CHL) presented here is based on the definition from the Provincial Policy Statement 2020 but is a compressed version of that definition and it loses some of its meaning.. We recommend that the full definition from PPS 2020 is provided.	The full definition of a CHL as per the Provincial Policy Statement (2020) has now been included in Section 4.9.1.
10	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes	For flow and clarity, we recommend that information in the second last paragraph of this section be moved up to be included in the second paragraph of this section, so that information about the number of BHRs and CHLs appears in one place.	The recommended text changes were included in Section 3.9.1 of the EPR Addendum.

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	Page 4.76 – 4.77		
11	4.0 Methodology 4.9 Cultural Environment 4.9.1 Built Heritage Resources and Cultural Heritage Landscapes Page 4.76 – 4.77	The “Previous Heritage Recognition” column in Table 4.16 refers to a number of recognition types that are specific to the municipalities’ inventories and listings for heritage properties (e.g. “Listed as a Primary Property on the Clarington Heritage Inventory” or “Class A Listed Property on the Municipal Heritage Register”). We recommend that this section provide a brief explanation of what these recognitions mean.	A footnote has been added to Table 4.16 to define Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.
12	4.0 Methodology 4.9 Cultural Environment 4.9.2 Archaeology Page 4.213, and throughout report	In this section and in other places in the report, the terms “archaeology assessment” and “Archaeology Assessment Area” are used. Please change to “archaeological assessment” and “archaeological assessment study area” to reflect standard terminology.	Archaeology Assessment Area has been defined and used throughout the EPR Addendum. The same approach was applied for all technical studies. No changes will be made to the study area terminology. Archaeology assessment will be changed to archaeological assessment, as applicable.
13	5.0 Effects Assessment, Mitigation and Monitoring 5.9 Cultural Environment Table 5.3: Preliminary Impact Assessment and Mitigation Measures Page 5.51-5.112	For several entries in this table, the Alternative Option mentions “site plan controls” to assist with mitigating vibration impacts. MHSTCI is only familiar with site plan controls in a municipal Planning Act application context, and it is unclear how “site plan controls” would be applied to this project. Please clarify or remove the reference as appropriate.	Wording regarding site plan controls has been removed from Table 5.3.
14	5.0 Effects Assessment, Mitigation and Monitoring 5.9 Cultural Environment Table 5.3: Preliminary Impact Assessment and Mitigation Measures	Based on the information in the EPR, it appears that demolition of the Albert Street Bridge (BHR-52) and the Farewell Street Pedestrian Overpass (BHR-156) is anticipated. HIAs will need to be prepared for both properties as part of the TPAP documentation.	Noted. Table 8.3 (Summary of Commitments) in the EPR Addendum includes the following commitment: <ul style="list-style-type: none">Undertake Heritage Impact Assessments (HIA), in accordance with MTCS’ Information Bulletin 3: HIA

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	<p>Table 5.3: Preliminary Impact Assessment and Mitigation Measures</p> <p>Page 5.69 and page 5.108</p>	<p>The table says that a CHER has been undertaken for each of these bridges. Please summarize the outcome of the CHER/CHERR here (e.g. the Albert Street Bridge meets the criteria set out on O. Reg 9/06 and is a Provincial Heritage Property). Please also include the Metrolinx Heritage Committee decision form for each property in the EPR.</p>	<p>(approved January 31, 2017) (MTSC 2017), for Albert Street bridge (Built Heritage Resource (BHR-52) and Farewell Street Multi-Use Bridge (BHR-156) and implement recommended mitigation measures prior to construction.</p> <p>The following is included in Section 5.9.1.3 of the EPR Addendum: Based on the evaluation of the Albert Street Bridge against O. Reg 9/06 and O. Reg 10/06 it is recommended that the Albert Street Bridge be considered a provincial heritage property as it meets two criteria of O. Reg 9/06.</p> <p>Section 5.9.1.3 has been updated to include a discussion of the Farewell Street Pedestrian Multi-Use Bridge (see response to Comment #17).</p> <p>The Metrolinx Heritage Committee decision forms are interim decisions, as it has not been confirmed if Metrolinx will own, manage, or control these properties. Therefore, at this time, the decision forms will not be included in the EPR Addendum.</p>
15	<p>5.0 Effects Assessment, Mitigation and Monitoring</p> <p>5.9 Cultural Environment</p> <p>Table 5.3: Preliminary Impact Assessment and Mitigation Measures</p> <p>Table 5.3: Preliminary Impact Assessment and Mitigation Measures</p> <p>Page 5.93</p>	<p>More information about BHR-115 (500 Howard Street) must be presented, including:</p> <ul style="list-style-type: none"> In the "Type and Description of Potential/Anticipated Impact" column, provide more detail about the plans for the station and TOC proposed for this property. State what the potential impacts may be. Even if the impacts are not known now, the report should be able to present a range of impacts that are possible. For example: 	<p>Noted. Table 5.3 and 5.4 have been updated to present more information on the potential impacts for the proposed future Front Street (B2 Ritson) GO station. The following has been added:</p> <ul style="list-style-type: none"> Adaptive re-use of the building(s) on site for the Front Street (B2 Ritson) GO Station and/or associated Transit Oriented Community that will conserve the heritage attributes of the Provincial

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		<ul style="list-style-type: none"> • adaptive re-use of the building(s) on site for the Ritson GO Station (and associated Transit Oriented Community) that will conserve all of the heritage attributes of the Provincial Heritage Property of Provincial Significance; • adaptive re-use of the buildings on site for the Ritson GO Station (and associated Transit Oriented Community) that will conserve some of the heritage attributes of the Provincial Heritage Property of Provincial Significance; • Demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Ritson GO Station; • Demolition of the heritage attributes of the Provincial Heritage Property of Provincial Significance. • Provide more detail in the "Mitigation Measures" column about how Metrolinx will prioritize avoiding impacts to the identified heritage attributes (e.g. clearly stating Metrolinx's obligations under the S&Gs and the heritage conservation objectives in the RFP process; prioritize proposals that are committed to conserving the heritage attributes of the PHPPS for development of the site; ensuring the partner has conservation expertise/capacity). • Alternatively, if this information will be forthcoming as part of the HIA to be prepared during TPAP, note that here as a placeholder. 	<p>Heritage Property of Provincial Significance</p> <ul style="list-style-type: none"> • Demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Front Street (B2 Ritson) GO Station <p>More detail has also been added to the Mitigation Measures column of Tables 5.3 and 5.4 of the EPR as follows:</p> <ul style="list-style-type: none"> • Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station. • The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and

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		<p>If any building or structure on the PHPPS at 500 Howard Street are proposed to be demolished or transferred out of provincial control, MHSTCI Minister's Consent will be required. The application for Minister's Consent must include a supporting Heritage Impact Assessment.</p> <p>We request that Metrolinx and MHSTCI further discuss the timing for Minister's Consent and the scope of the supporting HIA. Based on these discussions, more specific commitments or information can be included in the EPR.</p>	<p>the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023.</p> <p>Metrolinx acknowledges that if any demolition or disposition is proposed, to accommodate the needs of the future station, Heritage Impact Assessments will be required to identify any potential impacts on the heritage attributes, and that Minister's Consent will be required before proceeding. Under the TOC program, remaining lands may be made available for private development, subject to approvals and third-party agreements.</p>
16	<p>5.9 Cultural Environment</p> <p>5.9.1 Built Heritage Resources and Cultural Heritage Landscapes</p> <p>5.9.1.2 Go Station Locations</p> <p>Page 5.113-5.114</p>	<p>It is MHSTCI's understanding that 500 Howard Street (a PHPPS) may be transferred out of provincial control and a third party will be designing and building the Ritson GO Station and a TOC on the property. Following further conversation between Metrolinx and MHSTCI, this section should be revised to clearly state the plans for the property and next steps regarding Minister's Consent.</p>	<p>Currently, Metrolinx is considering the demolition of the structure on Part 2 to accommodate the GO Station needs. Part 1 will remain and be incorporated into the new uses of the property. Metrolinx acknowledges that if any demolition or disposition is proposed to accommodate the needs of the future station, Heritage Impact Assessments will be required to identify any potential impacts on the heritage attributes.</p>

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		<p>Additionally, information about the property's CHVI and previous assessment can be taken out and moved up to earlier sections of the report.</p> <p>The following revisions are recommended to the first paragraph in this section</p>	<p>Furthermore, Minister's Consent will be required before proceeding.</p> <p>If new information comes available through the continued conversations with MTCS on the Ministers consent, the CHR and EPR will be updated, where applicable, prior to final EPR circulation.</p> <p>References to the previous assessments for 500 Howard Street have been moved to Section 4.9.1 of the EPR Addendum.</p> <p>It appears that recommended revisions to this section may be missing from the comment. Please provide the recommendations.</p>
17	<p>5.9 Cultural Environment</p> <p>5.9.1 Built Heritage Resources and Cultural Heritage Landscapes</p> <p>5.9.1.3 Bridges</p> <p>Page 5.114</p>	<p>The rationale for not including a discussion of impacts to the Farewell Street Pedestrian Overpass that is provided in the footnote to this section is unclear. It states: "2The Farewell Street Pedestrian Overpass (BHR-156) was determined to be a BHR through the CHR: Existing Conditions and Preliminary Impact Assessment. A CHER and CHERR were undertaken and are available in Appendices A7-2 and A7-3). However as per Section 1.3.2, this component was determined for a "Minor" Project change and as such is not assessed further."</p> <p>It is our understanding that the Farewell Street Pedestrian Overpass was not considered as a potentially impacted Built Heritage Resource in the 2011 TPAP EPR. While the bridge was planned for replacement in the 2011 TPAP, no Cultural Heritage Screening Report was completed as part of the 2011 TPAP. Because</p>	<p>Upon further review of the 2011 EPR and in alignment with the CHER and CHERR conducted for the Farewell Street Multi-Use Bridge, a discussion of the impacts to the Farewell Street Multi-Use Bridge will be included in the revised Draft EPR Addendum since identification of the Farewell Street Multi-Use Bridge as a BHR was not included in the 2011 EPR.</p> <p>The discussion for the Farewell Street Multi-Use Bridge is included in Section 1.3.2 and referenced in other sections throughout the EPR.</p>

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		<p>this analysis was missing from the previous report, it should be included here.</p> <p>Please include a discussion of impacts to the Farewell Street Pedestrian Overpass in this section, like the discussion of the Albert Street Bridge.</p>	
18	<p>5.10 Summary of Potential Effects, Mitigation Measures and Monitoring Requirements</p> <p>Table 5.4: Potential Effects, Mitigation Measures and Monitoring</p> <p>Page 5.144</p>	<p>For the row describing indirect impacts resulting from vibration:</p> <ul style="list-style-type: none"> • In the “Potential Effects” section, list the BHRs that will be impacted • See comment 13 above and revise the “Mitigation Measures” accordingly <p>For the row describing impacts to 500 Howard Street:</p> <ul style="list-style-type: none"> • See comments 15 and 16 and update the “Mitigation Measures” section accordingly <p>For the row describing impacts to the Albert Street Bridge:</p> <ul style="list-style-type: none"> • The “Mitigation Measures” discussion does not appear to present two distinct options, as both involve replacement and the preparation of a HIA. These two options can likely be merged into one. See also comment 14 above. <p>Please add a row regarding impacts to the Farewell Street Pedestrian Overpass. See comment 17 above regarding impacts to the bridge.</p>	<p>Noted. Edits to the “Potential Effects” column of Table 5.4 have been made in accordance with this comment and MTCS comment #1 above.</p> <p>The row describing 500 Howard in Table 5.4 has been adjusted to align with comments 15 and 16.</p> <p>Agreed, the mitigation measures have been merged to the following: Removal and/or replacement of bridge to be completed in accordance with municipal approvals. A HIA will be completed if it is determined that Metrolinx will own, manage or control a portion of the bridge, which will be undertaken by a qualified person.</p> <p>Table 5.4 was updated to address impacts to the Farewell Street Multi-Use Bridge.</p>
19	8.0 Permits and Approvals, and Commitments and Future Work	Please remove reference to the Cultural Heritage Report in this section. MHSTCI does not issue formal review letters for the Cultural Heritage	Noted. This has been removed.

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	8.2 Permits and Approvals 8.2.2 Provincial Page 8.3	Report in the same way as we issue review letters or letters acknowledging that an archaeological assessment report has been entered onto the Ontario Public Register of Archaeological Reports. Furthermore, our comments on the Cultural Heritage Report take place during TPAP and there is no review of this report during the detailed design or construction phase.	
20	8.0 Permits and Approvals, and Commitments and Future Work 8.3 Summary of Permits and Approvals Table 8.1 Potential Permitting, Approvals, and Other Permissions Page 8.7	See comment above. Remove reference to the Cultural Heritage Report in this table. MHSTCI comments on the Cultural Heritage Report are to be issued and addressed during TPAP.	Noted. This has been removed.
21	8.0 Permits and Approvals, and Commitments and Future Work 8.5 Commitments and Future Work Table 8.3 Summary of Commitments Page 8.14	<p>Please update the Cultural Heritage section as follows:</p> <p>Archaeological concerns have not been addressed until a report(s) has been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:</p> <ul style="list-style-type: none"> the archaeological assessment of the project area is complete and; all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. 	<p>The Cultural Heritage section in Table 8.3 has been updated with the recommended text.</p> <p>The Stage 1 Archaeological Assessment has now been submitted for expedited review to MTCS and granted on August 23, 2022.</p>

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		<p>No demolition, construction, grading or other soil disturbances will occur within the project footprint prior to the MHSTCI (Archeological Archaeology Program Unit) confirming in writing that all archaeological licensing and technical review requirements the criteria above have been satisfied.</p> <p>Delete the following, as the HIAs should be prepared during TPAP:</p> <ul style="list-style-type: none"> Undertake Heritage Impact Assessments (HIA), in accordance with MHSTCI's Information Bulletin 3: HIA (2017), for Albert Street Bridge (BHR-52) and Farewell Street Bridge (BHR-156) and implement recommended mitigation measures prior to construction. <p>We note that the last two bullets regarding HIA and Minister's Consent for 500 Howard Street may require updates following discussions between Metrolinx and MHSTCI.</p>	<p>The language will remain in the EPR Addendum, as the HIAs for the Farewell Street Multi-Use and Albert Street bridges may not be undertaken during the TPAP.</p> <p>Noted.</p>
Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022)			
22	Executive Summary Page ii	<p>See comments 15, and 16 on the EPR, above.</p> <p>This report should provide more specific conservation recommendations for the PHPPS at 500 Howard Street. If that is not possible based on the information available, this report should clearly indicate that this will be further developed in a HIA.</p> <p>As 500 Howard Street is a PHPPS that will be directly impacted by construction of the Ritson GO Station and a TOC, an HIA will need to be prepared. The HIA can be used to inform and</p>	<p>The Executive Summary has been updated to include the completion of a Strategic Conservation Plan (SCP) alongside the Heritage Impact Assessment (HIA).</p>

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		support Metrolinx's request for MHSTCI Minister's Consent.	
23	Executive Summary Page iii	See comment 13 above regarding site plan controls and revise this the last paragraph of this section as appropriate.	Wording regarding site plan controls has been removed.
24	3.2 Government and Agency Data Requests Table 1: Identified and Protected Built Heritage Resources and Cultural Heritage Landscapes Page 38 – 42	See comment 11 above regarding heritage recognition terminology and revise as appropriate.	The report has been updated (Section 3.2) to include the definitions of Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.
25	3.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes Table 2: Identified Built Heritage Resources and Cultural Heritage Landscapes Page 95	As BHR-115 (500 Howard Street) is a Provincial Heritage Property of Provincial Significance and a Statement of Cultural Heritage Value or Interest and a description of heritage attributes has been prepared, MHSTCI recommends the statement and description of heritage attributes is included in this report, either summarized in this table or as an appendix to this report.	<p>The Statement of CHVI for 500 Howard Street is included as Appendix B and as noted below.</p> <p>The property at 500 Howard is a Provincial Heritage Property of Provincial Significance. The heritage value of the property lies in the intact industrial brick architecture of Part 1, the property's historical associations with the OMIC, and the property's contextual relationships with Oshawa's railways and surrounding industrial area.</p> <p>Heritage attributes, i.e., character defining elements are contained wholly within the limits of Part 1 on 40R-28989 and include:</p> <ul style="list-style-type: none"> • The structure's proximity to local and regional transport infrastructure, including the Canadian Pacific Railway and Grand Trunk Railway lines,

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			<ul style="list-style-type: none">• The structure's orientation and siting, creating a street wall condition along Front Street,• The structure's form and massing as a two-storey building, originally serving as the factory's principal frontage,• A material palette consistent with the OMIC Building's typology and time period, primarily red brick with the use of buff brick as ornamentation and to delineate floor levels and bays,• Stylistic details consistent with industrial architecture of the late 19th and early 20th centuries, such as segmental window arches and a bi-chrome, corbelled brick cornice,• The structure's rhythmic repetition of windows, divided by bays,• The structure's retained original interior elements such as doors and hardware,• Associated industrial artefacts that recall the property's original use, such as the iron machinery located near the exterior of the building's southeast corner,• The property's continuity as a site of both heavy and light industry.

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26	<p>4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures</p> <p>Table 3: Preliminary Impacts and Mitigation Measures</p> <p>Page 118</p>	<p>For BHR-16, BHR-22, BHR-157 it is unclear what avoidance through a buffer zone would look like given the proximity of construction to the built heritage resource (construction as close as 1-3m from the resource). Please provide more detail about how this will be achieved. If it is known that vibration impacts can not be avoided, the “preferred option” should be removed. Given the close proximity of construction to these resources, a HIA may be required.</p> <p>The EPR should be updated as appropriate.</p>	<p>These resources will be avoided and not be directly impacted. The potential for indirect impacts has been noted as described in the alternative solution. Given the nature of potential impacts anticipated, an HIA is not anticipated to be required. Appropriate preventative measures for these BHRs include mapping of each BHR on construction maps, temporary fencing, and vibration monitoring.</p>
27	<p>4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures</p> <p>Table 3: Preliminary Impacts and Mitigation Measures</p> <p>Page 138</p>	<p>See comments 15, and 16 above. In the Mitigation Measures section for BHR-115, please be more specific about how priority can be given to avoiding impacts to the identified heritage attributes at BHR-115 (500 Howard Street).</p> <p>The final bullet In this section regarding Minister's consent should be updated following conversation between MHSTCI and Metrolinx regarding timing for Minister's Consent and the supporting HIA.</p>	<p>Noted. Further discussion on potential impacts and mitigation has been added to Section 4.2 of the CHR.</p> <p>More detail has also been added to the Mitigation Measures column of Table 3 of the CHR as follows:</p> <ul style="list-style-type: none"> Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed

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			<p>for construction of the Front Street (B2 Ritson) GO Station.</p> <ul style="list-style-type: none"> • The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023. <p>If new information comes available through the continued conversations with MTCS on the Ministers consent, the CHR and EPR will be updated, where applicable, prior to final EPR circulation.</p>
28	4.2.1 Summary of Impacts Page 148-150	See comments 15, 16, and 22 above. Please make updates to the Direct Impacts subsection to be more specific about the timing for HIAs and Minister's Consent. We suggest the following is included for the two bridges that are anticipated to be replaced:	<p>This edit has been implemented in the Section 4.2.1, as follows:</p> <p>The Farewell Street Multi-Use Bridge (BHR-156) is planned for replacement and the Albert Street Bridge (BHR-52) has the potential for replacement or temporary</p>

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		<p>Both the Albert Street Overpass (BHR-52) and the Farewell Street Pedestrian Overpass (BHR-156) are to be replaced as part of the proposed undertaking. Prior to any construction activity, a CHER should be completed for each bridge. A CHER is required to fully understand the CHVI of the bridges and determine each bridge's level of significance. The CHER must be completed within the TPAP. If a cultural heritage resource is found to be of CHVI and will be demolished, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person during TPAP</p> <p>For the summary of Impacts for 500 Howard Street, details will follow discussion between MHSTCI and Metrolinx.</p> <p>See comments 13 and 27 above and revise recommendations in the Indirect Impacts subsection regarding vibration impacts as appropriate.</p>	<p>bridge removal (potential replacement at a later date) as part of the proposed undertaking. A CHER has been completed for these bridges, and the Metrolinx Heritage Committee (MHC) has made an interim decision, both bridges meet criteria contained in O.Reg 9/06 (Provincial Heritage Property). If it is determined that Metrolinx will own, control or manage either property, the MHC decision will be confirmed and then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person.</p> <p>As per comment #13, references to site plan controls have been removed throughout the CHR.</p>
29	5.0 Recommendations Page 163	Comment 28 above on section 4.2.1 above applies to this section as well. Please revise as appropriate.	This edit has been implemented in the report (Section 5.0).
Overall General Comments related to detailed comments above			
30	Reminder	Metrolinx is responsible for applying the Standards and Guidelines for Conservation of Provincial Heritage Properties (issued under section 25.2 of the Ontario Heritage Act) to properties under its ownership and/or control.	Thank you, noted.

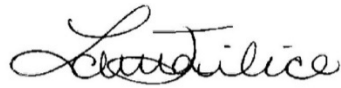
Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTCS Review Comment	Responses
31	Topic: 500 Howard Street, Oshawa- Provincial Heritage Property of Provincial Significance	<p>In 2016, Metrolinx identified the property at 500 Howard Street as a Provincial Heritage Property of Provincial Significance under the Ontario Heritage Act. The Draft EPR Addendum states that Metrolinx has identified the property as the location for the new Ritson GO Station as well as a Transit Oriented Community (TOC), the construction of which will result in direct impacts to the property.</p> <p>Under the Standards and Guidelines for Conservation of Provincial Heritage Properties demolition or removal of all or part of any building or structure on the property, as well as the property's transfer from provincial control under the TOC, will require MHSTCI Minister's Consent.</p> <p>Currently, Section 5.9 of the draft EPR Addendum provides only a very general description of the anticipated impacts to 500 Howard Street. The EPR Addendum should include more information and analysis about impacts to the property and include appropriate mitigation measures and commitments.</p> <p>MHSTCI's advice for TPAP projects is that MHSTCI Minister's Consent, supported by a Heritage Impact Assessment (HIA), should be obtained prior to the completion of TPAP. However, in order to determine whether that is feasible for this TPAP project, MHSTCI will require more information about plans for the site and their timing, and whether sufficient information about the project will be available during the TPAP for an HIA to be undertaken and a request for MHSTCI Minister's consent to be submitted by Metrolinx. We suggest that Metrolinx and MHSTCI meet soon to discuss plans for the site and the scope of work for an HIA.</p>	<p>Noted. Although the plans and design for the future proposed Front Street (B2 Ritson) GO Station is still being explored, Section 5.9 of the EPR and Section 4.2 of the CHR have been updated to include the following language around potential direct impacts to the property:</p> <ul style="list-style-type: none"> Adaptive re-use of the building(s) on site for the Front Street (B2 Ritson) GO Station and/or and associated Transit Oriented Community that will conserve the heritage attributes of the Provincial Heritage Property of Provincial Significance Demolition of a portion of the property that does not include the heritage attributes of the Provincial Heritage Property of Provincial Significance and construction of the Front Street (B2 Ritson) GO Station <p>Currently, Metrolinx is considering the demolition of the structure on Part 2 to accommodate the GO Station needs. Part 1 will remain and be incorporated into the new uses of the property.</p> <p>More detail has also been added to the Mitigation Measures column of Tables 5.3 and 5.4 of the EPR and Table 3 of the CHR as follows:</p> <ul style="list-style-type: none"> Minister's consent is required before removing or demolishing buildings or structures on the

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTCS Review Comment	Responses
			<p>property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station.</p> <ul style="list-style-type: none"> • The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023.
32	Topic: Archaeology	The Stage 1 archaeological assessment report (under Project Information Form number P1141-0004-2021) has yet to be submitted to MHSTCI	The Stage 1 Archaeological Assessment has now been submitted for expedited

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTCS Review Comment	Responses
		for review. We recommend that the archaeological assessment be submitted as soon as possible to allow for review and any revisions prior to the completion of TPAP. Until the archaeological assessment has been reviewed and accepted by MHSTCI, any comments that relate to the information in the archaeological assessment should be considered preliminary.	review to MTCS and granted on August 17, 2022.

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

Sincerely,



Laura Filice

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

cc: Katie Bright, Senior Manager, Environmental Programs and Assessment, Metrolinx
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Thomas Wicks, Project Manager, Environmental Programs and Assessment, Metrolinx
James Hamilton, Manager, Heritage Planning Unit, MTCS
Karla Barboza, Team Lead, Heritage Planning Unit, MTCS
Solange Desautels, Supervisor, Environmental Assessment Services Section, MECP
Anne Cameron, Project Officer, Environmental Assessment Services Section, MECP

Attachments: 2022-06-23_OshawaBomanvilleAddendum_MHSTCICommentLetter.pdf
2022-06-23_OshawaBowmanvilleAddendum_MHSTCICommentTable (002).pdf

June 23, 2022

EMAIL ONLY

Laura Filice
Environmental Project Manager
Environmental Programs & Assessment
Metrolinx
Laura.Felice@metrolinx.com

MTCS File # : 00EA044
Proponent : Metrolinx
Project : TPAP Addendum: Oshawa to Bowmanville Service Expansion
Location : Oshawa and Clarington, Durham Region

Dear Ms. Filice:

Thank you for sharing the draft Environmental Project Report, Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, and two Cultural Heritage Evaluation Reports, all dated May 6, 2022 and prepared by Stantec for the above-referenced project. The project is following the Transit Project Assessment Process (TPAP) as defined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. O. Reg 231/08 identifies the Ministry of Heritage, Sport, Tourism and Cultural Industries' (MHSTCI) interest in cultural heritage resources.

Project Summary

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

Metrolinx is currently in the preliminary planning stage for a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on and adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 in the Municipality of Clarington. The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities.

Comments

We have reviewed the above-referenced draft reports and have the following comments and observations:

(1) Metrolinx is responsible for applying the Standards and Guidelines for Conservation of Provincial Heritage Properties (issued under section 25.2 of the *Ontario Heritage Act*) to properties under its ownership and/or control.

(2) 500 Howard Street, Oshawa – Provincial Heritage Property of Provincial Significance

In 2016, Metrolinx identified the property at 500 Howard Street as a Provincial Heritage Property of Provincial Significance under the *Ontario Heritage Act*. The Draft EPR Addendum states that Metrolinx has identified the property as the location for the new Ritson GO Station as well as a Transit Oriented Community (TOC), the construction of which will result in direct impacts to the property.

Under the *Standards and Guidelines for Conservation of Provincial Heritage Properties* demolition or removal of all or part of any building or structure on the property, as well as the property's transfer from provincial control under the TOC, will require MHSTCI Minister's Consent.

Currently, Section 5.9 of the draft EPR Addendum provides only a very general description of the anticipated impacts to 500 Howard Street. The EPR Addendum should include more information and analysis about impacts to the property and include appropriate mitigation measures and commitments.

MHSTCI's advice for TPAP projects is that MHSTCI Minister's Consent, supported by a Heritage Impact Assessment (HIA), should be obtained prior to the completion of TPAP. However, in order to determine whether that is feasible for this TPAP project, MHSTCI will require more information about plans for the site and their timing, and whether sufficient information about the project will be available during the TPAP for an HIA to be undertaken and a request for MHSTCI Minister's consent to be submitted by Metrolinx. We suggest that Metrolinx and MHSTCI meet soon to discuss plans for the site and the scope of work for an HIA.

(3) Archaeology

The Stage 1 archaeological assessment report (under Project Information Form number P1141-0004-2021) has yet to be submitted to MHSTCI for review. We recommend that the archaeological assessment be submitted as soon as possible to allow for review and any revisions prior to the completion of TPAP. Until the archaeological assessment has been reviewed and accepted by MHSTCI, any comments that relate to the information in the archaeological assessment should be considered preliminary.

More detailed comments are attached.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the TPAP process. If you have any questions or require clarification, or would like to schedule a follow up discussion, please do not hesitate to contact me.

Sincerely,

Laura Hatcher
Heritage Planner
laura.e.hatcher@ontario.ca
Heritage Planning Unit

Copied to: Katie Bright, Senior Manager, Environmental Programs and Assessment, Metrolinx
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Thomas Wicks, Project Manager, Environmental Programs and Assessment, Metrolinx
James Hamilton, Manager, Heritage Planning Unit, MHSTCI
Karla Barboza, Team Lead, Heritage Planning Unit, MHSTCI
Rosi Zirger, Heritage Advisor, Heritage Planning Unit, MHSTCI
Solange Desautels, Supervisor, Environmental Assessment Services Section, MECP
Anne Cameron, Project Officer, Environmental Assessment Services Section, MECP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police and coroner must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified (at archaeology@ontario.ca) to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

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

*Dates are subject to change

Thank you,

Laura Filice

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



From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>

Sent: June 23, 2022 4:10 PM

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

Cc: Katie Bright <Katie.Bright@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

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

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Good afternoon Laura,

Please find attached a letter and table with comments from the Ministry of Heritage, Sport, Tourism and Culture Industries on the Oshawa to Bowmanville Rail Service Expansion Project. Thank you again for the extension on providing these comments.

We look forward to continuing to work with you on this project.

Sincerely,
Laura

Laura Hatcher, MCIP, RPP

June 23, 2022

EMAIL ONLY

Laura Filice
Environmental Project Manager
Environmental Programs & Assessment
Metrolinx
Laura.Felice@metrolinx.com

MTCS File # : 00EA044
Proponent : Metrolinx
Project : TPAP Addendum: Oshawa to Bowmanville Service Expansion
Location : Oshawa and Clarington, Durham Region

Dear Ms. Filice:

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Project Summary

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Metrolinx is currently in the preliminary planning stage for a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on and adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 in the Municipality of Clarington. The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities.

Comments

We have reviewed the above-referenced draft reports and have the following comments and observations:

(1) Metrolinx is responsible for applying the Standards and Guidelines for Conservation of Provincial Heritage Properties (issued under section 25.2 of the *Ontario Heritage Act*) to properties under its ownership and/or control.

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(3) Archaeology

The Stage 1 archaeological assessment report (under Project Information Form number P1141-0004-2021) has yet to be submitted to MHSTCI for review. We recommend that the archaeological assessment be submitted as soon as possible to allow for review and any revisions prior to the completion of TPAP. Until the archaeological assessment has been reviewed and accepted by MHSTCI, any comments that relate to the information in the archaeological assessment should be considered preliminary.

More detailed comments are attached.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the TPAP process. If you have any questions or require clarification, or would like to schedule a follow up discussion, please do not hesitate to contact me.

Sincerely,

Laura Hatcher
Heritage Planner
laura.e.hatcher@ontario.ca
Heritage Planning Unit

Copied to: Katie Bright, Senior Manager, Environmental Programs and Assessment, Metrolinx
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Thomas Wicks, Project Manager, Environmental Programs and Assessment, Metrolinx
James Hamilton, Manager, Heritage Planning Unit, MHSTCI
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Rosi Zirger, Heritage Advisor, Heritage Planning Unit, MHSTCI
Solange Desautels, Supervisor, Environmental Assessment Services Section, MECP
Anne Cameron, Project Officer, Environmental Assessment Services Section, MECP

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Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

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Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Heritage, Sport, Tourism and Culture Industries

[REDACTED] | email: laura.e.hatcher@ontario.ca

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

Sent: May 10, 2022 3:23 PM

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

[REDACTED]
[REDACTED]

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

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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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

[REDACTED]



From: [Laura Filice](#)
To: [Cameron, Anne \(MECP\)](#)
Cc: [Batista, Cindy \(MECP\)](#); [Lindsay Prihoda](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Anne,

Not a problem. We did have to push forward the Ministers Review Period till after the Christmas break since some of the 35 day review fell over the holidays.

If you think its beneficial, I can set up a meeting just to go over the overall project with you and your team. We just did this recently with MHSTCI and others and they found it helpful.

Thanks,

Laura

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: May 10, 2022 4:11 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura,

Thank you for the draft EPR and proposed timeline dates. I noticed that in the dates provided, December seems to be missing. I believe that the 35 day Minister Review period would be from Dec-Jan with the Notice of Completion being issued in January. As we move forward with the review and in the schedule, we should have a chat about timing of the Review Periods. If possible it is always advantageous to avoid the holiday season.

All the best,

Anne

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

 |  anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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



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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

Bowmanville Extension Options - 20200303



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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



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: [Laura Filice](#)
To: [Hislop, Chris \(NDMNRF\)](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Chris,
Thank you for the update and forwarding along. I have revised the contact list.
Thanks,
Laura

From: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Sent: May 11, 2022 10:25 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

You don't often get email from chris.hislop@ontario.ca. [Learn why this is important](#)

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Hi Laura,
I no longer work in Aurora District, could you please update your contact list for NDMNRF Aurora District and send information to Julie Simard (Julie.simard@ontario.ca), District Supervisor. I've sent the email below along to Julie to assign to staff as necessary.

Thanks,

Chris

Chris Hislop (he/him)

Regional Lands Specialist

Southern Region

Ministry of Northern Development, Mines, Natural Resources and Forestry

chris.hislop@ontario.ca

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

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[REDACTED]

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

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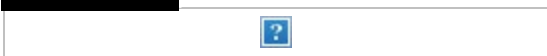
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- Statement of Completion – February 2023

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

Bowmanville Extension Options - 20200303



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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



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: [Laura Filice](#)
To: [Clement, Amy \(NDMNRF\)](#)
Cc: [Rachel Afonso](#); [Annie Gu](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Wednesday, October 5, 2022 10:07:43 AM
Attachments: [image001.png](#)
[image002.jpg](#)

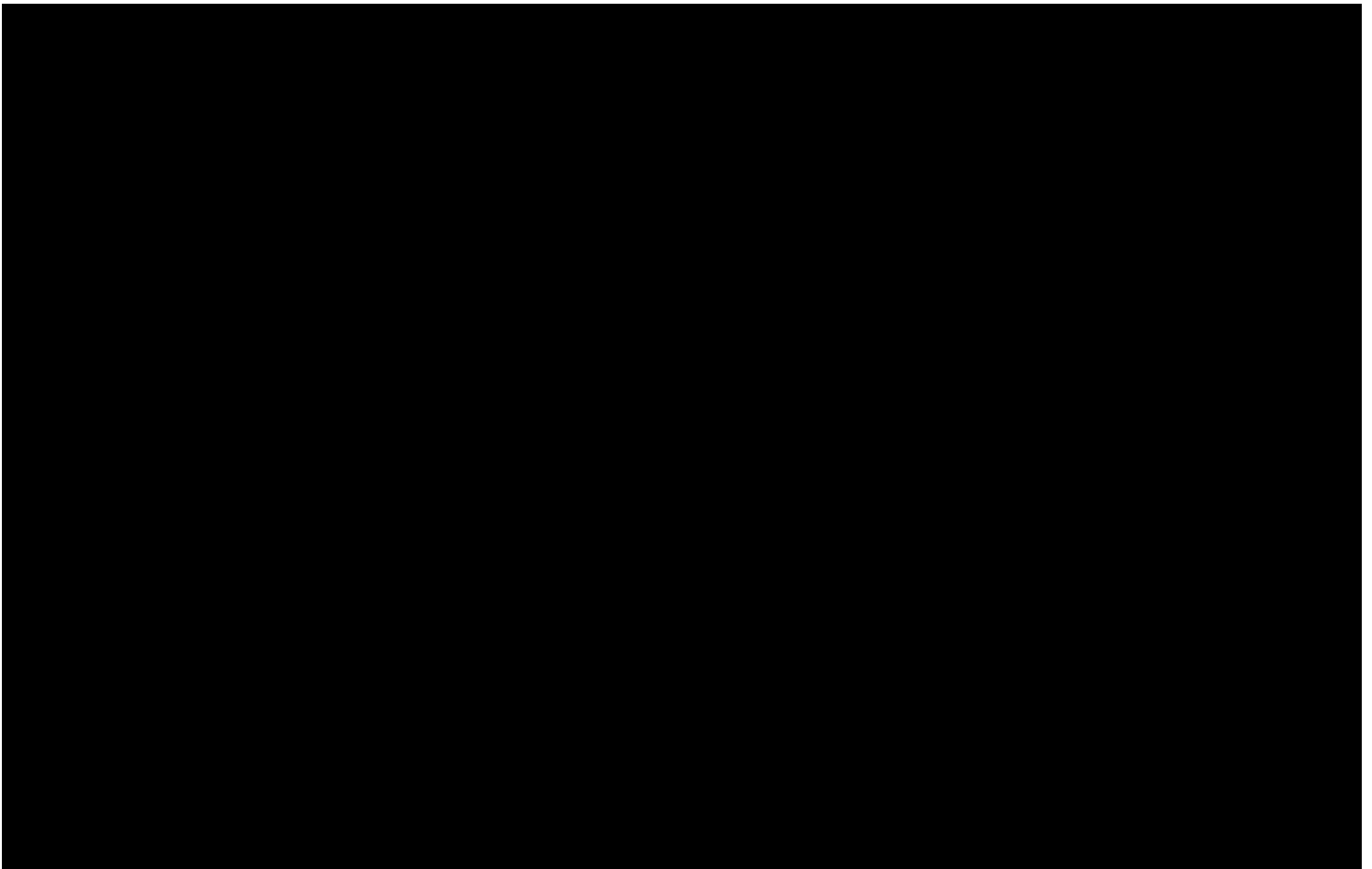
Hi Amy,

Just wanted to check in to see if your team had any further comments to the responses/ revised EPR provided. Let me know if you expect to send something over and/ or if you need some more time.

Thank you,

Laura Filice

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



From: [Laura Filice](#)
To: [Clement, Amy \(NDMNRF\)](#)
Cc: [Rachel Afonso](#); [Annie Gu](#)
Subject: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Monday, September 19, 2022 4:13:22 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[MNRF comments_BMV_90%_Mx_20220919.pdf](#)

Good Afternoon Amy,

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



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

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

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

*Dates are subject to change

Thank you,

Laura Filice

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





September 19, 2022

Sent via Email

Attention: Amy Clement
Regional Planner
Land Use Planning and Strategic Issues Section
Ministry of Natural Resources and Forestry

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to Ministry of Natural Resources and Forestry Comments

Dear Ms. Clement:

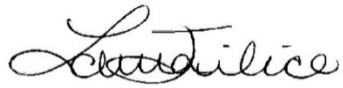
The below responses are provided to address the comments and recommendations outlined in the email received on June 27, 2022 from the Ministry of Natural Resources and Forestry (NDMNRF) to Metrolinx regarding the Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

NDMNRF Comments	Responses
Public Lands Act	
The project area contains several water crossings with at least one appearing to be a navigable watercourse (Oshawa Creek) and dependent on the riverbed ownership, there may be a requirement for authorization or land tenure under the Public Lands Act.	Requirements around properties authorization or land tenure will be identified during future design and planning phases. The appropriate authorizations will be obtained prior to construction. The potential need for an authorization or land tenure under the Public Lands Act has been added to Table 8.1 (Potential Permitting, Approvals and Other Permissions) of the EPR Addendum.
The proponent is encouraged to review original land patents for the Oshawa Creek crossing (or any other similar watercourse) available at the Land Registry Office or www.onland.ca/ui/ to determine riverbed ownership.	Noted, as appropriate, land patents will be reviewed during future design and planning phases.
NDMNRF Aurora district should be circulated during the permitting phase to facilitate any potential permitting requirements (work permit, easement, etc.).	Communication with the MNRF Aurora district will continue following approval as it relates to any relevant permits.
Fish and Wildlife Conservation Act	
NDMNRF notes that in addition to a Licence to Collect Fish for Scientific Purposes, a Wildlife Scientific Collector's Authorization may also be required if the works involve removing wildlife such	A License to Collect Fish for Scientific Purposes and a Wildlife Scientific Collector's Authorization will be applied for if required.

NDMNRF Comments	Responses
as turtles, frogs, or small mammals from the work site.	Table 8.1 (Potential Permitting, Approvals, and Other Permissions) of the EPR Addendum identifies the potential need for a License to Collect Fish for Scientific Purposes; a reference to the Wildlife Scientific Collector's Authorization will be added to Table 8.1.
In-Water Work Timing Windows	
NDMNRF has thermal regime and fish species data which is publicly available through the Aquatic Resource Area dataset in GeoHub. NDMNRF also has in-water works timing window guidelines which can be found here.	As noted above, Section 8.4 of the EPR Addendum identifies the restricted activity periods for work within watercourses. Section 8.4 also includes the following statement: MNRF should be contacted prior to the start of construction to confirm the restricted window the applies at each crossing location.
Should an authorization be required by NDMNRF, in-water work timing guidelines will be applied where appropriate.	As noted above, Section 8.4 of the EPR Addendum identifies the restricted activity periods for work within watercourses. Section 8.4 also includes the following statement: NDMNRF should be contacted prior to the start of construction to confirm the restricted window the applies at each crossing location.
Where no NDMNRF authorization is issued, it is recommended that the proponent refer to the Fisheries and Oceans Canada (DFO).	Comment is noted. Table 8.1 (Potential Permitting, Approvals, and Other Permissions) of the EPR Addendum identifies the need for a <i>Fisheries Act</i> authorization if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including Species at Risk and impacts to Indigenous communities and Nations. Extension of existing culverts is anticipated to trigger the need for a <i>Fisheries Act</i> authorization. A Request for Review is anticipated for temporary in-water work at proposed clear span bridges over Oshawa, Harmony and Farewell Creeks.

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of Natural Resources and Forestry.

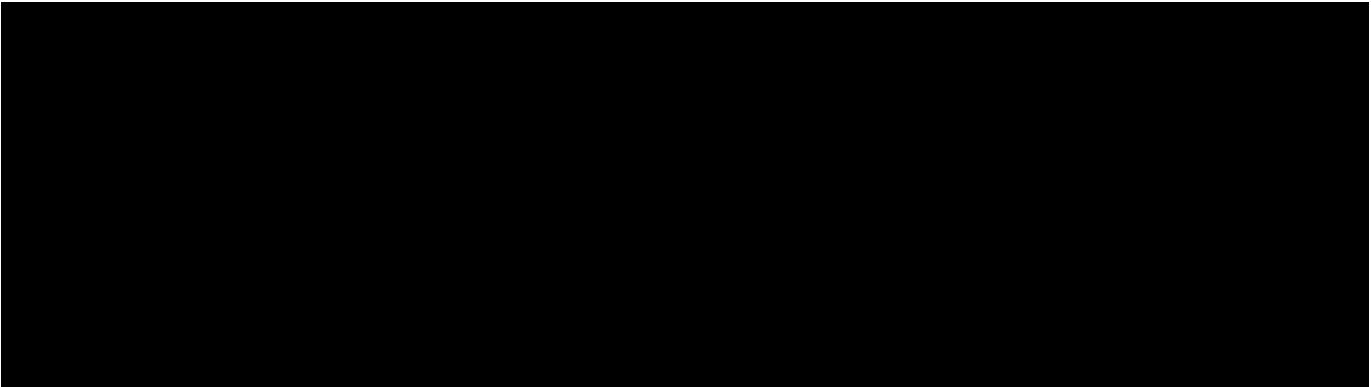
Sincerely,

A handwritten signature in cursive script that reads "Laura Filice".

Laura Filice

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

Attachment: Email "*RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project*", received June 27, 2022



From: Clement, Amy (NDMNRF) <Amy.Clement@ontario.ca>

Sent: Monday, June 27, 2022 1:25 PM

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

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

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Laura,

Thank you for the extension on the timeline to submit comments. We have prepared the following comments for your consideration:

Public Lands Act

- The project area contains several water crossings with at least one appearing to be a navigable watercourse (Oshawa Creek) and dependent on the riverbed ownership, there may be a requirement for authorization or land tenure under the Public Lands Act.
- The proponent is encouraged to review original land patents for the Oshawa Creek crossing (or any other similar watercourse) available at the Land Registry Office or www.onland.ca/ui/ to determine riverbed ownership.
- NDMNRF Aurora district should be circulated during the permitting phase to facilitate any potential permitting requirements (work permit, easement, etc.).

Fish and Wildlife Conservation Act

- NDMNRF notes that in addition to a Licence to Collect Fish for Scientific Purposes, a Wildlife Scientific Collector's Authorization may also be required if the works involve removing wildlife such as turtles, frogs, or small mammals from the work site.

In-Water Work Timing Windows

- NDMNRF has thermal regime and fish species data which is publicly available through the Aquatic Resource Area dataset in [GeoHub](#). NDMNRF also has in-water works timing window guidelines which can be found [here](#).
- Should an authorization be required by NDMNRF, in-water work timing guidelines will be applied where appropriate.
- Where no NDMNRF authorization is issued, it is recommended that the proponent refer to the Fisheries and Oceans Canada (DFO).

Please contact scp.aurora@ontario.ca with any questions about the above information or to apply for permits and/or authorizations.

Thank you for the opportunity to provide comments.

Have a nice week,

Amy

Amy Clement (she/her)

Regional Planner



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

Sent: June 24, 2022 8:50 AM

To: Clement, Amy (NDMNRF) <Amy.Clement@ontario.ca>

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

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Good Morning Amy,

Just wanted to check in to see if your team has any comments on the draft EPR report we provided in May. Deadline to receive EPR comments was June 21st however, we would like to provide your team till June 30th if your team needs a bit more time to compile any comments. Let me know if this works.

Thank you & have a great weekend,

Laura Filice

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





From: Laura Filice

Sent: June 7, 2022 9:46 AM

To: Clement, Amy (NDMNRF) <Amy.Clement@ontario.ca>

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

Good Morning Amy,

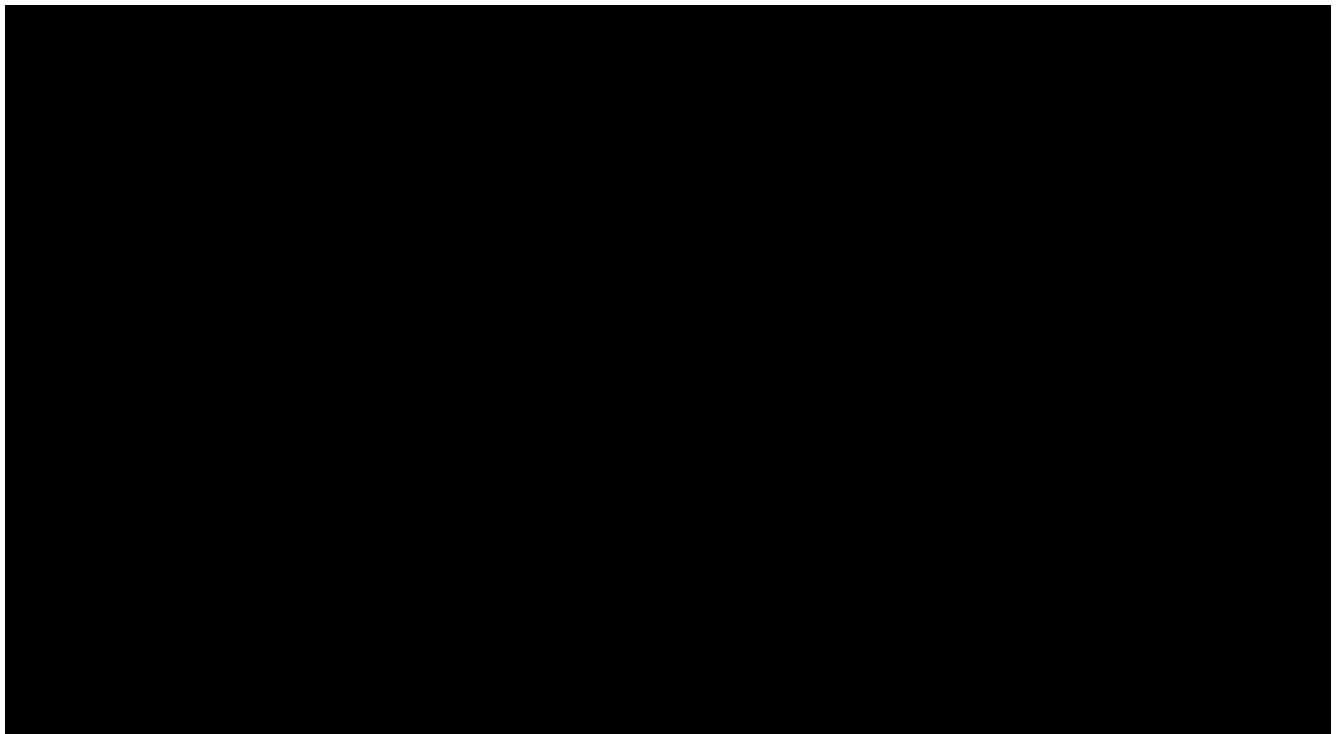
Thank you for your response. We will continue to include you in the communications for the Oshawa to Bowmanville EPR addendum project.

As requested, please see attached Shapefiles of the project footprint. Let me know if you need any other information.

Thank you,

Laura Filice

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



From: [Clement, Amy \(NDMNRF\)](#)
To: [Laura Filice](#)
Subject: FW: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Tuesday, June 7, 2022 8:58:02 AM
Attachments: [image001.jpg](#)
[image003.png](#)

You don't often get email from amy.clement@ontario.ca. [Learn why this is important](#)

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Hello,
NDMNRF received your invitation to review the Draft Environmental Report for the Oshawa to Bowmanville Rail Service Expansion project and appreciates the opportunity to participate.
NDMNRF has an interest in continued involvement in this EA. Please add myself, Amy Clement as your NDMNRF contact on further communications and submissions:

Amy Clement, Regional Planner

Land Use Planning and Strategic Issues Section

Ministry of Northern Development, Mines, Natural Resources and Forestry



Amy.Clement@ontario.ca

To help aid in our review, could you provide a shapefile of the project area/footprint?

Thank you,

Amy

Amy Clement (she/her)

Regional Planner

Land Use Planning and Strategic Issues Section | Southern Region

Ministry of Northern Development, Mines, Natural Resources & Forestry

Amy.clement@ontario.ca



Please Note: As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats

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

Sent: May 10, 2022 3:23 PM

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now

available for agency review through the drop box link below.



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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



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From: [Eric Cameron](#)
To: [Laura Filice](#)
Cc: [Rachel Afonso](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Tuesday, February 14, 2023 1:51:45 PM
Attachments: [image001.png](#)
[image003.png](#)
[CLOCA\(Kathy Luttrell\) comments BMV 90% 20221115 - COMPLETED.docx](#)
[CLOCA\(Perry Sisson\) comments BMV 90% 20221115 - COMPLETED.docx](#)
[CLOCA\(Dan Moore\) comments BMV 90% 20221115 Feb14 2023.docx](#)

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Hi Laura – tables have been filled out as requested. Please also include as part of our correspondence record the full engineering/fisheries memos sent earlier.

Thanks, take care.

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
[Redacted]
Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: February 13, 2023 2:44 PM
To: Eric Cameron <ecameron@cloca.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: FW: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Eric,

Thanks for the quick chat this morning. Here is the latest set of comments we sent in November (and

email string below) as well as the WORD docs for all the tables. Feel free to place responses to our previous comments in the table which will be helpful for tracking purposes.

Thanks

Laura

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: November 15, 2022 10:06 AM
To: Eric Cameron <ecameron@cloca.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Morning Eric,

Apologies for the delays in getting this revised report and responses back to your team.

We have changed some language within the EPR and NETR to reflect the CLOCA data received . Further consultation may be required to confirm timing windows with MNRF and CLOCA (this is noted in the report).

Also, please note that aquatic data has recently been received from Curve Lake First Nation and therefore the NETR will be updated, where appropriate, in the final report.

Link to the EPR and updated Natural Environment Technical Report can be downloaded here :

[REDACTED]

Let me know if you have any questions or concerns.

Thank you,

Laura Filice

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

[REDACTED]



From: Eric Cameron <ecameron@cloca.com>
Sent: September 20, 2022 9:48 AM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Ok thank you for letting me know so quickly – I'll wait for your follow up

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3

Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: September 20, 2022 8:49 AM
To: Eric Cameron <ecameron@cloca.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Eric,

We noticed an error in a couple of the reports and will be updating them shortly. If CLOCA could kindly hold off on reviewing until further this week, that would be appreciated. We will be in touch to advise when the reports have been updated in the Dropbox link below.

Thank you,

Rachel Afonso, MEnvSc

Junior Project Coordinator, Environmental Programs and Assessment
Metrolinx

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

Sent: September 19, 2022 4:16 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Good Afternoon Eric,

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



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

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

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

*Dates are subject to change

Thank you,

Laura Filice



November 15, 2022

Attention: Kathy Luttrell, Natural Heritage Ecologist
Central Lake Ontario Conservation Authority
100 Whiting Avenue
Oshawa ON L1H 3T3

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to Central Lake Ontario Conservation Authority's Natural Heritage Comments

Dear Ms. Luttrell:

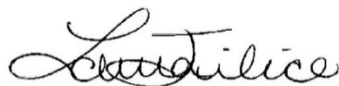
The below responses are provided to address the comments and recommendations outlined in the letter dated June 23, 2022 from the Central Lake Ontario Conservation Authority (CLOCA) to Metrolinx regarding the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project and Appendix A1 – Natural Environmental Technical Report (NETR).

CLOCA Comments	Responses
In 2015 CLOCA produced a Wildlife Corridor Protection and Enhancement Plan as an action of watershed planning. That document has been recently updated as of February 2022 and is available for use and as a reference. It is located on the CLOCA website: https://www.cloca.com/action-plans	Stantec has taken a preliminary review of the Wildlife Corridor Protection and Enhancement Plan (Plan) and supporting documents. The proposed protection and mitigation initiatives included in the NETR and EPR Addendum are in alignment with the principles and case studies offered in the Plan. The following sentence has been added to Section 6.0 of the NETR: These measures are in keeping with provincial and local best practices and policies, including CLOCA's Wildlife Corridor Protection and Enhancement Plan (2022).
Appendix A1, Section 4.1 notes that SWH and Significant Woodlands have not been previously identified in the study area. While not implicitly identified, the local municipalities have identified criteria for what constitutes a significant woodland and the Wildlife Corridor Protection and Enhancement Plan identifies core and secondary habitat areas that are thought to largely encompass SWH. For the most part, these areas are also captured in Watershed Plans.	Text has been added to the NETR (Section 4.1) to address the significant woodland criteria as significant woodlands are not mapped by the municipalities. Please confirm if mapping is available from CLOCA for inclusion, and if so Stantec will request this directly. These layers will be used to further inform the impact assessment and protection and mitigation recommendations, as appropriate.
A figure that shows NHS mapping would be beneficial to the reporting.	Noted. Additional NHS layers have been added to Figure 2 of the NETR.
It appears that breeding bird, bat and amphibian surveys were conducted within the project footprint as opposed to the entirety of the study area and staff suggests this may be a limitation. One noted example is the open water feature (likely irrigation pond) that occurs on the Harmony Creek Golf Course. The nearest amphibian monitoring station (AMP11) was	Correct, area specific surveys were conducted in the Project Footprint and the lands immediately adjacent where the impacts of the Project are most likely to occur. Notwithstanding, Stantec recognizes the relationship between anuran breeding habitat, migratory corridors and upland summer habitats, as well as Critical Function Zones that may extend

CLOCA Comments	Responses
located nearly 200 m away from this pond, which is located within the study area.	<p>beyond the Project Footprint, including habitats such as vernal pools that support life cycle processes critical to meta-population health of various species. These assessments can often be completed at a landscape level without detailed site-specific information through a review of ecological land classification communities and other incidental information. This is the process which was applied to the NETR.</p> <p>The NETR identifies that targeted species at risk (SAR) surveys will be required prior to commencing construction activities to determine presence / absence of potential (but not confirmed to date) SAR habitat within directly impacted areas. Removal of SAR habitat requires consultation with the MECP to determine mitigation, compensation and/or permit requirements under the ESA.</p>
It is encouraging to see that compensation has been mentioned as a mitigation measure and it is understood that Metrolinx already has some guiding material with respect to tree compensation. It should be noted that wetland features will also be subject to compensation, and it is important to understand the full breadth of compensation needs early on. There will be a requirement to secure land base for feature replication in a meaningful location that will add value to the natural heritage system. We anticipate further discussion in this regard.	Noted, we will continue to communicate and engage with CLOCA as design and construction planning progresses to address matters related to their mandate. Wetland compensation approaches will be incorporated, where feasible, based on Metrolinx guidelines and CLOCA input.

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

Sincerely,



Laura Filice

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

cc: Eric Cameron, Infrastructure Planner/ Enforcement Officer

Attachment: Oshawa to Bowmanville Rail Service Expansion Environmental Project Report Addendum
90% DRAFT – Stantec, May 6, 2022 Appendix A1 – Oshawa to Bowmanville Service
Expansion Environmental Project Report – Stantec, May 6, 2022



November 15, 2022

Attention: Dan Moore, Aquatic Biologist
Central Lake Ontario Conservation Authority
100 Whiting Avenue
Oshawa ON L1H 3T3

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to Central Lake Ontario Conservation Authority's Aquatic Comments

Dear Mr. Moore:

The below responses are provided to address the comments and recommendations outlined in the letter dated June 7, 2022 from the Central Lake Ontario Conservation Authority (CLOCA) to Metrolinx regarding the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project and Appendix A1 – Natural Environmental Technical Report (NETR).

Section	CLOCA's Comments	Responses
<i>Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Expansion Project</i>		
4.1.1 Aquatic Environment	This extremely simplified introduction is a bit misleading. All of these streams still support Coldwater fisheries.	The introductory text for Section 4.1.1 has been updated to clarify that streams in the Study Area support coldwater fish species.
4.1.1 Aquatic Survey Station 1- Goodman Creek Fish Community	Brassy Minnow have not been documented within the CLOCA jurisdiction. ID should always be confirmed following Mandrak and Bouvier (2014). Thermal data from Goodman Creek supports a coolwater designation.	Upon further examination of a voucher photos of this specimen the identification of this species has been changed from Brassy Minnow to Fathead Minnow following Mandrak and Bouvier (2014). Changes have been made to the EPR Addendum and NETR accordingly. The NETR (Section 4.4.1.1) and the EPR Addendum (Section 4.1.1) have been updated to include a statement that Goodman Creek supports a coolwater designation.
4.1.1 Aquatic Survey Station 2 – Oshawa Creek	Please confirm SAR through the Province and Federal Governments I thought American Eel habitat has been identified through this stretch. They have been captured upstream and downstream of this location and I thought that resulted in the entire stretch being identified as habitat.	The aquatic SAR screening was completed using the applicable provincial and federal databases and background reports, as per guidance from the MECP and DFO. American Eel is not listed on Schedule 1 of the <i>Species at Risk Act</i> (SARA); therefore, it is not identified on DFO's aquatic SAR maps. Within the Study Area, there are no records of American Eel in the NHIC database. American Eel has been captured in Lake Ontario and also a section of Oshawa Creek north (upstream) of the Study

Section	CLOCA's Comments	Responses
		<p>Area based on the NHIC databaseⁱ. As such it is reasonable to assume that American Eel may occur in the reaches between. Updates to the EPR Addendum (Section 4.1.1) and the NETR (Section 4.4.1.2 and Appendix E) have been made to state that American Eel may occur in the Study Area based on records of this species from upstream and downstream of the Study Area.</p> <p>Requirements for permitting under the Endangered Species Act should be confirmed with the Ministry of Environment Conservation and Parks during detailed design.</p>
<p>4.1.1 Aquatic Survey Station 3 – Harmony Creek</p>	<p>As indicated through catch records and observations by crews completing habitat assessment work, coldwater species, including Rainbow Trout, utilize this habitat for various life stages. This includes during the summer when temperatures are at their most extreme.</p>	<p>The statement that Harmony Creek has a warm thermal regime within the Study Area is based on the classification for this aquatic resource area water line segment by MNRF in the LIO database. Their classification is based on fish species present. The NETR (Section 4.4.1.3) and EPR Addendum (Section 4.1.1) have been updated to include a statement that coldwater species have been recorded in nearby reaches of Harmony Creek. The presence of Rainbow Trout has been taken into account when determining the restricted timing window for the protection of fish, and that the restricted window should be confirmed with the MNRF.</p>
<p>4.1.1 Aquatic Survey Station 5 – Unnamed tributary</p>	<p>As discussed, this feature flows into the provincially significant coastal wetland, McLaughlin Bay, and consideration should be given to mitigating short and longterm water quality impacts on this feature.</p>	<p>Acknowledged. The EPR Addendum (Section 4.1.1 and Table 5.4) and the NETR (Section 4.4.1.5 and Table 6.3) have been updated to include this feature and a statement that consideration should be given to mitigating short and long-term water quality impacts on this feature. An example of a measure to mitigate short term impacts is the preparation and implementation of an erosion and sediment control plan. Long term water quality impacts can be mitigated by adequate storm water management measures and riparian vegetation planting.</p>
<p>4.1.1 Aquatic Survey Station 6 – Robinson Creek</p>	<p>Robinson Creek supports a coldwater fish community (e.g. Rainbow Trout) and should be classified as such.</p>	<p>The statement that the reach of Robinson Creek in the Study Area has a warm thermal regime is based on the classification for this aquatic resource area water line segment by MNRF in their LIO database. Their classification was based on water temperature. The NETR (Section 4.1.1.6) and the EPR Addendum (Section 4.1.1) have been updated to include a statement</p>

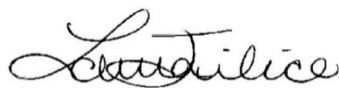
Section	CLOCA's Comments	Responses
		that this creek supports a coldwater fish community (e.g., Rainbow Trout) and is classified by CLOCA as coolwater habitat. Section 8.4 of the EPR Addendum and Table 6.3 of the NETR has been updated to include text that the fish community composition should be taken into account to set the restricted timing window for the protection of fish and that the restricted window should be confirmed with MNRF.
4.1.1 Aquatic Survey Station 8 – Tooley Creek	Rainbow Trout have a coldwater preference as indicated by Coker et al 2001.	Acknowledged. The NETR (Section 4.4.1.8) and EPR Addendum (Section 4.1.1) have been revised to indicate that the fish species recorded in Tooley Creek include species with a coldwater preference (e.g., Rainbow Trout).
4.1.1 Aquatic Survey Station 9 – Unnamed Tributary of Tooley Creek (North of Baseline Road West)	One summer survey is not sufficient to conclude this tributary does not support fish. A multi season survey should be completed to better understand its role.	Acknowledged. The NETR (Section 4.4.1.9) and EPR Addendum (Sections 4.1.1 and Table 8.3) were revised to indicate that a spring survey is recommended during detailed design if in-water work is expected at this location.
4.1.1 Aquatic survey Station 10 – Unnamed Tributary of Darlington Creek (South of Baseline Road West)	One sampling event by CLOCA has been completed on this tributary (it may have been missed in the data request but can be provided). MTDAR19, 2010, 1 species, Brook Stickleback, 48 individual fish. 682426mE, 4862146mN, Zone 17N NAD 83	The NETR (Section 4.4.1.10) and the EPR Addendum (Section 4.1.1) have been updated to include the sampling event completed by CLOCA at this tributary.
4.1.1 Aquatic Survey Station 11 – Darlington Creek	Rainbow Trout have a coldwater preference as indicated by Coker et al 2001 and a stream supporting them should be classified as such.	Acknowledged. The NETR (Section 4.4.1.11) and EPR Addendum (Section 4.1.1) have been updated to indicate that CLOCA classifies this reach of Darlington Creek to be coolwater habitat, and that the fish species recorded in Darlington Creek include species with a coldwater preference (e.g., Rainbow Trout). Text that the fish community composition should be taken into account to set the restricted timing window for the protection of fish and that the restricted window should be confirmed with MNRF and

Section	CLOCA's Comments	Responses
		CLOCA has been included in Table 5.4 of the EPR Addendum.
5.1.1 Aquatic Environment	Consideration for improving, or at a minimum, not reducing the ability of fish to pass certain structures should be considered throughout the design process. Fish passage analysis may be needed in these situations.	Consideration for fish passage is noted in NETR Table 6.4 (Aquatic Habitat): Design culverts to maintain or improve conditions for fish passage and hydraulic conveyance.
5.1.1.2 GO Station Locations	Agreed on the need for Headwater Drainage Feature Classification when potentially proposing modifications (e.g., B3 Courtice GO station)	Headwater Drainage Feature Assessment fieldwork was completed in 2022 in accordance with the HDFA Guidelines (TRCA & CVC 2014). The findings from the assessment were incorporated into the NETR (Section 4.4.1.7) and EPR Addendum (Section 4.1.1, Aquatic Survey Station 7).
Table 8.2 Restricted Activity Period by Watercourse	<p>As discussed above, Harmony Creek (Station 3), Robinson Creek (Station 6), Darlington Creek (Station 11) support coldwater fisheries and should be classified as such.</p> <p>The coldwater timing window as indicated in the CLOCA fisheries management plan is July 1st to September 15th.</p> <p>The warmwater timing window, as indicated in the CLOCA fisheries management plan, is July 1st to March 31st.</p>	<p>The NETR (Sections 4.4.1.3, 4.4.1.6 and 4.4.1.11) and the EPR Addendum (Section 4.11) were updated to include statements that CLOCA classifies these as coolwater habitats and includes a recommendation that the restricted window for fall spawning fishes is applied to Harmony Creek (Station 3), Robinson Creek (Station 6) and Darlington Creek (Station 11). The classification of the thermal regime of these reaches will be maintained as per the aquatic Resource Area maps prepared by LIO (MNDMNR). Section 8.4 of the EPR Addendum also references CLOCA's timing windows as per the Fisheries Management Plan. The NETR and EPR Addendum recommend that the restricted timing window for each location is confirmed by MNR.</p>
Appendix A1- Natural Environment Technical Report		
2.2.3	It indicates here that fish collection records are available for the watercourses in the study area, but some of the unnamed tributaries had no sampling events listed, recently or at all. Additional monitoring, especially outside of the summer period, would provide additional information for these features.	The NETR Section 2.3.2 and Section 8 "Aquatic Habitat" have been revised to recommend that fish community sampling outside of the summer season may be required during detailed design if in-water work is expected.
4.2	Unsure of the value of point-in-time measurements for air and water temperature when controls aren't in place. CLOCA has longterm water temperature and water quality data available for select locations if needed.	Air and water temperature along with other in-situ water quality parameters were recorded to supplement the description of aquatic habitat characteristics of the reach. These measurements were not used to determine the thermal regime of the

Section	CLOCA's Comments	Responses
		watercourse. Aquatic Resource Area (ARA) water Line Segment data prepared by LIO (MNRF) was used to establish the thermal regime of these watercourses. As mentioned above recommendations for restricted timing windows for protection of spawning fish will be based on the thermal regime as well as fish species present and should be confirmed with MNRF for each location.
	Please refer to comment 12 regarding construction timing windows for in-water works.	<p>The NETR (Section 4.7) was updated to include a recommendation that the restricted window for fall spawning fishes is applied to Harmony Creek (Station 3), Robinson Creek (Station 6) and Darlington Creek (Station 11). The classification of the thermal regime of these reaches will be maintained as per the aquatic Resource Area maps prepared by LIO (MNDMNRF). Section 4.7 of the NETR also references CLOCA's timing windows as per the Fisheries Management Plan. The NETR recommends that the restricted timing window for each location is confirmed by MNRF (Section 4.7).</p> <p>Section 8.4 of the EPR Addendum has been updated in accordance with the above edits to the NETR.</p>

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

Sincerely,



Laura Filice

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

cc: Eric Cameron, Infrastructure Planner/ Enforcement Officer
Kathy Luttrell, Natural Heritage Ecologist
Perry Sisson, Director, Engineering, Field Operations, and Education

Attachment: Oshawa to Bowmanville Rail Service Expansion: Environmental Project Report Addendum
90% Draft, May 6, 2022, Stantec. Appendix A1 - Addendum to Oshawa to Bowmanville Service
Expansion Environmental Project Report: Natural Environment Technical Report Draft, May 6,

2022, Stantec.

ⁱ Natural Heritage Information Centre (NHIC). 2021. Natural Heritage Information Centre (NHIC) Natural Areas and Species records search. Biodiversity explorer. Accessed November 2021 at: https://www.lnoapplications.lrc.gov.on.ca/Natural_Heritage/index.html?viewer=Natural_Heritage.Natural_Heritage&locale=en-CA



November 15, 2022

Attention: Perry Sisson, Director, Engineering, Field Operations, and Education
Central Lake Ontario Conservation Authority
100 Whiting Avenue
Oshawa ON L1H 3T3

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to Central Lake Ontario Conservation Authority's Comments

Dear Mr. Sisson:

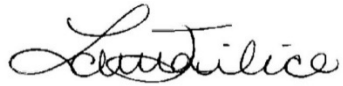
The below responses are provided to address the comments and recommendations outlined in the letter dated June 22, 2022 from the Central Lake Ontario Conservation Authority (CLOCA) to Metrolinx regarding the Oshawa to Bowmanville Rail Service Expansion.

CLOCA Comments	Responses
It is noted that the EPR (section 5.4.1 and table 5.4) states "...hydraulic and fluvial geomorphic assessments are being undertaken." Conceptual plans were previously provided for stream crossings at Oshawa Creek, Harmony Creek and Farewell Creek, and the appended comments were provided by CLOCA and remain current. Since the time of the conceptual plan submission, the Goodman Creek 2 Zone Flood Study has been completed and should be reviewed by the study team (available at https://www.cloca.com/flood-protection-prevention). This study examines the issue of the deficient capacity of the railway crossing of Oshawa Creek, and the impact to hundreds of homes immediately upstream of the railway embankment, that are flood vulnerable. A discussion of this large flood damage centre linked to the deficient hydraulic capacity of the railway embankment, should be included in the Neighbourhood Profiles (section 4.7.2).	<p>Metrolinx is aware of CLOCA's concern associated with the Oshawa Creek crossing and the flooding associated with the same. We will also note the Goodman Creek 2 Zone Flood Study when we undertake our hydraulic assessment in that location.</p> <p>The design of the new rail bridge crossing at Oshawa Creek will be based on applicable requirements and guidelines. The Project is focused on rail expansion, but to the extent feasible, design of new structures will not preclude the potential for capacity improvements at out-of-scope structures to benefit the existing flood condition. The Goodman Creek 2 Zone Flood Study has been reviewed and information incorporated into the EPR Addendum Section 4.4.</p> <p>Metrolinx is committed to continuing communication and engagement with CLOCA as design and construction planning progresses to address agency interests.</p> <p>As design advances outside of the environmental assessment process, CLOCA's previous comments and further input will be considered.</p>
With respect to expansion of the rail network over Robinson, Tooley and Darlington Creeks, we again emphasize the need to thoroughly investigate the condition and capacity of existing hydraulic structures, and look for opportunities to improve deficient conditions.	The hydraulic assessment will review the existing hydraulic conveyance capacity and provide recommendations for proposed conditions, in accordance with Metrolinx, CP Rail and CLOCA standards. The hydraulic assessment is not an environmental assessment component but will be assessed as design progresses.

CLOCA Comments	Responses
	<p>One of the mitigation measures listed in Table 5.4 is: <i>Any proposed bridges and culvert replacements will be sized to maintain or improve local flood levels as supported by hydrologic/hydraulic calculations and/or models.</i></p>
<p>A subwatershed study is underway by the Municipality of Clarington and will provide updated information for the Robinson and Tooley Creek watersheds. A Flood Mitigation Study is also planned for these watersheds. These studies should be researched during the design process to ensure the most current modelled flowrates are used.</p>	<p>Stantec has recently coordinated with CLOCA to obtain the most current hydraulic modeling information at this time. Stantec will coordinate with the Municipality and CLOCA to ensure that we remain informed on the current status of this study as we advance our hydraulic assessment and drainage design in parallel.</p>
<p>Section 6; Climate Change: Table 6.1 identifies precipitation as a consideration for qualitative assessment. With climate models providing climate adjusted Intensity-Duration-Frequency curves, a quantitative climate change analysis could be provided and would be a good indicator of hydraulic capacity for future conditions. Given the existing deficiencies of existing stream crossings, we recommend this step for return period storm assessments.</p>	<p>For the purposes of the EPR Addendum, precipitation was assessed qualitatively. A detailed Stormwater Management (SWM) Plan will be developed for the Project as we advance our design, which will be based on Metrolinx's standards, and other applicable guidance documents (such as those listed in Section 6.3.2 of the EPR Addendum) including the CLOCA Robinson Creek hydrologic model.</p>
<p>Of note for crossings of the Robinson Creek, Tooley Creek, and Darlington Creek:</p> <ol style="list-style-type: none"> The CPR crossing of Tooley Creek has a 5 metre flood differential from the upstream side to the downstream side due to insufficient culvert capacity, based on our hydraulic modelling. This modelling indicates that regulatory flooding would overtop the railway embankment. In the Robinson Creek hydraulic analysis, the large storage area upstream of the CPR embankment that has been considered in the computation of upstream flood elevations. The 100 year storm is the regulatory event in this watershed. Similarly, a crossing of Darlington Creek has a 4 metre water level differential. The potential for embankment failure from hydrostatic pressure, piping, or overtopping should be assessed at all crossings. 	<p>The existing hydraulic conditions summarized by CLOCA are noted and will be reviewed as part of the hydraulic assessment being prepared by Stantec as we advance our design. We request that CLOCA please also provide the hydrologic model for Robinson Creek so that the noted flood storage routing upstream of the railway corridor is properly accounted for in our assessment.</p>

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

Sincerely,

A handwritten signature in cursive script that reads "Laura Filice".

Laura Filice

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

cc: Eric Cameron, Infrastructure Planner/ Enforcement Officer

Attachment: Memo entitled "*Environmental Project Report 90% Draft (Stantec. May 2022)*"

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



From: Eric Cameron <ecameron@cloca.com>

Sent: June 28, 2022 4:00 PM

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

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Jennifer – CLOCA staff review memos are attached. Below is a breakdown of the anticipated CLOCA review and permitting fees based on information provided to date. We would like Metrolinx to obtain permits for all works within our regulated areas. For this project, the main areas of focus will be the watercourse crossings, but there are other regulated areas within the footprint associated with wetlands. Further, any areas identified by Metrolinx as containing wetland that are not included within mapped CLOCA regulation limits will also require permits. It is anticipated that permits associated with the crossings could also cover works within/adjacent to wetlands within the same watershed. Once your team review our comments and fee estimate, we would be pleased to meet to discuss. Thank you,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

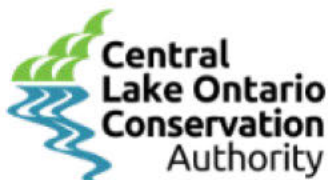
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Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
[REDACTED]
Email ecameron@cloca.com | Website cloca.com

Healthy watersheds for today and tomorrow.

From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: June 16, 2022 5:45 PM
To: Eric Cameron <ecameron@cloca.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Eric,

Just wanted to touch base to see if you have had a chance to review the EPR to give us an idea of the scope of review required by CLOCA as well as a fee estimate.

Thanks,

Jennifer Wong
[REDACTED]

From: Jennifer Wong

Sent: June 1, 2022 8:52 AM

To: Eric Cameron <ecameron@cloc.ca>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

Hi Eric,

Thanks for the discussion yesterday. Just wanted to summarize a few items from our conversation:

- Draft 90% EPR
 - The review of this document will be covered by the Schedule B Class EA fee we paid previously. I understand CLOCA will be aiming to provide comments by June 21. As discussed, we are looking to progress further with the hydraulic and fluvial geomorphic assessments for further input into our detailed design. The design for the 3 watercourse crossings (Oshawa Creek, Harmony Creek, Farewell Creek) has not changed significantly since our preliminary design drawings. We would be looking to schedule a technical meeting with CLOCA once we have more information on the hydraulic assessment and fluvial geomorphic assessment. If it would be helpful in expediting comments for the EPR, we would be happy to schedule a project overview meeting the week of June 6th or 13th. Please let me know if this is something CLOCA would be interested in or if the preference would be to have a technical meeting once we have more information.
- We are currently working on the following deliverables. It would be appreciated once you have had a chance to review the EPR to let us know the scope of review required by CLOCA (e.g. areas of interest to streamline the submission) and the estimated fees associated with the review.
 - Detailed design submissions (50%, 70%, IFT)
 - Hydraulic Assessment Study
 - Fluvial Geomorphic Assessment Study

See attached shapefile for the EPR project footprint.

Thanks and feel free to reach out if you have any further questions.

Jennifer Wong



From: Jennifer Wong

Sent: May 24, 2022 1:31 PM

To: Eric Cameron <ecameron@cloc.ca>

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

Hi Eric – are you available for a quick chat sometime before 2pm today or tomorrow during any of the following times?

- 8am-9am
- 10:30am-11am
- 11:30am-12pm
- 1:30pm-3pm

Just wanted to discuss the scope of the review with you. See attached shapefile for the EPR project footprint.

Thanks,

Jennifer Wong



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

Sent: May 17, 2022 2:15 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Hi Eric,

Thanks for the email. Ill tag in Jennifer here as she can speak to the review fees and your request for a technical meeting since she holds much of that design knowledge.

With regards to June 21st date, if you have any preliminary comments ready on the content shared thus far that would be appreciated. You will get another opportunity to review a revised draft EPR in August as well. Let me know if your team still needs more time to review the EPR content.

Thank you,

Laura

From: Eric Cameron <ecameron@cloca.com>

Sent: May 17, 2022 1:04 PM

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

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

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fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Laura – thank you for circulating this material. We will follow up with a written response. As you can probably appreciate given the scale of the project and number of watercourse crossings and other potential on our regulated features, we may not be able to provide response by the requested June 21st date. I was previously in communication with Annie Gu and Jennifer Wong from Metrolinx, (see attached e-mail). I think it would be beneficial to set up a technical meeting at this point to discuss the scope of review and our review fees in consideration of the project scale, advanced level of design for some of the crossing structures, and number of technical reports. Please advise of any availability for your team the week of May 30-June 3rd.

In advance – could you please send a shapefile or similar of the project construction footprint so that we may more efficiently review potential impacts on our regulated areas?

Thank you,

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3

Email ecameron@cloca.com | Website cloca.com

Healthy watersheds for today and tomorrow.

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

Sent: May 10, 2022 3:23 PM

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

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Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now

available for agency review through the drop box link below.



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

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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

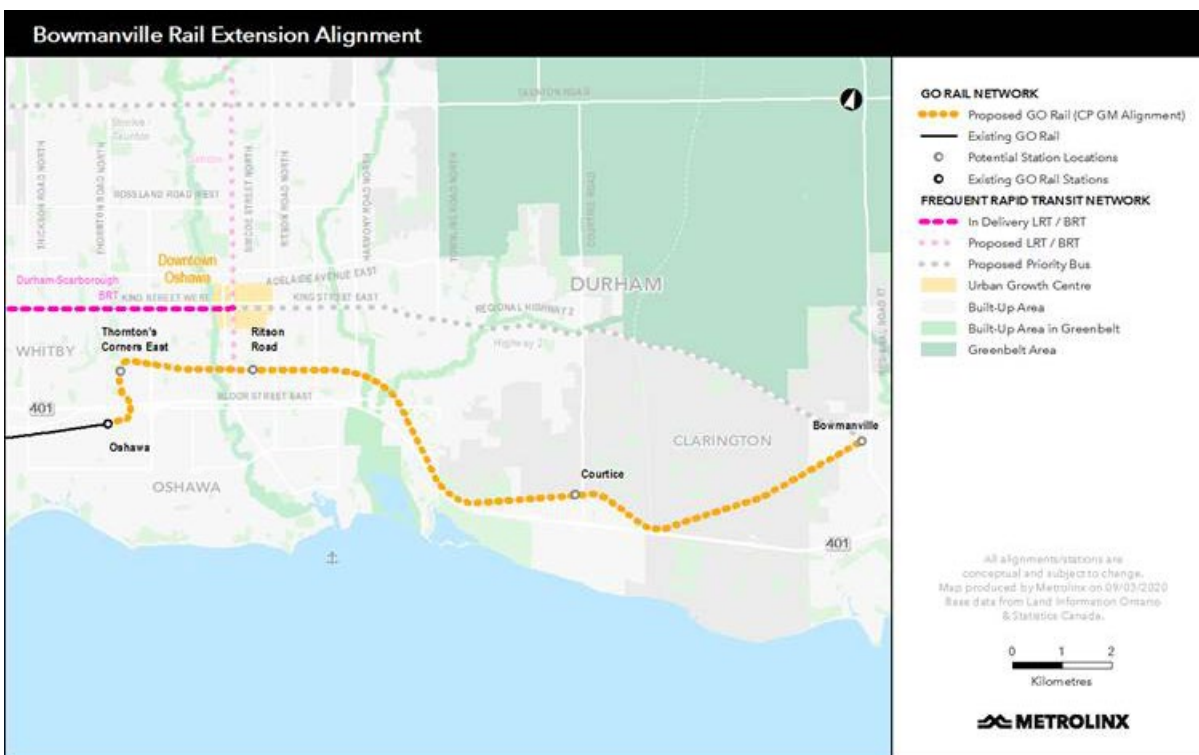
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

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

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete

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



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

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

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

Thank you,

Laura Filice

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



From: [Laura Filice](#)
To: [Andreas Grammenz](#)
Cc: [REDACTED]; [Annie Gu](#); [Rachel Afonso](#)
Subject: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Monday, September 19, 2022 4:18:59 PM
Attachments: [image002.png](#)
[image003.jpg](#)

Good Afternoon Andreas,

We have prepared a Revised Draft EPR for your teams review. This version incorporates changes based on the May 10th circulation from Agencies and Indigenous Nations. You can access the revised EPR through the link below:

[REDACTED]

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

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

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

*Dates are subject to change

Thank you,

Laura Filice

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

[REDACTED]



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

Sent: Tuesday, May 10, 2022 3:23 PM

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

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Good Afternoon,

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



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

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

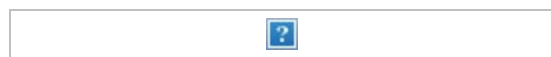
- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
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- Public Meeting – September 2022
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- 35-Day Minister Review – January to February 2023
- Statement of Completion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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

Bowmanville Extension Options - 20200303



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

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain

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

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

Thank you,

Laura Filice

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



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From: [Laura Filice](#)
To: [Mac, Frank \(MTO\)](#)
Cc: [Rachel Afonso](#); [Annie Gu](#); [Singh, Christian \(MTO\)](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Monday, October 3, 2022 9:14:25 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Morning Frank,

Thank you for providing the below clarification. We will pass this on to our Consultant.

Thanks,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: October 3, 2022 8:40 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

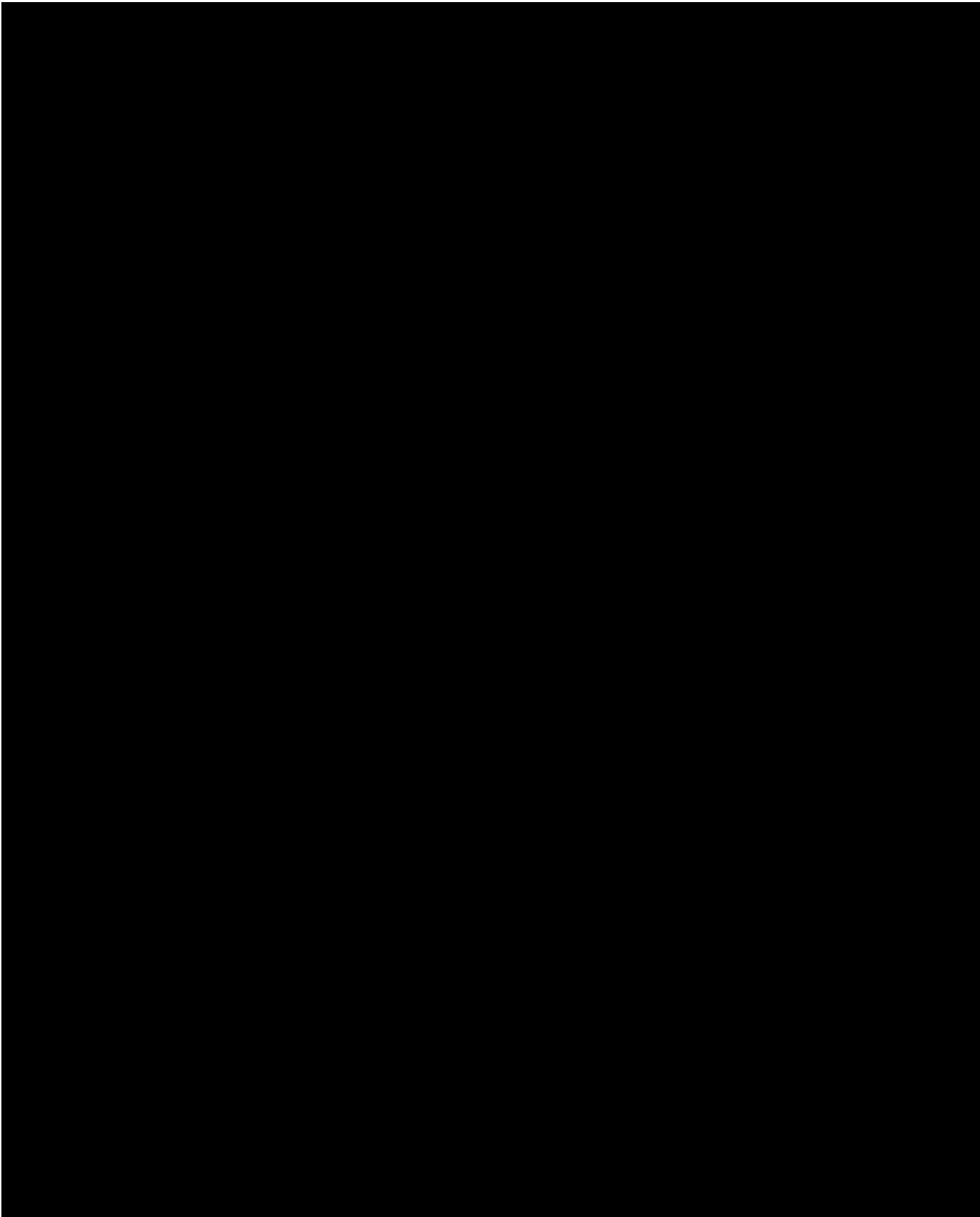
MTO has the following follow-up comment for the Metrolinx response.

Metrolinx: It is assumed that this comment refers to designated Emergency Detour Routes for Highway 401. If so, neither the Simcoe Street nor Ritson Road bridge replacements appear to intersect with such routes. If this not the intent of the comment, we would appreciate further clarification.

When a bridge or ramp is closed, a detour route (not EDR) is required so motorists know where to access ramps to the highway, or to access local roads. Guidance of traffic through detours requires signage that is continuous and complete to guide drivers back to the normal route. This includes for motorists, cyclists and pedestrians. They can use the EDR route, but detour signage (TC-64 and ANS/AWS) and detour markers are required. Metrolinx should review Traffic Conditions Temporary Manual for guidance.

Frank Mac, P.Eng
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division

Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
[REDACTED]
Email: frank.mac@ontario.ca



From: [Laura Filice](#)
To: [Mac, Frank \(MTO\)](#)
Cc: [Rachel Afonso](#); [Annie Gu](#)
Subject: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Monday, September 19, 2022 4:12:25 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[MTO comments BMV 90% MX 20220919.pdf](#)

Good Afternoon Frank,

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



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

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

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*Dates are subject to change

Thank you,

Laura Filice

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





September 19, 2022

Attention: Ministry of Transportation Staff

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

Dear Ministry of Transportation Staff:

The below responses are provided to address the comments and recommendations outlined in the email received on August 26, 2022 from the Ministry of Transportation (MTO) regarding the Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

Subject/Theme	MTO Staff Comments	Responses
Highways – A6 Traffic Impact Assessment	The Construction Staging Assessment Scenario needs to consider MTO's capital program that has been coordinated (ongoing) with Metrolinx and municipal stakeholders otherwise the traffic assessment is not representative of actual conditions. The Metrolinx rail corridor is in close proximity to MTO's Highway 401 structural rehabilitation/replacements at Simcoe Street, Albert Street, Wilson Road, Park Road, Ritson Road, and Bloor/Harmony which are on the horizon, with Simcoe Street starting in 2023. Detail design packages of the MTO projects at varying milestones (ie. 30%, 60%, 90%) are available upon request and should be reviewed by Metrolinx to determine conflicts. All impacts to the traffic network need to be coordinated with stakeholders collectively as detours and diversion routes may not be as intended if all projects are not thoroughly considered.	<p>Coordination between MTO, Region of Durham, municipal stakeholders, and Metrolinx is currently underway, with the goal of ensuring that the transportation network adjacent to the project area is not adversely affected by concurrent construction activities. The Construction Staging Scenario will be refined as these discussions proceed, the design develops, and the project construction schedule/staging strategy is established.</p> <p>It should also be noted that the future 2031 horizon was assessed to understand the future roadway needs in and around future GO Rail stations. The future key transportation infrastructure transportation network improvements were collected and used as part of the data collection at the initiation stage of the project. The data that was available to the project team for Highway 401 are listed as follows and demonstrated in Figures 1 and 2, below. It is also understood that these layouts are not finalized and may change</p>

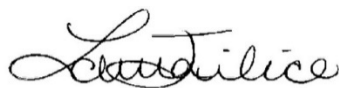
Subject/Theme	MTO Staff Comments	Responses
		<p>during the life of their studies. These assumptions will be investigated and updated in the later stages of the study.</p> <ul style="list-style-type: none"> Existing WB on-ramp at Simcoe will be removed and a new WB off-ramp and on-ramp will be constructed slightly to the north at Simcoe Street with a connection to First Avenue New EB off and on-ramps will be constructed at Bloor Street east of Albert Street A new bridge structure will be built over Highway 401 to provide a connection between Bloor Street and Albert Street. The intersection will be restricted to a right-in/right-out configuration and would allow for access to/from WB traffic on Bloor Street only Removal of the existing WB on and off ramps at Drew Street Removal of the existing stop controlled EB off-ramp at Bloor Street Construction of a new WB off-ramp at Ritson Road and Jackson Avenue Construction of a new EB on-ramp at Ritson Road north of Bloor Street Realignment and widening of Bloor Street east of Harmony Road to Grandview Street Removal of the existing EB ramps at Farwell Street Construction of new EB ramps as part of a reconfiguration of the intersection of Harmony Road and Bloor Street Construction of new WB ramps at Bloor Street, east of Harmony Road
Highways – A6 Traffic Impact Assessment	What are the timelines and durations for Metrolinx's proposed closures? It appears that full closures of unknown duration are detailed in the Section 7.0 for Simcoe Street and Ritson Road based on 100% traffic diversion. MTO is	The project construction timelines and durations have yet to be confirmed, including for the proposed replacements of the Simcoe Street and Ritson

Subject/Theme	MTO Staff Comments	Responses
	currently planning traffic reductions to single lane (each direction) for Simcoe Street to undertake the Highway 401 structural replacement in 2023-2024. MTO's Albert Street structure at Highway 401 which MTO is proposing as a full closure in 2024 is listed as receiving 20% of Metrolinx's Simcoe Street diversion.	Road structures. Coordination between MTO, Region of Durham, municipal stakeholders, and Metrolinx is currently underway, with the goal of ensuring that the transportation network adjacent to the project area is not adversely affected by concurrent construction activities.
General	Maintaining Ministry of Labour (MOL) constructor spacing requirements of 500m between workzones (includes traffic staging) need to be considered for the Metrolinx and MTO projects proposed to occur simultaneously.	The contractor responsible for construction will be expected to adhere to applicable Ministry of Labour requirements, including those pertaining to constructor spacing.
Traffic	I believe the new rail bridge crossing the Hwy 401 just west of Stevenson is covered off by another study? That will have impacts to the 401 ramps fore sure	Impacts associated with construction of the new rail bridge crossing Highway 401 west of Stevenson Road will be addressed with MTO through separate submissions and approval process, which will address any impacts to the Highway 401 core lanes/ramps and adjacent municipal roads.
Traffic	Closure of Simcoe and Ritson rail bridges shouldn't be happening at the same time, as that will affect the traffic to/from the 401. Simcoe Street will be used for Ritson Road closure, and vice verse	Concurrent closures of the Simcoe Street and Ritson Road bridges are not being considered.
Traffic	Metrolinx needs to provide detour routes for 401 traffic division when the bridges are closed for construction	It is assumed that this comment refers to designated Emergency Detour Routes for Highway 401. If so, neither the Simcoe Street nor Ritson Road bridge replacements appear to intersect with such routes. If this not the intent of the comment, we would appreciate further clarification.
Environmental	Concerns with the consultation. Re: CPR bridge, according to the CPR Board Order, MTO has limited say in what is in MTO's jurisdiction. I would request Metrolinx provide MTO a copy of their correspondence that indicates that CPR is in agreement as it's my understanding that a new agreement would need to be signed by CPR, MTO, Durham and	Metrolinx is currently engaged with stakeholders, including CPR, to refine detailed design requirements. Further discussions will be required between Metrolinx and stakeholders to implement the

Subject/Theme	MTO Staff Comments	Responses
	possibly Metrolinx. If CPR does not endorse that that Metrolinx is assigned interest of CPR according to the Board Order: As it's clear in the Board Order that any "future reconstruction" can only be completed by MTO, CPR and Durham. This will have impacts to their EPR.	necessary agreements during the detailed design phase.
Environmental	I also have some concerns re: the Preliminary Design for MTO's new ROW for the future widening. There's no mention in Metrolinx EPR that they have considered that the MTO future widening ROW is considered in their design where they are close proximity to the 401. MTO had completed the EA for the ultimate widening of the mainline along with improvements for various interchanges. I only found mention of the MTO EA as one of background studies considered but it's unclear in certain areas if MTO's EA was considered for the areas where Metrolinx is adjacent to the 401.	The preliminary design for widening of Highway 401 included in MTO's EA has been considered as part of design efforts to date and will continue to be considered moving forward. MTO will be consulted to ensure compatibility as the design advances. Specifically, coordination regarding the designs for widening of Highway 401 and expanding the rail corridor has been undertaken between Townline Road and Prestonvale Road. Further, it is our understanding that the new rail bridge crossing Highway 401 west of Stevenson Road will not impact the planned widening of the highway.

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

Sincerely,

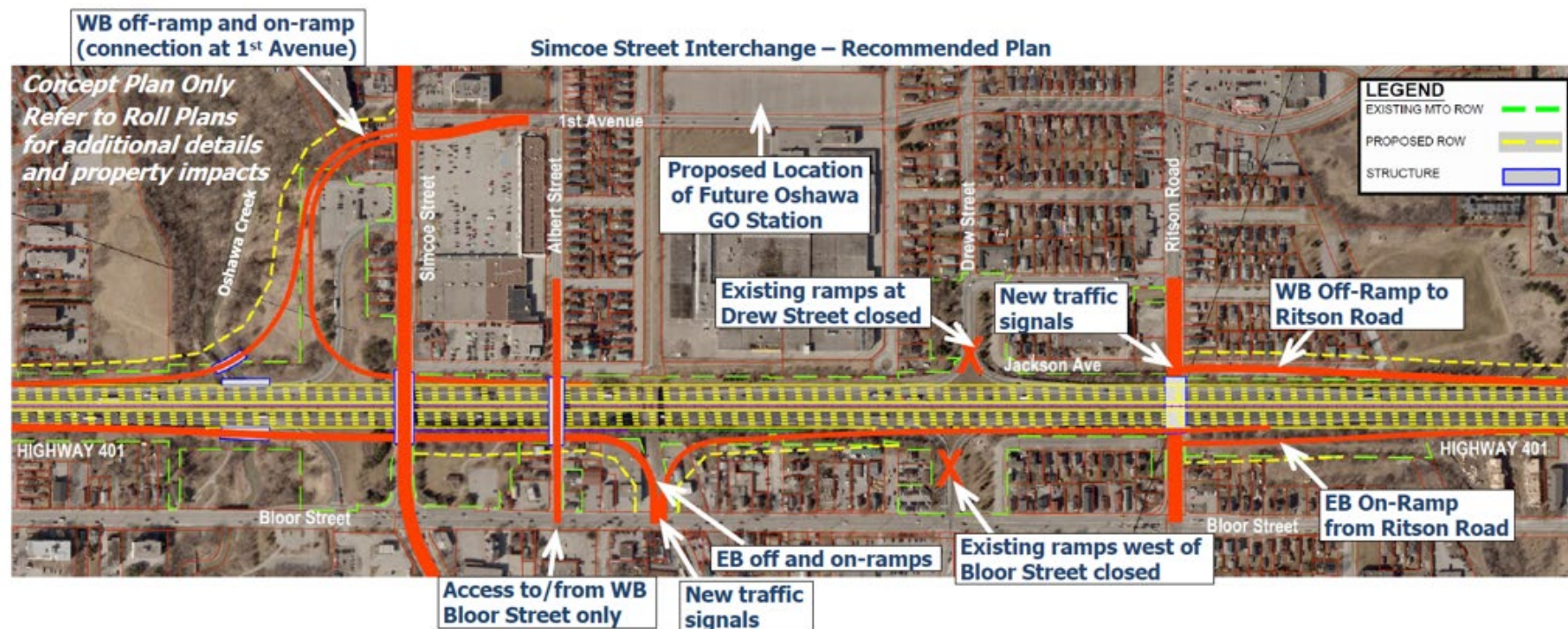


Laura Filice

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

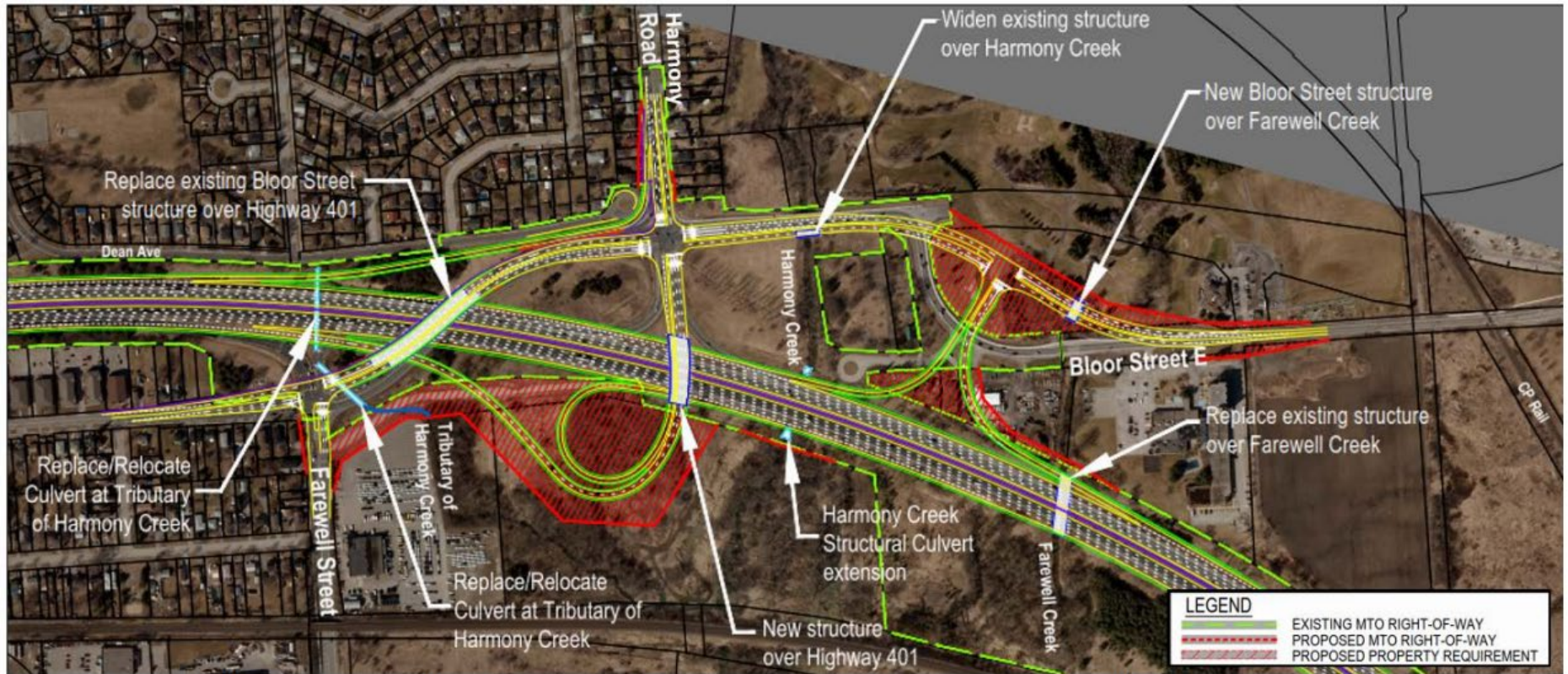
Attachment: Email "*RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project*", received August 26, 2022

Figure 1 2031 Highway 401 Interchange Improvements



Source: Highway 401 from Brock Road to Courtice Road Class EA & Preliminary Design Study (MTO)

Figure 2 2031 Highway 401 Interchange Improvements (Cont'd)



Source: Highway 401 Rehabilitation and Long-Term Widening Needs from Brock Road to Courtice Road, Public Information Centre Material, MTO, 2015.



From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: August 26, 2022 8:46 AM
To: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Some people who received this message don't often get email from frank.mac@ontario.ca. [Learn why this is important](#)

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Good Morning Jennifer,

I've been able to compile the following MTO comments for the May 10, 2022 draft EPR.

Highways

A6 Traffic Impact Assessment

1. The Construction Staging Assessment Scenario needs to consider MTO's capital program that has been coordinated (ongoing) with Metrolinx and municipal stakeholders otherwise the traffic assessment is not representative of actual conditions. The Metrolinx rail corridor is in close proximity to MTO's Highway 401 structural rehabilitation/replacements at Simcoe Street, Albert Street, Wilson Road, Park Road, Ritson Road, and Bloor/Harmony which are on the horizon, with Simcoe Street starting in 2023. Detail design packages of the MTO projects at varying milestones (ie. 30%, 60%, 90%) are available upon request and should be reviewed by Metrolinx to determine conflicts. All impacts to the traffic network need to be coordinated with stakeholders collectively as detours and diversion routes may not be as intended if all projects are not thoroughly considered.
2. What are the timelines and durations for Metrolinx's proposed closures? It appears that full closures of unknown duration are detailed in the Section 7.0 for Simcoe Street and Ritson Road based on 100% traffic diversion. MTO is currently planning traffic reductions to single lane (each direction) for Simcoe Street to undertake the Highway 401 structural replacement in 2023-2024. MTO's Albert Street structure at Highway 401 which MTO is proposing as a full closure in 2024 is listed as receiving 20% of Metrolinx's Simcoe Street diversion.

General

1. Maintaining Ministry of Labour (MOL) constructor spacing requirements of 500m between workzones (includes traffic staging) need to be considered for the Metrolinx and MTO projects proposed to occur simultaneously.

Traffic

2. I believe the new rail bridge crossing the Hwy 401 just west of Stevenson is covered off by another study? That will have impacts to the 401 ramps for sure
3. Closure of Simcoe and Ritson rail bridges shouldn't be happening at the same time, as that will affect the traffic to/from the 401. Simcoe Street will be used for Ritson Road closure, and vice versa
4. Metrolinx needs to provide detour routes for 401 traffic division when the bridges are closed for construction

Environmental

1. Concerns with the consultation. Re: CPR bridge, according to the CPR Board Order, MTO has limited say in what is in MTO's jurisdiction. I would request Metrolinx provide MTO a copy of their correspondence that indicates that CPR is in agreement as it's my understanding that a new agreement would need to be signed by CPR, MTO, Durham and possibly Metrolinx. If CPR does not endorse that that Metrolinx is assigned interest of CPR according to the Board Order: As it's clear in the Board Order that any "future reconstruction" can only be completed by MTO, CPR and Durham. This will have impacts to their EPR.
2. I also have some concerns re: the Preliminary Design for MTO's new ROW for the future widening. There's no mention in Metrolinx EPR that they have considered that the MTO future widening ROW is considered in their design where they are close proximity to the 401. MTO had completed the EA for the ultimate widening of the mainline along with improvements for various interchanges. I only found mention of the MTO EA as one of background studies considered but it's unclear in certain areas if MTO's EA was considered for the areas where Metrolinx is adjacent to the 401.

Major Projects Office (Highway 418)

1. In page 18 of the TIA, the Project Overview Map shows the proposed upgrades to At-Grade Crossing at Hancock Road/Baseline Road. Do you have more detailed information related to the proposed upgrades? MPO is working on a Patrol Yard at N-E of Hancock Road and Baseline Road which is adjacent to this proposed upgrades.

Frank Mac, P.Eng

Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7

Email: frank.mac@ontario.ca

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

Sent: July 26, 2022 1:55 PM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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sender.

Hi Frank,

As discussed, please see link to the draft Environmental Project Report below. The Traffic Impact Analysis is under Appendix A6. Please let us know if you have any comments.

Thanks,

Jennifer Wong

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

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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

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

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

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
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Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

Bowmanville Extension Options - 20200303

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

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

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

Thank you,

Laura Filice

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



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From: Harris, Maya (MMAH) <Maya.Harris@ontario.ca>

Sent: Wednesday, October 12, 2022 11:57:44 AM

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

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

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Hi Laura –

Please continue to include me on the project contact list.

Thank you,

Maya Harris, (she/her) MCIP, RPP
Manager, Community Planning & Development
Municipal Services Office – Central Ontario | Ministry of Municipal Affairs and Housing

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

Sent: March 25, 2022 8:21 AM

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

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Bowmanville Extension Options - 20200303



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

Thank you,

Laura Filice

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



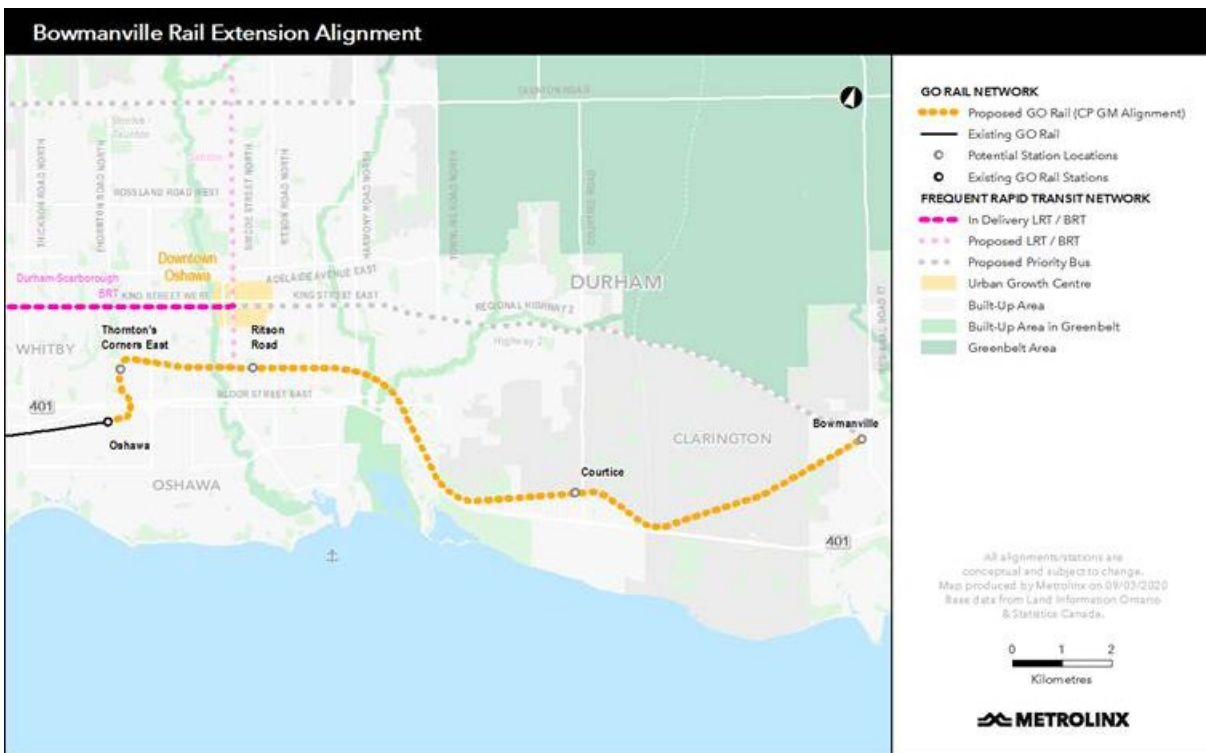
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From: [Laura Filice](#)
Bcc: [Tegan McWhirter](#); "[rgill@oshawa.ca](#)"; "[wmunro@oshawa.ca](#)"; "[pralph@oshawa.ca](#)"; "[sbrake@clarington.net](#)"; "[William.Holmes@durham.ca](#)"
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion
Date: March 28, 2022 11:00:00 AM
Attachments: [image003.png](#)
[Osh Bow Rail Expansion Upcoming TPAP Addendum March 28 2022.pdf](#)

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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





March 28, 2022

RE: Upcoming Notice of TPAP Addendum for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility –Transit Project Assessment Process (TPAP) Environmental Project Report Addendum

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

Project Background

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

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

<https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-02-20-Bowmanville-Rail-Service-Extension-IBC-Update-FINAL.pdf>

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

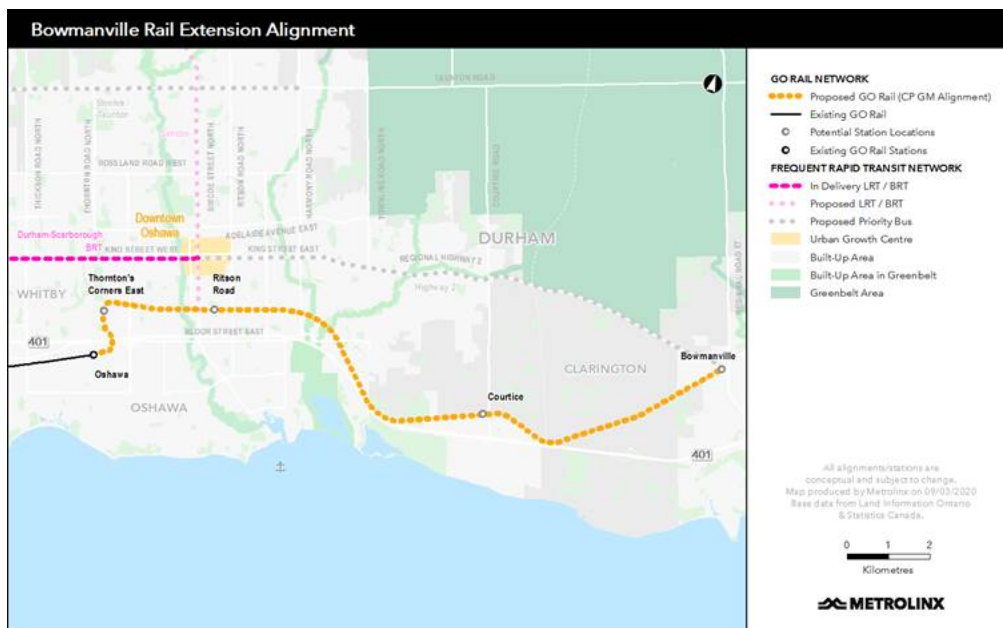
https://www.metrolinx.com/en/regionalplanning/rer/Bowmanville_EPR_EN.pdf

Current Status of the Project

Business Case & Scope

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

- 20 km of new single track along the existing CP rail corridor connecting the existing Oshawa GO station to a new Bowmanville GO station located at Bowmanville Avenue;
- A second passing track between the future Ritson Road GO station and future Courtice GO station;
- New signal infrastructure to connect to the existing GO subdivision;
- Modifications to the existing Oshawa GO station;
- Modifications, reconstruction and construction of new rail grade separation bridges; and
- Modification of at-grade crossings.
- New station infrastructure associated with Thornton's Corners East, Ritson Road, Courtice, and Bowmanville will be delivered under the Transit Oriented Communities Strategy



Preliminary Project Schedule (subject to change)

Below we have outlined the preliminary timelines for the project.

Public and Stakeholder Consultation

Task	Timeline
Stakeholder / TAC Meetings	Currently to Fall 2022 (ongoing)
30- Day Agency Review of 90% EPR Addendum	May- June 2022
Notice of Public Meeting	August 2022
Public Meeting (Virtual)	September 2022
Notice of TPAP Addendum	October 2022
30-Day Public Review of EPR Addendum	October – November 2022
35-Day Ministers Review Period	January – February 2023

From: [SUN Hongxia](#) on behalf of [SECONDARY LAND USE Department](#)
To: [Laura Filice](#)
Cc: [SECONDARY LAND USE Department](#); [DIMAND Laura](#); [MATEV Matey](#)
Subject: Hydro One Response: 20220419--Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility
Date: Tuesday, April 19, 2022 2:01:34 PM
Attachments: [19463.pdf](#)
[20220419--Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility .pdf](#)

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Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc
483 Bay St
Toronto, ON

April 19, 2022

Re: Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility

Attention:
Laura Filice
Environmental Project Manager
Environmental Programs and Assessment Metrolinx

Thank you for sending us notification regarding (Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility).

Please note:

- We have confirmed that Hydro One has existing assets in the area and are currently engaged in Property Management Proposal (PMP) reviews for the options. (Attached Asset Map)
- We prefer designs that are avoid/minimize impacts with HONI assets. We are in the process of assessing the impacts and are not currently able to comment on the potential impacts.
- If this triggers the need for HONI to complete an EA, will this cover our EA requirements?

At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project

information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

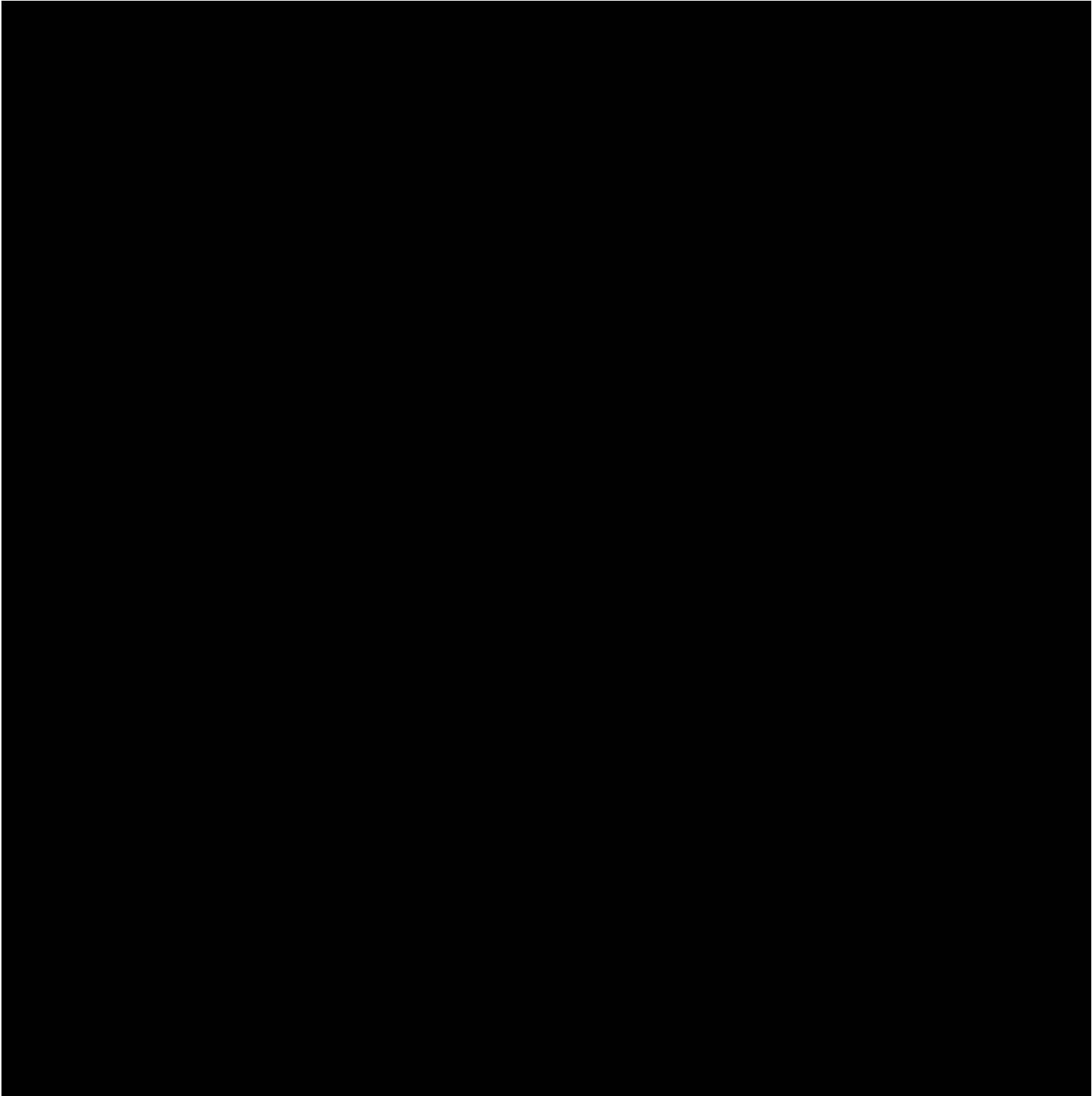
Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***



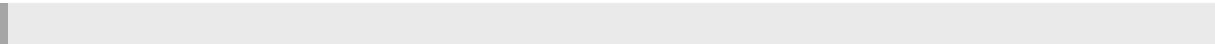
From: Brown, Sadie (NDMNRF) <Sadie.Brown@ontario.ca>

Sent: April 22, 2022 2:52 PM

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

Cc: McCloskey, Amanda (NDMNRF) <Amanda.McCloskey@ontario.ca>

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



You don't often get email from sadie.brown@ontario.ca. [Learn why this is important](#)

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Good afternoon, we hope you are doing well.

Please see the attached comments regarding the Oshawa Bowmanville Rail Expansion.

Thank you,

Sadie Brown

A/District Planner

Land Use Planning and Strategic Issues Section | Southern Region

Ministry of Northern Development, Mines, Natural Resources and Forestry

sadie.brown@ontario.ca | [REDACTED]

Preferred pronouns are she/her



As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

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

Sent: March 25, 2022 8:21 AM

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

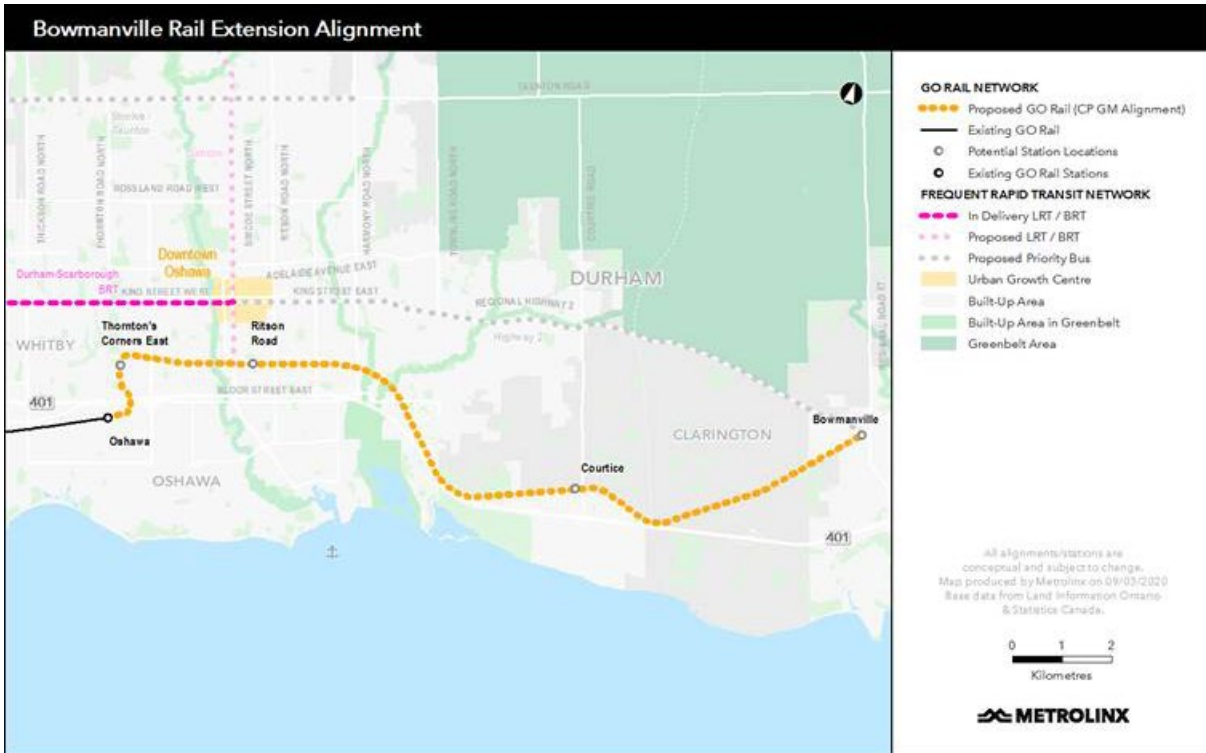
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Good Morning,

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

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

structures and utilities to facilitate the Project.



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

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

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

Thank you,

Laura Filice

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



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April 22, 2022

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street,
Toronto, ON, M5J 2W3
[REDACTED]
Laura.Filice@metrolinx.com

Subject: Upcoming EPR Addendum – Oshawa Bowmanville Rail Expansion

Dear Laura,

The Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) received the memo for the Upcoming Notice of TPAP Addendum for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility –Transit Project Assessment Process (TPAP) Environmental Project Report Addendum on March 25, 2022. Thank for you for circulating this to our office, please note we have not completed a screening of natural heritage or other resource values for the project at this time. This response, however, does provide information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation and engaging with the Ministry for advice as needed.

Please also note it is the proponent's responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

Natural Heritage

NDMNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's [Land Information Ontario \(LIO\) website](#). You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSIs, woodlands, etc.) using the [Natural Heritage Make a Map](#) tool.

We recommend you use the above-noted sources of information during the review of your project proposal.

Natural Hazards

A series of natural hazard technical guides developed by NDMNRF are available to support municipalities and conservation authorities implement the natural hazard policies in the Provincial Policy Statement (PPS). For example, standards to address flood risks and the potential impacts and costs from riverine flooding are addressed in the *Technical Guide River and Stream Systems: Flooding Hazard Limit (2002)*. We recommend you consider these technical guides as you assess specific improvement projects that can be undertaken by the City to reduce the risk of flooding.

Petroleum Wells & Oil, Gas and Salt Resource Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best-known data on any wells recorded by NDMNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Fish and Wildlife Conservation Act

Should the project require:

- the relocation of fish outside of the work area a Licence to Collect Fish for Scientific purposes under the Fish and Wildlife Conservation Act will be required.
- the relocation of wildlife outside the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the Fish and Wildlife Conservation Act will also be required.

Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or *Lakes and Rivers Improvement Act*. Please review the information on NDMNRF's web pages provided below regarding when an approval is required or not. Please note many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of NDMNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have identified any of NDMNRF's interests stated above and may require permit(s), please contact scp.aurora@ontario.ca.

If you have any questions or concerns, please feel free to contact me.

Sincerely,

Sadie Brown
District Planner
Ministry of Northern Development, Mines, Natural Resources and Forestry
E-mail: sadie.brown@ontario.ca

From: [Laura Filice](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Cameron, Anne \(MECP\)](#); [Desautels, Solange \(MECP\)](#)
Subject: RE: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion
Attachments: [image002.png](#)

Morning Cindy,

Thank you for the update. Welcome Anne!

The Draft EPR Addendum report with appendices is on track to be sent to review agencies Tuesday May 10th. We ask to have any comments back by June 21st. Metrolinx will update the EPR based on the comments received and circulate the revised EPR to agencies in August for an additional 2 week period to confirm the responses and changes are satisfactory.

The Notice of EPR addendum is set for October 31st. I will provide a full list of key milestone dates again in the May 10th circulation email as well for quick reference.

Thank you,

Laura Filice

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



From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: May 5, 2022 10:12 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

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Morning Laura:

I hope you are doing well. I'm writing to you today to let you know that my colleague - Anne Cameron has been assigned as the Project Officer in our section to lead the

review of the addendum for this project. Moving forward please send your emails to Anne.

Our internal transit tracking indicates that Metrolinx was aiming to share a draft addendum report to our ministry last month. Can you kindly provide us with an update of when we can expect to see the draft addendum and supporting documentation for review, as well as, when Metrolinx anticipates posting its notice.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator (she/her)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
[REDACTED] | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: March 25, 2022 8:21 AM
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

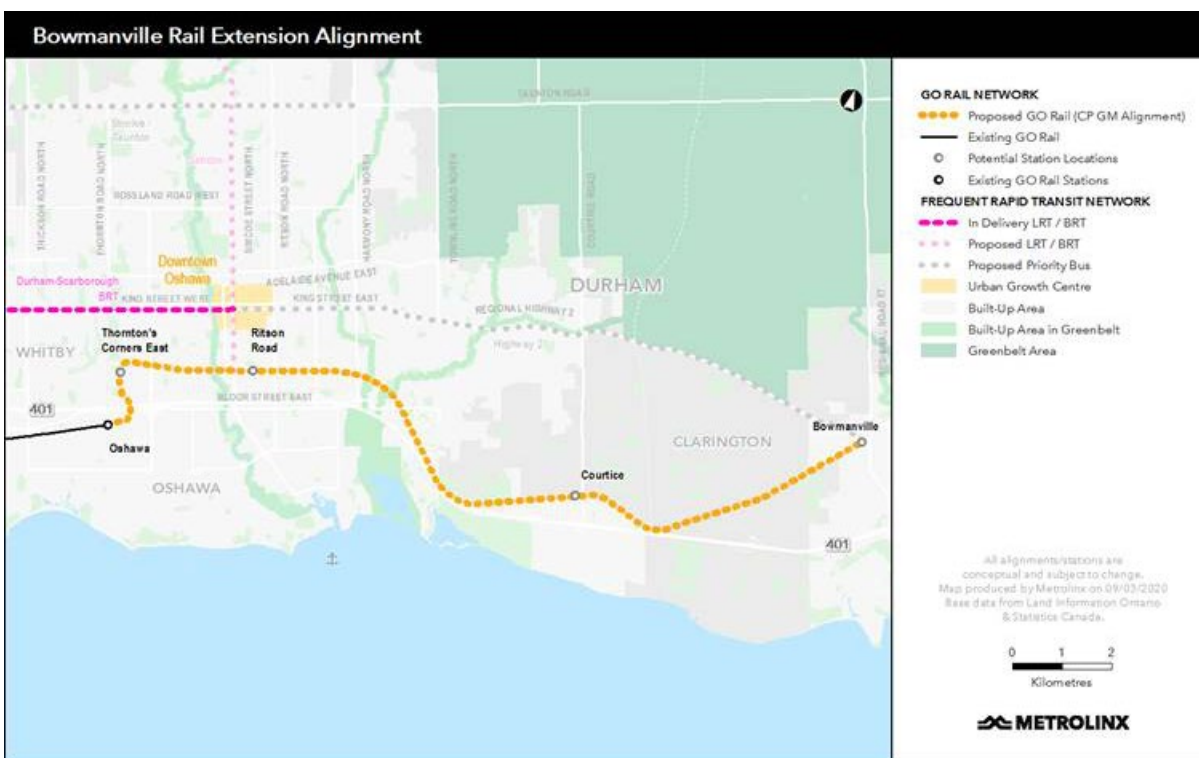
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to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



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

Thank you,

Laura Filice

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



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

Hi Doug,

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

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

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

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

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

Thank you,

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



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

Hi Doug,

No problem. We will circulate the reports once ready.

Thank you,

Laura

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

Sent: April 28, 2023 5:46 PM

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

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

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Hi Laura,

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

Thanks.

Doug



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

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

My pronouns are he/him.



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

Sent: April 20, 2023 4:46 PM

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

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

Good Afternoon,

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

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

Thank you,

Laura Filice

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



From: Laura Filice
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

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

[REDACTED]

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

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

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

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

Thank you,

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

[REDACTED]



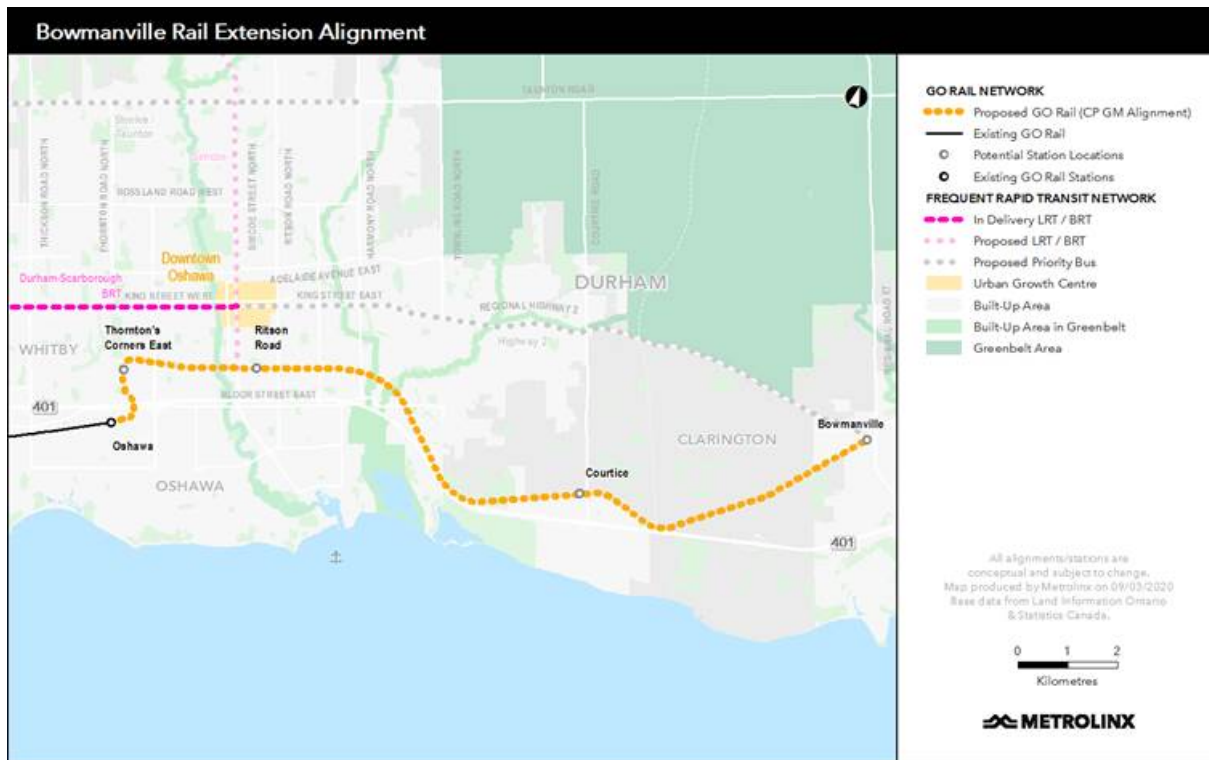
From: Laura Filice
Sent: March 25, 2022 8:21 AM
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

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

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road

57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



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

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

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

Thank you,

Laura Filice

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



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June 30, 2023

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

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

Dear Mr. Robertson:

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

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

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

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

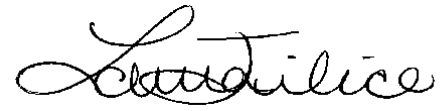
Item No	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG #	Regional Municipality of Durham Review Comment (October 17, 2022)	Metrolinx Response (June 30, 2023)
12	Durham Region Works, Transportation	Appendix A6 - Traffic Impact Analysis, Section 7.2.6, Page 102	<p>As noted in our previous comments,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

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

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

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

Sincerely,

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

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

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

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

From: [Laura Filice](#)
To: [Doug Robertson](#)
Cc: [Jeff Yee](#); [Tina D'Ettorre](#); [Lindsay Prihoda](#)
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum
Date: June 22, 2023 9:49:00 AM
Attachments: [image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Morning Doug,

Thank you for your comments below. We will take these into account.

The updated EPR and TIA is currently sitting with Metrolinx for final review and will be shared with you once complete in the coming weeks.

Thanks,

Laura

From: Doug Robertson <Doug.Robertson@Durham.ca>
Sent: June 21, 2023 5:33 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Jeff Yee <Jeff.Yee@metrolinx.com>; Tina D'Ettorre <Tina.D'Ettorre2@metrolinx.com>
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum

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Hi Laura,

Thank you for sending this notice. Regional staff reviewed the materials that are posted on the project web site. General comments on this material are covered by our comments on the revised draft 90% EPR (submitted October 22, 2017). One additional comment that we would like to highlight relates to the proposed grade crossing expansion on Bloor Street East in Oshawa. As you know, the Region is currently designing a Bloor Street realignment and grade separation that will eliminate this grade crossing, with the intent to have this constructed prior to the GO rail extension entering service. This should be identified in TPAP Addendum public materials, including the EPR Addendum, to make the public aware that there is a plan to eliminate the grade crossing in coordination with the GO Rail extension. For example, a note such as "proposed new bridge by others" could be added at this

location on high-level schematic mapping. A screened outline of the proposed grade separation with a similar note could be included on more detailed drawings, and a similar note could also be added in text and table references to this crossing.

We are pleased to see the TPAP Addendum process progressing, and we look forward to reviewing the updated version of the EPR Addendum (main report) and the Traffic Impact Analysis technical report prior to the public review period (as per my email of April 28, 2023).

Regards,
Doug



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

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



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

Sent: May 24, 2023 3:57 PM

Subject: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension
Environmental Project Report (EPR) Addendum

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

Good Afternoon,

There will be a **Virtual Public Information Centre (PIC)** from **June 8 to June 21, 2023** for the Bowmanville Extension EPR Addendum, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). Comments and feedback on the materials during the Virtual PIC period can be submitted on our [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

A live **Virtual Open House (VOH)** will be held on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event.

Postcards are being mailed out starting this week and the newspaper ad will be published on May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide the above noted event details. A copy of the postcard and newspaper ad is attached for reference.

If you have any questions or comments about the Project, or wish to be removed from the Project list, please feel free to contact me directly.

Thank you,

Laura Filice

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



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April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

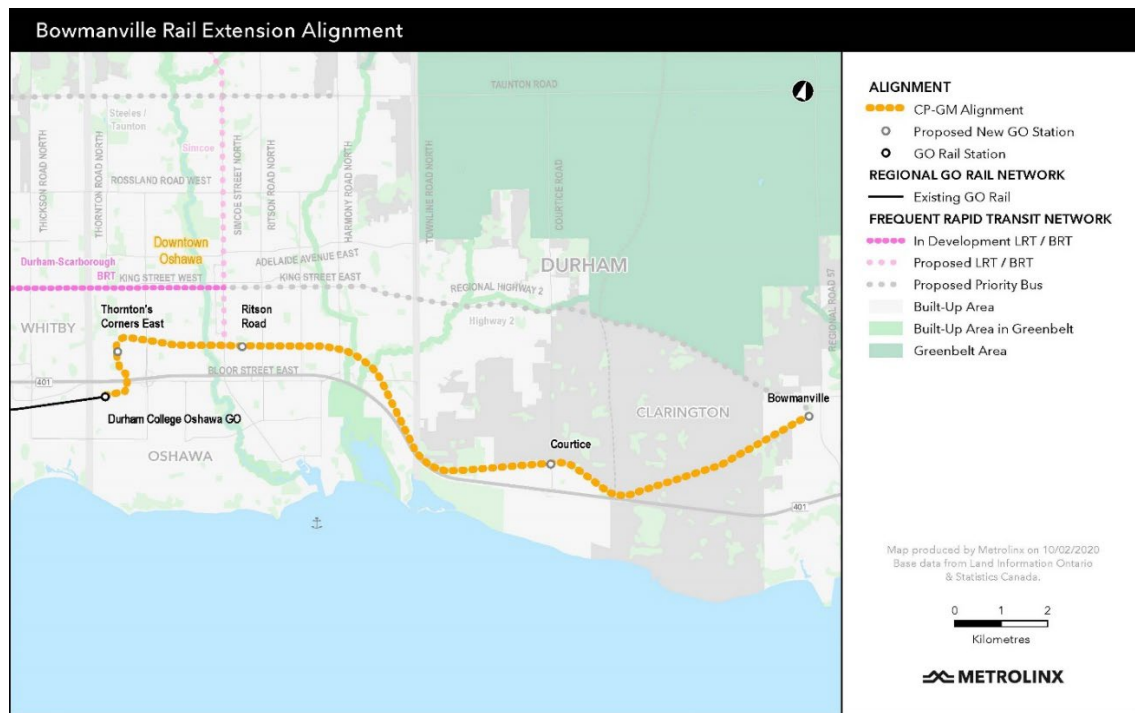


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

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

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

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

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

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

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

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

Current Project Schedule (subject to change)

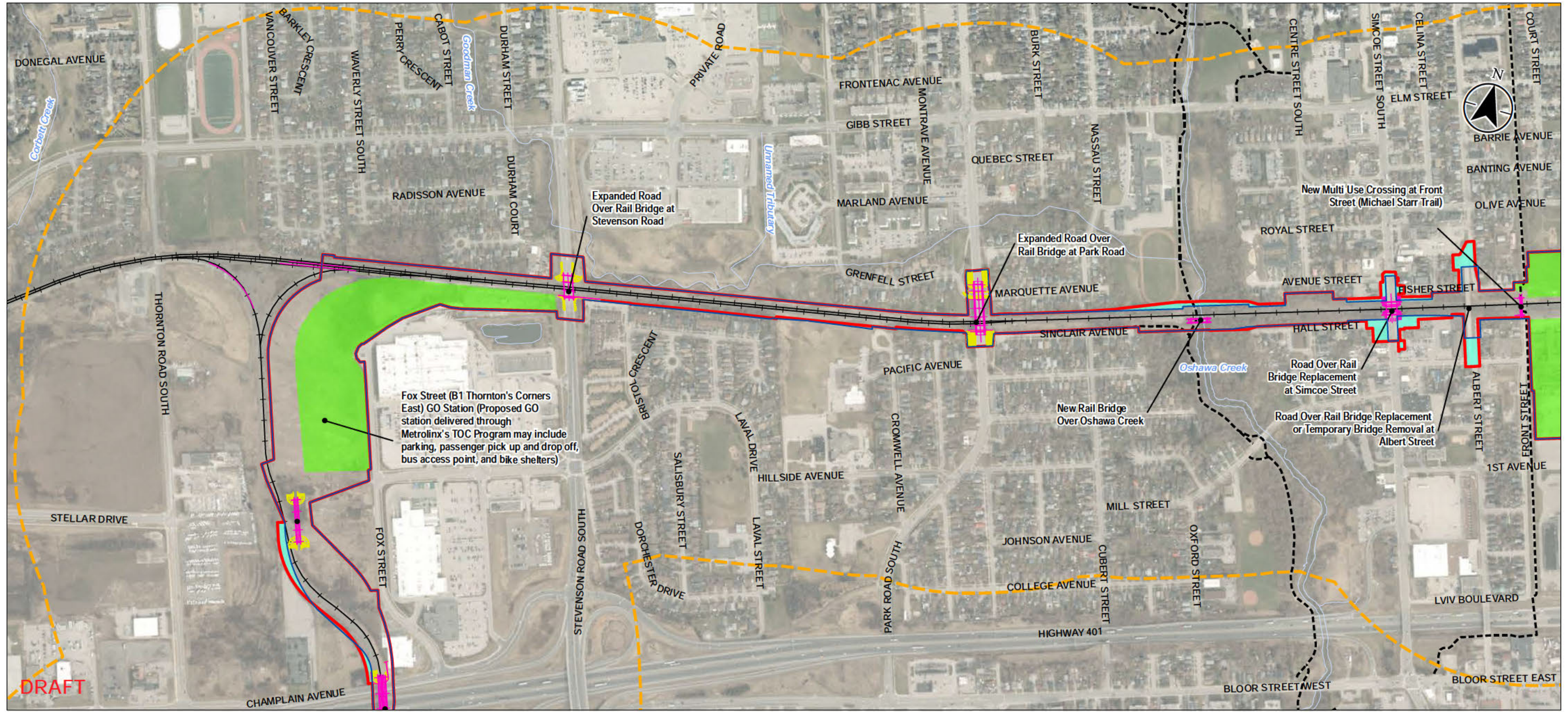
Below we have outlined the current timelines for the project.

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

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

\\na015-pds\work_group\01650a\chv\165011019_1_Bowmanville\02_Annexment\11_data\gis_cad\gisdata\pdr\report_figures\2023-02-16 EPR Fig 1 - Key Project Components_Maps.mxd Revised: 2023-02-16 By: bower



Notes
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2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
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- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Railway
 - Trail
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

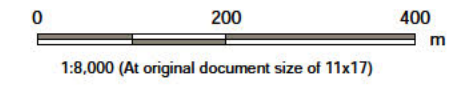
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

Figure No.
2.1.2

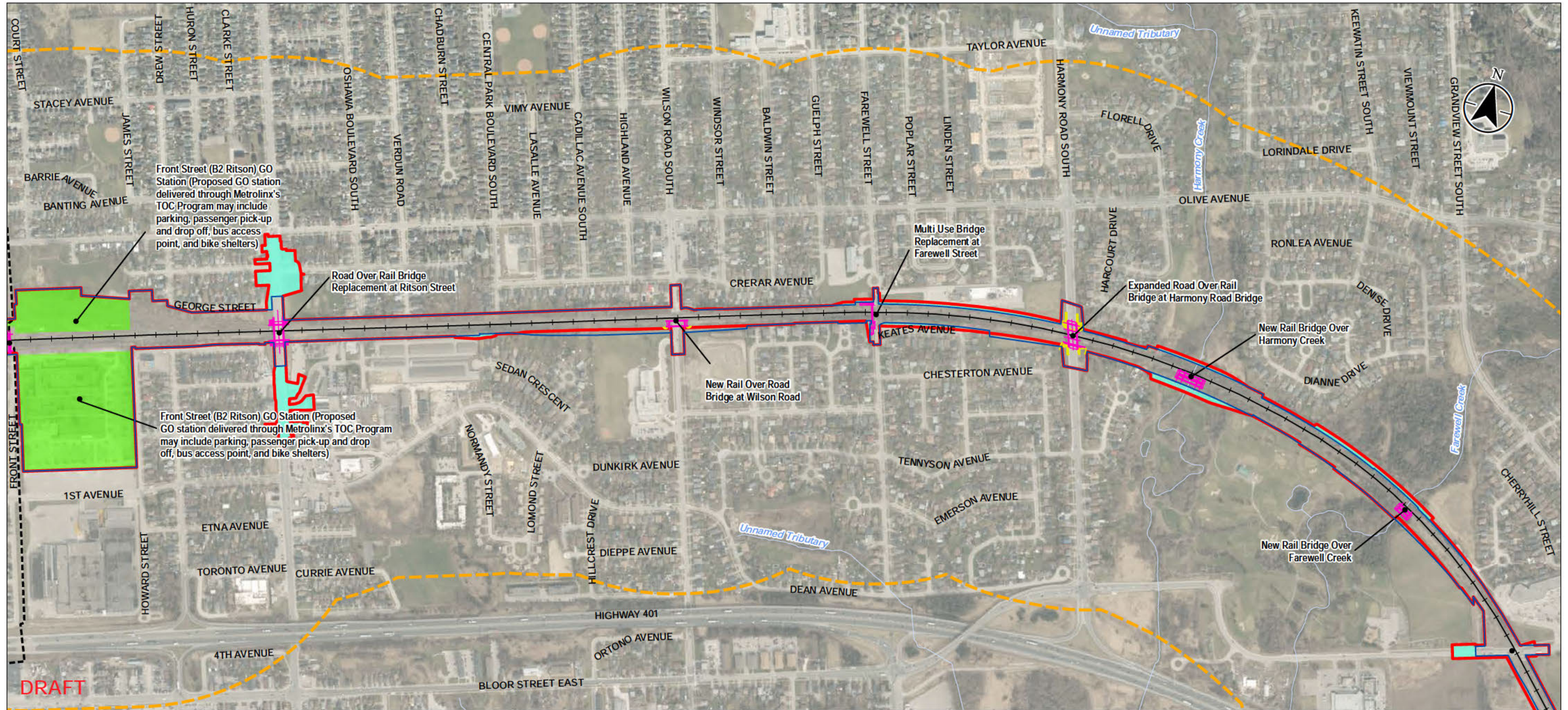
Title
Key Project Components

DRAFT




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\\na015-pds\work_group\01650a\chv\165010101-1-Bowmanville\02_Amendments\Assignment11_data\gis_cad\gis\mxd\report_figures\02-2024_EPR\165011019_EPR_Fig-1_KeyProjectComponents_Maps.mxd Revised: 2023-02-16 By: bower



Notes
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**Stantec**

Project Location
Region Municipality
of Durham

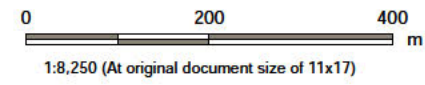
165011019 REV A
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

Figure No.
2.1.3

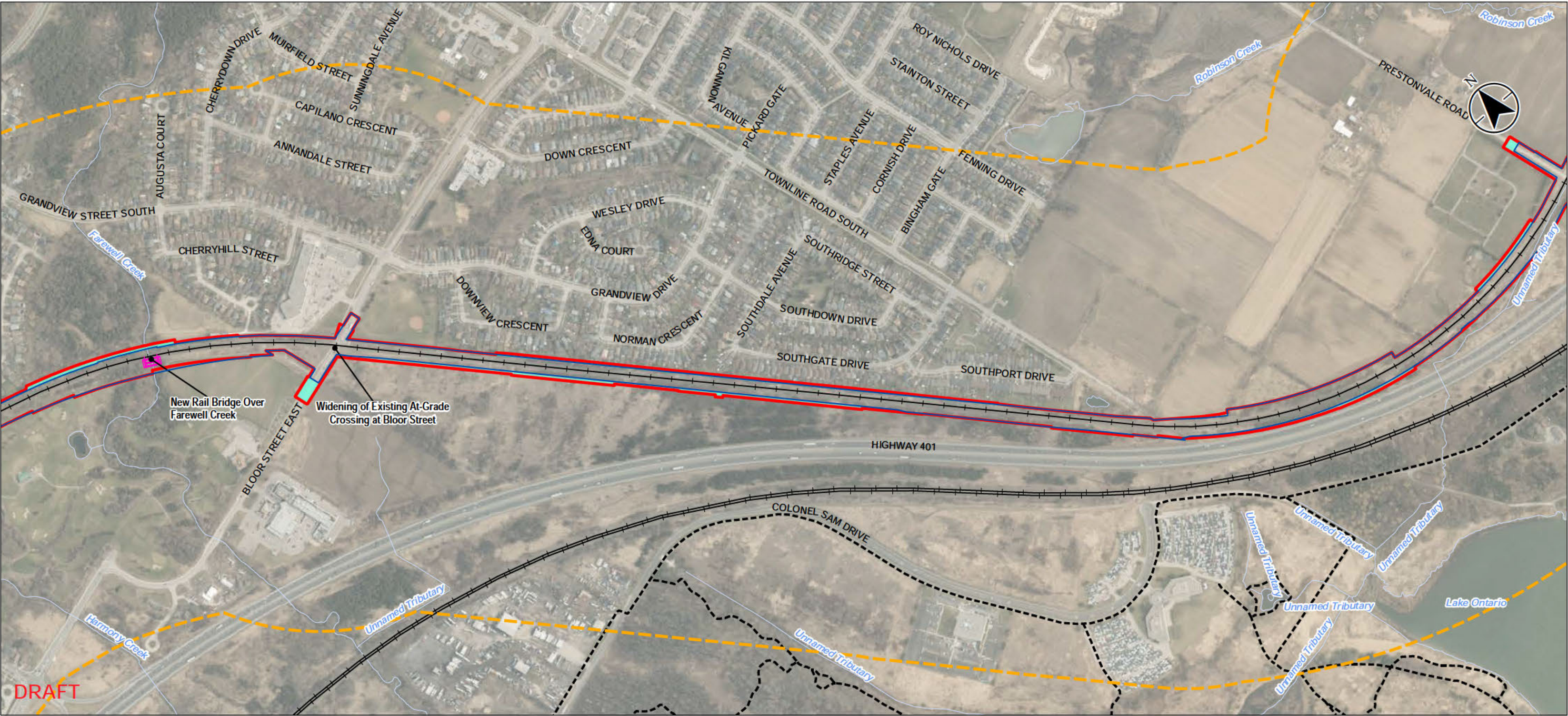
Title
Key Project Components

DRAFT



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\\na015-pds\work_group\01653a\chv\165011011 - Bowmanville\02_Amendments\11_data\gis_cad\gis\mxd\report_figures\02_2024_EPR\165011011_EPR_Fig_1_KeyProjectComponents_Midbook.mxd Revised: 2023-02-16 By: bower



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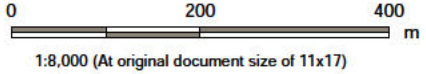
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

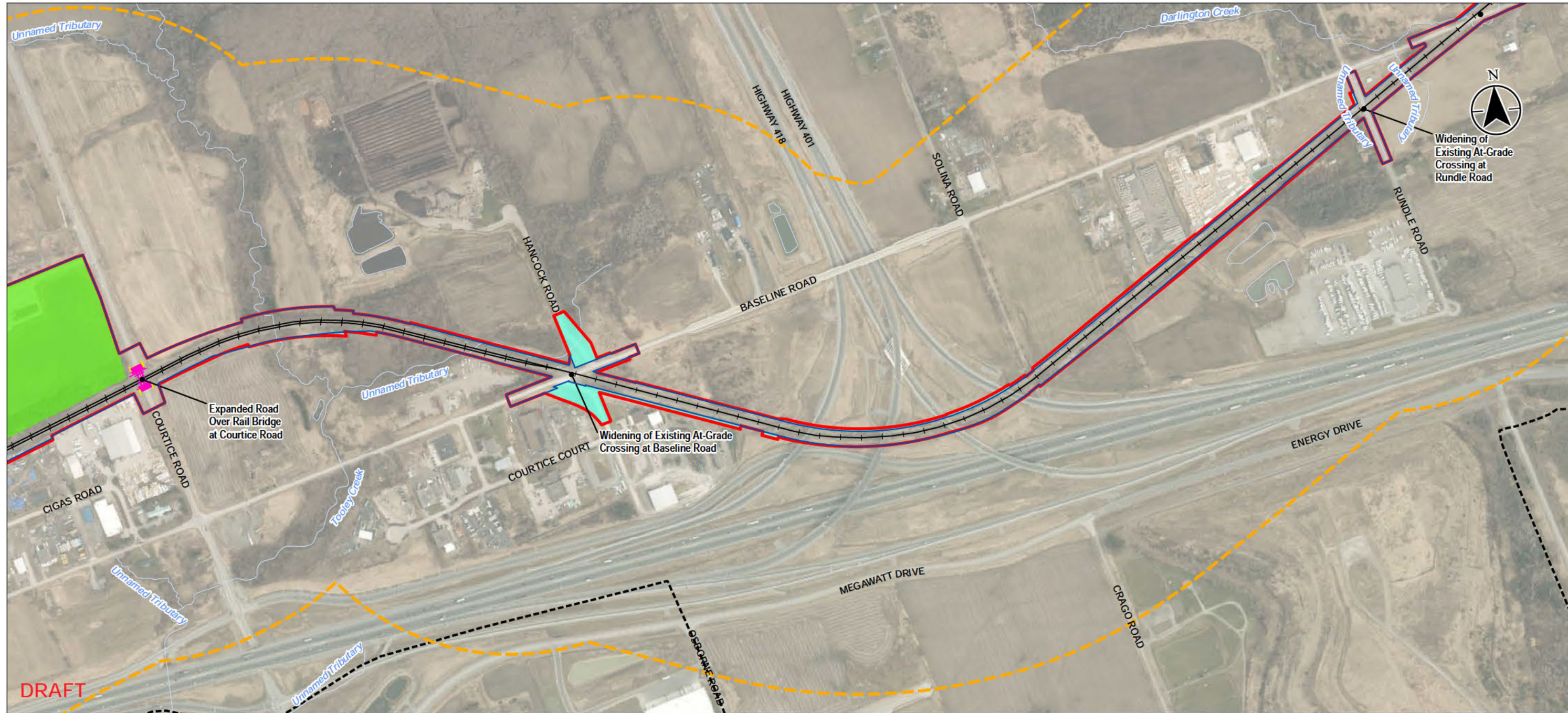
Figure No.
2.1.4

Title
Key Project Components

DRAFT

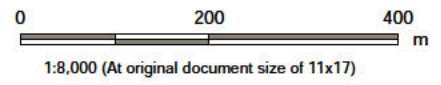


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Project Location
Region Municipality
of Durham

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

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

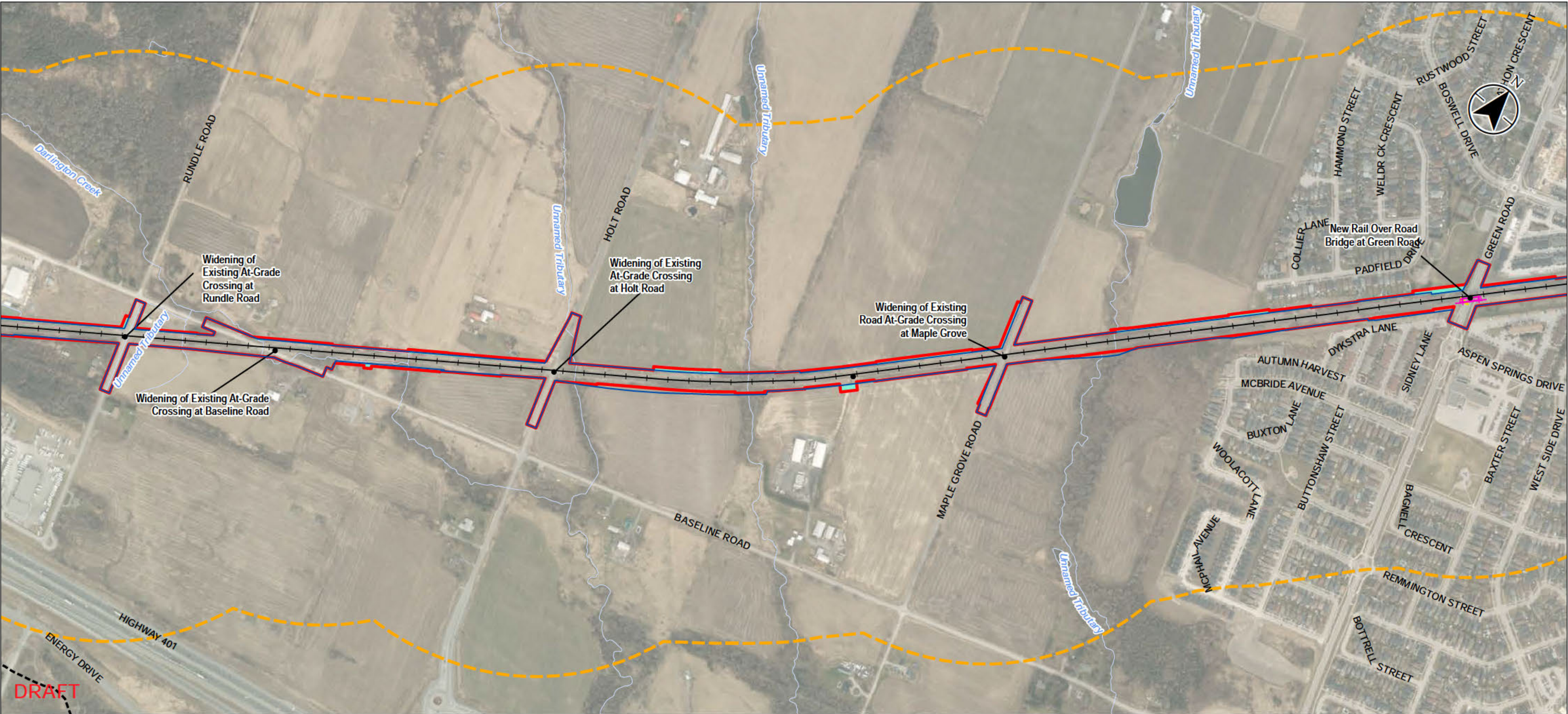
Figure No.
2.1.6

Title
Key Project Components

DRAFT

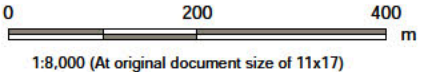
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\\na015-pds\01\work_group\01 65\0a\ch\6 165\01 01 1 - Bowmanville\02_Amenment\02_Assignment\11_data\figs_cad\figs\mxd\report_figures\02 2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Midbook.mxd Revised: 2023-02-16 By: bower



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

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

Figure No.: 2.1.7

Title: Key Project Components

DRAFT

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From: [SUN Hongxia](#) on behalf of [SECONDARY LAND USE Department](#)
To: [Laura Filice](#)
Cc: [SECONDARY LAND USE Department](#)
Subject: Hydro One Response: 20220525--Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility
Date: Wednesday, May 25, 2022 3:13:17 PM
Attachments: [20220525--Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility .pdf](#)

[You don't often get email from department.secondarylanduse@hydroone.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>.]

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Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

May 25, 2022

Re: Metrolinx Oshawa to Bowmanville Rail Service Expansion
and Rail Maintenance Facility

Attention:
Laura Filice
Environmental Project Manager
Environmental Programs and Assessment Metrolinx

Thank you for sending us notification regarding (Metrolinx Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility). In our assessment, we confirm there are existing Hydro One assets in the subject area, but we have no comments regarding Draft Environmental Project Report.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

**Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.**

From: [Batista, Cindy \(MECP\)](#)
To: [Rachel Afonso](#)
Cc: [Desautels, Solange \(MECP\)](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Tuesday, August 15, 2023 8:11:49 AM
Attachments: [image001.png](#)
[image002.png](#)

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Good Morning Rachel.

I will defer the review for when the final Addendum is posted to minimize the amount of time I request technical reviewers from staff on this project. I assume that these drawings do not impact the outcome and conclusions of the air and noise/vibration reports and the Addendum itself?

Thanks,

Cindy

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: August 11, 2023 10:14 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that were not included in the draft 95% EPR previously reviewed by MECP, as they were not available for circulation at that time. We would like to share them now for your information, and we will also send to agencies and municipalities for review and comment.

Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. The intent is for these drawings to be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download:



The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge

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

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions. If there are any questions or comments, we kindly ask that you provide them by **August 25, 2023**.

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

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso

Sent: August 9, 2023 11:43 AM

To: Batista, Cindy (MECP) <cindy.batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <cindy.batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Hi Cindy,

No worries, thank you and your team for taking the time to review and provide comments. We will review and incorporate into the EPR as required. In regards to the date of the of EPR, thank you for noting this, you are correct it should be dated 2023 and not 2022. We will ensure the date is correct for the final EPR.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: August 9, 2023 11:30 AM

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

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hello Rachel.

Attached is the ministry's review of the updated noise and vibration report. Sorry for the delay in sharing this with you. I was off for 2 weeks and still getting up to speed on all of my emails. Thanks for the remainder.

Please note that we believe the date of the EPR Report of June 28, 2022 is incorrect? Should the date be changed to June 28, 2023?

If you have any questions regarding the ministry's review, please let me know and I can put you in touch with the reviewer.

Thank you.

Cindy

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

Sent: August 9, 2023 10:05 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hi Cindy,

Hope you are doing well. In Laura's absence while she is on vacation, I wanted to reach out to see if we may be expecting the Ministry's review comments on the Noise and Vibration report. Please feel free to reach out to me if there are any questions.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: July 10, 2023 9:36 AM
To: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Morning.

Thanks Lindsay for sharing an updated timeline for the project below.

I have heard back from the noise reviewer who has confirmed that the requested deadline of July 17 for ministry comments on the N&V report is not possible. Comments will be provided by August 8 instead.

Thanks,

Cindy

From: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>
Sent: July 5, 2023 3:29 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Afternoon Cindy,

Just replying in Laura's absence, since she will not be back from vacation until next week.

The most recent schedule for the Bowmanville Extension notes the following:

30-Day Public Review	Late September – Late October 2023
35-Day Minister Review	November 2023
Statement of Completion	December 2023

*Dates are subject to change

Let me know if you have any other questions.

Warmest Regards,
Lindsay

LINDSAY PRIHODA, PMP

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



From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: July-05-23 1:01 PM

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

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso
<Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>;
Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hello Laura.

Thanks for your email below. I have flipped your email to staff that will be reviewing the updated Air Quality and N&V reports and I have asked if July 17th deadline for completing their review is reasonable. I will keep you posted if additional time is needed.

Can Metrolinx provide the ministry an anticipated timeframe for posting the Notice of Addendum. Our current tracking chart states Summer 2023.

Thanks,

Cindy

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

Sent: June 30, 2023 5:29 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso
<Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>;
Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

We have updated the 90% EPR to reflect the change to the project footprint. Please see link to access the updated EPR and supporting technical reports which includes the Air Quality and Noise and Vibration reports. I have also included a folder in the link below with the agency and Curve Lake First Nation's comments and responses to date.

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

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

I have also attached the responses to the comments received from EAB and MECP's Noise specialist . We kindly ask that your team review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

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

Thank you,

Laura Filice

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

[Redacted]



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: October 4, 2022 9:51 AM

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

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

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Some people who received this message don't often get email from anne.cameron@ontario.ca. [Learn why this is important](#)

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Hi Laura,

Please find attached another letter from the ministry's Noise and Vibration specialist. I believe the letter reiterates what the previous letter said (sent on Sept 29) but provides a few extra details.

Please let me know if you have any questions and as mentioned below, the ministry's Noise and Vibration specialist would like to have a meeting with your team to discuss the comments. If you could please provide me with a few dates/times that work for you I will set something up.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Cameron, Anne (MECP)
Sent: September 29, 2022 4:23 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; annie.gu@metrolinx.ca
Subject: FW: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Hi Laura,

Thank you for sending the Revised Draft 90% EPR for the Oshawa to Bowmanville Rail Service Expansion project along with responses to all of MECP's comments.

The ministry's Senior Noise Engineer, Mr. Header Merza, has further comments based on Metrolinx's responses. These can be found in the attached letter – the letter contains the ministry's original noise & vibration comments from June 17, 2022 (black text) along with Metrolinx responses from September 19, 2022 (red text) and the

ministry's latest comments on Metrolinx responses ([blue text](#)). Mr. Merza has suggested a phone call be set up to go over the comments made. If you could please provide me with your availability over the next two weeks I am happy to facilitate.

Regarding comments from EAB (myself), I am satisfied with Metrolinx's responses. I just have a few points that require clarification.

1. Based on Tables 1.3.1 and 1.3.2, am I to understand that the culvert widenings from the 2011 EPR Design are no longer needed? If so, how are water crossings being dealt with?
2. In Table 1.3.1, the legend does not contain information related to the 2011 EPR Design.
3. Can you clarify what is meant by "structural work now proposed" in Table 2.3?

All of the other technical experts were satisfied with Metrolinx's responses to their comments.

All the best,
Anne

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

 | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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

Sent: September 19, 2022 4:15 PM

To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Anne,

Thank you for providing comments to the Draft EPR circulated on May 10th. We have prepared the following response (attached) and have provided the links below to the revised Draft EPR as well as

the requested documents for your teams review.

EPR:

EcoLog & Agency response memos:

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

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

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

*Dates are subject to change

Thank you,

Laura Filice

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



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: June 23, 2022 3:33 PM

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

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP)

<Cindy.Batista@ontario.ca>

Subject: MECP review of 90% Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Good afternoon Laura,

Please find attached the Ministry of the Environment, Conservation and Parks' comments on the 90% Draft EPR for the Oshawa to Bowmanville Rail Service Expansion project.

Attached you will find comments from the following:


- Environmental Assessment Branch
- Permissions and Compliance Section (Species at Risk)
- Air Quality
- Noise and Vibration
- Groundwater
- Surface Water
- Source Protection – they have also included multiple images

Please let me know if you have any questions about the attached or next steps.

All the best,
Anne

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

 | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

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Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature
et des Parcs

Environmental Permissions
Branch

Direction des permissions
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5

August 4, 2023

To: Cindy Batista
Special Project Officer
Environmental Assessment Branch

From: Header Merza
Senior Noise Engineer
Environmental Permissions Branch

**Re: Noise and Vibration Review Comments
Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report
City of Oshawa & Municipality of Clarington
Region of Durham
EPB Noise File No.: E0008-22**

As per your request, I have reviewed the following two documents:

- i. *"Oshawa to Bowmanville Rail Service Expansion, Environmental Project Report, Addendum Revised 95% Draft", prepared by Stantec Consulting Ltd. and dated June 28, 2022; and*
- ii. *"Addendum to Oshawa to Bowmanville Service Expansion, Environmental Project Report: Noise and Vibration Technical Report, Draft", prepared by Stantec Consulting Ltd. and dated June 29, 2023.*

I have the following comments to offer on the noise and vibration aspects of the two documents noted above:

June 29, 2023 Noise and Vibration Report

1. Section 2.0 Project Description: include the proposed layover facility and associated fuelling station in the report text. Provide a set of figures to clearly show the project components described in this section.
2. Section 5.1.2 Baseline Results: change first bullet point to 15 km/hr (not 20 km/hr – refer to Table 102-3, Publication NPC-102).
3. Table 6.10: Noise Barrier Summary: provide the Easting / Northing coordinates of the end points of each listed noise barrier.
4. Section 6.5 Recommendations: delete the following sentence from the second paragraph “*Stantec recommends that a list of proposed monitoring locations be provided to the MECP for their review and approval prior to conducting the measurements*”.
5. Figure 6.7.1 Operational Noise Mitigation – Noise Wall Locations: ensure that the houses along Durham Court do not require a noise wall similar to the noise wall recommended for the nearby houses to the west along Vancouver Crescent.
6. Figure 6.7.3 Operational Noise Mitigation – Noise Wall Locations: ensure that the houses along Crerar Avenue do not require a noise wall similar to the noise wall recommended for the houses to the south along Chaucer Avenue. The recommended noise wall for the houses along Chaucer Avenue should have its north face be of the absorptive type in order to minimize the noise reflections onto the houses to the north.
7. Appendix F Mitigation and Monitoring Measures: correct the reference to Metrolinx Guide for Noise and Vibration Assessment (2019 not 2020).

June 28, 2022 Environmental Project Report

The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Table 5.4; and Figures 3.1.1 to 3.1.8.

I trust the above noise and vibration review comments will be of assistance to you.

If you have any questions, please contact Header Merza at [REDACTED]

H. S. Merza

Header Merza, P.Eng.
Senior Noise Engineer

From: [Rachel Afonso](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Desautels, Solange \(MECP\)](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Attachments: [image001.png](#)
[image002.png](#)

Hi Cindy,

Thank you for confirming that MECP will review the designs at the final EPR Addendum.

In regards to the outcome and conclusions of the reports, the drawings included in this package are what was modelled in the draft Air Quality and Noise and Vibration reports. The design of Michael Starr Trail has changed slightly since modelling was originally completed, however, the change in design is minor (i.e., the ramp to the north) and the appropriate receptors were previously identified, and no new receptors were required. No changes to the conclusions of the reports are required from the drawings.

If there are any other questions, please let me know.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: August 15, 2023 8:12 AM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Good Morning Rachel.

I will defer the review for when the final Addendum is posted to minimize the amount of time I request technical reviewers from staff on this project. I assume that these drawings do not impact the outcome and conclusions of the air and noise/vibration reports and the Addendum itself?

Thanks,

Cindy

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

Sent: August 11, 2023 10:14 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that were not included in the draft 95% EPR previously reviewed by MECP, as they were not available for circulation at that time. We would like to share them now for your information, and we will also send to agencies and municipalities for review and comment.

Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. The intent is for these drawings to be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download:

[REDACTED]

The following locations are shown:

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

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions. If there are any questions or comments, we kindly ask that you provide them by **August 25, 2023**.

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

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso

Sent: August 9, 2023 11:43 AM

To: Batista, Cindy (MECP) <cindy.batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <cindy.batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Hi Cindy,

No worries, thank you and your team for taking the time to review and provide comments. We will review and incorporate into the EPR as required. In regards to the date of the of EPR, thank you for noting this, you are correct it should be dated 2023 and not 2022. We will ensure the date is correct for the final EPR.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: August 9, 2023 11:30 AM

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

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hello Rachel.

Attached is the ministry's review of the updated noise and vibration report. Sorry for the delay in sharing this with you. I was off for 2 weeks and still getting up to speed on all of my emails. Thanks for the remainder.

Please note that we believe the date of the EPR Report of June 28, 2022 is incorrect? Should the date be changed to June 28, 2023?

If you have any questions regarding the ministry's review, please let me know and I can put you in touch with the reviewer.

Thank you.

Cindy

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: August 9, 2023 10:05 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hi Cindy,

Hope you are doing well. In Laura's absence while she is on vacation, I wanted to reach out to see if we may be expecting the Ministry's review comments on the Noise and Vibration report. Please feel free to reach out to me if there are any questions.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: July 10, 2023 9:36 AM
To: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Morning.

Thanks Lindsay for sharing an updated timeline for the project below.

I have heard back from the noise reviewer who has confirmed that the requested

deadline of July 17 for ministry comments on the N&V report is not possible.
Comments will be provided by August 8 instead.

Thanks,

Cindy

From: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>
Sent: July 5, 2023 3:29 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Afternoon Cindy,

Just replying in Laura's absence, since she will not be back from vacation until next week.

The most recent schedule for the Bowmanville Extension notes the following:

30-Day Public Review	Late September – Late October 2023
35-Day Minister Review	November 2023
Statement of Completion	December 2023

*Dates are subject to change

Let me know if you have any other questions.

Warmest Regards,
Lindsay

LINDSAY PRIHODA, PMP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: July-05-23 1:01 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>;

Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hello Laura.

Thanks for your email below. I have flipped your email to staff that will be reviewing the updated Air Quality and N&V reports and I have asked if July 17th deadline for completing their review is reasonable. I will keep you posted if additional time is needed.

Can Metrolinx provide the ministry an anticipated timeframe for posting the Notice of Addendum. Our current tracking chart states Summer 2023.

Thanks,

Cindy

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

Sent: June 30, 2023 5:29 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

We have updated the 90% EPR to reflect the change to the project footprint. Please see link to access the updated EPR and supporting technical reports which includes the Air Quality and Noise and Vibration reports. I have also included a folder in the link below with the agency and Curve Lake First Nation's comments and responses to date.

[REDACTED]

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

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

I have also attached the responses to the comments received from EAB and MECP's Noise specialist . We kindly ask that your team review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

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

Thank you,

Laura Filice

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



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: October 4, 2022 9:51 AM

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

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

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Some people who received this message don't often get email from anne.cameron@ontario.ca. [Learn why this is important](#)

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Hi Laura,

Please find attached another letter from the ministry's Noise and Vibration specialist. I believe the letter reiterates what the previous letter said (sent on Sept 29) but provides a few extra details.

Please let me know if you have any questions and as mentioned below, the ministry's Noise and Vibration specialist would like to have a meeting with your team to discuss the comments. If you could please provide me with a few dates/times that work for you I will set something up.

All the best,
Anne

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5



| ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Cameron, Anne (MECP)

Sent: September 29, 2022 4:23 PM

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

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; annie.gu@metrolinx.ca

Subject: FW: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Hi Laura,

Thank you for sending the Revised Draft 90% EPR for the Oshawa to Bowmanville Rail Service Expansion project along with responses to all of MECP's comments.

The ministry's Senior Noise Engineer, Mr. Header Merza, has further comments based on Metrolinx's responses. These can be found in the attached letter – the letter contains the ministry's original noise & vibration comments from June 17, 2022 (black text) along with Metrolinx responses from September 19, 2022 (red text) and the ministry's latest comments on Metrolinx responses (blue text). Mr. Merza has suggested a phone call be set up to go over the comments made. If you could please provide me with your availability over the next two weeks I am happy to facilitate.

Regarding comments from EAB (myself), I am satisfied with Metrolinx's responses. I just have a few points that require clarification.

1. Based on Tables 1.3.1 and 1.3.2, am I to understand that the culvert widenings from the 2011 EPR Design are no longer needed? If so, how are water crossings being dealt with?
2. In Table 1.3.1, the legend does not contain information related to the 2011 EPR Design.
3. Can you clarify what is meant by "structural work now proposed" in Table 2.3?

All of the other technical experts were satisfied with Metrolinx's responses to their comments.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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Sent: September 19, 2022 4:15 PM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Good Afternoon Anne,

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

EPR: [REDACTED]

EcoLog & Agency response memos:
[REDACTED]

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

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

Key Date	Previous Date	Revised Date*
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and	August 2022	September 19 – October 3 rd , 2022 (Current)

Indigenous Nations		
Notice of Public Meeting	August 2022	November 2022
Public Meeting	September 2022	December 2022 – January 2023
Notice of EPR Addendum	October 2022	February 2023
30-Day Public Review	October to November 2022	February – March 2023
35-Day Minister Review	January to February 2023	March 2023 – April 2023
Statement of Completion	February 2023	April 2023

*Dates are subject to change

Thank you,

Laura Filice

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



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: June 23, 2022 3:33 PM

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

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: MECP review of 90% Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Good afternoon Laura,

Please find attached the Ministry of the Environment, Conservation and Park's comments on the 90% Draft EPR for the Oshawa to Bowmanville Rail Service Expansion project.

Attached you will find comments from the following:

- Environmental Assessment Branch
- Permissions and Compliance Section (Species at Risk)
- Air Quality
- Noise and Vibration
- Groundwater

- Surface Water
- Source Protection – they have also included multiple images

Please let me know if you have any questions about the attached or next steps.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

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From: [Batista, Cindy \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Rachel Afonso](#); [Desautels, Solange \(MECP\)](#); [Annie Gu](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Wednesday, July 12, 2023 1:27:44 PM
Attachments: [image001.png](#)

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Hello Laura,

The ministry's air quality analyst has reviewed the final Air Quality Technical Report (Appendix A3) dated June 28, 2023 to ensure that the ministry's former comments were addressed and we can confirm that they are now addressed. The project footprint changes did not alter the air quality impact results as the proponent assessed 500 meters from the project footprint for the study area. At this time, the ministry has no further air quality comments to offer for the proposed addendum for the Oshawa to Bowmanville Rail Service Expansion project.

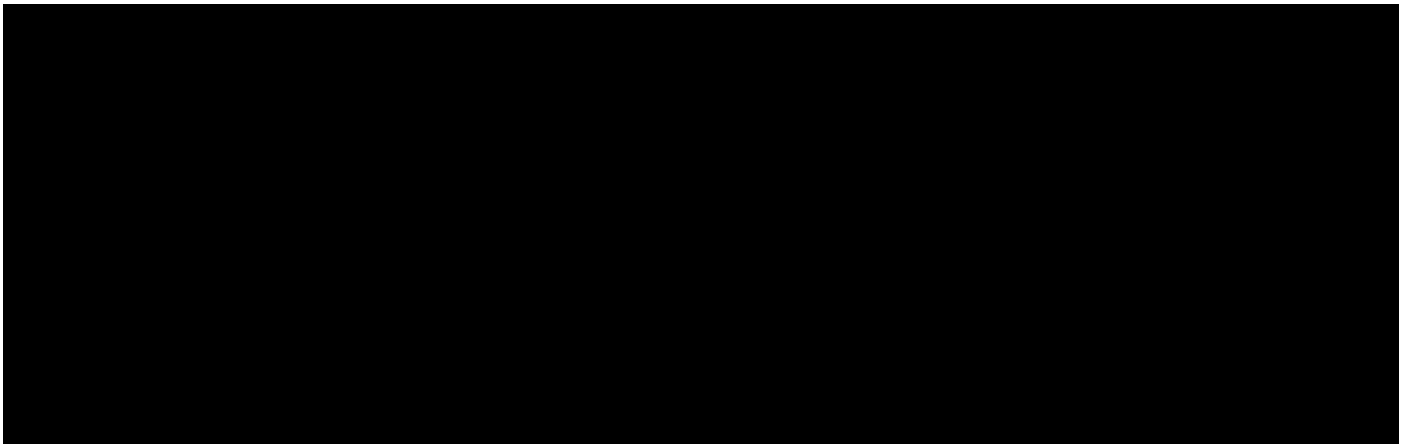
The ministry's comments on the noise and vibration report are still under review and I will share those with you when ready.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator (she/her)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
[REDACTED] | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.



From: Laura Filice
Sent: Friday, June 30, 2023 5:29 PM
To: cindy.batista@ontario.ca
Cc: Lindsay Prihoda; Rachel Afonso; Desautels, Solange (MECP); Annie Gu
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf; Mx Responses_MECP_N&V_20230630.pdf; Mx Responses_MECP EAB_Revised_Draft_90%_20230630.pdf

Hi Cindy,

We have updated the 90% EPR to reflect the change to the project footprint. Please see link to access the updated EPR and supporting technical reports which includes the Air Quality and Noise and Vibration reports. I have also included a folder in the link below with the agency and Curve Lake First Nation's comments and responses to date.

[REDACTED]

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

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

I have also attached the responses to the comments received from EAB and MECP's Noise specialist . We kindly ask that your team review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

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

Thank you,

Laura Filice

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

[REDACTED]





June 30, 2023

Attention: Cindy Batista
Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch (EAB)
Ministry of Environment, Conservation and Parks
Sent via Email: cindy.batista@ontario.ca

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Ministry of the Environment, Conservation and Parks (MECP) Comments

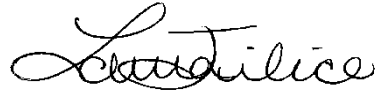
Dear Ms. Batista:

The below responses are provided to address the comments and recommendations outlined via email dated September 29, 2022 from the Ministry of the Environment, Conservation and Parks to Metrolinx regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MECP EAB Review Comment (September 29, 2022)	Metrolinx Response (June 30, 2023)
1	EPR Addendum	Based on Tables 1.3.1 and 1.3.2, am I to understand that the culvert widenings from the 2011 EPR Design are no longer needed? If so, how are water crossings being dealt with?	<p>Thank you for your comment. Assuming this reference is to Figures 1.3.1 and 1.3.2 (as there are no Tables 1.3.1 and 1.3.2 in the EPR Addendum), the maps have been updated for clarity. Regarding culverts, the legend item titled "Proposed Culvert Widening" under the "Proposed Design and 2011 Design" subheading outlines where proposed culvert widenings are consistent between both the 2011 design and the current design. The legend item titled "Proposed Box Culvert" under the "2011 EPR Design" subheading outlines where culverts were proposed in the 2011 design but not in the current design (i.e., no longer proposed).</p> <p>As per Section 2.1.1.2, ancillary structures were discussed at a summary level in the 2011 EPR and have been carried forward to the EPR Addendum in a similar manner. Ancillary structures such as retaining walls, grading and drainage modifications, culvert extensions, and load crossings will be required to facilitate the Project.</p> <p>To provide additional clarity regarding culverts, references to culverts have been included in Section 1.2.1 and Section 1.3.2 (Table 1.3) as part of supporting track infrastructure, and will be further addressed through detailed design, though there are no significant Project changes to these design features currently contemplated.</p>
2	EPR Addendum	In Table 1.3.1, the legend does not contain information related to the 2011 EPR Design.	Figures 1.3.1 and 1.3.2 have been updated for clarity. References to design elements from the 2011 EPR and current design are under the subheading "Proposed Design and 2011 EPR Design" (e.g., 2011 design elements that have not changed in this report.). Design elements from the 2011 EPR Design that are no longer proposed are under the subheading "2011 EPR Design".
3	EPR Addendum	Can you clarify what is meant by “structural work now proposed” in Table 2.3?	References to "structural work" in Table 2.3 correspond to Table 1.2. For several bridges, the 2011 EPR did not require bridge replacement/reconstruction activities to accommodate the proposed single track. Based on the current design and shift of the new tracks to the south of the CP Rail tracks, structural changes to these bridges (i.e., replacement/reconstruction) are now proposed to accommodate the placement of the GO tracks.

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

Sincerely,

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

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Solange Desautels, Supervisor, Environmental Assessment Services Section, Ministry of Environment, Conservation and Parks
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx



June 30, 2023

Sent via Email

Attention: Header Merza
Senior Noise Engineer
Environmental Permissions Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue W
Toronto, ON M4V 1P5

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project - Responses to Noise and Vibration Review Comments, EPB Noise File No.: E0008-22

Dear Mr. Merza:

The below responses are provided to address the comments and recommendations outlined in the updated review letter dated September 29, 2022 and in the follow-up letter dated October 3, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Environmental Permissions Branch to Metrolinx regarding the responses provided on the noise and vibration review for the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

Item No	MECP Environmental Permissions Branch Comments (June 17, 2022)	Responses (September 19, 2022)	MECP Environmental Permissions Branch Comments (September 29, 2022)	MECP Environmental Permissions Branch Comments (October 3, 2022)	Responses (June 30, 2023)
Noise and Vibration Report					
1	Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. What about vacant lands with municipally approved development plans? These lands (if present) should have also been included in the noise report.	NPC-300 only covers stationary noise assessment for vacant lands. GO transit guidance document does not require or recommend assessment of vacant lands, and/or need to assess any known developments proposed. Stantec considered accessible vacant lots that are zoned for residential or agricultural next to all stations	Vacant lots (if present) need to be included as future points of reception for stationary sources (proposed GO Stations), while vacant lands with municipally approved development plans (if present) need to be included as points of reception for transportation sources (GO Transit rail corridor).	Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. Vacant lots (if present) need to be included as future points of reception for stationary sources (proposed GO Stations), while vacant lands with municipally approved development plans (if present) need to be included as points of reception for transportation sources (GO Transit rail corridor).	Future developments, including development proposals currently under review were considered for the transportation noise assessment. However, vacant lots are not considered for transportation noise assessments. Vacant lots are only considered for stationary noise assessment. The final report has been updated to include lands with noise sensitive development applications and approvals from the City of Oshawa and Municipality of Clarington. The final report update also includes vacant lot receptors for the stationary noise assessment, as applicable
2	Section 4.3.1 (Page 34): the following statement is made "CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from	ORNAMENT and STEAM were used to calculate CADNA/A inputs (noise emissions) for the roads and rail. CADNA/A was used to account for terrain variation and complex geometries of the Project.	The use of this hybrid noise prediction method is not acceptable to MECP. In accordance with MECP guidelines, for road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.	Section 4.3.1 (Page 35): the following statement is made "CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained	Following discussions with the MECP, road traffic modelling has been completed using TNM 3.1, rail traffic modelling has been completed using the CADNA implemented FTA algorithm, the stationary noise assessment has been completed using CADNA. Cumulative noise impacts were then calculated using the independently modelled noise impacts.

Item No	MECP Environmental Permissions Branch Comments (June 17, 2022)	Responses (September 19, 2022)	MECP Environmental Permissions Branch Comments (September 29, 2022)	MECP Environmental Permissions Branch Comments (October 3, 2022)	Responses (June 30, 2023)
	<i>ORNAMENT and STEAM, respectively and are used in the model".</i> These noise prediction methods are incorrect. For road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.			from ORNAMENT and STEAM, respectively and are used in the model". These noise prediction methods are incorrect. The use of these hybrid noise prediction methods is not acceptable to MECP. In accordance with MECP guidelines, for road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.	
3	<p>Section 4.3.1 (Page 38) & Section 6.3.2 (Page 124): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated.</p> <p>With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks?</p>	<p>As identified in the report, tracks with curve radii under 305 m have potential for wheel squeal noise from rail. The spur line connecting to the CP Rail main line is the only location (at B1 Station) that has potential for wheel squeal noise and is currently operational for the spur line. The proposed GO Station at this location will force trains to stop and/or move at reduced speed. The new track is designed to minimize or eliminate rail squeal at this location. Therefore, squeal noise is not anticipated for this location. If a 5 dB penalty to account squeal noise is to be applied, it will be for both the existing scenario for the spur line and the future scenario. Therefore, the change in sound levels will be negated.</p> <p>Stantec evaluated the existing noise barriers visible from the road using google street view and found that they were generally 2m high, wood construction satisfying the minimum 20kg/m2 construction requirements for a barrier. Additionally, during the site visit Stantec inspected existing barriers visible from the noise monitoring locations. The assessment of the impact of proposed rail operations considered the change in sound level with the barriers present. Regardless of the presence of the barriers the relative change is the same."</p>	<p>Provide confirmation in the final noise and vibration report that rail squeal noise is not anticipated on this rail corridor. Otherwise, include rail squeal noise in the report as per comment above.</p> <p>Conduct field inspection of the existing sound barriers before the preparation of the final noise report. Alternatively, include a recommendation in the final noise report that during the detailed design phase of the project, existing sound barriers used in the noise analysis, will be field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks.</p>	<p>Section 4.3.1 (Page 39) & Section 6.3.2 (Page 125): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated. Provide confirmation in the final noise and vibration report that rail squeal noise is not anticipated on this rail corridor. Otherwise, include rail squeal noise in the report as per comment above.</p> <p>With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks? Conduct field inspection of the existing sound barriers before the preparation of the final noise report. Alternatively, include a recommendation in the final noise report that during the detailed design phase of the project, existing sound barriers used in the noise analysis, will be field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks.</p>	<p>Rail squeal is now considered in the Cadna FTA model at curved sections of track with a radii of less than 305m. The only section of track where rail squeal has been identified is along the right-of-way west of station B.1. A 5 dB penalty was added to passenger car noise at this section.</p> <p>Additionally, the rail design of this section of the right-of-way will be confirmed with the design team and against further design iterations that are available at the time of writing the final report. Confirmation will be provided in the final report under Section 6.3.2 that mitigation or design features will be implemented to eliminate any potential for rail squeal noise.</p> <p>A field inspection of the existing sound barriers has not been conducted. The existing subdivision noise barriers that considered acoustically ineffective have been removed from the model and the report. This approach is based on conversation between Stantec and as the MECP regarding bright zones for acoutic barrier assessments</p>
4	Section 4.3.3 (Page 39) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency	Significant noise sources, such as bus loop and idling buses are included in the assessment. HVAC units and station	Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment could be significant noise	Section 4.3.3 (Page 40) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency	GO Station design and detailed equipment selections were not available at the time of completing this assessment. In order to

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	power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment should have also been assessed as significant noise sources within the noted four GO Stations. With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 & B3 (Table 6.7) and Go Stations B1, B3 & B4 (Table 6.13) sound levels are questionably low.	announcement systems were considered, and are expected to be insignificant compared to the sound levels from the sources modeled. For B2 and B4 the noise impact is considered significant enough to require a noise barrier. Although bus loops are passing receptors near stations, the bus shelters where bus idling occurs are located near the stations and rail tracks, typically further away from the receptors. For station B1 the bus shelters and loop are a significant distance from existing receptors.	sources within the noted four GO Stations. If these noise sources were assessed and found out to be insignificant sources, then a statement should be included in the noise report confirming such a finding. With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 (34 to 39 dBA) & B3 (28 to 31 dBA) (Table 6.7) and Go Stations B1 (34 to 39 dBA), B3 (28 to 31 dBA) & B4 (32 to 37 dBA) (Table 6.13) sound levels are questionably low. Provide explanations to justify these very low predicted sound levels.	power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment could be significant noise sources within the noted four GO Stations. If these noise sources were assessed and found out to be insignificant sources, then a statement should be included in the noise report confirming such a finding. With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 (34 to 39 dBA) & B3 (28 to 31 dBA) (Table 6.7) and Go Stations B1 (34 to 39 dBA), B3 (28 to 31 dBA) & B4 (32 to 37 dBA) (Table 6.13) sound levels are questionably very low. Provide explanations to justify these very low predicted sound levels.	assess the potential noise impact from moving buses, public announcements, HVAC equipment, and other typical noise sources at GO Stations, sound level measurements have been collected at an existing representative GO Station. Collected measurements were used to calculate sound power levels for typical noise sources at the four proposed GO Stations. The final report has been updated with the results. The assessment of the stations for Environmental Activity and Sector Registry (EASR) application is required, and will be assessed once the station design is available.
5	Figures 5.1.2, 5.1.3 & 5.1.4: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.	Six noise monitoring locations along the corridor were selected in addition to two vibration monitoring locations and were considered to be representative of baseline conditions within the Study Area. The assessment approach included validating model with actual measurements at six representative monitoring locations. Sound levels at the monitoring locations are representative of the existing ambient sound levels for the receptors along the corridor. For the vibration monitoring locations, similar soil properties exist along the corridor are expected. For station noise assessment, MECP exclusionary limits are used. Additional detailed or site-specific studies may be completed as design progresses.	Six noise monitoring locations and two vibration monitoring locations cannot be considered representative of the baseline conditions within the Study Area (21 km long GO Transit rail corridor). Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional noise and vibration monitoring locations will be selected to provide wider and more comprehensive representation of the background (ambient) sound and vibration levels at all noise and vibration sensitive buildings along the GO Transit rail corridor and around the proposed GO Stations.	Figures 5.1.1 to 5.1.8: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations. Six noise monitoring locations and two vibration monitoring locations cannot be considered representative of the baseline conditions within the Study Area (21 km long GO Transit rail corridor). Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional noise and vibration monitoring locations will be selected to provide wider and more comprehensive representation of the background (ambient) sound and vibration levels at all noise and vibration sensitive buildings along the GO Transit rail corridor and around the proposed GO Stations.	Noise and vibration monitoring locations were selected based on site access and proximity to the rail and roadways. It should be noted that the measured sound levels were only used for validating the model with actual measurements. For station noise assessment, the MECP noise exclusionary limits are used. Section 6.5. recommendations, has been included in the final report for additional noise and vibration monitoring during subsequent Project phase.
6	Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater	High sound levels at these locations are due to their proximity to the existing busy roads (e.g., Highway 401) and freight rail. Variations in the traffic volumes and speed for the road traffic and freight train could have contributed to the change in sound levels. As summarized in Section 5.1, Table	Indicate if the predicted excessive sound levels listed in Tables 5.3 and 5.4 were validated in the field via attended noise measurements. If not, it is recommended that these predicted excessive sound levels	Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA	Unattended sound levels in Table 5.3 were collected over a weeklong period compared to the MECP recommended minimum period of 48-hours. Ambient sound levels are in line with sound levels expected of the

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	<p>than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Were these excessive sound levels checked in the field via attended noise measurements?</p> <p>With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06). This conflicts with the following statement in section 5.1.3 on page 53 <i>“Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels”</i>. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels.</p>	<p>5.1 and Section 5.1.2 ambient sound levels were measured using Type 1 sound level meters calibrated before and after the measurement periods. Sound level meters and acoustic calibrators were factory calibrated within 1 year of measurements. Measurements were collected in accordance to MECP guidance document NPC-103 "Procedures".</p> <p>The measured daytime and nighttime sound levels at NM01, NM02 and NM06 are lower than modelled sound levels due to slower train speeds and lower train volume than expected as modelled. Variations at NM03 may be due to the slower train speeds and lower train volumes and variations in traffic volumes along Highway 401. The measured variations at NM04 are potentially due to the vehicle acceleration noise, and proximity to a high volume of medium and heavy trucks.</p>	<p>be checked in the field via attended noise measurements.</p> <p>With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06 – range from 4 to 8 dBA). Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels. Section 5.1.3 needs to be revised to address these differences / discrepancies.</p>	<p>(Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Indicate if the predicted excessive sound levels listed in Tables 5.3 and 5.4 were validated in the field via attended noise measurements. If not, it is recommended that these predicted excessive sound levels be checked in the field via attended noise measurements.</p> <p>With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06 - range from 4 to 8 dBA). This conflicts with the following statement in section 5.1.3 on page 54 <i>“Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels”</i>. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels. The above noted statement made in Section 5.1.3 needs to be revised to acknowledge these differences / discrepancies.</p>	<p>environment surrounding each monitoring location.</p> <p>Based discussions with the MECP, road traffic modelling has been completed using TNM 3.1. Rail traffic modelling has been completed using the CADNA implemented FTA algorithm respectively.</p> <p>Section 5.1.3 and Table 5.3 discuss, in detail, differences between measured and modelled sound levels at each of the monitoring locations. It is not feasible to replicate the measured sound levels in the model, considering the physical variations impacting sound level measurements. The primary justification for the differences, noted in Table 5.3, is the difference between modelled and measured. traffic volumes and speed. An additional set of validation measurements in the areas where excessive sound levels are predicted (i.e., in Tables 5.3 and 5.4) after the commissioning of the Project have been recommended in the final report in Section 6.5 to validate modelled sound levels.</p>
7	<p>Table 5.5: four receptor locations (POR046, POR063, POR064 & POR066) are setback more that 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably low and is not representative of the vibration sensitive buildings along this rail corridor (21 kilometres).</p>	<p>Table 5.5 is for all receptors along the corridor, irrespective of their setback distance from the rail track.</p> <p>As summarized in Table 5.5, worst case impacted receptors were considered along the rail alignment for assessment, and measurements were taken accordingly. Variation in ground conditions is not expected along the corridor, unlike the changes expected for underground tunnels. Therefore, two locations were chosen for the measurements are representative. The highest measured values reported from 11 freight train passbys are used conservatively for this assessment at the closest locations to the corridor. The locations that are further away are expected to experience reduced impacts due distance attenuation.</p>	<p>Two vibration monitoring locations cannot be considered representative of the baseline conditions along the 21 km long GO Transit rail corridor.</p> <p>Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional vibration monitoring locations will be selected to provide adequate representation of the background (ambient) vibration levels at all vibration sensitive buildings within 75 metres from the nearest rail track of the GO Transit rail corridor.</p>	<p>Table 5.5: Eighty (80) receptor locations are setback less than 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably very low and cannot be considered representative of the baseline conditions along the 21 km long GO Transit rail corridor.</p> <p>Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional vibration monitoring locations will be selected to provide adequate representation of the background (ambient) vibration levels at all vibration sensitive buildings within 75 metres from the nearest rail track of the GO Transit rail corridor.</p>	<p>Representative locations on either side of the corridor were selected for vibration monitoring. It should be noted that the proposed additional track(s) for GO trains are added to the south of the existing tracks. The final report has been updated to recommend additional vibration monitoring in Section 6.5 at these locations during subsequent Project phases, if needed.</p>
8	<p>Table 6.1: three equipment (concrete saw, pavement saw and pile driver) have sound levels that exceed the source-based limits set in Publication NPC-115. Specify the noise</p>	<p>In the absence of any construction equipment sound levels, they are taken from the US FTA Manual for this assessment. As recommended in Section 6.2.1, item # 1,</p>	<p>Response is adequate.</p>	-	<p>Noted.</p>

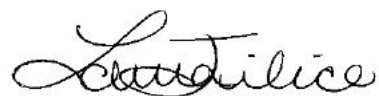
Item No	MECP Environmental Permissions Branch Comments (June 17, 2022)	Responses (September 19, 2022)	MECP Environmental Permissions Branch Comments (September 29, 2022)	MECP Environmental Permissions Branch Comments (October 3, 2022)	Responses (June 30, 2023)
	control measures to be applied to this equipment to mitigate their noise emissions to the applicable limits.	noise emissions of the construction equipment should be reviewed during detailed design to confirm that they are within the NPC-115 and NPC-118 limits. If they are expected to exceed the limits, quieter equipment should be considered for the Project. Alternatively, noise control options, such as silencers/mufflers should be investigated and implemented for specific equipment. The contractor will be directed to either source equipment that meets the source-based limits set in Publication NPC-115, or to apply effective mitigation as appropriate such as silencers/mufflers.			
9	Section 6.3.1 (Page 114): the following statement is made <i>“Mitigation should be investigated if the impact is significant (5 to <10 dB increase) and mitigation is required if the increase in sound level is very significant (+10 dB) as defined in Table 3.7”</i> . This statement is incorrect. In accordance with Section 4.1.4 of the MOEE / GO Transit Protocol, when a ‘significant or greater’ impact is predicted, noise mitigation is required subject to administrative, operational, economic, and technical feasibility.	Text in Section 6.3.1 has been updated to match with the MOEE/GO Transit Protocol wording.	Response is adequate.	-	Noted.
10	Tables 6.6 & 6.7: there are seventy-one (71) (Table 6.6) and fifty-five (55) (Table 6.7) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels?	There are no OLAs with over 60 dBA in Table 6.7. The sound levels reported in Table 6.7 are from the Project stationary noise sources. However, there are OLAs with over 60 dBA in Table 6.6 and the levels reported under Project sound levels are from a combination of road, freight rail and the proposed GO trains. The increase in sound levels due to the proposed GO service are reported in Table 6.6 and they range from 0 to 7 dB. The PORs closer to Highway 401 are dominated by the highway noise. MECP NPC-300 limits are applied only for the stationary noise assessment for the stations. 60 dBA limit is not applied for the rail expansion component of the Project as it is applicable to land use planning, not for rail corridor expansions.	There are seventy-two (72) (Table 6.6) and fifty-six (56) (Table 6.12) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels? Tables 6.6 and 6.12 need to be revised to include the contribution of the GO Transit rail service to the project sound levels.	Tables 6.6 & 6.12: there are seventy-one (71) (Table 6.6) and sixty -two (62) (Table 6.12) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels? Tables 6.6 and 6.12 need to be revised to include the contribution of the GO Transit rail service to the project sound levels.	Part C of MECP publication NPC-300 refers to land use planning for new residential development, not for existing subdivisions. Sound levels at OLAs are a result of a combination of road traffic and rail traffic (both existing and proposed GO trains). The levels are assessed with the pre-project sound levels for a 5 dB change for noise mitigation. The 60 dBA limit is not considered as it is a rail corridor expansion project. The impact of the proposed GO Stations is presented in Table 6.7. For ease of reading, the lone contributions from road traffic noise and GO transit rail service have been added to Appendix B, specifically B.4 and B.5.
11	Figures 6.6.1, 6.6.2 & 6.6.3: consider extending the vibration mitigation along the GO Transit rail tracks south of the houses	The new track is added to the south of the existing track, near Grenfell Street, Marquette Avenue, Fisher Street, and Crerar	Response is adequate.	-	Noted.

Item No	MECP Environmental Permissions Branch Comments (June 17, 2022)	Responses (September 19, 2022)	MECP Environmental Permissions Branch Comments (September 29, 2022)	MECP Environmental Permissions Branch Comments (October 3, 2022)	Responses (June 30, 2023)
	along Grenfell Street, south of the houses along Marquette Avenue, south of the houses along Fisher Street, north of houses along Sinclair Avenue, north of houses along Albany Street, and south of houses along Crerar Avenue. All the noted houses seem to have similar distance setbacks from the GO Transit rail tracks when compared with the adjacent mitigated properties.	Avenue. Vibration levels due to the new track are expected to be lower than currently experienced from the existing freight tracks at these locations. Therefore, extension of the recommended vibration mitigation is not required for these locations. We will review the additional locations that are south of the existing tracks, Sinclair Avenue and Albany Street and update the report accordingly.			
12	Figures A.1.1 to A.1.4 & A.2.1: include a legend to explain the zoning symbols used by the City of Oshawa.	A legend has been added to the Figures A.1.1 to A.1.4 and A.2.1.	Response is adequate.	-	Noted.
13	Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses.	Table 2 represents existing observed fence heights. The ground elevation, relative to the track elevation, varies along the entire length of the Study Area. In sections where existing barriers are situated on top of elevated ground, the effective height of the existing barrier may be greater than 2 meters. The noise emitted by trains is modelled as wheel noise at a height of 0.6 meters and locomotive noise modelled at height 2.5 meters the acoustical effectiveness of the existing barriers will vary depending on the ground elevation. The model will automatically take existing barriers into account in calculating sound levels only if they are effective. Therefore, no update is needed for the model.	Note that acoustic shielding due to bright-zone sound barriers is not acceptable to MECP. Therefore, sound barriers noise reductions of less than 5 dBA should be set to zero.	Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses. It should be noted that acoustic shielding due to bright-zone sound barriers is not acceptable to MECP. Therefore, sound barriers noise reductions of less than 5 dBA should be set to zero.	All existing subdivision noise barriers , previously included in the noise model,(i.e., providing less than 5 dB noise reduction) have been removed from the final report.
14	Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) and GO Transit stations (noise) with and without noise / vibration control measures.	Sample calculations provided was for the stationary noise assessment. CADNA/A protocol files for GO Transit rail and station noise before and after the implementation of noise control measures will be provided. CADNA/A sample calculations cannot be provided for vibration as CADNA/A does not model vibration impacts. Vibration assessment was completed based on the measurements, please refer to section 6, subsection 6.3.5 for details on the operations vibration assessment for rail.	Include representative calculations of the proposed GO Transit rail line (noise & vibration) with and without noise / vibration control measures.	Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) with and without noise / vibration control measures.	Representative calculations of the proposed GO Transit rail line with and without mitigation measures have been included in the final version of the report as Appendix B.
15	Appendix B, Figures B.1 to B.8: the title of these figures is incorrect. These figures do not show the representative receptors. Instead, they show the locations of the existing sound barriers.	Figure titles of Figures B.1 to B.8 have been corrected to indicate the figures show the locations of existing sound barriers.	Response is adequate.	-	Noted.

Item No	MECP Environmental Permissions Branch Comments (June 17, 2022)	Responses (September 19, 2022)	MECP Environmental Permissions Branch Comments (September 29, 2022)	MECP Environmental Permissions Branch Comments (October 3, 2022)	Responses (June 30, 2023)
Environmental Project Report					
16	The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.	The EPR Addendum will be updated based on the above comment-responses, as appropriate.	The updated EPR Addendum will need to address the outstanding comments (Comments 1, 2, 3, 4, 5, 6, 7, 10, 13 & 14) noted above.	The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.	Noted, updates have been made accordingly.
17	With regards to Table 8.1, the approvals required for the four proposed Go Stations (B1 to B4) need to be checked with the eligibility requirements of O. Reg. 1/17.	Table 8.1 of the EPR Addendum has been reviewed and updated accordingly upon further review of the applicability of O. Reg. 1/17.	Response is adequate.		Noted.

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

Sincerely,



Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
 Metrolinx
 Toronto, ON M5J 2W3

cc: Cindy Batista, Project Officer, Environmental Assessment Services Section, Ministry of Environment, Conservation and Parks
 Solange Desautels, Supervisor, Environmental Assessment Services Section, Ministry of Environment, Conservation and Parks
 Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
 Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
 Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx



April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

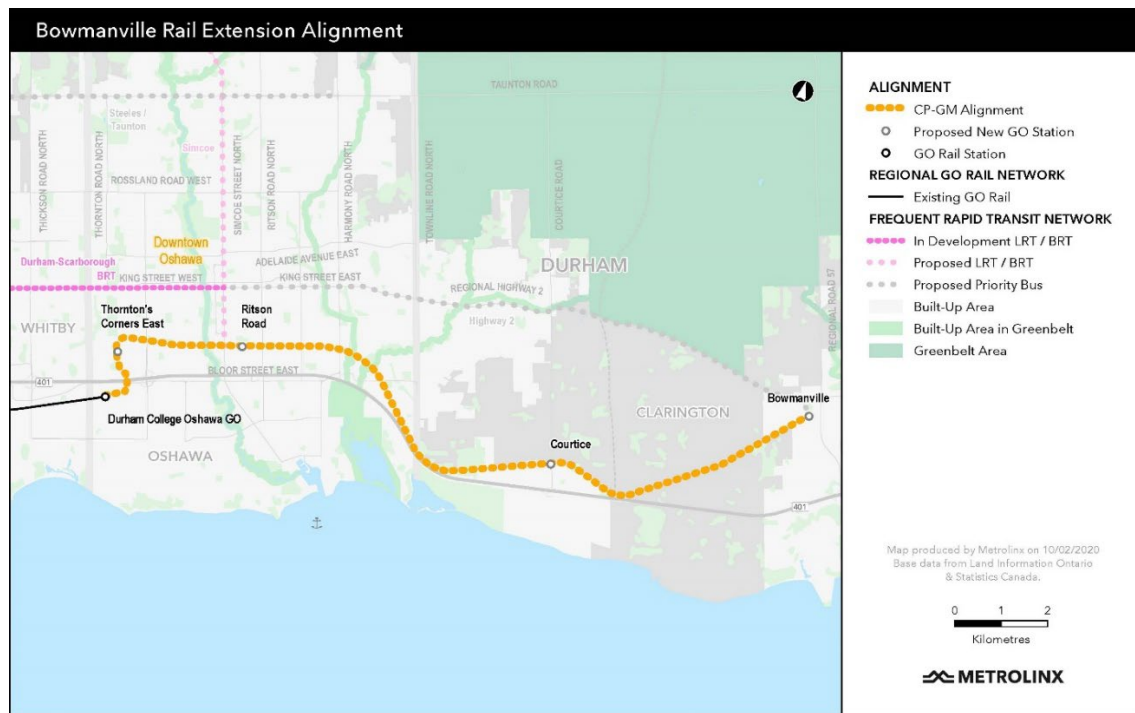


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

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

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

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

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

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

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

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

Current Project Schedule (subject to change)

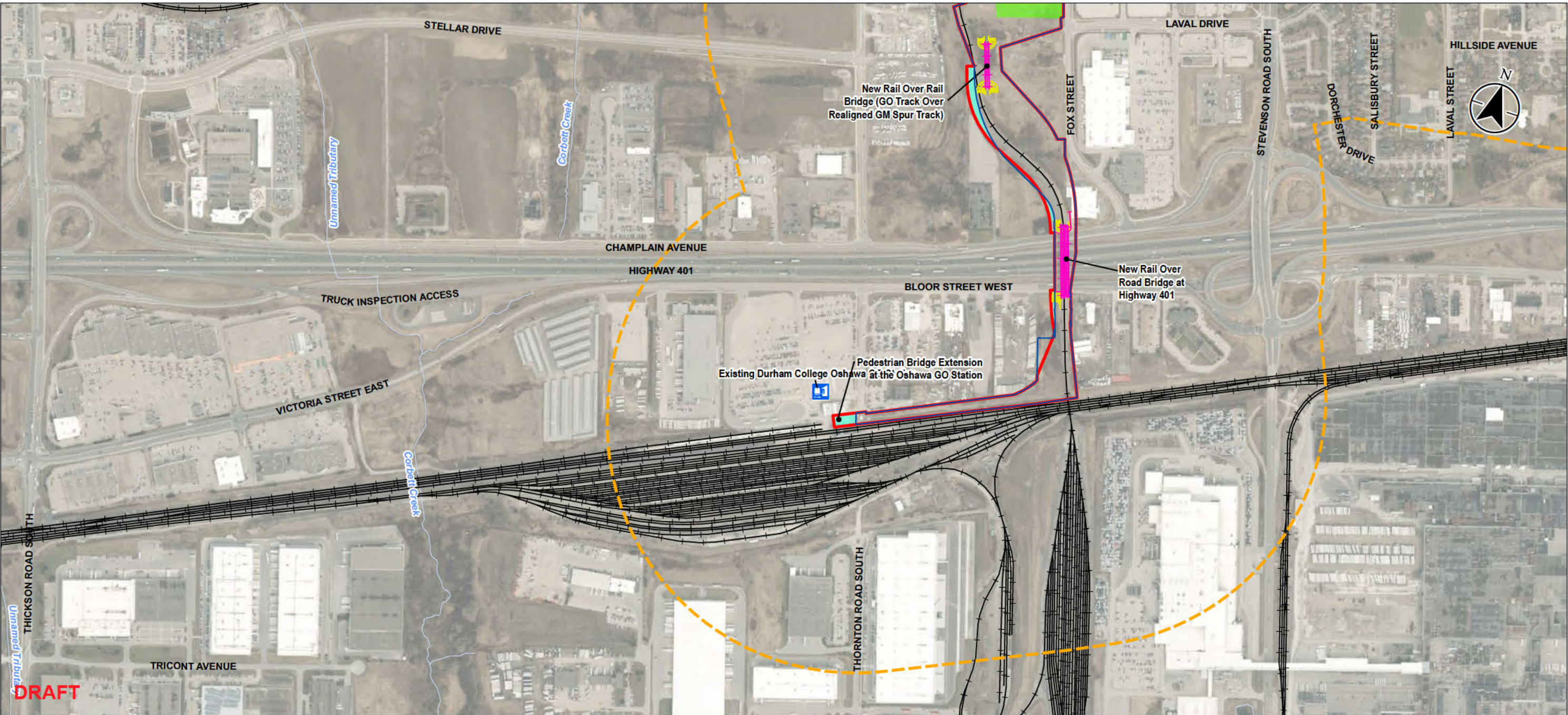
Below we have outlined the current timelines for the project.

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

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

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Notes

1. Coordinate System: NAD 1983 CSRS MTM 10
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- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Oshawa GO Station
 - Existing Railway
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

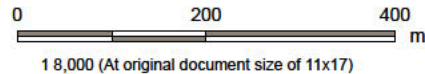
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Technical Review by ## on 2021-##-##

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

Figure No.
2.1.1

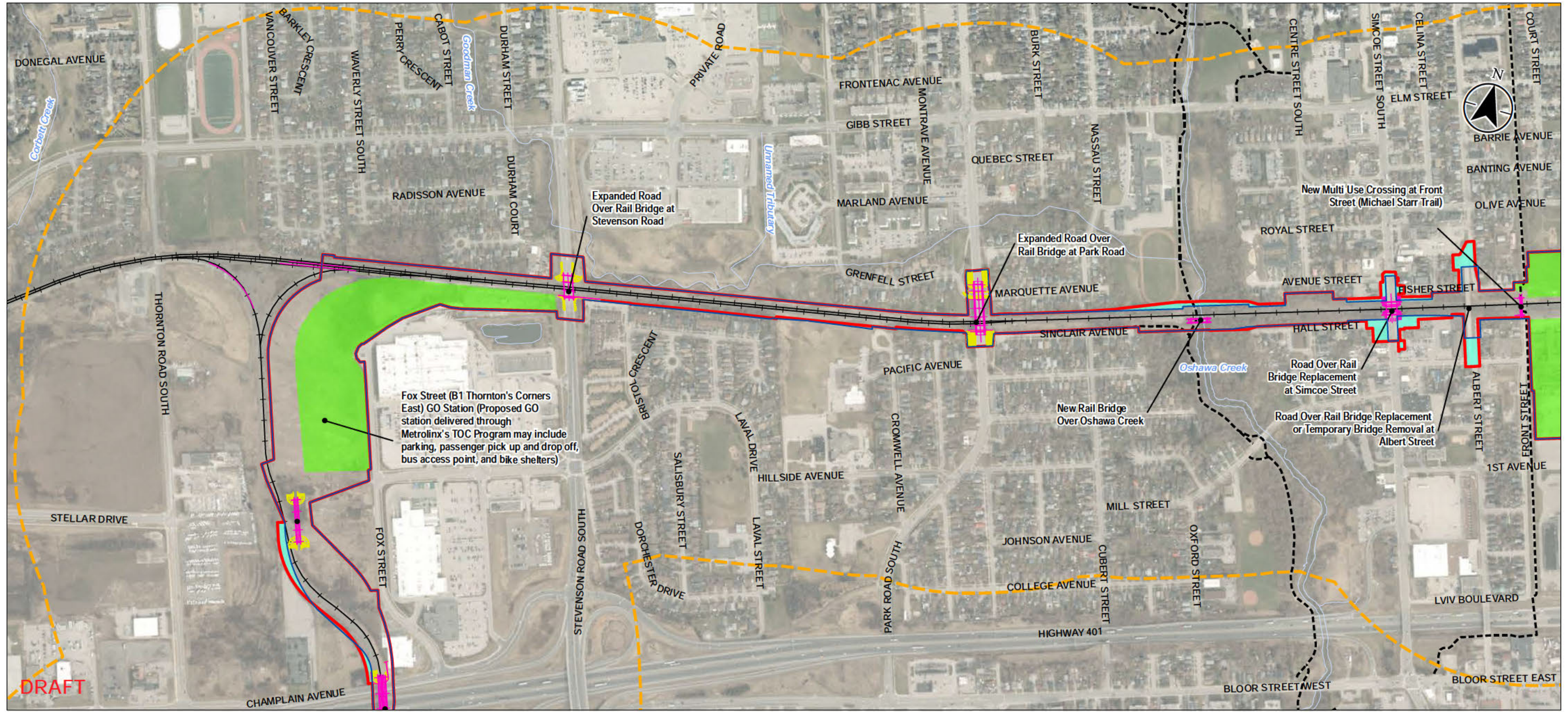
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Title
Key Project Components




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- Legend**
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 - Grading

**Stantec**

Project Location
Region of Durham

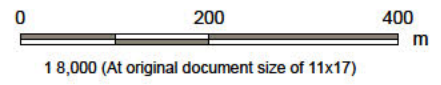
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Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.2

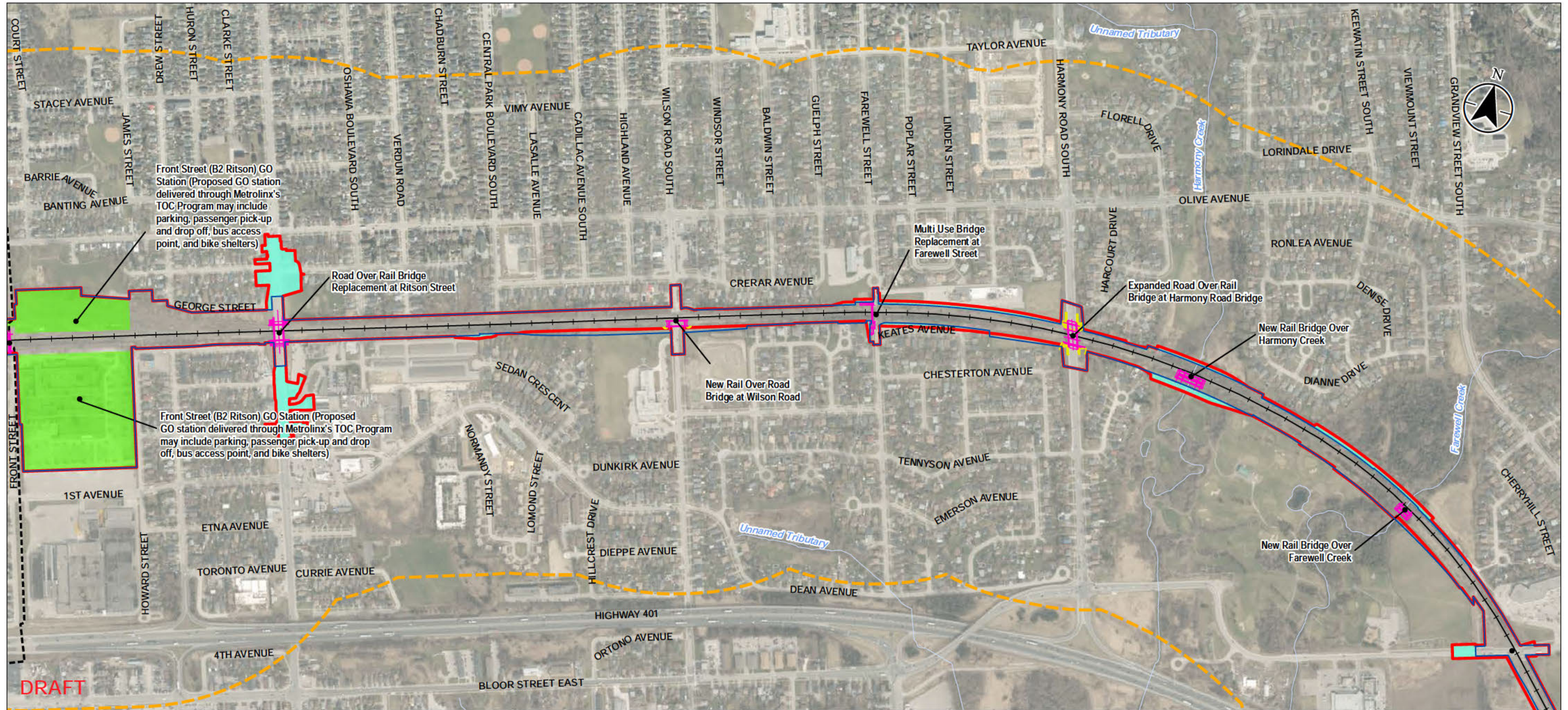
Title
Key Project Components

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Project Location
Region Municipality
of Durham

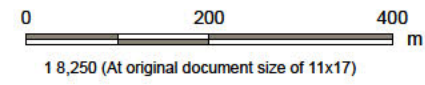
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Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
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ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

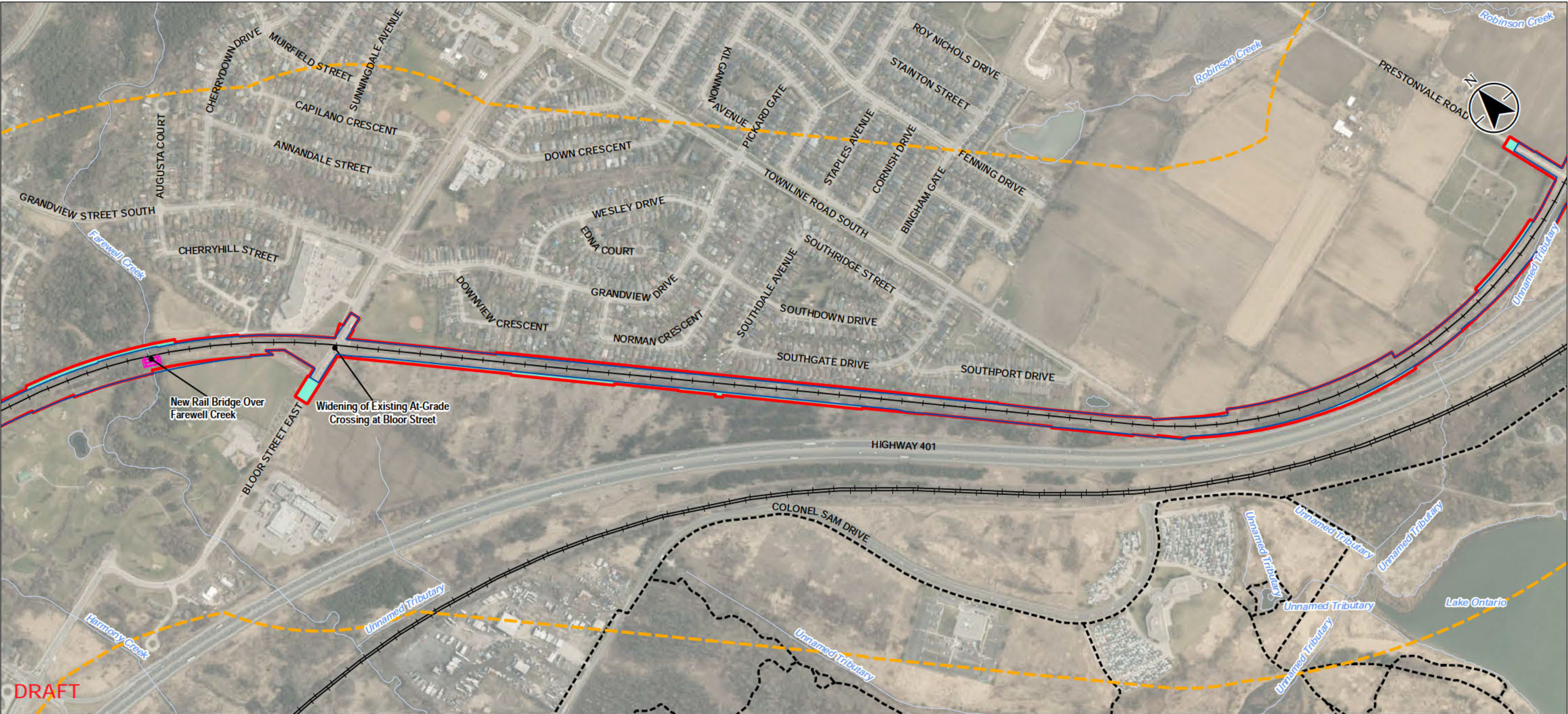
Title
Key Project Components

DRAFT



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- Legend**
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Project Location
Region Municipality
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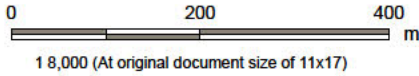
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ENVIRONMENTAL PROJECT REPORT ADDENDUM

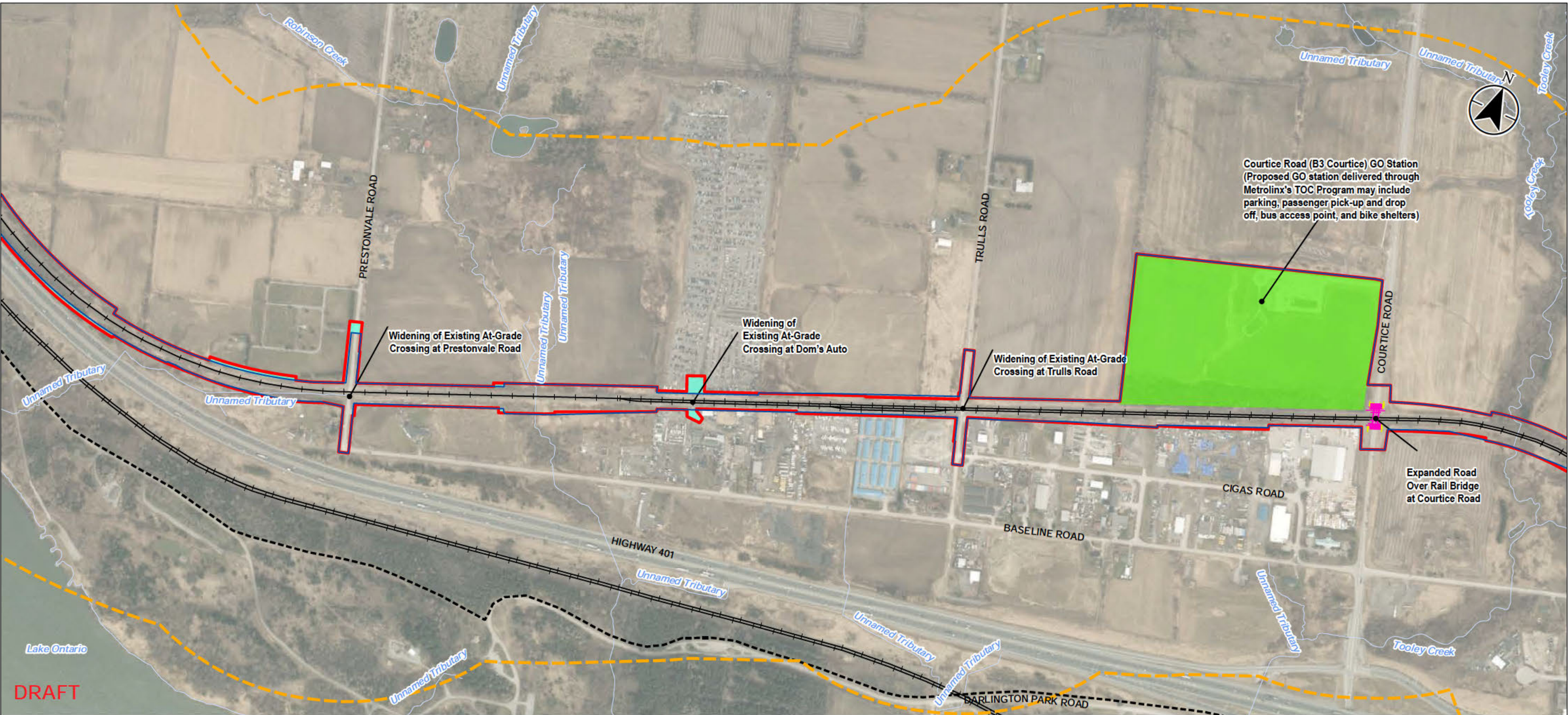
Figure No.
2.1.4

Title
Key Project Components

DRAFT



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



Project Location
Region Municipality
of Durham

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

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

Figure No.
2.1.5

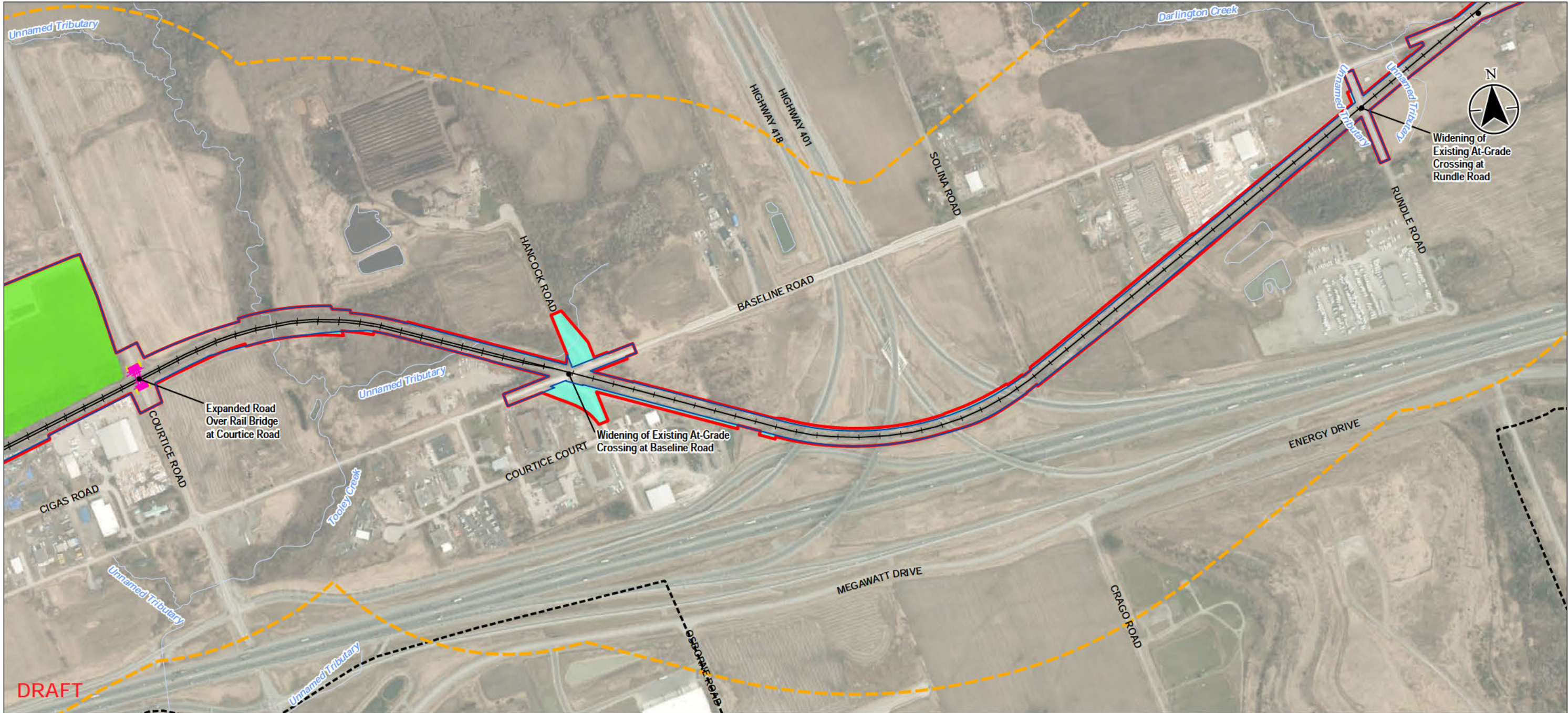
Title
Key Project Components

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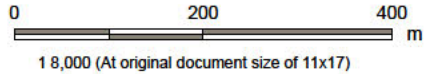
\\00215-pbl\01\work_group\01650\ndw\0165011019-Bowmanville\0165011019-Assignment111.dwg 2023-02-16 By: bowyer



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Project Location
Region of Durham

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

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

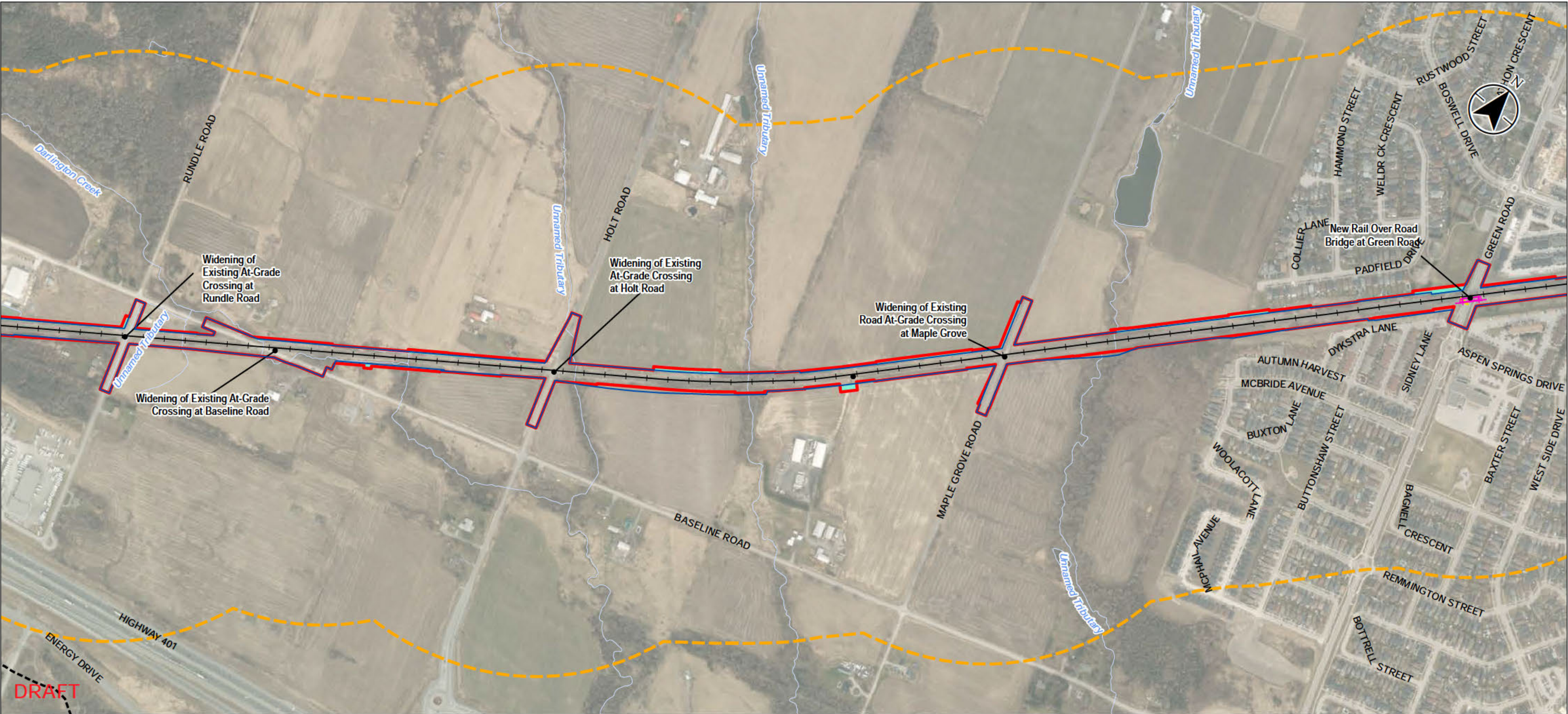
Figure No.
2.1.6

Title
Key Project Components

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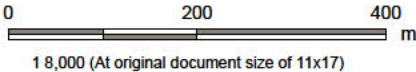
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Project Location: Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

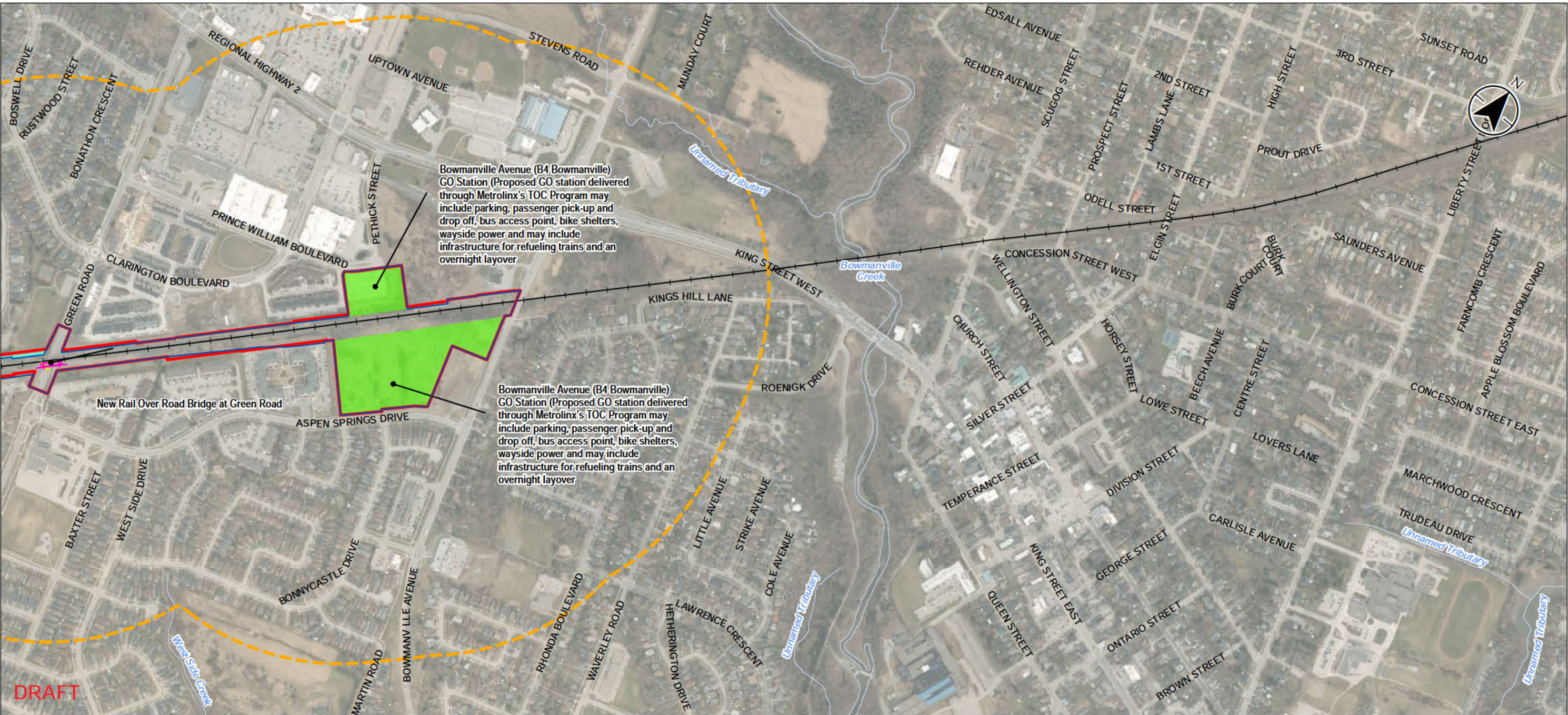
Figure No.: 2.1.7

Title: Key Project Components

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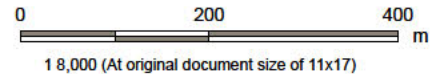
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Project Location: Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

Figure No.: 2.1.8

Title: Key Project Components

DRAFT

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From: [Cameron, Anne \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Rachel Afonso](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Tuesday, October 4, 2022 9:50:55 AM
Attachments: [image001.png](#)
[Noise and Vibration Review Letter Oct 3 2022.docx](#)

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Hi Laura,

Please find attached another letter from the ministry's Noise and Vibration specialist. I believe the letter reiterates what the previous letter said (sent on Sept 29) but provides a few extra details.

Please let me know if you have any questions and as mentioned below, the ministry's Noise and Vibration specialist would like to have a meeting with your team to discuss the comments. If you could please provide me with a few dates/times that work for you I will set something up.

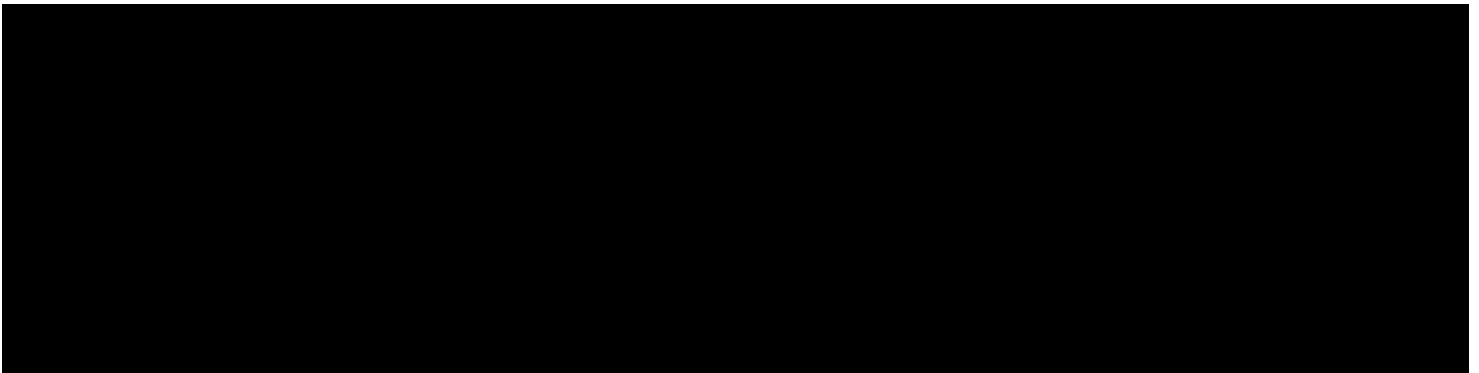
All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5

October 3, 2022

To: Anne Cameron
Project Officer
Environmental Assessment Branch

From: Header Merza
Senior Noise Engineer
Environmental Permissions Branch

**Re: Noise and Vibration Review Comments
Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report
City of Oshawa & Municipality of Clarington
Region of Durham
EPB Noise File No.: E0008-22**

As per your request, I have reviewed the following two documents:

- i. *"Oshawa to Bowmanville Rail Service Expansion, Environmental Project Report, Addendum Revised 90% Draft", prepared by Stantec Consulting Ltd. and dated September 2, 2022; and*
- ii. *"Addendum to Oshawa to Bowmanville Service Expansion, Environmental Project Report: Noise and Vibration Technical Report, Draft", prepared by Stantec Consulting Ltd. and dated August 25, 2022.*

I have the following comments to offer on the noise and vibration aspects of the two documents noted above:

August 25, 2022 Noise and Vibration Report

1. Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. Vacant lots (if present) need to be included as future points of reception for stationary sources (proposed GO Stations), while vacant lands with municipally approved development plans (if present) need to be included as points of reception for transportation sources (GO Transit rail corridor).
2. Section 4.3.1 (Page 35): the following statement is made *“CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from ORNAMENT and STEAM, respectively and are used in the model”*. These noise prediction methods are incorrect. The use of these hybrid noise prediction methods is not acceptable to MECP. In accordance with MECP guidelines, for road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used
3. Section 4.3.1 (Page 39) & Section 6.3.2 (Page 125): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated. Provide confirmation in the final noise and vibration report that rail squeal noise is not anticipated on this rail corridor. Otherwise, include rail squeal noise in the report as per comment above.

With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks? Conduct field inspection of the existing sound barriers before the preparation of the final noise report. Alternatively, include a recommendation in the final noise report that during the detailed design phase of the project, existing sound barriers used in the noise analysis, will be field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks.

4. Section 4.3.3 (Page 40) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment could be significant noise sources within the noted four GO Stations. If these noise sources were assessed and found out to be insignificant sources, then a statement should be included in the noise report confirming such a finding.

With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 (34 to 39 dBA) & B3 (28 to 31 dBA) (Table 6.7) and Go Stations B1 (34 to 39 dBA), B3 (28 to 31 dBA) & B4 (32 to 37 dBA) (Table 6.13) sound levels are questionably very low. Provide explanations to justify these very low predicted sound levels.

5. Figures 5.1.1 to 5.1.8: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.

Six noise monitoring locations and two vibration monitoring locations cannot be considered representative of the baseline conditions within the Study Area (21 km long GO Transit rail corridor).

Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional noise and vibration monitoring locations will be selected to provide wider and more comprehensive representation of the background (ambient) sound and vibration levels at all noise and vibration sensitive buildings along the GO Transit rail corridor and around the proposed GO Stations.

6. Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Indicate if the predicted excessive sound levels listed in Tables 5.3 and 5.4 were validated in the field via attended noise measurements. If not, it is recommended that these predicted excessive sound levels be checked in the field via attended noise measurements.

With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06 - range from 4 to 8 dBA). This conflicts with the following statement in section 5.1.3 on page 54 *“Based on these results, the Project noise model and the procedure followed for this assessment are considered*

appropriate for the purpose of determining Project sound levels". Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels. The above noted statement made in Section 5.1.3 needs to be revised to acknowledge these differences / discrepancies.

7. Table 5.5: Eighty (80) receptor locations are setback less than 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably very low and cannot be considered representative of the baseline conditions along the 21 km long GO Transit rail corridor.

Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional vibration monitoring locations will be selected to provide adequate representation of the background (ambient) vibration levels at all vibration sensitive buildings within 75 metres from the nearest rail track of the GO Transit rail corridor.

8. Tables 6.6 & 6.12: there are seventy-one (71) (Table 6.6) and sixty -two (62) (Table 6.12) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels? Tables 6.6 and 6.12 need to be revised to include the contribution of the GO Transit rail service to the project sound levels.
9. Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses. It should be noted that acoustic shielding due to bright-zone sound barriers is not acceptable to MECP. Therefore, sound barriers noise reductions of less than 5 dBA should be set to zero.
10. Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) with and without noise / vibration control measures.

September 2, 2022 Environmental Project Report

The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.

I trust the above noise and vibration review comments will be of assistance to you.

If you have any questions, please contact Header Merza at [REDACTED].

H. S. Merza

Header Merza, P.Eng.
Senior Noise Engineer

From: [Cameron, Anne \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Lindsay Prihoda](#); [Rachel Afonso](#); [annie.gu@metrolinx.ca](#)
Subject: FW: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Thursday, September 29, 2022 4:23:19 PM
Attachments: [image003.png](#)
[Noise and Vibration Review Letter, June 17, 2022-V2.docx](#)

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Hi Laura,

Thank you for sending the Revised Draft 90% EPR for the Oshawa to Bowmanville Rail Service Expansion project along with responses to all of MECP's comments.

The ministry's Senior Noise Engineer, Mr. Header Merza, has further comments based on Metrolinx's responses. These can be found in the attached letter – the letter contains the ministry's original noise & vibration comments from June 17, 2022 (black text) along with Metrolinx responses from September 19, 2022 (red text) and the ministry's latest comments on Metrolinx responses (blue text). Mr. Merza has suggested a phone call be set up to go over the comments made. If you could please provide me with your availability over the next two weeks I am happy to facilitate.

Regarding comments from EAB (myself), I am satisfied with Metrolinx's responses. I just have a few points that require clarification.

1. Based on Tables 1.3.1 and 1.3.2, am I to understand that the culvert widenings from the 2011 EPR Design are no longer needed? If so, how are water crossings being dealt with?
2. In Table 1.3.1, the legend does not contain information related to the 2011 EPR Design.
3. Can you clarify what is meant by "structural work now proposed" in Table 2.3?

All of the other technical experts were satisfied with Metrolinx's responses to their comments.

All the best,
Anne

Anne Cameron | Project Officer

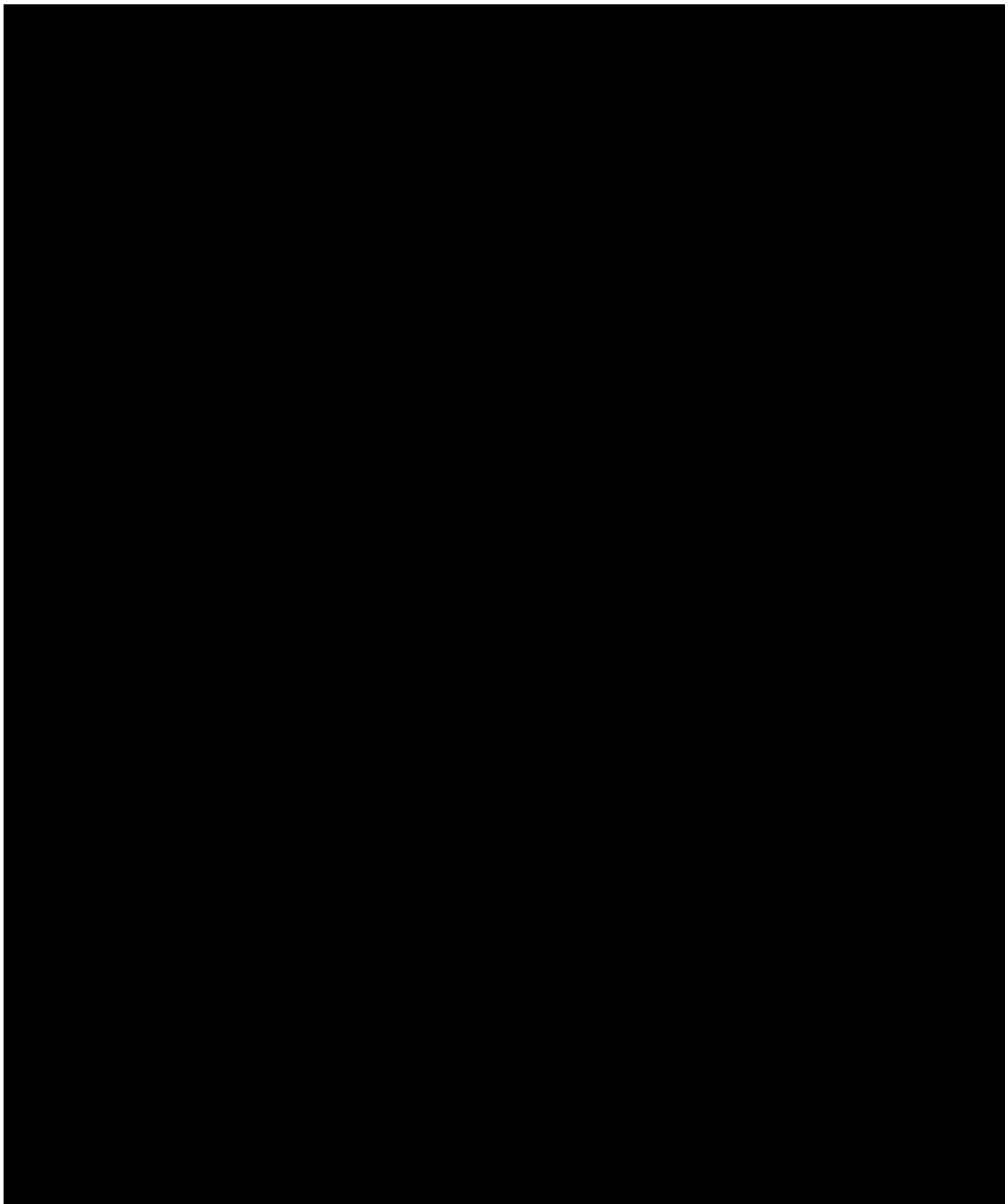
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135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

 | ✉ anne.cameron@ontario.ca

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Toronto ON M4V 1P5

June 17, 2022

To: Ann Cameron
Project Officer
Environmental Assessment Branch

From: Header Merza
Senior Noise Engineer
Environmental Permissions Branch

**Re: Noise and Vibration Review Comments
Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report
City of Oshawa & Municipality of Clarington
Region of Durham
EPB Noise File No.: E0008-22**

As per your request, I have reviewed the following two documents:

- i. *"Oshawa to Bowmanville Rail Service Expansion, Environmental Project Report, Addendum 90% Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022; and*
- ii. *"Addendum to Oshawa to Bowmanville Service Expansion, Environmental Project Report: Noise and Vibration Technical Report, Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022.*

I have the following comments to offer on the noise and vibration aspects of the two documents noted above:

Noise and Vibration Report

1. Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. What about vacant lands with municipally approved development plans? These lands (if present) should have also been included in the noise report.

NPC-300 only covers stationary noise assessment for vacant lands. GO transit guidance document does not require or recommend assessment of vacant lands, and/or need to assess any known developments proposed. Stantec considered accessible vacant lots that are zoned for residential or agricultural next to all stations

Vacant lots (if present) need to be included as future points of reception for stationary sources (proposed GO Stations), while vacant lands with municipally approved development plans (if present) need to be included as points of reception for transportation sources (GO Transit rail corridor).

2. Section 4.3.1 (Page 34): the following statement is made “*CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from ORNAMENT and STEAM, respectively and are used in the model*”. These noise prediction methods are incorrect. For road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.

ORNAMENT and STEAM were used to calculate CADNA/A inputs (noise emissions) for the roads and rail. CADNA/A was used to account for terrain variation and complex geometries of the Project.

The use of this hybrid noise prediction method is not acceptable to MECP. In accordance with MECP guidelines, for road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.

3. Section 4.3.1 (Page 38) & Section 6.3.2 (Page 124): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated.

With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks?

As identified in the report, tracks with curve radii under 305 m have potential for wheel squeal noise from rail. The spur line connecting to the CP Rail main line is the only location (at B1 Station) that has potential for wheel squeal noise and is currently operational for the spur line. The proposed GO Station at this location will force trains to stop and/or move at reduced speed. The new track is designed to minimize or eliminate rail squeal at this location. Therefore, squeal noise is not anticipated for this location. If a 5 dB penalty to account squeal noise is to be applied, it will be for both the existing scenario for the spur line and the future scenario. Therefore, the change in sound levels will be negated.

Provide confirmation in the final noise and vibration report that rail squeal noise is not anticipated on this rail corridor. Otherwise, include rail squeal noise in the report as per comment above.

Stantec evaluated the existing noise barriers visible from the road using google street view and found that they were generally 2m high, wood construction satisfying the minimum 20kg/m² construction requirements for a barrier. Additionally, during the site visit Stantec inspected existing barriers visible from the noise monitoring locations. The assessment of the impact of proposed rail operations considered the change in sound level with the barriers present. Regardless of the presence of the barriers the relative change is the same."

Conduct field inspection of the existing sound barriers before the preparation of the final noise report. Alternatively, include a recommendation in the final noise report that during the detailed design phase of the project, existing sound barriers used in the noise analysis, will be field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks.

4. Section 4.3.3 (Page 39) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment should have also been assessed as significant noise sources within the noted four GO Stations.

With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 & B3 (Table 6.7) and Go Stations B1, B3 & B4 (Table 6.13) sound levels are questionably low.

Significant noise sources, such as bus loop and idling buses are included in the assessment. HVAC units and station announcement systems were considered, and are expected to be insignificant compared to the sound levels from the sources modeled.

Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment could be significant noise sources within the noted four GO Stations. If these noise sources were assessed and found out to be insignificant sources, then a statement should be included in the noise report confirming such a finding.

For B2 and B4 the noise impact is considered significant enough to require a noise barrier. Although bus loops are passing receptors near stations, the bus shelters where bus idling occurs are located near the stations and rail tracks, typically further away from the receptors. For station B1 the bus shelters and loop are a significant distance from existing receptors.

With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 (34 to 39 dBA) & B3 (28 to 31 dBA) (Table 6.7) and Go Stations B1 (34 to 39 dBA), B3 (28 to 31 dBA) & B4 (32 to 37 dBA) (Table 6.13) sound levels are questionably low. Provide explanations to justify these very low predicted sound levels.

5. Figures 5.1.2, 5.1.3 & 5.1.4: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.

Six noise monitoring locations along the corridor were selected in addition to two vibration monitoring locations and were considered to be representative of baseline conditions within the Study Area. The assessment approach included validating model with actual measurements at six representative monitoring locations. Sound levels at the monitoring locations are representative of the existing ambient sound levels for the receptors along the corridor. For the vibration monitoring locations, similar soil properties exist along the corridor are expected. For station noise assessment, MECP exclusionary limits are used.

Additional detailed or site-specific studies may be completed as design progresses.

Six noise monitoring locations and two vibration monitoring locations cannot be considered representative of the baseline conditions within the Study Area (21 km long GO Transit rail corridor).

Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional noise and vibration monitoring locations will be selected to provide wider and more comprehensive representation of the background (ambient) sound and vibration levels at all noise and vibration sensitive buildings along the GO Transit rail corridor and around the proposed GO Stations.

6. Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Were these excessive sound levels checked in the field via attended noise measurements?

With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06). This conflicts with the following statement in section 5.1.3 on page 53 *"Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels"*. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels.

High sound levels at these locations are due to their proximity to the existing busy roads (e.g., Highway 401) and freight rail. Variations in the traffic volumes and speed for the road traffic and freight train could have contributed to the change in sound levels. As summarized in Section 5.1, Table 5.1 and Section 5.1.2 ambient sound levels were measured using Type 1 sound level meters calibrated before and after the measurement periods. Sound level meters and acoustic calibrators were factory calibrated within 1 year of measurements. Measurements were collected in accordance to MECP guidance document NPC-103 "Procedures".

The measured daytime and nighttime sound levels at NM01, NM02 and NM06 are lower than modelled sound levels due to slower train speeds and lower train volume than expected as modelled. Variations at NM03 may be due to the slower train speeds and lower train volumes and variations in traffic volumes along Highway 401. The measured variations at NM04 are potentially due to the vehicle acceleration noise, and proximity to a high volume of medium and heavy trucks.

Indicate if the predicted excessive sound levels listed in Tables 5.3 and 5.4 were validated in the field via attended noise measurements. If not, it is recommended that these predicted excessive sound levels be checked in the field via attended noise measurements.

With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06 – range from 4 to 8 dBA). Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels. Section 5.1.3 needs to be revised to address these differences / discrepancies.

7. Table 5.5: four receptor locations (POR046, POR063, POR064 & POR066) are setback more than 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably low and is not representative of the vibration sensitive buildings along this rail corridor (21 kilometres).

Table 5.5 is for all receptors along the corridor, irrespective of their setback distance from the rail track.

As summarized in Table 5.5, worst case impacted receptors were considered along the rail alignment for assessment, and measurements were taken accordingly. Variation in ground conditions is not expected along the corridor, unlike the changes expected for underground tunnels. Therefore, two locations were chosen for the measurements are representative. The highest measured values reported from 11 freight train passbys are used conservatively for this assessment at the closest locations to the corridor. The locations that are further away are expected to experience reduced impacts due distance attenuation.

Two vibration monitoring locations cannot be considered representative of the baseline conditions along the 21 km long GO Transit rail corridor.

Include a recommendation in the final noise and vibration report that during the detailed design phase of the project, additional vibration monitoring locations will be selected to provide adequate representation of the background (ambient) vibration levels at all vibration sensitive buildings within 75 metres from the nearest rail track of the GO Transit rail corridor.

8. Table 6.1: three equipment (concrete saw, pavement saw and pile driver) have sound levels that exceed the source-based limits set in Publication NPC-115. Specify the noise control measures to be applied to this equipment to mitigate their noise emissions to the applicable limits.

In the absence of any construction equipment sound levels, they are taken from the US FTA Manual for this assessment. As recommended in Section 6.2.1, item # 1, noise emissions of the construction equipment should be reviewed during

detailed design to confirm that they are within the NPC-115 and NPC-118 limits. If they are expected to exceed the limits, quieter equipment should be considered for the Project. Alternatively, noise control options, such as silencers/mufflers should be investigated and implemented for specific equipment. The contractor will be directed to either source equipment that meets the source-based limits set in Publication NPC-115, or to apply effective mitigation as appropriate such as silencers/mufflers.

Response is adequate

9. Section 6.3.1 (Page 114): the following statement is made *“Mitigation should be investigated if the impact is significant (5 to <10 dB increase) and mitigation is required if the increase in sound level is very significant (+10 dB) as defined in Table 3.7”*. This statement is incorrect. In accordance with Section 4.1.4 of the MOEE / GO Transit Protocol, when a ‘significant or greater’ impact is predicted, noise mitigation is required subject to administrative, operational, economic, and technical feasibility.

Text in Section 6.3.1 has been updated to match with the MOEE/GO Transit Protocol wording.

Response is adequate

10. Tables 6.6 & 6.7: there are seventy-one (71) (Table 6.6) and fifty-five (55) (Table 6.7) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels?

There are no OLAs with over 60 dBA in Table 6.7. The sound levels reported in Table 6.7 are from the Project stationary noise sources. However, there are OLAs with over 60 dBA in Table 6.6 and the levels reported under Project sound levels are from a combination of road, freight rail and the proposed GO trains. The increase in sound levels due to the proposed GO service are reported in Table 6.6 and they range from 0 to 7 dB. The PORs closer to Highway 401 are dominated by the highway noise. MECP NPC-300 limits are applied only for the stationary noise assessment for the stations. 60 dBA limit is not applied for the rail expansion component of the Project as it is applicable to land use planning, not for rail corridor expansions.

There are seventy-two (72) (Table 6.6) and fifty-six (56) (Table 6.12) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels? Tables 6.6 and 6.12 need to be revised to include the contribution of the GO Transit rail service to the project sound levels.

11. Figures 6.6.1, 6.6.2 & 6.6.3: consider extending the vibration mitigation along the GO Transit rail tracks south of the houses along Grenfell Street, south of the houses along Marquette Avenue, south of the houses along Fisher Street, north of houses along Sinclair Avenue, north of houses along Albany Street, and south of houses along Crerar Avenue. All the noted houses seem to have similar distance setbacks from the GO Transit rail tracks when compared with the adjacent mitigated properties.

The new track is added to the south of the existing track, near Grenfell Street, Marquette Avenue, Fisher Street, and Crerar Avenue. Vibration levels due to the new track are expected to be lower than currently experienced from the existing freight tracks at these locations. Therefore, extension of the recommended vibration mitigation is not required for these locations. We will review the additional locations that are south of the existing tracks, Sinclair Avenue and Albany Street and update the report accordingly.

Response is adequate

12. Figures A.1.1 to A.1.4 & A.2.1: include a legend to explain the zoning symbols used by the City of Oshawa.

A legend has been added to the Figures A.1.1 to A.1.4 and A.2.1.

Response is adequate

13. Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses.

Table 2 represents existing observed fence heights. The ground elevation, relative to the track elevation, varies along the entire length of the Study Area. In sections where existing barriers are situated on top of elevated ground, the effective height of the existing barrier may be greater than 2 meters. The noise emitted by trains is modelled as wheel noise at a height of 0.6 meters and locomotive noise modelled at height 2.5 meters the acoustical effectiveness of the existing barriers will vary depending on the ground elevation. The model will automatically take existing barriers into account in calculating sound levels only if they are effective. Therefore, no update is needed for the model.

Note that acoustic shielding due to bright-zone sound barriers is not acceptable to MECP. Therefore, sound barriers noise reductions of less than 5 dBA should be set to zero.

14. Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the

proposed GO Transit rail line (noise & vibration) and GO Transit stations (noise) with and without noise / vibration control measures.

Sample calculations provided was for the stationary noise assessment. *CADNA/A* protocol files for GO Transit rail and station noise before and after the implementation of noise control measures will be provided. *CADNA/A* sample calculations cannot be provided for vibration as *CADNA/A* does not model vibration impacts. Vibration assessment was completed based on the measurements, please refer to section 6, subsection 6.3.5 for details on the operations vibration assessment for rail.

Include representative calculations of the proposed GO Transit rail line (noise & vibration) with and without noise / vibration control measures.

15. Appendix B, Figures B.1 to B.8: the title of these figures is incorrect. These figures do not show the representative receptors. Instead, they show the locations of the existing sound barriers.

Figure titles of Figures B.1 to B.8 have been corrected to indicate the figures show the locations of existing sound barriers.

Response is adequate

Environmental Project Report

The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.

The EPR Addendum will be updated based on the above comment-responses, as appropriate.

The updated EPR Addendum will need to address the outstanding comments (Comments 1, 2, 3, 4, 5, 6, 7, 10, 13 & 14) noted above.

With regards to Table 8.1, the approvals required for the four proposed Go Stations (B1 to B4) need to be checked with the eligibility requirements of O. Reg. 1/17.

Table 8.1 of the EPR Addendum has been reviewed and updated accordingly upon further review of the applicability of O. Reg. 1/17.

Response is adequate

I trust the above noise and vibration review comments will be of assistance to you.

If you have any questions, please contact Header Merza at [REDACTED]

H. S. Merza


Header Merza, P.Eng.
Senior Noise Engineer

From: [Laura Filice](#)
To: [Cameron, Anne \(MECP\)](#)
Cc: [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Lindsay Prihoda](#); [Rachel Afonso](#); [Annie Gu](#)
Subject: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Monday, September 19, 2022 4:15:24 PM
Attachments: [image001.png](#)
[MECP_SW_comments_BMV_90%_Mx_20220919.pdf](#)
[MECP_AO_comments_BMV_90%_20220919.pdf](#)
[MECP_FAB_comments_BMV_90%_20220919.pdf](#)
[MECP_GW_comments_BMV_90%_20220919.pdf](#)
[MECP_N&V_comments_BMV_90%_20220919.pdf](#)
[MECP_Permissions&Compliance\(SAR\)_comments_BMV_90%_20220919.pdf](#)
[MECP_SourceProtection_comments_BMV_90%_20220919.pdf](#)

Good Afternoon Anne,

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

EPR: 

EcoLog & Agency response memos:


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

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

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

*Dates are subject to change

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment



September 19, 2022

Sent via Email

Attention: Zhiping Yang, Ph.D, P.Eng.
Water Resources Specialist
Technical Support Section, Central Region
5775 Yonge Street, 8th Floor
North York ON M2M 4J1

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project - Surface Water Review Comments

Dear Zhiping Yang:

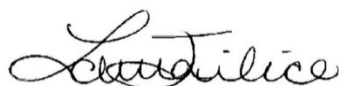
The below responses are provided to address the comments and recommendations outlined in the letter dated June 1, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Technical Support Section to Metrolinx regarding the surface water review of the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

MECP Technical Support Section Comments	Responses
It is recommended that a stormwater management plan/report be prepared to address the issues with the increased stormwater after the project, including stormwater management for the new GO stations and bridge/expansion to be constructed. This should be added to the commitments as listed in Table 8.3 of the main report. Such a stormwater management plan should be developed based on MECP's SWM design guide documents including MECP "Stormwater Management Planning and Design Manual (2003)" and MECP "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)". It is also recommended that the SWM plan be provided to the MECP for review prior to the construction.	<p>A detailed Stormwater Management (SWM) Plan will be developed as part of detailed design to demonstrate that the proposed Project complies with drainage and SWM requirements with respect to stormwater conveyance, quantity, quality, and water balance prior to the construction phase of the Project.</p> <p>A commitment to prepare a SWM Plan is included in the EPR Addendum. The requirement for a SWM Plan is included in Section 5.10, Table 5.4 Potential Effects, Mitigation Measures and Monitoring. Table 8.3 Summary of Commitments includes the following: Implement mitigation measures and monitoring activities as outlined in Section 5.10.</p> <p>Once prepared, the SWM Plan will be submitted to the MECP for review and comment.</p>
In addition to the stormwater management plan above, the final report should also include a proposed sewage/wastewater servicing plan, explaining how sewage/wastewater, if any, generated from the operation of the new facilities related will be treated.	As the proposed GO Stations will be connected to municipal services, including for sewage/wastewater, Metrolinx will apply for Durham Region's commercial Connection Permits. The generation of sewage/wastewater is not anticipated for other Project components.
Table 5.4 of the main report and Table 6.3 of Appendix A1 listed the project impact which includes potential impact from dewatering activities and dewatering discharge. In this regard, it is further recommended that wherever construction	During detailed design, the need for a dewatering zone of influence assessment and dewatering monitoring plan (including a dewatering effluent plan) will be evaluated. The dewatering monitoring plan, if required, will monitor for potential negative

MECP Technical Support Section Comments	Responses
dewatering is required, a dewatering effluent discharge plan be developed prior to the dewatering activities. If the dewatering effluent is to be discharged into a surface watercourse, wetland, or a storm sewer that directly discharges into a surface watercourse in a short distance, a detailed effluent quality assessment and monitoring plan should be prepared to ensure that the dewatering discharge will not result in any adverse impact on the surface water receiver.	impacts on nearby wetlands and adjacent vegetation communities to confirm if they would be affected due to dewatering activities. Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. An adaptive management plan will be prepared if negative impacts are observed.
It should also be advised that a Permit to Take Water (PTTW) for construction dewatering is required from the MECP for water taking over 400,000 liters per day. If this is a case, a hydrogeological/technical assessment report shall be prepared to support the PTTW application. It worth noting that the supporting document, in terms of surface water aspect, should include, but not be limited to, an impact assessment of the proposed dewatering activity on surface water features nearby, an assessment of local groundwater quality, and a dewatering effluent discharge, monitoring and contingency plan.	Noted. Table 8.1 Potential Permitting, Approvals and Other Permissions in the EPR Addendum identifies the potential need for either an Environmental Activity and Sector Registry or a Permit to Take Water, depending on the amount of the temporary water taking.

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of the Environment, Conservation and Parks.

Sincerely,



Laura Filice

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

cc: Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Attachment: Surface Water Review Comments – Oshawa to Bowmanville Rail Service Expansion Project

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de
la Protection de la nature et des Parcs

Central Region

Région du Centre

5775 Yonge Street, 8th floor
North York ON M2M 4J1

8^e étage, 5775, rue Yonge
North York ON M2M 4J1

MEMORANDUM

Date: June 1, 2022

To: Anne Cameron
Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch

From: Zhiping Yang, Ph.D., P.Eng., Water Resources Scientist
Technical Support Section, Central Region

RE: Surface Water Review Comments – Oshawa to Bowmanville Rail Service Expansion Project

As per your request, I have completed a surface-water review of the main report “Oshawa to Bowmanville Rail Service Expansion: Environmental Project Report Addendum 90% Draft” and Appendix A1 of the report “Natural Environment Technical Report”. Both reports were prepared by Stantec Consulting Ltd. and dated May 6, 2022. It is understood that the Addendum is to address project refinements and revisions to the design approach identified in the previous report “Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report” prepared by AECOM in February 2011.

The project includes the extension of GO rail services from the Oshawa GO Station through to Bowmanville, with 4 new proposed GO stations, 7 new bridge developments, 1 new multi-use crossing, 4 bridge replacements, 5 bridge expansions and 8 widening of at-grade crossings to accommodate GO tracks, as well as modifications to structures and utilities.

From surface water perspective, the study area spans Oshawa Creek and Farewell Creek two watersheds, which include many creeks and tributaries. Based on the report, the proposed rail track will cross over 14 watercourses. These watercourses generally provide either direct aquatic habitat or contributing fish habitat; however, no records of provincially or federally protected aquatic SAR have been found in these watercourses. In addition to the watercourses, there are several designated features identified in the study area which include the Greenbelt Natural Heritage System (NHS), Key Natural Heritage Features and Hydrological Features (KNHFs), evaluated/non-evaluated wetlands, and many other municipal/regionally designated features. The project area is within the jurisdiction of the Central Lake Ontario Conservation (CLOCA). It is noted that the CLOCA has been consulted for the project.

In general, my review of the main report and Appendix A1 of the report has found that the major project impact on the surface water features during the construction phase has been identified and considered in the report, along with some general mitigation measures developed, which provide the basis for further Environmental Mitigation and Monitoring plan (EMMP) and Erosion and

Sediment Control Plan (ESCP) to be developed as committed during the detailed design. In addition, my review has also found that a stormwater management plan has not been prepared to date. As such, there is not much information for me to review at this DRAFT stage. The following short comments/recommendations are provided for this draft Addendum for your references:

- 1 It is recommended that a stormwater management plan/report be prepared to address the issues with the increased stormwater after the project, including stormwater management for the new GO stations and bridge/expansion to be constructed. This should be added to the commitments as listed in Table 8.3 of the main report. Such a stormwater management plan should be developed based on MECP's SWM design guide documents including MECP "Stormwater Management Planning and Design Manual (2003)" and MECP "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)". It is also recommended that the SWM plan be provided to the MECP for review prior to the construction.
- 2 In addition to the stormwater management plan above, the final report should also include a proposed sewage/wastewater servicing plan, explaining how sewage/wastewater, if any, generated from the operation of the new facilities related will be treated.
- 3 Table 5.4 of the main report and Table 6.3 of Appendix A1 listed the project impact which includes potential impact from dewatering activities and dewatering discharge. In this regard, it is further recommended that wherever construction dewatering is required, a dewatering effluent discharge plan be developed prior to the dewatering activities. If the dewatering effluent is to be discharged into a surface watercourse, wetland, or a storm sewer that directly discharges into a surface watercourse in a short distance, a detailed effluent quality assessment and monitoring plan should be prepared to ensure that the dewatering discharge will not result in any adverse impact on the surface water receiver.
- 4 It should also be advised that a Permit to Take Water (PTTW) for construction dewatering is required from the MECP for water taking over 400,000 liters per day. If this is a case, a hydrogeological/technical assessment report shall be prepared to support the PTTW application. It worth noting that the supporting document, in terms of surface water aspect, should include, but not be limited to, an impact assessment of the proposed dewatering activity on surface water features nearby, an assessment of local groundwater quality, and a dewatering effluent discharge, monitoring and contingency plan.

Please let me know if you have any questions regarding my above comments and recommendations or need further clarifications.

If you have any questions or concerns regarding the above comments and recommendations, please contact me (at [REDACTED] or zhiping.yang@ontario.ca).

Regards,

Zhiping Yang, Ph.D., P.Eng. MECP Central Region Technical Support

e-copy: Ted Belayneh, Supervisor, Water Resources Unit, MECP Central Region



September 19, 2022

Sent by Email

Attention: Anne Cameron
Project Officer
Environmental Assessment Branch
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project

Dear Anne Cameron:

The below responses are provided to address the comments and recommendations outlined in the letter dated June 23, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Environmental Assessment Branch to Metrolinx regarding the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

Section	MECP EAB Comments	Responses
General Comments		
N/A	Ensure that the proposed changes from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project are clearly identified throughout the document i.e., what is being changed and how.	Table 1.2 in the Draft 90% EPR Addendum specifically compares the current proposed Project components with those included in the 2011 EPR to describe what is being changed. Section 1.3.2 identifies which Project components are considered Significant, Not Significant and Minor. Individual components identified as "Not Significant" may not warrant a detailed analysis in the Addendum process, however given the complexity of the overall Project and the number of components being discussed, these changes are being addressed in the EPR Addendum to effectively consult/engage on the Project and to increase transparency in decision-making. Figure 1.3 has been added to Section 1.3 to illustrate the design changes and their significance in triggering this EPR Addendum.
N/A	There are sections within the EPR that are highlighted in green, indicating information is still to come. It should be noted that a fulsome review of the EPR at this stage, with information missing, is not possible.	Noted. The purpose of providing an early draft of the EPR Addendum for review is to facilitate engagement and proactively provide an opportunity to identify key issues or concerns. As this iteration of the Draft EPR Addendum was intended to be

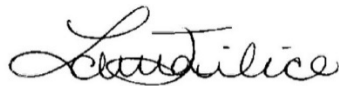
Section	MECP EAB Comments	Responses
		approximately 90% complete, some sections have not yet been fully populated, and it is assumed that further comments based on updates to those sections may be forthcoming.
Section Specific Comments		
Table of Contents	The list of figures jumps from Figure 4.5 to Figure 7.1. I understand that the last figure is in Section 7 but this may be confusing and have people question where Figures 5 and 6 are. If this is your standard practice, then keep it as is.	Noted. Figures are formatted for the first digit to indicate the chapter of the report and the second digit to indicate the figure's placement within each chapter. As such, the numbering of the figures in the Draft EPR Addendum is correct according to this numbering convention.
Section 1	There is no mention of Indigenous Nations in "Section 1.4.3 Consultation Program Overview". Consider adding Indigenous Nations where the contact list is mentioned.	The text of Section 1.4.3 was updated as follows to note that Indigenous Nations were included in the contact list: <ul style="list-style-type: none"> • prepare contact list, including Indigenous Nations, agencies, property and business owners, community groups.
Section 2	Consider adding additional language to "Section 2.1.2 GO Stations" to help clarify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project. It reads as if there are four new GO Stations, but I believe the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project already identified four GO Stations and that two of them did not have significant changes. An additional column in "Table 2.3 Proposed Bridge Modifications within the Study Area" to identify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project could be helpful e.g. is the bridge new or does it now need to be wider?	Additional information as suggested was included in the EPR Addendum Section 2.1.2, as appropriate. A description of the current proposed Project components against those included within the 2011 EPR is provided in Table 1.2 in the Draft 90% EPR Addendum; applicable information will be summarized in Section 2.1.2 to provide further clarity on Project changes. Lastly, as per the response above, a new figure (Figure 1.3 of the EPR Addendum) has been added that identifies those Project components which have changed since 2011.
Section 5	The heading of "Section 5.5.2 GO Stations" is missing and it appears to have gotten lost in the text of the paragraph above it. Once this is updated, "Section 5.5.3 Bridges" should be updated with the correct section number.	Noted. Section headings for 5.5.2 and 5.5.3 have been corrected.

Section	MECP EAB Comments	Responses
Section 7	<p>For Section 7.1.3.4</p> <ul style="list-style-type: none"> • The final sentence of the first paragraph does not make sense and the following sentence appears to be incomplete. • Please include reference to the Environmental Assessment Branch's June 22, 2021, response letter in which the list of Indigenous Communities to be contacted was confirmed. • Note that it should be the Director of the Environmental Assessment Branch. <p>Please make sure that all dates are included in "Section 7.2 Consultation Activities" and that it is clear who was sent notices.</p>	<p>Thank you, the Indigenous Consultation section has been updated and the text referenced in the comment has been removed from the EPR Addendum.</p> <p>The reference to the June 22, 2021 letter has been included in Section 7.5.3.</p> <p>Thank you, this title will be updated in the next iteration of the EPR Addendum.</p> <p>As further consultation activities are undertaken, Section 7.2 will be populated with dates, newspaper names, a summary of comments/responses, and other relevant details.</p>
Section 8	<p>If any commitments are made to Indigenous Communities, government agencies or the public, please include them in Table 8.3 Summary of Commitments.</p>	<p>Noted, additional commitments may be added as the TPAP progresses.</p>
Consultation		
N/A	<p>Consultation is an integral part of the transit process and is required for all projects that are subject to the transit project assessment process (TPAP) process. It is the ministry's expectation that all persons who are interested in a proposed transit process are invited to participate in the consultation process.</p> <p>It is the proponent's responsibility to design and implement an appropriate consultation program for consultations regarding a project.</p> <p>Placeholders highlighted in green have been included in the draft EPR regarding future consultation once the formal TPAP begins. Please ensure that these placeholders are updated, the consultation program meets the expectations set out in the Transit Guide, and the consultation record is provided to the ministry for review.</p>	<p>The consultation program has been designed as per the requirements and expectations outlined in the Transit Guide. As further consultation activities are undertaken, the EPR Addendum will be populated with dates, newspaper names, a summary of comments/responses, and other relevant details. A full Record of Consultation will be appended to the Final EPR Addendum.</p>

Section	MECP EAB Comments	Responses
Next Steps		
N/A	<p>The above and attached reflect the ministry's comments that should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. This table must include all the comments provided by the ministry, how these comments will be addressed, the location of these revisions in the final EPR, as well as a preliminary copy of the final EPR with any revisions made to address the comments.</p> <p>The ministry would also like a copy of any comments submitted on the draft EPR by the Ministry of Northern Development, Mines, Natural Resources and Forestry; the Ministry of Heritage, Sport, Tourism and Culture Industries; and the local conservation authority(ies) and Metrolinx's responses. In addition, the ministry would like any final comments provided by the agencies to determine whether all matters of provincial importance have been considered as part of the process and that there are no outstanding issues.</p>	<p>Responses have been prepared for all comments received from the MECP and other stakeholders. The attached letters indicate how comments were addressed in the EPR Addendum, if applicable, and the sections of the EPR Addendum that will be revised. The EPR Addendum has been updated in accordance with the responses provided.</p> <p>Comments and responses submitted by the Ministry of Natural Resources and Forestry and the Ministry of Tourism, Culture, and Sport and CLOCA are available at the Dropbox link provided within this email for the MECP's information and review.</p>

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of the Environment, Conservation and Parks.

Sincerely,



Laura Filice

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

cc: Solange Desautels, Supervisor, Environmental Assessment Branch, MECP

Attachment: 90% Draft Environmental Project Report for the Oshawa to Bowmanville Rail Service
Expansion Project_ EASS Comments

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature
et des Parcs

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5

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135, avenue St. Clair Ouest
Toronto ON M4V 1P5

June 23, 2022

MEMORANDUM

TO: Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

FROM: Anne Cameron
Project Officer
Environmental Assessment Branch

RE: 90% Draft Environmental Project Report for the Oshawa to Bowmanville Rail Service
Expansion Project

The Ministry of the Environment, Conservation and Parks' Environmental Assessment Branch (herein referred to as "the ministry") has completed its review of the draft Environmental Project Report (EPR) for Metrolinx's Oshawa to Bowmanville Rail Service Expansion project (the project), submitted to the ministry on May 10, 2022.

The review was carried out to determine whether the draft EPR meets the expectations set forth in the ministry's Guide: Ontario's Transit Project Assessment Process (Transit Guide) and the requirements set forth in Ontario Regulation 231/08 (O.Reg.231/08), Transit Projects and Metrolinx Undertakings (Transit Regulation).

The ministry's Environmental Assessment Services Section has prepared the following comments for consideration by Metrolinx when finalizing the EPR for submission to the ministry.

Furthermore, attached to this letter are comments provided by the ministry's technical reviewers on the following:

- Source Protection
- Species at Risk
- Hydrogeologist / Groundwater
- Surface Water
- Noise and Vibration
- Air Quality

General Comments

Ensure that the proposed changes from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project are clearly identified throughout the document i.e., what is being changed and how.

There are sections within the EPR that are highlighted in green, indicating information is still to come. It should be noted that a fulsome review of the EPR at this stage, with information missing, is not possible.

Section Specific Comments

Table of Content

- The list of figures jumps from Figure 4.5 to Figure 7.1. I understand that the last figure is in Section 7 but this may be confusing and have people question where Figures 5 and 6 are. If this is your standard practice, then keep it as is.

Section 1

- There is no mention of Indigenous Nations in "Section 1.4.3 Consultation Program Overview". Consider adding Indigenous Nations where the contact list is mentioned.

Section 2

- Consider adding additional language to "Section 2.1.2 GO Stations" to help clarify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project. It reads as if there are four new GO Stations, but I believe the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project already identified four GO Stations and that two of them did not have significant changes.
- An additional column in "Table 2.3 Proposed Bridge Modifications within the Study Area" to identify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project could be helpful e.g. is the bridge new or does it now need to be wider?

Section 5

- The heading of “Section 5.5.2 GO Stations” is missing and it appears to have gotten lost in the text of the paragraph above it. Once this is updated, “Section 5.5.3 Bridges” should be updated with the correct section number.

Section 7

- For Section 7.1.3.4
 - o The final sentence of the first paragraph does not make sense and the following sentence appears to be incomplete.
 - o Please include reference to the Environmental Assessment Branch’s June 22, 2021, response letter in which the list of Indigenous Communities to be contacted was confirmed.
 - o Note that it should be the Director of the Environmental Assessment Branch.
- Please make sure that all dates are included in “Section 7.2 Consultation Activities” and that it is clear who was sent notices.

Section 8

- If any commitments are made to Indigenous Communities, government agencies or the public, please include them in Table 8.3 Summary of Commitments.

Consultation

Consultation is an integral part of the transit process and is required for all projects that are subject to the transit project assessment process (TPAP) process. It is the ministry’s expectation that all persons who are interested in a proposed transit process are invited to participate in the consultation process.

It is the proponent’s responsibility to design and implement an appropriate consultation program for consultations regarding a project.

Placeholders highlighted in green have been included in the draft EPR regarding future consultation once the formal TPAP begins. Please ensure that these placeholders are updated, the consultation program meets the expectations set out in the Transit Guide, and the consultation record is provided to the ministry for review.

Next Steps

Thank you for the opportunity to comment on the draft EPR for Metrolinx’s Oshawa to Bowmanville Rail Service Expansion project. Attached to this letter you will find further comments from the ministry’s technical reviewers.

The above and attached reflect the ministry’s comments that should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. This table must include all the comments provided by the ministry, how these comments will be addressed, the

location of these revisions in the final EPR, as well as a preliminary copy of the final EPR with any revisions made to address the comments.

The ministry would also like a copy of any comments submitted on the draft EPR by the Ministry of Northern Development, Mines, Natural Resources and Forestry; the Ministry of Heritage, Sport, Tourism and Culture Industries; and the local conservation authority(ies) and Metrolinx's responses. In addition, the ministry would like any final comments provided by the agencies to determine whether all matters of provincial importance have been considered as part of the process and that there are no outstanding issues.

Please note that the ministry's comments (EA-related and technical), along with any comments received by other government agencies, Indigenous communities and the public should be considered by Metrolinx as it prepares the final EPR for submission.

It is the expectation of this ministry that proponents of projects being carried out under the Transit Regulation should attempt to address or resolve any issues, concerns or formal comments raised during the TPAP.

We look forward to receiving your responses as well as a draft Notice of Addendum for the ministry's review. If you have any questions, please feel free to contact me at 437-246-2066 or by email at anne.cameron@ontario.ca.

Sincerely,



Anne Cameron

Attachments

c: Solange Desautels, Supervisor, Environmental Assessment Branch



September 19, 2022

Sent via Email

Attention: Header Merza
Senior Noise Engineer
Environmental Permissions Branch
135 St. Clair Avenue W
Toronto, ON M4V 1P5

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project - Responses to Noise and Vibration Review Comments, EPB Noise File No.: E0008-22

Dear Header Merza:

The below responses are provided to address the comments and recommendations outlined in the letter dated June 17, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Environmental Permissions Branch to Metrolinx regarding the noise and vibration review for the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

MECP Environmental Permissions Branch Comments	Responses
Noise and Vibration Report	
Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. What about vacant lands with municipally approved development plans? These lands (if present) should have also been included in the noise report.	NPC-300 only covers stationary noise assessment for vacant lands. GO transit guidance document does not require or recommend assessment of vacant lands, and/or need to assess any known developments proposed. Stantec considered accessible vacant lots that are zoned for residential or agricultural next to all stations
Section 4.3.1 (Page 34): the following statement is made " <i>CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from ORNAMENT and STEAM, respectively and are used in the model.</i> ". These noise prediction methods are incorrect. For road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm /	ORNAMENT and STEAM were used to calculate CADNA/A inputs (noise emissions) for the roads and rail. CADNA/A was used to account for terrain variation and complex geometries of the Project.

MECP Environmental Permissions Branch Comments	Responses
STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.	
<p>Section 4.3.1 (Page 38) & Section 6.3.2 (Page 124): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated.</p> <p>With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks?</p>	<p>As identified in the report, tracks with curve radii under 305 m have potential for wheel squeal noise from rail. The spur line connecting to the CP Rail main line is the only location (at B1 Station) that has potential for wheel squeal noise and is currently operational for the spur line. The proposed GO Station at this location will force trains to stop and/or move at reduced speed. The new track is designed to minimize or eliminate rail squeal at this location. Therefore, squeal noise is not anticipated for this location. If a 5 dB penalty to account squeal noise is to be applied, it will be for both the existing scenario for the spur line and the future scenario. Therefore, the change in sound levels will be negated.</p> <p>Stantec evaluated the existing noise barriers visible from the road using google street view and found that they were generally 2m high, wood construction satisfying the minimum 20kg/m2 construction requirements for a barrier. Additionally, during the site visit Stantec inspected existing barriers visible from the noise monitoring locations. The assessment of the impact of proposed rail operations considered the change in sound level with the barriers present. Regardless of the presence of the barriers the relative change is the same."</p>
<p>Section 4.3.3 (Page 39) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment should have also been assessed as significant noise sources within the noted four GO Stations.</p> <p>With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 & B3 (Table 6.7) and Go Stations B1, B3 & B4 (Table 6.13) sound levels are questionably low.</p>	<p>Significant noise sources, such as bus loop and idling buses are included in the assessment. HVAC units and station announcement systems were considered, and are expected to be insignificant compared to the sound levels from the sources modeled.</p> <p>For B2 and B4 the noise impact is considered significant enough to require a noise barrier. Although bus loops are passing receptors near stations, the bus shelters where bus idling occurs are located near the stations and rail tracks, typically further away from the receptors. For station B1 the bus shelters and loop are a significant distance from existing receptors.</p>
<p>Figures 5.1.2, 5.1.3 & 5.1.4: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.</p>	<p>Six noise monitoring locations along the corridor were selected in addition to two vibration monitoring locations and were considered to be representative of baseline conditions within the Study Area. The assessment approach included validating model with actual measurements at six representative monitoring locations. Sound levels at the monitoring locations are representative of the existing ambient</p>

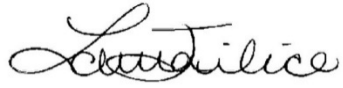
MECP Environmental Permissions Branch Comments	Responses
	<p>sound levels for the receptors along the corridor. For the vibration monitoring locations, similar soil properties exist along the corridor are expected. For station noise assessment, MECP exclusionary limits are used.</p> <p>Additional detailed or site-specific studies may be completed as design progresses.</p>
<p>Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Were these excessive sound levels checked in the field via attended noise measurements?</p> <p>With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06). This conflicts with the following statement in section 5.1.3 on page 53 <i>“Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels”</i>. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels.</p>	<p>High sound levels at these locations are due to their proximity to the existing busy roads (e.g., Highway 401) and freight rail. Variations in the traffic volumes and speed for the road traffic and freight train could have contributed to the change in sound levels. As summarized in Section 5.1, Table 5.1 and Section 5.1.2 ambient sound levels were measured using Type 1 sound level meters calibrated before and after the measurement periods. Sound level meters and acoustic calibrators were factory calibrated within 1 year of measurements. Measurements were collected in accordance to MECP guidance document NPC-103 "Procedures".</p> <p>The measured daytime and nighttime sound levels at NM01, NM02 and NM06 are lower than modelled sound levels due to slower train speeds and lower train volume than expected as modelled. Variations at NM03 may be due to the slower train speeds and lower train volumes and variations in traffic volumes along Highway 401. The measured variations at NM04 are potentially due to the vehicle acceleration noise, and proximity to a high volume of medium and heavy trucks.</p>
<p>Table 5.5: four receptor locations (POR046, POR063, POR064 & POR066) are setback more than 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably low and is not representative of the vibration sensitive buildings along this rail corridor (21 kilometres).</p>	<p>Table 5.5 is for all receptors along the corridor, irrespective of their setback distance from the rail track.</p> <p>As summarized in Table 5.5, worst case impacted receptors were considered along the rail alignment for assessment, and measurements were taken accordingly. Variation in ground conditions is not expected along the corridor, unlike the changes expected for underground tunnels. Therefore, two locations were chosen for the measurements are representative. The highest measured values reported from 11 freight train passbys are used conservatively for this assessment at the closest locations to the corridor. The locations that are further away are expected to experience reduced impacts due distance attenuation.</p>
<p>Table 6.1: three equipment (concrete saw, pavement saw and pile driver) have sound levels that exceed the source-based limits set in</p>	<p>In the absence of any construction equipment sound levels, they are taken from the US FTA Manual for this assessment. As recommended in Section 6.2.1,</p>

MECP Environmental Permissions Branch Comments	Responses
Publication NPC-115. Specify the noise control measures to be applied to this equipment to mitigate their noise emissions to the applicable limits.	item # 1, noise emissions of the construction equipment should be reviewed during detailed design to confirm that they are within the NPC-115 and NPC-118 limits. If they are expected to exceed the limits, quieter equipment should be considered for the Project. Alternatively, noise control options, such as silencers/mufflers should be investigated and implemented for specific equipment. The contractor will be directed to either source equipment that meets the source-based limits set in Publication NPC-115, or to apply effective mitigation as appropriate such as silencers/mufflers.
Section 6.3.1 (Page 114): the following statement is made <i>“Mitigation should be investigated if the impact is significant (5 to <10 dB increase) and mitigation is required if the increase in sound level is very significant (+10 dB) as defined in Table 3.7”</i> . This statement is incorrect. In accordance with Section 4.1.4 of the MOEE / GO Transit Protocol, when a ‘significant or greater’ impact is predicted, noise mitigation is required subject to administrative, operational, economic, and technical feasibility.	Text in Section 6.3.1 has been updated to match with the MOEE/GO Transit Protocol wording.
Tables 6.6 & 6.7: there are seventy-one (71) (Table 6.6) and fifty-five (55) (Table 6.7) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels?	There are no OLAs with over 60 dBA in Table 6.7. The sound levels reported in Table 6.7 are from the Project stationary noise sources. However, there are OLAs with over 60 dBA in Table 6.6 and the levels reported under Project sound levels are from a combination of road, freight rail and the proposed GO trains. The increase in sound levels due to the proposed GO service are reported in Table 6.6 and they range from 0 to 7 dB. The PORs closer to Highway 401 are dominated by the highway noise. MECP NPC-300 limits are applied only for the stationary noise assessment for the stations. 60 dBA limit is not applied for the rail expansion component of the Project as it is applicable to land use planning, not for rail corridor expansions.
Figures 6.6.1, 6.6.2 & 6.6.3: consider extending the vibration mitigation along the GO Transit rail tracks south of the houses along Grenfell Street, south of the houses along Marquette Avenue, south of the houses along Fisher Street, north of houses along Sinclair Avenue, north of houses along Albany Street, and south of houses along Crerar Avenue. All the noted houses seem to have similar distance setbacks from the GO Transit rail tracks when compared with the adjacent mitigated properties.	The new track is added to the south of the existing track, near Grenfell Street, Marquette Avenue, Fisher Street, and Crerar Avenue. Vibration levels due to the new track are expected to be lower than currently experienced from the existing freight tracks at these locations. Therefore, extension of the recommended vibration mitigation is not required for these locations. We will review the additional locations that are south of the existing tracks, Sinclair Avenue and Albany Street and update the report accordingly.

MECP Environmental Permissions Branch Comments	Responses
Figures A.1.1 to A.1.4 & A.2.1: include a legend to explain the zoning symbols used by the City of Oshawa.	A legend has been added to the Figures A.1.1 to A.1.4 and A.2.1.
Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses.	Table 2 represents existing observed fence heights. The ground elevation, relative to the track elevation, varies along the entire length of the Study Area. In sections where existing barriers are situated on top of elevated ground, the effective height of the existing barrier may be greater than 2 meters. The noise emitted by trains is modelled as wheel noise at a height of 0.6 meters and locomotive noise modelled at height 2.5 meters the acoustical effectiveness of the existing barriers will vary depending on the ground elevation. The model will automatically take existing barriers into account in calculating sound levels only if they are effective. Therefore, no update is needed for the model.
Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) and GO Transit stations (noise) with and without noise / vibration control measures.	Sample calculations provided was for the stationary noise assessment. <i>CADNA/A</i> protocol files for GO Transit rail and station noise before and after the implementation of noise control measures will be provided. <i>CADNA/A</i> sample calculations cannot be provided for vibration as <i>CADNA/A</i> does not model vibration impacts. Vibration assessment was completed based on the measurements, please refer to section 6, subsection 6.3.5 for details on the operations vibration assessment for rail.
Appendix B, Figures B.1 to B.8: the title of these figures is incorrect. These figures do not show the representative receptors. Instead, they show the locations of the existing sound barriers.	Figure titles of Figures B.1 to B.8 have been corrected to indicate the figures show the locations of existing sound barriers.
Environmental Project Report	
The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.	The EPR Addendum will be updated based on the above comment-responses, as appropriate.
With regards to Table 8.1, the approvals required for the four proposed Go Stations (B1 to B4) need to be checked with the eligibility requirements of O. Reg. 1/17.	Table 8.1 of the EPR Addendum has been reviewed and updated accordingly upon further review of the applicability of O. Reg. 1/17.

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

Sincerely,

A handwritten signature in cursive script that reads "Laura Filice".

Laura Filice

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

cc: Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Attachment: Noise and Vibration Review Comments Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report City of Oshawa & Municipality of Clarington Region of Durham
EPB Noise File No.: E0008-22

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature
et des Parcs

Environmental Permissions
Branch

Direction des permissions
environnementales

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135 St. Clair Avenue W
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June 17, 2022

To: Ann Cameron
Project Officer
Environmental Assessment Branch

From: Header Merza
Senior Noise Engineer
Environmental Permissions Branch

**Re: Noise and Vibration Review Comments
Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report
City of Oshawa & Municipality of Clarington
Region of Durham
EPB Noise File No.: E0008-22**

As per your request, I have reviewed the following two documents:

- i. *"Oshawa to Bowmanville Rail Service Expansion, Environmental Project Report, Addendum 90% Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022; and*
- ii. *"Addendum to Oshawa to Bowmanville Service Expansion, Environmental Project Report: Noise and Vibration Technical Report, Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022.*

I have the following comments to offer on the noise and vibration aspects of the two documents noted above:

Noise and Vibration Report

1. Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. What about vacant lands with municipally approved development plans? These lands (if present) should have also been included in the noise report.
2. Section 4.3.1 (Page 34): the following statement is made *“CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from ORNAMENT and STEAM, respectively and are used in the model”*. These noise prediction methods are incorrect. For road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.
3. Section 4.3.1 (Page 38) & Section 6.3.2 (Page 124): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated.

With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks?

4. Section 4.3.3 (Page 39) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment should have also been assessed as significant noise sources within the noted four GO Stations.

With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 & B3 (Table 6.7) and Go Stations B1, B3 & B4 (Table 6.13) sound levels are questionably low.

5. Figures 5.1.2, 5.1.3 & 5.1.4: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and

vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.

6. Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Were these excessive sound levels checked in the field via attended noise measurements?

With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06). This conflicts with the following statement in section 5.1.3 on page 53 *“Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels”*. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels.

7. Table 5.5: four receptor locations (POR046, POR063, POR064 & POR066) are setback more that 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably low and is not representative of the vibration sensitive buildings along this rail corridor (21 kilometres).
8. Table 6.1: three equipment (concrete saw, pavement saw and pile driver) have sound levels that exceed the source-based limits set in Publication NPC-115. Specify the noise control measures to be applied to this equipment to mitigate their noise emissions to the applicable limits.
9. Section 6.3.1 (Page 114): the following statement is made *“Mitigation should be investigated if the impact is significant (5 to <10 dB increase) and mitigation is required if the increase in sound level is very significant (+10 dB) as defined in Table 3.7”*. This statement is incorrect. In accordance with Section 4.1.4 of the MOEE / GO Transit Protocol, when a ‘significant or greater’ impact is predicted, noise mitigation is required subject to administrative, operational, economic, and technical feasibility.
10. Tables 6.6 & 6.7: there are seventy-one (71) (Table 6.6) and fifty-five (55) (Table 6.7) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels?

11. Figures 6.6.1, 6.6.2 & 6.6.3: consider extending the vibration mitigation along the GO Transit rail tracks south of the houses along Grenfell Street, south of the houses along Marquette Avenue, south of the houses along Fisher Street, north of houses along Sinclair Avenue, north of houses along Albany Street, and south of houses along Crerar Avenue. All the noted houses seem to have similar distance setbacks from the GO Transit rail tracks when compared with the adjacent mitigated properties.
12. Figures A.1.1 to A.1.4 & A.2.1: include a legend to explain the zoning symbols used by the City of Oshawa.
13. Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses.
14. Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) and GO Transit stations (noise) with and without noise / vibration control measures.
15. Appendix B, Figures B.1 to B.8: the title of these figures is incorrect. These figures do not show the representative receptors. Instead, they show the locations of the existing sound barriers.

Environmental Project Report

The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.

With regards to Table 8.1, the approvals required for the four proposed Go Stations (B1 to B4) need to be checked with the eligibility requirements of O. Reg. 1/17.

I trust the above noise and vibration review comments will be of assistance to you.

If you have any questions, please contact Header Merza at [REDACTED]

H. S. Merza

Header Merza, P.Eng.
Senior Noise Engineer



September 19, 2022

Sent via Email

Attention: Anne Cameron
Project Officer
Environmental Assessment Branch
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to the Ministry of Environment, Conservation and Parks Comments

Dear Ms. Cameron:

The below responses are provided to address the comments and recommendations outlined in the spreadsheet received on June 23, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Source Protection Branch (CSPB) to Metrolinx regarding the Draft 90% Environmental Project Report for the Oshawa to Bowmanville Rail Service Expansion Project.

Section	MECP CSPB Comments	Responses
Draft EPR-Natural Environment (Section 3.1)	We note that the EPR or appendices does not include information about drinking water source protection. The draft EPR should identify that the project is located within the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. The EPR should also identify the location of vulnerable areas for the protection of drinking water sources where they intersect or may be affected by the project. The study area primarily intersects highly vulnerable aquifer areas (HVAs) with a portion of the project around the Fox Street and Front Street Stations within a modelled Event Based Area (EBA) where certain volumes of stored or transported oil / fuel could pose a risk to sources of drinking water, and source protection plan policies may apply. The mapping of vulnerable areas (wellhead protection areas, intake protection zones including event-based areas, highly vulnerable aquifers, and significant groundwater recharge areas) can readily be found in the Source Protection Information Atlas (SPIA) and is publicly available: https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=	<p>Noted, the EPR Addendum has been updated to include additional information regarding drinking water source protection. Additional details were added within the Socio-Economic and Land Use section (3.7.2, 4.7.6, 5.7.4).</p> <p>Details regarding HVAs and other vulnerable areas have been included as well as an overview of the anticipated effects to these features (if applicable) and the associated mitigation measures.</p> <p>Although EBAs overprint the Project Footprint, our interpretation is that EBAs will not be impacted by the Project considering:</p> <ul style="list-style-type: none">• EBAs overprint the rail corridor however oil/fuel will not be transported as part of the Project• the Bowmanville Avenue (B4 Bowmanville) GO Station may include a refueling station where fuel would be stored but it is not located within an EBA <p>A discussion was added to the EPR Addendum Section 5.7.4.2 summarizing this information.</p>

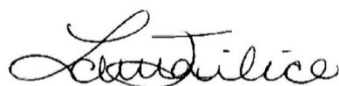
Section	MECP CSPB Comments	Responses
	SourceWaterProtection&viewer=SWPVie wer&locale=en-US	
EPR - Natural Environment - Policy Review (section 3.1.1.2) & Appendix A1 – Natural Environment Technical Report	The CTC source protection plan under the Clean Water Act, 2006 should be added to the list of policies and legislation reviewed to determine the legislative and policy context of the project. Additionally, a source water protection specific section could be created to include all applicable vulnerable area information, any applicable policies, etc.	As per the above response, the EPR Addendum was updated to include additional information regarding drinking water source protection within the Socio-Economic and Land Use sections (3.7.2, 4.7.6, 5.7.4), as part of the policy review included in that section. Additional text will not be added to Appendix A1, as an assessment of drinking water is outside of the scope of the NETR. The purpose of the NETR is to provide a summary of existing conditions with respect to the natural environment and evaluate potential impacts to natural heritage features and areas. Drinking water source protection information has been added to EPR Addendum, as per the above response.
EPR - Natural Environment (section 3.1) & Appendix A1 – Natural Environment Technical Report	Activities that pose a risk to sources of drinking water are prescribed as drinking water threats by Ontario Regulation 287/07 made under the Clean Water Act and source protection plan policies may apply. Other activities that may occur during the construction or maintenance phases of the project may pose a risk to sources of drinking water including: the storage and application of road salt; the storage of snow; the handling and storage of fuel; the handling, storage and application of pesticides and fertilizers; the handling and storage of organic solvents and dense non-aqueous phase liquids (DNAPLs). Where an activity poses a risk to drinking water, the proponent should document and discuss how the project adheres to, or has regard to, applicable policies in the local source protection plan. The documentation should identify the areas where the activities listed above could pose significant, moderate or low risks to drinking water and the applicable policies. Please refer to Conservation Ontario's website where you will also find links to the local CTC source protection plans and assessment reports: https://conservationontario.ca/conservation-authorities/source-water-	The EPR Addendum (Section 5.7.4) was updated to provide a more detailed assessment of how SPP were considered during construction and operations of the Project. Additional text will not be added to Appendix A1; drinking water source protection information has been added to EPR Addendum, as per the above response.

Section	MECP CSPB Comments	Responses
	protection/source-protection-plans-and-resources/.	
EPR Section 5 – Effects Assessment, Mitigation and Monitoring (section 5.1.1 Natural Environment) & Appendix A1 – Natural Environment Technical Report	The proponent should also document whether any of the project activities - including those during construction or the normal operation phase - could be a prescribed drinking water threat and thus pose a risk to drinking water. We understand that the normal operation phase of the project may not pose a significant threat to sources of drinking water; however, activities occurring during the construction phase might. We note that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage based on possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be included in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to or has regard to applicable policies in the applicable source protection plan (and also list these policies) and any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.	The EPR Addendum (Section 5.7.4) was updated to provide more detail on how the risk to drinking water from construction and operational activities was assessed. Additional text will not be added to Appendix A1; drinking water source protection information has been added to EPR Addendum, as per the above response.
Appendix A5 – Socio-economic and land use characteristic assessment	The protection of sources of drinking water is not discussed in the Land Use and Socio-Economic Impact Assessment Report. The report should identify whether source protection plan policies apply to any of the project activities. While the policies included in source protection plans focused primarily on municipal residential drinking water systems, they also identify highly vulnerable aquifers and significant groundwater recharge areas that also protect sensitive hydrologic features including current or future drinking water sources of systems not addressed by source protection plans. For example, private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the	The EPR Addendum was updated to include additional information regarding drinking water source protection. Additional details were added within the Socio-Economic and Land Use section of the EPR Addendum (i.e., Sections 3.7.2, 4.7.6, 5.7.4). Additional text will not be added to Appendix A5, as an assessment of drinking water is outside of the scope of the Socio-Economic and Land Use Characteristics Assessment which evaluates potential effects to land use and property, built form and visual characteristics and utilities. Drinking water source protection information has been added to EPR Addendum, as per the above response.

Section	MECP CSPB Comments	Responses
	Safe Drinking Water Act – i.e., camps, schools, health care facilities, seasonal users, etc.).	
Draft EPR – General Comments	If they have not done so already, the proponent should contact the Project Manager for Drinking Water Source Protection at the CTC source protection authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the Clean Water Act and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other low and moderate policies that apply and so consultation with the local source protection authority is important.	Thank you for the information. Follow-up with the Project Manager for Drinking Water Source Protection will be undertaken, as necessary.

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of the Environment, Conservation and Parks.

Sincerely,



Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

10 Bay Street

Toronto, ON M5J 2W3

cc: Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Attachment: Review Comments Spreadsheet_Metrolinx: Oshawa to Bowmanville Rail Service Expansion Project _ Draft Environmental Project Report - 90%

Review Comments Spreadsheet

Metrolinx: Oshawa to Bowmanville Rail Service Expansion Project

Draft Environmental Project Report - 90%

* Actions:

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**Status: O - Open (not resolved); P - Pending Incorporation into design; C - Closed, iimplementation complete

Review Conformance Criteria :

- (A) "NO CONFORMANCE"
- (B) "MINOR NON-CONFORMANCE"
- (C) "MAJOR NON-CONFORMANCE"
- (D) "CRITICAL NON-CONFORMANCE"

Document Name:					Revised By:			
Contract Name: Metrolinx					Designer: Hatch			
% Completion:					Current Revision Date: June 2022			
Item No.	Revision	Agency	Reviewer Name	Drawing No./ Specification Section/ Page No.	Review Comment	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (City)	*** Status O / P / C (Hatch/FCR/MX)
1	90%	MECP - Conservation and Source Protection Branch (CSPB)		Draft EPR - Natural Environment (section 3.1)	We note that the EPR or appendices does not include information about drinking water source protection. The draft EPR should identify that the project is located within the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. The EPR should also identify the location of vulnerable areas for the protection of drinking water sources where they intersect or may be affected by the project. The study area primarily intersects highly vulnerable aquifer areas (HVAs) with a portion of the project around the Fox Street and Front Street Stations within a modelled Event Based Area (EBA) where certain volumes of stored or transported oil / fuel acould pose a risk to sources of drinking water, and source protection plan policies may apply. The mapping of vulnerable areas (wellhead protection areas, intake protection zones including event-based areas, highly vulnerable aquifers, and significant groundwater recharge areas) can readily be found in the Source Protection Information Atlas (SPIA) and is publicly available: https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US			
2	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR - Natural Environment - Policy Review (section 3.1.1.2) & Appendix A1 – Natural Environment Technical Report	The CTC source protection plan under the <i>Clean Water Act, 2006</i> should be added to the list of policies and legislation reviewed to determine the legislative and policy context of the project. Additionally, a source water protection specific section could be created to include all applicable vulnerable area information, any applicable policies, etc.			
3	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR - Natural Environment (section 3.1) & Appendix A1 – Natural Environment Technical Report	Activities that pose a risk to sources of drinking water are prescribed as drinking water threats by Ontario Regulation 287/07 made under the <i>Clean Water Act</i> and source protection plan policies may apply. Other activities that may occur during the construction or maintenance phases of the project may pose a risk to sources of drinking water including: the storage and application of road salt; the storage of snow; the handling and storage of fuel; the handling, storage and application of pesticides and fertilizers; the handling and storage of organic solvents and dense non-aqueous phase liquids (DNAPLs). Where an activity poses a risk to drinking water, the proponent should document and discuss how the project adheres to, or has regard to, applicable policies in the local source protection plan. The documentation should identify the areas where the activities listed above could pose significant, moderate or low risks to drinking water and the applicable policies. Please refer to Conservation Ontario’s website where you will also find links to the local CTC source protection plans and assessment reports: https://conservationontario.ca/conservation-authorities/source-water-protection/source-protection-plans-and-resources/ .			
4	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR Section 5 – Effects Assessment, Mitigation and Monitoring (section 5.1.1 Natural Environment) & Appendix A1 – Natural Environment Technical Report	The proponent should also document whether any of the project activities - including those during construction or the normal operation phase - could be a prescribed drinking water threat and thus pose a risk to drinking water. We understand that the normal operation phase of the project may not pose a significant threat to sources of drinking water; however, activities occurring during the construction phase might. We note that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage based on possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be included in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to or has regard to applicable policies in the applicable source protection plan (and also list these policies) and any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.			
	90%	MECP - Conservation and Source Protection Branch (CSPB)		Appendix A5 – Socio-economic and land use characteristic assessment	The protection of sources of drinking water is not discussed in the Land Use and Socio-Economic Impact Assessment Report. The report should identify whether source protection plan policies apply to any of the project activities. While the policies included in source protection plans focused primarily on municipal residential drinking water systems, they also identify highly vulnerable aquifers and significant groundwater recharge areas that also protect sensitive hydrologic features including current or future drinking water sources of systems not addressed by source protection plans. For example, private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the <i>Safe Drinking Water Act</i> – i.e., camps, schools, health care facilities, seasonal users, etc.).			
5	90%	MECP - Conservation and Source Protection Branch (CSPB)		Draft EPR - General Comment	If they have not done so already, the proponent should contact the Project Manager for Drinking Water Source Protection at the CTC source protection authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the <i>Clean Water Act</i> and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other low and moderate policies that apply and so consultation with the local source protection authority is important.			
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September 19, 2022

Attention: Marinha Antunes
Air Quality Analyst
Central Region, Tech Support, APEP
5775 Yonge Street
Toronto, ON M2M 4J1

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to Technical Support Air Quality Comments on Appendix A3 – Air Quality Technical Report (dated May 6, 2022)

Dear Ms. Antunes:

The responses below are provided to address the comments and recommendations outlined in the letter dated June 21, 2022, from the Ministry of the Environment, Conservation and Parks (MECP) Technical Support Section to Metrolinx regarding the Appendix A3 – Air Quality Technical Report of the Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

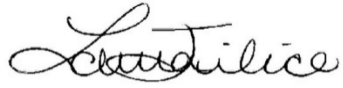
MECP Technical Support Section Clarifications, Comments, and Recommendations	Responses
Table 5-1 “Summary of Dispersion Modelling Scenarios Assessed” states existing light-duty traffic and GO bus counts were applied to the Baseline and Future no build scenarios. Additional clarification is required explaining differences among Baseline (2021) and Future (2031) no build scenario, with respect to traffic and GO bus counts.	The air quality assessment assumed that there were no differences in the GO bus counts and private vehicle traffic counts travelling within the existing GO parking lots in Courtice (Courtice Road / Baseline Road) and Bowmanville (Clarington Blvd. / Durham Hwy 2) for the baseline (2021) and future (2031) no build scenarios. The basis for this assumption is that the GO bus system is already at capacity and that there is no room for passenger/bus/car increases without expansion of the station. This clarification will be added as a note to Table 5-1.
Please clarify what TSP, PM ₁₀ and PM _{2.5} settling, and deposition velocities were applied in the AERMOD dispersion modelling for the proposed construction activities and operation phase. If no deposition was modelled, provide a brief discussion in the AQ report on how this may impact the particulate results at the most impacted sensitive receptors.	As a conservative modelling approach, deposition was not considered for predicting TSP, PM ₁₀ and PM _{2.5} concentrations for the construction and operation scenarios. Given the close proximity of the special receptors to the construction and operation emission sources, it is expected that the deposition from plume depletion would be minimal. This clarification will be included in the report in Section 5.2.8.
The Metrolinx 15-minute mitigation thresholds of 150 µg/m ³ for PM ₁₀ , 81 µg /m ³ for PM _{2.5} , and 25 µg/m ³ for crystalline silica will be used to minimize construction impacts. Please note, the ministry is not able to comment on these values as the	Comment is noted.

MECP Technical Support Section Clarifications, Comments, and Recommendations	Responses
proposed 15-minute mitigation thresholds are not part of the ministry's regulatory framework.	
Additional clarification is required to explain the maximum 1-hour NO ₂ predicted concentrations of 95 and 38 µg/m ³ at 127_S (Bowmanville Avenue) from the project, as noted in Table 6-3 " <i>Summary of Construction Phase Air Dispersion Modelling Results at Special Receptors – B4 Bowmanville GO Station</i> ". This is also seen in Tables 6.1, 6.5, 6.7 and 6.10. A note in the Tables is warranted to explain how the two 1-hour NO ₂ maximums were derived.	<p>The predicted 1-hour NO₂ concentrations that are compared to the Ontario Ambient Air Quality Criterion (AAQC) of 400 ug/m³ are the maximum concentrations at a special receptor (meteorological anomalies included).</p> <p>The 3-year average of the annual 98th percentile of the daily maximum 1-hour average concentrations at a special receptor are used for comparison to the current (2020) and future (2025) Canadian Ambient Air Quality Standard (CAAQS) for 1-hour NO₂.</p> <p>This clarification will be provided as a note to Tables 6.1, 6.3, 6.5, 6.7 and 6.10.</p>
Table 6-4 " <i>B4 Bowmanville Go Station Construction Scenario – Predicted Impact Zones</i> " presents the distances from the project footprint where exceedances are predicted to occur. Please explain why the distances provided for the 15-minute threshold are further than the 24-hour PM ₁₀ AAQC. This was also noted in Table 6-2 " <i>Rundle Road Crossing Construction scenario – Predicted Impact Zones</i> ".	<p>The predicted PM₁₀ impact zones for the 15-minute Metrolinx threshold are greater than those for the 24-hour AAQC due to the differences in the averaging periods and the relative magnitudes of the two criteria.</p> <p>The 15-minute Metrolinx mitigation threshold for PM₁₀ is 150 ug/m³ and the 24-hour AAQC is 50 ug/m³. The 15-minute Metrolinx mitigation threshold is therefore greater than the 24-hour AAQC by a factor of 3.</p> <p>If we were to convert the 24-hour average AAQC of 50 ug/m³ to an equivalent 15-minute concentration by applying the MECP's ADMGO 2017 averaging period conversion factor methodology, the equivalent 15-minute PM₁₀ concentration would be 180 ug/m³ which is greater than Metrolinx threshold of 150 ug/m³.</p> <p>Since the 15-minute Metrolinx mitigation threshold is lower than the 15-minute concentration that is equivalent to the 24-hour AAQC, the predicted distance to the contour line for the mitigation threshold would normally be expected to be further away from the project footprint than that for the 24-hour AAQC.</p> <p>Note that the maximum predicted 15-minute PM₁₀ concentrations from the project that are presented in the report were calculated by applying the MECP's averaging period conversion factor methodology to the maximum predicted 1-hour PM₁₀ concentrations.</p>
Please clarify why Table 6.6 only includes NO ₂ and PM ₁₀ for the track and grading construction scenario and does not include TSP and PM _{2.5} .	Table 6.6 presents the impact zones for contaminants that are predicted to exceed an air quality objective for the track and grading construction scenario. TSP and PM _{2.5} are not included in the table since their maximum project

MECP Technical Support Section Clarifications, Comments, and Recommendations	Responses
	alone and cumulative concentrations were predicted to be below their respective air quality objectives. The maximum predicted TSP and PM _{2.5} concentrations for the track and grading scenario are presented in Table 6.5.
Please provide the NO _x and PM modelling input and output files for the ministry's records.	Model input and output files for NO ₂ , TSP, PM ₁₀ and PM _{2.5} are provided in the revised version of the Air Quality Technical Assessment.
During our review, a minor typo was noted for your consideration on page 200 of the draft AQ Report – Appendix E where the units for silt loading are presented as g/VMT instead of g/m ² .	The typo is noted and has been corrected.
Table 8.2 “ <i>Construction Mitigation and Monitoring Considerations at each Project Location</i> ” states there may be impacts to critical receptors at select construction sites, such as B4 Bowmanville GO Station construction. For this reason, the ministry recommends staggering the number of construction vehicles operating simultaneously, as noted in the AQ Report.	Recommendation is noted.
For the operation phase of the project, the ministry recommends exploring planting of trees / vegetation in areas where highest dust impacts are expected. A potential area is Sources at B4 (GO Parking lot) for the Bowmanville Segment (Figure E-11B).	This recommendation has been added to the report in Table 8.1 “ <i>Summary of Potential Effects, Mitigation and Monitoring for All Project Locations.</i> ”

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of the Environment, Conservation and Parks.

Sincerely,

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

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

cc: Anne Cameron, Project Officer, Ministry of the Environment, Conservation and Parks

Attachment: Technical Support Air Quality Comments Addendum - Oshawa to Bowmanville Service
Expansion Draft Environmental Project Report Appendix A3 – Air Quality Technical Report
May 6, 2022

Ministry of the Environment

Central Region
Technical Support Section

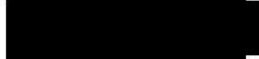
5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1



Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1



June 21, 2022

TO: Anne Cameron

FROM: Marinha Antunes

Subject: Technical Support Air Quality Comments

**Addendum - Oshawa to Bowmanville Service Expansion
Draft Environmental Project Report
Appendix A3 – Air Quality Technical Report
May 6, 2022**

The following memorandum summarizes the comments on the Draft Air Quality Technical Report (AQ Report) in support of the Addendum to the Oshawa to Bowmanville Service Expansion Environmental Project Report dated May 6, 2022.

Based on our review, the draft AQ report followed the approved work plan and generally followed the ministry's recommendations in assessing air quality impacts for transit EA projects. The draft AQ report includes quantitative assessments of air quality impacts during the operation and construction phases.

Below are required clarifications along with additional comments and recommendations for the proponent's consideration:

1. Table 5-1 "*Summary of Dispersion Modelling Scenarios Assessed*" states existing light-duty traffic and GO bus counts were applied to the Baseline and Future no build scenarios. Additional clarification is required explaining differences among Baseline (2021) and Future (2031) no build scenario, with respect to traffic and GO bus counts.
2. Please clarify what TSP, PM₁₀ and PM_{2.5} settling, and deposition velocities were applied in the AERMOD dispersion modelling for the proposed construction activities and operation phase. If no deposition was modelled, provide a brief discussion in

the AQ report on how this may impact the particulate results at the most impacted sensitive receptors.

3. The Metrolinx 15-minute mitigation thresholds of 150 µg/m³ for PM₁₀, 81 µg /m³ for PM_{2.5}, and 25 µg/m³ for crystalline silica will be used to minimize construction impacts. Please note, the ministry is not able to comment on these values as the proposed 15-minute mitigation thresholds are not part of the ministry's regulatory framework.
4. Additional clarification is required to explain the maximum 1-hour NO₂ predicted concentrations of 95 and 38 µg/m³ at 127_S (Bowmanville Avenue) from the project, as noted in Table 6-3 "*Summary of Construction Phase Air Dispersion Modelling Results at Special Receptors – B4 Bowmanville GO Station*". This is also seen in Tables 6.1, 6.5, 6.7 and 6.10. A note in the Tables is warranted to explain how the two 1-hour NO₂ maximums were derived.
5. Table 6-4 "*B4 Bowmanville Go Station Construction Scenario – Predicted Impact Zones*" presents the distances from the project footprint where exceedances are predicted to occur. Please explain why the distances provided for the 15-minute threshold are further than the 24-hour PM₁₀ AAQC. This was also noted in Table 6-2 "*Rundle Road Crossing Construction scenario – Predicted Impact Zones*".
6. Please clarify why Table 6.6 only includes NO₂ and PM₁₀ for the track and grading construction scenario and does not include TSP and PM_{2.5}.
7. Please provide the NO_x and PM modelling input and output files for the ministry's records.
8. During our review, a minor typo was noted for your consideration on page 200 of the draft AQ Report – Appendix E where the units for silt loading are presented as g/VMT instead of g/m².
9. Table 8.2 "*Construction Mitigation and Monitoring Considerations at each Project Location*" states there may be impacts to critical receptors at select construction sites, such as B4 Bowmanville GO Station construction. For this reason, the ministry recommends staggering the number of construction vehicles operating simultaneously, as noted in the AQ Report.
10. For the operation phase of the project, the ministry recommends exploring planting of trees / vegetation in areas where highest dust impacts are expected. A potential area is Sources at B4 (GO Parking lot) for the Bowmanville Segment (Figure E-11B).

Thank you for the opportunity to comment. Should there be any questions or clarification required please have the consultants contact me directly.



Marinha Antunes
Air Quality Analyst
Central Region, Tech Support, APEP
5775 Yonge Street
Toronto, ON M2M 4J1

Cc: Stephen Belanger, Technical Support APEP Supervisor (A), MECP
Paul Martin, Technical Support Manager (A), MECP



September 19, 2022

Sent via Email

Attention: Parsa Pezeshkpour, Ph.D., PGO,
Hydrogeologist
Technical Support Section, Central Region
5575 Yonge Street, 8th Floor
North York ON M2M 4J1

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project - Groundwater Review

Dear Parsa Pezeshkpour:

The below responses are provided to address the comments and recommendations outlined in the letter dated May 27, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Technical Support Section to Metrolinx regarding the groundwater review for the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

MECP Technical Support Section Comments	Responses
Recommendations	
Considering the number of stations, bridges and infrastructures in this project, the environmental assessment report should provide more detailed site specific hydrogeological and surface water-groundwater interaction information related to these structures.	<p>Based on existing information available and the findings of the 2011 EPR (i.e., that no impacts to groundwater resources were anticipated), limited interaction with groundwater is anticipated.</p> <p>Site specific geotechnical and hydrogeological studies will be completed as detailed design progresses to support infrastructure design and confirm the general conclusions of the EPR Addendum. If the potential for unanticipated impacts is identified through the design process, additional information and mitigation measures will be added to the final EPR Addendum.</p> <p>The EPR Addendum acknowledges the need to obtain various permits/approvals to support the Project construction and operations post-environmental assessment. As required, additional site-specific assessment may be undertaken to support permit applications, for example an Environmental Activity and Sector Registry or Permit to Take Water.</p>
This environmental assessment should include an official potential contaminated sites assessment (like Ecolog Survey) within at least double the extent of the estimated zone of influence of this project.	<p>A Limited Phase I ESA was conducted for the Project to support the advancement of design. Applicable and relevant information from the Limited Phase I ESA is summarized in the EPR Addendum at a level of detail sufficient to identify the potential for negative impacts and appropriate mitigation strategies.</p>

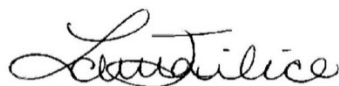
MECP Technical Support Section Comments	Responses
	<p>The Study Area of the Limited Phase I ESA included the Project Footprint plus a 100 m buffer. For proposed GO Station Locations, the Study Area was increased to 250 m on either side of the Project Footprint.</p> <p>The Eolog Survey is available in Appendix C of the Phase 1 ESA, which is available at the Dropbox link provided within this email. Please note that the Phase I ESA will not be made publicly available for the final EPR Addendum.</p>
<p>Considering the potential for encountering contaminated soil throughout this project as indicated in this report, the survey indicated in Item 2 can assist in locating the areas with contaminated soil. The excess soil throughout of this project should be handled as per O. Reg. 406/19 On-Site and Excess Soil Management.</p>	<p>Potential areas of environmental contamination were identified in the Limited Phase I ESA. The objective of the Limited Phase I ESA was to determine if current and/or former potentially contaminating activities have contributed to potential environmental contamination at the track alignment/corridor and proposed associated infrastructure within the Study Area. Each of the properties within the Study Area were categorized based on their risk of impacting the soil and/or groundwater within the Project Area, and included the following:</p> <ul style="list-style-type: none"> • Green (lower risk of potential environmental contamination) • Yellow (medium risk of potential environmental contamination) • Red (higher risk of potential environmental contamination) <p>O. Reg. 406/19 is included in Table 8.1 of the Environmental Project Report Addendum. As such, O. Reg. 406/19 will be followed for the handling, management and disposal of excavated material.</p>
<p>The shale bedrock in the areas of this project is known to contain BTEX and methane. If the project encounters the bedrock at any Sections, the potential health hazards and undesirable environmental impacts should be assessed and considered in the design part of this project.</p>	<p>At this time, no interaction with bedrock is anticipated during construction of linear facilities. The lowest excavation depth is to be confirmed through pending geotechnical reports. If the geotechnical reports are not available prior to the release of the final EPR Addendum, this potential effect will be included and the mitigation will include adhering to the identified recommendations in the geotechnical reports, once completed.</p>
<p>During construction, if any excavations below groundwater levels are needed, a Permit to Take Water might be required. In addition, a monitoring and mitigation plan should be implemented so that the neighbouring private wells are not permanently impacted.</p>	<p>Table 8.1 Potential Permitting, Approvals and Other Permissions in the EPR Addendum identifies the potential need for either an Environmental Activity and Sector Registry (EASR) or a Permit to Take Water (PTTW), depending on the amount of the temporary water taking. Metrolinx will adhere to</p>

MECP Technical Support Section Comments	Responses
	<p>regulatory requirements for any required EASR or PTTW submission.</p> <p>Table 5.4 of the EPR Addendum has been updated to include the following mitigation measure: Potential impacts to private groundwater supply wells (if present) can be mitigated with measures such as avoidance of dewatering requirements, limited dewatering, and/or utilizing groundwater cut-off techniques to physically exclude groundwater from flowing into excavations advanced for construction.</p>
<p>If any dewatering permit will be required for any Section of this project, the related monitoring & mitigation plan for preventing the redirection and mobilization of potential contamination identified in the official potential contaminated sites (Ecolog Survey) described in Item 2 above should be provided as part of the supporting documents of any Permit to Take Water application.</p> <p>If any part of this project requires a dewatering permit, a geotechnical assessment should be conducted by a qualified geotechnical engineer to identify any potential structural damage within the zone of influence of this project and propose the related monitoring and mitigation plan.</p> <p>If any dewatering permit will be required for any Section of this project in any of the properties that have a different owner than Metrolinx, a written permission to carry out the water taking must be obtained from the owner (s) of the property(ies) before any water taking. The written permission(s) should be provided as part of the supporting documents of any Permit to Take Water applications.</p> <p>If any dewatering permit will be required for any Section of this project, an impact assessment should be conducted about this project on the environment and other water resource users. A related monitoring and mitigation plan should be provided based on this assessment to prevent any undesirable impacts from this project on the surrounding environment and other water resource users.</p> <p>If any dewatering will be required for any Section of this project, a groundwater quality assessment should be provided as part of the supporting documents of any Permit to Take Water application.</p>	<p>Metrolinx will adhere to regulatory requirements for any required EASR or PTTW submission. The Ecolog ERIS can be included as part of the supporting documents for the PTTW application, if required.</p>
<p>The assessment of the project's impact on the natural areas and wetlands within the zone of influence of this project should be conducted and</p>	<p>Table 5.4 Potential Effects, Mitigation Measures and Monitoring includes the following relevant mitigation measures:</p>

MECP Technical Support Section Comments	Responses
reviewed by an ecologist and water resources specialist.	<ul style="list-style-type: none">• Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to wetlands and waterbodies.• Wetland communities potentially affected by the Project will be clearly staked out on site.• If dewatering is proposed, then it is recommended to be undertaken during the winter when the potential impacts of changes in water levels are less significant in wetland communities. During detailed design, the need for a dewatering zone of influence assessment and dewatering monitoring plan should be evaluated. The dewatering monitoring plan, if required, will monitor for potential negative impacts on nearby wetlands and adjacent vegetation communities to confirm if they would be affected due to dewatering activities. An adaptive management plan will be prepared if negative impacts are observed. Any assessments or management plans will be developed and implemented by appropriate qualified professionals.
General Recommendation	
I suggest that this Environmental Assessment report be reviewed by MECP again, once it is no longer in draft format.	The revised 90% Draft EPR Addendum, based on comments received during the first Draft EPR Addendum circulation on May 10 2022, is provided in the link provided in the email.

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

Sincerely,



Laura Filice

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

cc: Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Attachment: Review Comments – Oshawa to Bowmanville Rail Service Expansion Project Environmental Assessment groundwater review

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de
la Protection de la nature et des Parcs

Central Region

Région du Centre

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North York ON M2M 4J1

MEMORANDUM

Date: May 27, 2022

To: Anne Cameron
Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch

From: Parsa Pezeshkpour, Ph.D., PGO, Hydrogeologist
Technical Support Section, Central Region

RE: Review Comments – Oshawa to Bowmanville Rail Service Expansion Project
Environmental Assessment groundwater review

As per your request, I have completed my review of the following documents:

- Stantec Consulting Ltd. “Oshawa to Bowmanville Rail Service expansion: Environmental project report, Addendum 90% draft” and its attachments dated May 6, 2022, and prepared by Stantec Consulting Ltd (unsigned).

Please find the results of my review in the following sections.

Groundwater Review & Comments

Metrolinx has submitted a Draft Environmental Assessment Report for the proposed expansion of approximately 25 km of GO rail service from 500 metres west of Brock Street in the Town of Whitby to 500 metres east of Regional Road 42/Darlington-Clarke Townline Road in the Municipality of Clarington, with four new proposed Go Stations, a maintenance yard within the Town of Whitby, several street & Highway 401 & railroad crossings, several new & expanded bridges for crossing the surface water features through nine watersheds (Pringle Creek, Corbett Creek, Goodman Creek, Oshawa Creek, Black/Harmony/Farewell Creek, Robinson Creek, Tooley Creek, Darlington Creek, Westside Creek and Bowmanville/Soper Creek), new train layover site, track and supporting infrastructure and widening/structural improvement of the railroad track. The project was designated to expand Go Transit's service on the Lakeshore East Corridor to provide the required service for the forecasted growth.

This environmental assessment does not include much hydrogeological information. The MECP databases indicates that there are a few potential contaminated sites near the alignment of this project. Therefore, I provide a few recommendations based the local knowledge and the nature of this project in the next section.

Recommendations

1. Considering the number of stations, bridges and infrastructures in this project, the environmental assessment report should provide more detailed site specific hydrogeological and surface water-groundwater interaction information related to these structures.
2. This environmental assessment should include an official potential contaminated sites assessment (like Ecolog Survey) within at least double the extent of the estimated zone of influence of this project.

3. Considering the potential for encountering contaminated soil throughout this project as indicated in this report, the survey indicated in Item 2 can assist in locating the areas with contaminated soil. The excess soil throughout of this project should be handled as per O. Reg. 406/19 On-Site and Excess Soil Management.
4. The shale bedrock in the areas of this project is known to contain BTEX and methane. If the project encounters the bedrock at any Sections, the potential health hazards and undesirable environmental impacts should be assessed and considered in the design part of this project.
5. During construction, if any excavations below groundwater levels are needed, a Permit to Take Water might be required. In addition, a monitoring and mitigation plan should be implemented so that the neighbouring private wells are not permanently impacted.
6. If any dewatering permit will be required for any Section of this project, the related monitoring & mitigation plan for preventing the redirection and mobilization of potential contamination identified in the official potential contaminated sites (Ecolog Survey) described in Item 2 above should be provided as part of the supporting documents of any Permit to Take Water application.
7. If any part of this project requires a dewatering permit, a geotechnical assessment should be conducted by a qualified geotechnical engineer to identify any potential structural damage within the zone of influence of this project and propose the related monitoring and mitigation plan.
8. If any dewatering permit will be required for any Section of this project in any of the properties that have a different owner than Metrolinx, a written permission to carry out the water taking must be obtained from the owner (s) of the property(ies) before any water taking. The written permission(s) should be provided as part of the supporting documents of any Permit to Take Water applications.
9. If any dewatering permit will be required for any Section of this project, an impact assessment should be conducted about this project on the environment and other water resource users. A related monitoring and mitigation plan should be provided based on this assessment to prevent any undesirable impacts from this project on the surrounding environment and other water resource users.
10. If any dewatering will be required for any Section of this project, a groundwater quality assessment should be provided as part of the supporting documents of any Permit to Take Water application.
11. The assessment of the project's impact on the natural areas and wetlands within the zone of influence of this project should be conducted and reviewed by an ecologist and water resources specialist.

General Recommendation

12. I suggest that this Environmental Assessment report be reviewed by MECP again, once it is no longer in draft format.

If you have any questions regarding the above comments and recommendations, please do not hesitate to contact me (at [REDACTED] or parsa.pezeshkpour@ontario.ca).

Regards,

Parsa Pezeshkpour, Ph.D., PGO
Hydrogeologist

e-copy:

- Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch
- Ted Belayneh, Supervisor, Water Resources Unit, MECP Central Region



September 19, 2022

Sent via Email

Attention: Jeff J. Andersen
Management Biologist
Permissions and Compliance Section, Species at Risk Branch
Land and Water Division
Ontario Ministry of the Environment, Conservation and Parks

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Expansion Project – Responses to the Ministry of the Environment, Conservation and Parks' Comments

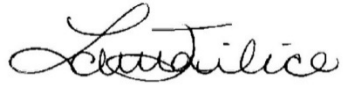
Dear Jeff J. Andersen:

The below responses are provided to address the comments and recommendations outlined in the letter received June 23, 2022 from the Ministry of the Environment, Conservation and Parks (MECP) Permissions and Compliance Section to Metrolinx regarding the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Expansion Project.

MECP Permissions and Compliance Section (SAR) Comments	Responses
MECP Permissions and Compliance Section notes that species at risk have been found in the project area. Results of surveys, once submitted, will help to inform what permissions may be required under the <i>Endangered Species Act</i> .	<p>Noted. The potential requirement for permissions/permits under the <i>Endangered Species Act</i> (ESA) is included in Table 8.1 Potential Permitting, Approval and Other Permissions of the Draft EPR Addendum.</p> <p>As required, Metrolinx will engage with the MECP for approvals under the <i>Endangered Species Act</i>.</p> <p>The Natural Environmental Technical Report (Section 9.0) identifies that targeted species at risk (SAR) surveys will be required prior to commencing construction activities to determine presence/absence of potential (but not confirmed to date) SAR habitat. Removal of SAR habitat requires consultation with the MECP to determine mitigation, compensation and/or permit requirements under the ESA.</p>

We hope the above responses address your questions and we look forward to continuing to work with the Ministry of the Environment, Conservation and Parks.

Sincerely,

A handwritten signature in cursive script, reading "Laura Filice".

Laura Filice

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

cc: Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Attachment: MECP Permission and Compliance Section, received June 23, 2022

MECP Permissions and Compliance Section notes that species at risk have been found in the project area. Results of surveys, once submitted, will help to inform what permissions may be required under the *Endangered Species Act*.

Kind Regards;

JJA

JEFF J. ANDERSEN

**MANAGEMENT BIOLOGIST
PERMISSIONS AND COMPLIANCE SECTION, SPECIES AT RISK BRANCH
LAND AND WATER DIVISION
ONTARIO MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS**

From: [Cameron, Anne \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#)
Subject: MECP review of 90% Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Thursday, June 23, 2022 3:36:36 PM
Attachments: [EASS Memo on 90% Draft EPR.docx](#)
[MECP Permissions and Compliance Section.docx](#)
[MECP AQcomments BowmanvilleGO Addendum DraftAO June21 2022.pdf](#)
[MECP Memorandum Oshawa to Bowmanville Rail Service Expansion Project GW review May 27 2022.pdf](#)
[Metrolinx - Oshawa to Bowmanville Service Expansion 90% Draft EPR MECP CSPB Comments 21June2022.xls](#)
[Noise and Vibration Review Letter June 17, 2022.docx](#)
[SW Review Memorandum Oshawa to Bowmanville Rail Service Expansion Projectreview June 1 2022.docx](#)

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Good afternoon Laura,



Please find attached the Ministry of the Environment, Conservation and Parks's comments on the 90% Draft EPR for the Oshawa to Bowmanville Rail Service Expansion project.

Attached you will find comments from the following:

- Environmental Assessment Branch
- Permissions and Compliance Section (Species at Risk)
- Air Quality
- Noise and Vibration
- Groundwater
- Surface Water
- Source Protection – they have also included multiple images

Please let me know if you have any questions about the attached or next steps.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
  anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature
et des Parcs

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
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Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5

June 23, 2022

MEMORANDUM

TO: Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

FROM: Anne Cameron
Project Officer
Environmental Assessment Branch

RE: 90% Draft Environmental Project Report for the Oshawa to Bowmanville Rail Service
Expansion Project

The Ministry of the Environment, Conservation and Parks' Environmental Assessment Branch (herein referred to as "the ministry") has completed its review of the draft Environmental Project Report (EPR) for Metrolinx's Oshawa to Bowmanville Rail Service Expansion project (the project), submitted to the ministry on May 10, 2022.

The review was carried out to determine whether the draft EPR meets the expectations set forth in the ministry's Guide: Ontario's Transit Project Assessment Process (Transit Guide) and the requirements set forth in Ontario Regulation 231/08 (O.Reg.231/08), Transit Projects and Metrolinx Undertakings (Transit Regulation).

The ministry's Environmental Assessment Services Section has prepared the following comments for consideration by Metrolinx when finalizing the EPR for submission to the ministry.

Furthermore, attached to this letter are comments provided by the ministry's technical reviewers on the following:

- Source Protection
- Species at Risk
- Hydrogeologist / Groundwater
- Surface Water
- Noise and Vibration
- Air Quality

General Comments

Ensure that the proposed changes from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project are clearly identified throughout the document i.e., what is being changed and how.

There are sections within the EPR that are highlighted in green, indicating information is still to come. It should be noted that a fulsome review of the EPR at this stage, with information missing, is not possible.

Section Specific Comments

Table of Content

- The list of figures jumps from Figure 4.5 to Figure 7.1. I understand that the last figure is in Section 7 but this may be confusing and have people question where Figures 5 and 6 are. If this is your standard practice, then keep it as is.

Section 1

- There is no mention of Indigenous Nations in "Section 1.4.3 Consultation Program Overview". Consider adding Indigenous Nations where the contact list is mentioned.

Section 2

- Consider adding additional language to "Section 2.1.2 GO Stations" to help clarify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project. It reads as if there are four new GO Stations, but I believe the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project already identified four GO Stations and that two of them did not have significant changes.
- An additional column in "Table 2.3 Proposed Bridge Modifications within the Study Area" to identify what is changing from the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility project could be helpful e.g. is the bridge new or does it now need to be wider?

Section 5

- The heading of “Section 5.5.2 GO Stations” is missing and it appears to have gotten lost in the text of the paragraph above it. Once this is updated, “Section 5.5.3 Bridges” should be updated with the correct section number.

Section 7

- For Section 7.1.3.4
 - o The final sentence of the first paragraph does not make sense and the following sentence appears to be incomplete.
 - o Please include reference to the Environmental Assessment Branch’s June 22, 2021, response letter in which the list of Indigenous Communities to be contacted was confirmed.
 - o Note that it should be the Director of the Environmental Assessment Branch.
- Please make sure that all dates are included in “Section 7.2 Consultation Activities” and that it is clear who was sent notices.

Section 8

- If any commitments are made to Indigenous Communities, government agencies or the public, please include them in Table 8.3 Summary of Commitments.

Consultation

Consultation is an integral part of the transit process and is required for all projects that are subject to the transit project assessment process (TPAP) process. It is the ministry’s expectation that all persons who are interested in a proposed transit process are invited to participate in the consultation process.

It is the proponent’s responsibility to design and implement an appropriate consultation program for consultations regarding a project.

Placeholders highlighted in green have been included in the draft EPR regarding future consultation once the formal TPAP begins. Please ensure that these placeholders are updated, the consultation program meets the expectations set out in the Transit Guide, and the consultation record is provided to the ministry for review.

Next Steps

Thank you for the opportunity to comment on the draft EPR for Metrolinx’s Oshawa to Bowmanville Rail Service Expansion project. Attached to this letter you will find further comments from the ministry’s technical reviewers.

The above and attached reflect the ministry’s comments that should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. This table must include all the comments provided by the ministry, how these comments will be addressed, the

location of these revisions in the final EPR, as well as a preliminary copy of the final EPR with any revisions made to address the comments.

The ministry would also like a copy of any comments submitted on the draft EPR by the Ministry of Northern Development, Mines, Natural Resources and Forestry; the Ministry of Heritage, Sport, Tourism and Culture Industries; and the local conservation authority(ies) and Metrolinx's responses. In addition, the ministry would like any final comments provided by the agencies to determine whether all matters of provincial importance have been considered as part of the process and that there are no outstanding issues.

Please note that the ministry's comments (EA-related and technical), along with any comments received by other government agencies, Indigenous communities and the public should be considered by Metrolinx as it prepares the final EPR for submission.

It is the expectation of this ministry that proponents of projects being carried out under the Transit Regulation should attempt to address or resolve any issues, concerns or formal comments raised during the TPAP.

We look forward to receiving your responses as well as a draft Notice of Addendum for the ministry's review. If you have any questions, please feel free to contact me at 437-246-2066 or by email at anne.cameron@ontario.ca.

Sincerely,



Anne Cameron

Attachments

c: Solange Desautels, Supervisor, Environmental Assessment Branch

MECP Permissions and Compliance Section notes that species at risk have been found in the project area. Results of surveys, once submitted, will help to inform what permissions may be required under the *Endangered Species Act*.

Kind Regards;

JJA

JEFF J. ANDERSEN

**MANAGEMENT BIOLOGIST
PERMISSIONS AND COMPLIANCE SECTION, SPECIES AT RISK BRANCH
LAND AND WATER DIVISION
ONTARIO MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS**

Ministry of the Environment

Central Region
Technical Support Section

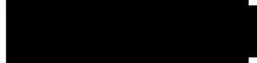
5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1



Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1



June 21, 2022

TO: Anne Cameron

FROM: Marinha Antunes

Subject: Technical Support Air Quality Comments

**Addendum - Oshawa to Bowmanville Service Expansion
Draft Environmental Project Report
Appendix A3 – Air Quality Technical Report
May 6, 2022**

The following memorandum summarizes the comments on the Draft Air Quality Technical Report (AQ Report) in support of the Addendum to the Oshawa to Bowmanville Service Expansion Environmental Project Report dated May 6, 2022.

Based on our review, the draft AQ report followed the approved work plan and generally followed the ministry's recommendations in assessing air quality impacts for transit EA projects. The draft AQ report includes quantitative assessments of air quality impacts during the operation and construction phases.

Below are required clarifications along with additional comments and recommendations for the proponent's consideration:

1. Table 5-1 "*Summary of Dispersion Modelling Scenarios Assessed*" states existing light-duty traffic and GO bus counts were applied to the Baseline and Future no build scenarios. Additional clarification is required explaining differences among Baseline (2021) and Future (2031) no build scenario, with respect to traffic and GO bus counts.
2. Please clarify what TSP, PM₁₀ and PM_{2.5} settling, and deposition velocities were applied in the AERMOD dispersion modelling for the proposed construction activities and operation phase. If no deposition was modelled, provide a brief discussion in

the AQ report on how this may impact the particulate results at the most impacted sensitive receptors.

3. The Metrolinx 15-minute mitigation thresholds of 150 µg/m³ for PM₁₀, 81 µg /m³ for PM_{2.5}, and 25 µg/m³ for crystalline silica will be used to minimize construction impacts. Please note, the ministry is not able to comment on these values as the proposed 15-minute mitigation thresholds are not part of the ministry's regulatory framework.
4. Additional clarification is required to explain the maximum 1-hour NO₂ predicted concentrations of 95 and 38 µg/m³ at 127_S (Bowmanville Avenue) from the project, as noted in Table 6-3 "*Summary of Construction Phase Air Dispersion Modelling Results at Special Receptors – B4 Bowmanville GO Station*". This is also seen in Tables 6.1, 6.5, 6.7 and 6.10. A note in the Tables is warranted to explain how the two 1-hour NO₂ maximums were derived.
5. Table 6-4 "*B4 Bowmanville Go Station Construction Scenario – Predicted Impact Zones*" presents the distances from the project footprint where exceedances are predicted to occur. Please explain why the distances provided for the 15-minute threshold are further than the 24-hour PM₁₀ AAQC. This was also noted in Table 6-2 "*Rundle Road Crossing Construction scenario – Predicted Impact Zones*".
6. Please clarify why Table 6.6 only includes NO₂ and PM₁₀ for the track and grading construction scenario and does not include TSP and PM_{2.5}.
7. Please provide the NO_x and PM modelling input and output files for the ministry's records.
8. During our review, a minor typo was noted for your consideration on page 200 of the draft AQ Report – Appendix E where the units for silt loading are presented as g/VMT instead of g/m².
9. Table 8.2 "*Construction Mitigation and Monitoring Considerations at each Project Location*" states there may be impacts to critical receptors at select construction sites, such as B4 Bowmanville GO Station construction. For this reason, the ministry recommends staggering the number of construction vehicles operating simultaneously, as noted in the AQ Report.
10. For the operation phase of the project, the ministry recommends exploring planting of trees / vegetation in areas where highest dust impacts are expected. A potential area is Sources at B4 (GO Parking lot) for the Bowmanville Segment (Figure E-11B).

Thank you for the opportunity to comment. Should there be any questions or clarification required please have the consultants contact me directly.



Marinha Antunes
Air Quality Analyst
Central Region, Tech Support, APEP
5775 Yonge Street
Toronto, ON M2M 4J1

Cc: Stephen Belanger, Technical Support APEP Supervisor (A), MECP
Paul Martin, Technical Support Manager (A), MECP

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de
la Protection de la nature et des Parcs

Central Region

Région du Centre

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8^e étage, 5775, rue Yonge
North York ON M2M 4J1

MEMORANDUM

Date: May 27, 2022

To: Anne Cameron
Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch

From: Parsa Pezeshkpour, Ph.D., PGO, Hydrogeologist
Technical Support Section, Central Region

RE: Review Comments – Oshawa to Bowmanville Rail Service Expansion Project
Environmental Assessment groundwater review

As per your request, I have completed my review of the following documents:

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Please find the results of my review in the following sections.

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This environmental assessment does not include much hydrogeological information. The MECP databases indicates that there are a few potential contaminated sites near the alignment of this project. Therefore, I provide a few recommendations based the local knowledge and the nature of this project in the next section.

Recommendations

1. Considering the number of stations, bridges and infrastructures in this project, the environmental assessment report should provide more detailed site specific hydrogeological and surface water-groundwater interaction information related to these structures.
2. This environmental assessment should include an official potential contaminated sites assessment (like Ecolog Survey) within at least double the extent of the estimated zone of influence of this project.

3. Considering the potential for encountering contaminated soil throughout this project as indicated in this report, the survey indicated in Item 2 can assist in locating the areas with contaminated soil. The excess soil throughout of this project should be handled as per O. Reg. 406/19 On-Site and Excess Soil Management.
4. The shale bedrock in the areas of this project is known to contain BTEX and methane. If the project encounters the bedrock at any Sections, the potential health hazards and undesirable environmental impacts should be assessed and considered in the design part of this project.
5. During construction, if any excavations below groundwater levels are needed, a Permit to Take Water might be required. In addition, a monitoring and mitigation plan should be implemented so that the neighbouring private wells are not permanently impacted.
6. If any dewatering permit will be required for any Section of this project, the related monitoring & mitigation plan for preventing the redirection and mobilization of potential contamination identified in the official potential contaminated sites (Ecolog Survey) described in Item 2 above should be provided as part of the supporting documents of any Permit to Take Water application.
7. If any part of this project requires a dewatering permit, a geotechnical assessment should be conducted by a qualified geotechnical engineer to identify any potential structural damage within the zone of influence of this project and propose the related monitoring and mitigation plan.
8. If any dewatering permit will be required for any Section of this project in any of the properties that have a different owner than Metrolinx, a written permission to carry out the water taking must be obtained from the owner (s) of the property(ies) before any water taking. The written permission(s) should be provided as part of the supporting documents of any Permit to Take Water applications.
9. If any dewatering permit will be required for any Section of this project, an impact assessment should be conducted about this project on the environment and other water resource users. A related monitoring and mitigation plan should be provided based on this assessment to prevent any undesirable impacts from this project on the surrounding environment and other water resource users.
10. If any dewatering will be required for any Section of this project, a groundwater quality assessment should be provided as part of the supporting documents of any Permit to Take Water application.
11. The assessment of the project's impact on the natural areas and wetlands within the zone of influence of this project should be conducted and reviewed by an ecologist and water resources specialist.

General Recommendation

12. I suggest that this Environmental Assessment report be reviewed by MECP again, once it is no longer in draft format.

If you have any questions regarding the above comments and recommendations, please do not hesitate to contact me (at [REDACTED] or parsa.pezeshkpour@ontario.ca).

Regards,

Parsa Pezeshkpour, Ph.D., PGO
Hydrogeologist

e-copy:

- Anne Cameron, Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch
- Ted Belayneh, Supervisor, Water Resources Unit, MECP Central Region

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature
et des Parcs

Environmental Permissions
Branch

Direction des permissions
environnementales

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Toronto ON M4V 1P5

June 17, 2022

To: Ann Cameron
Project Officer
Environmental Assessment Branch

From: Header Merza
Senior Noise Engineer
Environmental Permissions Branch

**Re: Noise and Vibration Review Comments
Oshawa to Bowmanville Rail Service Expansion
Environmental Project Report
City of Oshawa & Municipality of Clarington
Region of Durham
EPB Noise File No.: E0008-22**

As per your request, I have reviewed the following two documents:

- i. *"Oshawa to Bowmanville Rail Service Expansion, Environmental Project Report, Addendum 90% Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022; and*
- ii. *"Addendum to Oshawa to Bowmanville Service Expansion, Environmental Project Report: Noise and Vibration Technical Report, Draft", prepared by Stantec Consulting Ltd. and dated May 6, 2022.*

I have the following comments to offer on the noise and vibration aspects of the two documents noted above:

Noise and Vibration Report

1. Table 4.1: ninety (90) points of reception were selected to represent the existing noise and vibration sensitive buildings along the noted GO Transit rail corridor. What about vacant lands with municipally approved development plans? These lands (if present) should have also been included in the noise report.
2. Section 4.3.1 (Page 34): the following statement is made *“CADNA/A implements the Traffic Noise Model (TNM) and US FTA methods for road noise and rail noise, respectively. The TNM and FTA implementations in CADNA/A are used in conjunction with Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and Sound from Trains Environmental Analysis Method (STEAM) approaches. Reference sound levels for road and rail sources are obtained from ORNAMENT and STEAM, respectively and are used in the model”*. These noise prediction methods are incorrect. For road traffic noise predictions, the ORNAMENT or TNM algorithm / STAMSON or TNM version 3.1 software should be used. For rail traffic noise predictions, the STEAM or FTA algorithm / STAMSON / FTA (or CADNA/A implementation of FTA) software should be used.
3. Section 4.3.1 (Page 38) & Section 6.3.2 (Page 124): rail squeal noise should be considered in the noise analysis at locations prone to this type of noise (e.g., when rail tracks change direction from north / south to east / west). In accordance with Publication NPC-104, an adjustment of 5 dB should have been added to the modelled train noise where rail squeal noise is anticipated.

With regards to existing sound barriers used in the noise analysis, were these barriers field inspected for their extents, lengths, heights, mass surface density, and presence / absence of gaps / cracks?

4. Section 4.3.3 (Page 39) and Tables 6.7 & 6.13: assessed noise sources at the four proposed GO Stations included emergency power generator, idling buses and bus loop. Moving buses (accelerating / decelerating), public announcement systems and HVAC equipment should have also been assessed as significant noise sources within the noted four GO Stations.

With regards to Tables 6.7 & 6.13, the predicted GO Stations B1 & B3 (Table 6.7) and Go Stations B1, B3 & B4 (Table 6.13) sound levels are questionably low.

5. Figures 5.1.2, 5.1.3 & 5.1.4: the number of noise and vibration monitoring locations is questionably low and thus, may not be representative of all noise and

vibration sensitive properties. Additional noise and vibration monitoring locations are needed to better represent the noise and vibration sensitive buildings as well as the proposed GO Stations.

6. Tables 5.2, 5.3 & 5.4: the reported baseline sound levels at measurement locations NM03, NM04 and NM05 (Table 5.2), at prediction locations NM02, NM03, NM04 and NM05 (Table 5.3), and at thirty-two (32) prediction locations where the pre-project sound level at the OLA is equal to or greater than 65 dBA (Table 5.4) are questionably very high. These sound levels are very excessive and are highly likely tend to generate noise complaints. Were these excessive sound levels checked in the field via attended noise measurements?

With regards to Table 5.3, the reported differences between the measured and predicted sound levels are significant at five locations (NM01, NM02, NM03, NM04 and NM06). This conflicts with the following statement in section 5.1.3 on page 53 *“Based on these results, the Project noise model and the procedure followed for this assessment are considered appropriate for the purpose of determining Project sound levels”*. Such significant differences cast a doubt on the accuracy of the measured / predicted project sound levels.

7. Table 5.5: four receptor locations (POR046, POR063, POR064 & POR066) are setback more that 75 metres from the GO Transit rail tracks. The use of two vibration monitoring locations (VM01 & VM02) to represent eighty (80) receptor locations is questionably low and is not representative of the vibration sensitive buildings along this rail corridor (21 kilometres).
8. Table 6.1: three equipment (concrete saw, pavement saw and pile driver) have sound levels that exceed the source-based limits set in Publication NPC-115. Specify the noise control measures to be applied to this equipment to mitigate their noise emissions to the applicable limits.
9. Section 6.3.1 (Page 114): the following statement is made *“Mitigation should be investigated if the impact is significant (5 to <10 dB increase) and mitigation is required if the increase in sound level is very significant (+10 dB) as defined in Table 3.7”*. This statement is incorrect. In accordance with Section 4.1.4 of the MOEE / GO Transit Protocol, when a ‘significant or greater’ impact is predicted, noise mitigation is required subject to administrative, operational, economic, and technical feasibility.
10. Tables 6.6 & 6.7: there are seventy-one (71) (Table 6.6) and fifty-five (55) (Table 6.7) Outdoor Living Area (OLA) locations with predicted project daytime sound levels that are more than 60 dBA, the maximum allowable outdoor sound level criterion (ref. Part C in Publication NPC-300). Are these excessive OLA sound levels due to the GO Transit rail service or are due to the CP rail traffic / Highway 401 vehicular traffic? What is the contribution of GO Transit rail service to these project daytime sound levels?

11. Figures 6.6.1, 6.6.2 & 6.6.3: consider extending the vibration mitigation along the GO Transit rail tracks south of the houses along Grenfell Street, south of the houses along Marquette Avenue, south of the houses along Fisher Street, north of houses along Sinclair Avenue, north of houses along Albany Street, and south of houses along Crerar Avenue. All the noted houses seem to have similar distance setbacks from the GO Transit rail tracks when compared with the adjacent mitigated properties.
12. Figures A.1.1 to A.1.4 & A.2.1: include a legend to explain the zoning symbols used by the City of Oshawa.
13. Appendix B, Table 2: with regards to the listed residential fences, the listed height of 2 metres is not acoustically effective to shield the GO trains from the adjacent houses.
14. Appendix B, CADNA/A Sample Calculations: the provided calculations include only bus idle and bus movement. Include representative calculations of the proposed GO Transit rail line (noise & vibration) and GO Transit stations (noise) with and without noise / vibration control measures.
15. Appendix B, Figures B.1 to B.8: the title of these figures is incorrect. These figures do not show the representative receptors. Instead, they show the locations of the existing sound barriers.

Environmental Project Report

The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Tables 5.4 & 8.3; and Figures 3.1.1 to 3.1.8.

With regards to Table 8.1, the approvals required for the four proposed Go Stations (B1 to B4) need to be checked with the eligibility requirements of O. Reg. 1/17.

I trust the above noise and vibration review comments will be of assistance to you.

If you have any questions, please contact Header Merza at [REDACTED]

H. S. Merza

Header Merza, P.Eng.
Senior Noise Engineer

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de
la Protection de la nature et des Parcs

Central Region

Région du Centre

5775 Yonge Street, 8th floor
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MEMORANDUM

Date: June 1, 2022

To: Anne Cameron
Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch

From: Zhiping Yang, Ph.D., P.Eng., Water Resources Scientist
Technical Support Section, Central Region

RE: Surface Water Review Comments – Oshawa to Bowmanville Rail Service Expansion Project

As per your request, I have completed a surface-water review of the main report “Oshawa to Bowmanville Rail Service Expansion: Environmental Project Report Addendum 90% Draft” and Appendix A1 of the report “Natural Environment Technical Report”. Both reports were prepared by Stantec Consulting Ltd. and dated May 6, 2022. It is understood that the Addendum is to address project refinements and revisions to the design approach identified in the previous report “Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report” prepared by AECOM in February 2011.

The project includes the extension of GO rail services from the Oshawa GO Station through to Bowmanville, with 4 new proposed GO stations, 7 new bridge developments, 1 new multi-use crossing, 4 bridge replacements, 5 bridge expansions and 8 widening of at-grade crossings to accommodate GO tracks, as well as modifications to structures and utilities.

From surface water perspective, the study area spans Oshawa Creek and Farewell Creek two watersheds, which include many creeks and tributaries. Based on the report, the proposed rail track will cross over 14 watercourses. These watercourses generally provide either direct aquatic habitat or contributing fish habitat; however, no records of provincially or federally protected aquatic SAR have been found in these watercourses. In addition to the watercourses, there are several designated features identified in the study area which include the Greenbelt Natural Heritage System (NHS), Key Natural Heritage Features and Hydrological Features (KNHFs), evaluated/non-evaluated wetlands, and many other municipal/regionally designated features. The project area is within the jurisdiction of the Central Lake Ontario Conservation (CLOCA). It is noted that the CLOCA has been consulted for the project.

In general, my review of the main report and Appendix A1 of the report has found that the major project impact on the surface water features during the construction phase has been identified and considered in the report, along with some general mitigation measures developed, which provide the basis for further Environmental Mitigation and Monitoring plan (EMMP) and Erosion and

Sediment Control Plan (ESCP) to be developed as committed during the detailed design. In addition, my review has also found that a stormwater management plan has not been prepared to date. As such, there is not much information for me to review at this DRAFT stage. The following short comments/recommendations are provided for this draft Addendum for your references:

- 1 It is recommended that a stormwater management plan/report be prepared to address the issues with the increased stormwater after the project, including stormwater management for the new GO stations and bridge/expansion to be constructed. This should be added to the commitments as listed in Table 8.3 of the main report. Such a stormwater management plan should be developed based on MECP's SWM design guide documents including MECP "Stormwater Management Planning and Design Manual (2003)" and MECP "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)". It is also recommended that the SWM plan be provided to the MECP for review prior to the construction.
- 2 In addition to the stormwater management plan above, the final report should also include a proposed sewage/wastewater servicing plan, explaining how sewage/wastewater, if any, generated from the operation of the new facilities related will be treated.
- 3 Table 5.4 of the main report and Table 6.3 of Appendix A1 listed the project impact which includes potential impact from dewatering activities and dewatering discharge. In this regard, it is further recommended that wherever construction dewatering is required, a dewatering effluent discharge plan be developed prior to the dewatering activities. If the dewatering effluent is to be discharged into a surface watercourse, wetland, or a storm sewer that directly discharges into a surface watercourse in a short distance, a detailed effluent quality assessment and monitoring plan should be prepared to ensure that the dewatering discharge will not result in any adverse impact on the surface water receiver.
- 4 It should also be advised that a Permit to Take Water (PTTW) for construction dewatering is required from the MECP for water taking over 400,000 liters per day. If this is a case, a hydrogeological/technical assessment report shall be prepared to support the PTTW application. It worth noting that the supporting document, in terms of surface water aspect, should include, but not be limited to, an impact assessment of the proposed dewatering activity on surface water features nearby, an assessment of local groundwater quality, and a dewatering effluent discharge, monitoring and contingency plan.

Please let me know if you have any questions regarding my above comments and recommendations or need further clarifications.

If you have any questions or concerns regarding the above comments and recommendations, please contact me (at [REDACTED] or zhiping.yang@ontario.ca).

Regards,

Zhiping Yang, Ph.D., P.Eng. MECP Central Region Technical Support

e-copy: Ted Belayneh, Supervisor, Water Resources Unit, MECP Central Region

Review Comments Spreadsheet						* Actions:	Review Conformance Criteria	
Metrolinx Oshawa to Bowmanville Rail Service Expansion Project						1 = Will comply 2 = Discussion, clarification required 3 = Not applicable because	(A) "NO COMMENT" (B) "MINOR NON-CONFORMANCE" (C) "MAJOR NON-CONFORMANCE" (D) "CRITICAL NON-CONFORMANCE"	
Draft Environmental Project Report - 90%						**Status: O - Open (not resolved); P - Pending Incorporation into design; C - Closed, implementation complete		
Document Name:						Revised By:		
Contract Name: Metrolinx						Current Revision Date: June 2022		
% Completion:								
Item No.	Revision	Agency	Reviewer Name	Drawing No./ Specification Section/ Page No.	Review Comment	Proponent Response and Details (Hatch/FCR/Metrolinx)	Action 1 / 2 / 3 (City)	Status O / P / C (Hatch/FCR/MX)
1	90%	MECP - Conservation and Source Protection Branch (CSPB)		Draft EPR - Natural Environment (section 3.1)	We note that the EPR or appendices does not include information about drinking water source protection. The draft EPR should identify that the project is located within the Credit Valley Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. The EPR should also identify the location of vulnerable areas for the protection of drinking water sources where they intersect or may be affected by the project. The study area primarily intersects highly vulnerable aquifer areas (HVAs) with a portion of the project around the Fox Street and Front Street Stations within a modelled Event Based Area (EBA) where certain volumes of stored or transported oil / fuel could pose a risk to sources of drinking water and source protection plan policies may apply. The mapping of vulnerable areas (wellhead protection areas intake protection zones including event-based areas highly vulnerable aquifers and significant groundwater recharge areas) can readily be found in the Source Protection Information Atlas (SPIA) and is publicly available https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US			
2	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR - Natural Environment - Policy Review (section 3.1.1.2) & Appendix A1 – Natural Environment Technical Report	The CTC source protection plan under the <i>Clean Water Act, 2006</i> should be added to the list of policies and legislation reviewed to determine the legislative and policy context of the project. Additionally a source water protection specific section could be created to include all applicable vulnerable area information any applicable policies etc.			
3	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR - Natural Environment (section 3.1) & Appendix A1 – Natural Environment Technical Report	Activities that pose a risk to sources of drinking water are prescribed as drinking water threats by Ontario Regulation 287/07 made under the <i>Clean Water Act</i> and source protection plan policies may apply. Other activities that may occur during the construction or maintenance phases of the project may pose a risk to sources of drinking water including the storage and application of road salt, the storage of snow, the handling and storage of fuel, the handling, storage and application of pesticides and fertilizers, the handling and storage of organic solvents and dense non-aqueous phase liquids (DNAPLs). Where an activity poses a risk to drinking water, the proponent should document and discuss how the project adheres to or has regard to applicable policies in the local source protection plan. The documentation should identify the areas where the activities listed above could pose significant moderate or low risks to drinking water and the applicable policies. Please refer to Conservation Ontario's website where you will also find links to the local CTC source protection plans and assessment reports https://conservationontario.ca/conservation-authorities/source-water-protection/source-protection-plans-and-resources/ .			
4	90%	MECP - Conservation and Source Protection Branch (CSPB)		EPR Section 5 – Effects Assessment Mitigation and Monitoring (section 5.1.1 Natural Environment) & Appendix A1 – Natural Environment Technical Report	The proponent should also document whether any of the project activities - including those during construction or the normal operation phase - could be a prescribed drinking water threat and thus pose a risk to drinking water. We understand that the normal operation phase of the project may not pose a significant threat to sources of drinking water, however, activities occurring during the construction phase might. We note that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage based on possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be included in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to or has regard to applicable policies in the applicable source protection plan (and also list these policies) and any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.			
	90%	MECP - Conservation and Source Protection Branch (CSPB)		Appendix A5 – Socio-economic and land use characteristic assessment	The protection of sources of drinking water is not discussed in the Land Use and Socio-Economic Impact Assessment Report. The report should identify whether source protection plan policies apply to any of the project activities. While the policies included in source protection plans focused primarily on municipal residential drinking water systems, they also identify highly vulnerable aquifers and significant groundwater recharge areas that also protect sensitive hydrologic features including current or future drinking water sources of systems not addressed by source protection plans. For example, private systems – individual or clusters and designated facilities within the meaning of O. Reg. 170/03 under the <i>Safe Drinking Water Act</i> – i.e., camps, schools, health care facilities, seasonal users, etc.).			
5	90%	MECP - Conservation and Source Protection Branch (CSPB)		Draft EPR - General Comment	If they have not done so already, the proponent should contact the Project Manager for Drinking Water Source Protection at the CTC source protection authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the <i>Clean Water Act</i> and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other low and moderate policies that apply and so consultation with the local source protection authority is important.			
6	90%							
7	90%							
8	90%							
9	90%							
10	90%							
11	90%							
12	90%							
13	90%							
14	90%							

From: Saadia Jamil <Saadia.Jamil@cn.ca> on behalf of Proximity <proximity@cn.ca>
Sent: Sunday, July 24, 2022 4:38 PM
To: Annie Gu
Cc: Jennifer Wong; Irfan Ahmad; Laura Filice; Tegan McWhirter; Rachel Afonso
Subject: 2022-07-24_CN EA Comments_Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Annie,

CN has no comments on the subject project at this time.

Thanks,

Saadia Jamil

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



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From: Annie Gu <Annie.Gu@metrolinx.com>
Sent: Thursday, July 21, 2022 10:50 AM
To: Proximity <proximity@cn.ca>
Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Saadia,

Would CN be able to provide an update regarding the review of Metrolinx EPR report? Is there an anticipated response date?

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions

Metrolinx



E: annie.gu@metrolinx.com



From: Saadia Jamil <Saadia.Jamil@cn.ca> On Behalf Of Proximity

Sent: July 18, 2022 12:39 PM

To: Annie Gu <Annie.Gu@metrolinx.com>

Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Annie,

We have followed up with the CN Environmental Assessment team and will get back to you as soon as we have further comments.

Thanks,

Saadia Jamil

Planner (CN Proximity)

Planning, Landscape Architecture and Urban Design

Urbanisme, architecture de paysage et design urbain



E : proximity@cn.ca

1600, René-Lévesque Ouest, 11e étage

Montréal (Québec)

H3H 1P9 CANADA

wsp.com

From: Annie Gu <Annie.Gu@metrolinx.com>

Sent: Monday, July 18, 2022 11:38 AM

To: Proximity <proximity@cn.ca>

Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Good morning,

I'm following up with this email thread regarding CN's review. Please kindly provide an update.

Thanks,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx



E: annie.gu@metrolinx.com



From: Annie Gu

Sent: July 13, 2022 10:48 AM

To: Proximity <proximity@cn.ca>

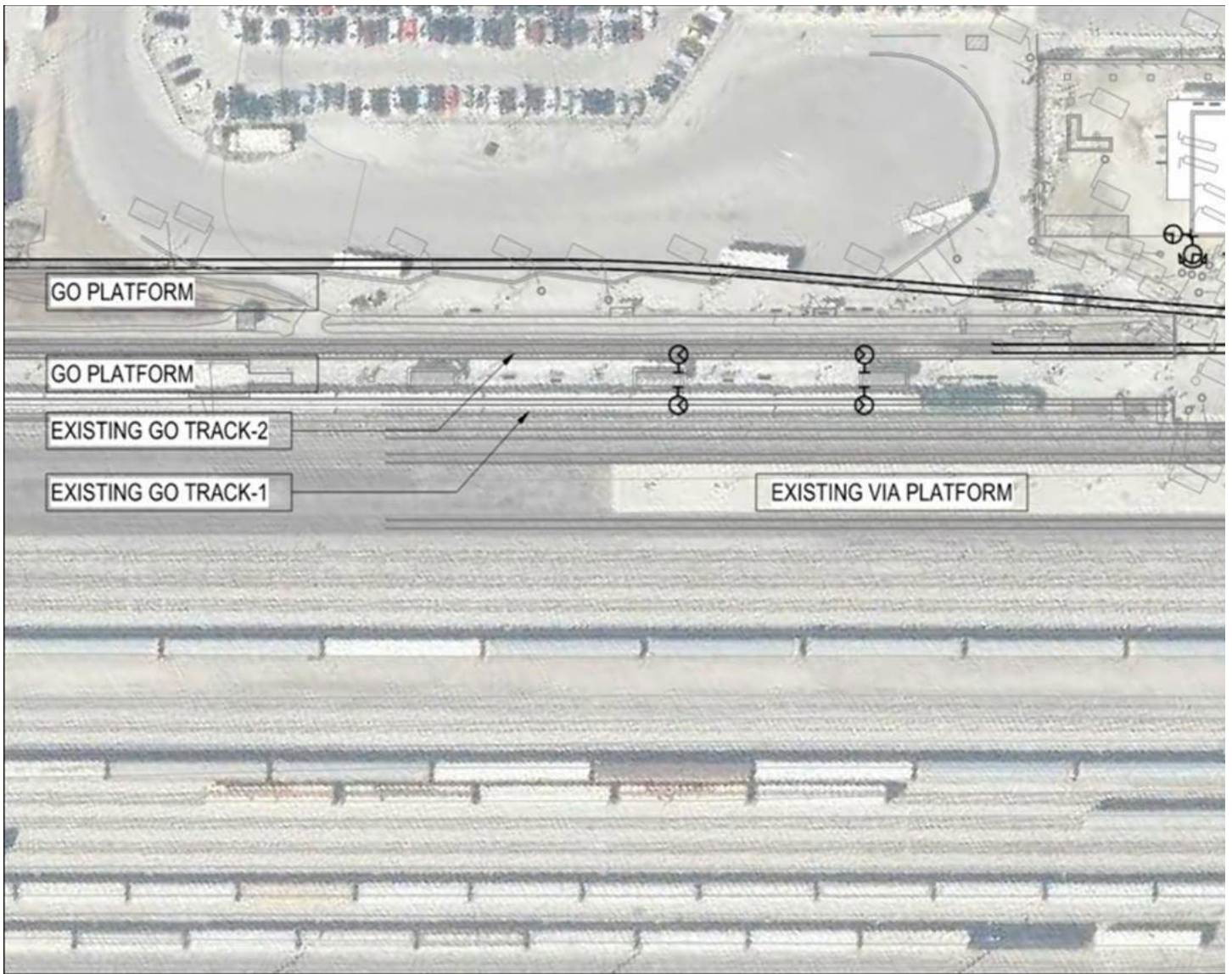
Cc: Jennifer Wong <JENNIFER.WONG@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

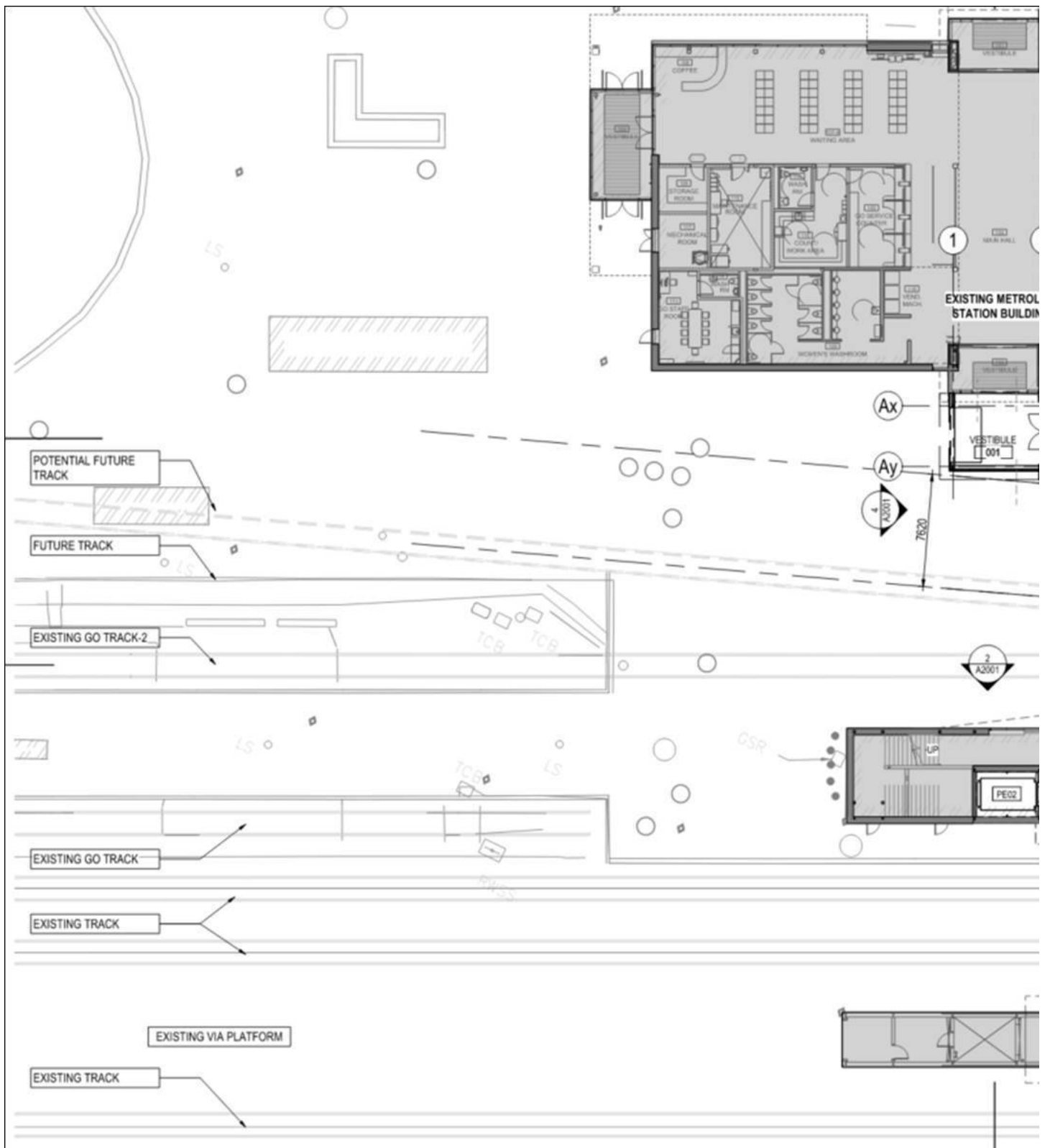
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

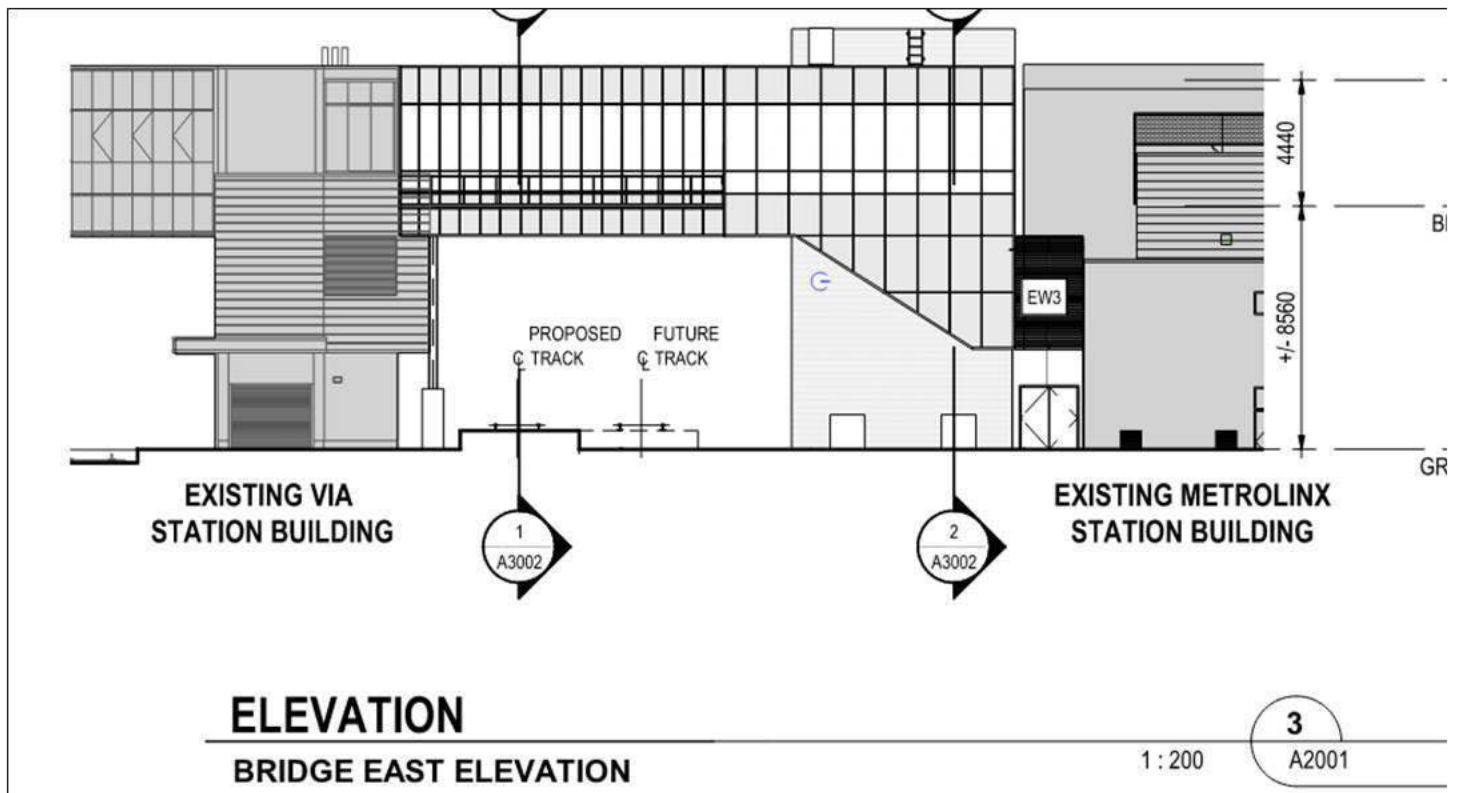
Hi Saadia,

Please see the following snapshots from our 30% design, the new pedestrian bridge is highlighted.

Thanks,







Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: Saadia Jamil <Saadia.Jamil@cn.ca> On Behalf Of Proximity

Sent: July 12, 2022 12:21 PM

To: Annie Gu <Annie.Gu@metrolinx.com>

Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Annie,

CN needs more information on the pedestrian overpass at the VIA station in Oshawa to assess how that would impact us. Can you please provide any supporting documents for our further review.

Thanks,

Saadia Jamil

Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



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From: Annie Gu <Annie.Gu@metrolinx.com>
Sent: Monday, July 11, 2022 2:46 PM
To: Proximity <proximity@cn.ca>
Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good afternoon,

I'm reaching out for an update regarding CN's review of Metrolinx's draft 90% Environmental Project Report Addendum for our Oshawa-Bowmanville Rail Service Expansion project. Kindly let us know if a response is still expected this week.

Thanks,

Annie Gu, P.Eng.
Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: John Hasterlo <John.Hasterlo@cn.ca>
Sent: July 6, 2022 10:26 AM
To: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; France Moreau <France.Moreau@cn.ca>; Martin Robinson <Martin.Robinson@cn.ca>; Rhema Stevenson <Rhema.Stevenson@cn.ca>; Proximity <proximity@cn.ca>

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

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Jennifer,

CN has been requesting that MX go through the Proximity email/process to get comments from CN on their EA. This is to have a one window approach in order to have a consolidated CN response once we do have one. Proximity lets the review team know when a request is made and gives us access to the documents on Teams.

We should be able to get you a response by next week.

Please utilize the Proximity email box for your update requests.

Thankyou

John S. Hasterlo, PE MBA
Sr. Mgr. Design & Construction-US & Canada
Canadian National Railroad
17641 South Ashland Avenue
Homewood, IL 60430

John.Hasterlo@cn.ca

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

Sent: Tuesday, July 05, 2022 3:07 PM

To: France Moreau <France.Moreau@cn.ca>; John Hasterlo <John.Hasterlo@cn.ca>; Martin Robinson <Martin.Robinson@cn.ca>; Rhema Stevenson <Rhema.Stevenson@cn.ca>; Proximity <proximity@cn.ca>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Frances/John/Rhema,

Would you be able to provide an update?

Thanks,

Jennifer Wong

From: Jennifer Wong

Sent: June 28, 2022 2:56 PM

To: France Moreau <France.Moreau@cn.ca>; John Hasterlo <John.Hasterlo@cn.ca>; Martin Robinson <Martin.Robinson@cn.ca>; Rhema Stevenson <Rhema.Stevenson@cn.ca>; proximity@cn.ca

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

Hi all,

I understand a copy of the draft 90% Environmental Project Report addendum was distributed to CN on May 10, 2022 for the Bowmanville Expansion project. Please let us know if CN has any comments on the draft 90% EPR addendum.

Thanks,

Jennifer Wong


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

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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



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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

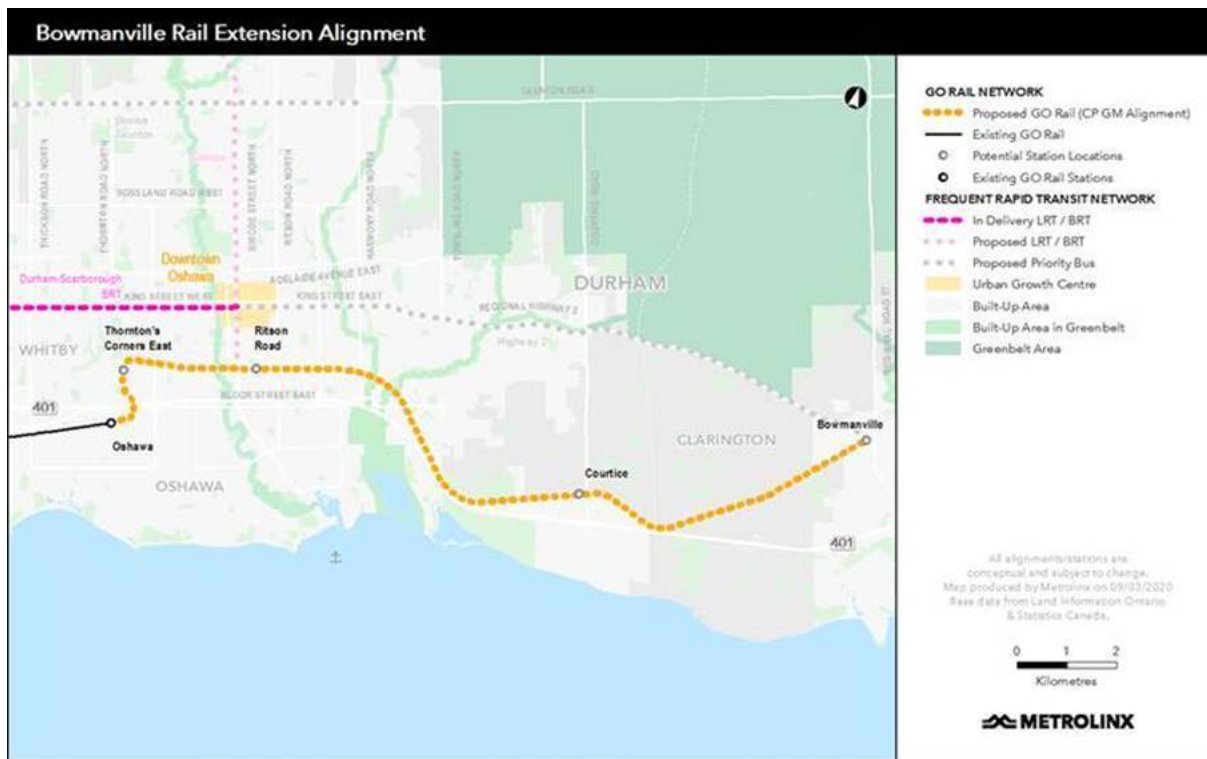
Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

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



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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: [Stefan Lout](#)
To: [Jennifer Wong](#); [John Walsh](#)
Cc: [Annie Gu](#); [Tegan McWhirter](#); [Rachel Afonso](#); [Laura Filice](#)
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Wednesday, July 13, 2022 10:00:10 AM
Attachments: [image002.png](#)

Some people who received this message don't often get email from stefan_lout@viarail.ca. [Learn why this is important](#)

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Hi Jennifer,

At this moment I don't have any comments and John is currently off this week. if anything arises I will let you know next week.

Thanks

Stefan Lout

Sr. Facility Manager, SWO
VIA Rail Canada
65 Front St. Toronto, ON M5J 1E6



la voie qu'on aime
love the way

From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: July 12, 2022 9:05 AM
To: John Walsh <John_Walsh@viarail.ca>; Stefan Lout <Stefan_Lout@viarail.ca>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

EXPÉDITEUR EXTERNE: Faites preuve de prudence avec les liens et les pièces jointes provenant d'un expéditeur externe.
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Hi John/Stefan,

Just wanted to follow up to see if VIA had any comments on the draft 90% EPR Addendum.

Thanks,

Jennifer Wong
[REDACTED]

From: Jennifer Wong

Sent: July 5, 2022 4:03 PM

To: John Walsh <John.Walsh@viarail.ca>; Stefan Lout <Stefan.Lout@viarail.ca>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>

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

Hi John/Stefan,

I understand a copy of the draft 90% EPR addendum was distributed for review on May 10, 2022. The majority of the project will not impact VIA except at Oshawa Station, however, we wanted to confirm if VIA has any comments on the draft 90% EPR addendum. If so, please advise when we can expect to receive them.

Appreciate your early response.

Thanks,

Jennifer Wong
[REDACTED]

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

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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

[REDACTED]
[REDACTED]

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

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

Thank you,

Laura Filice

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



From: Laura Filice

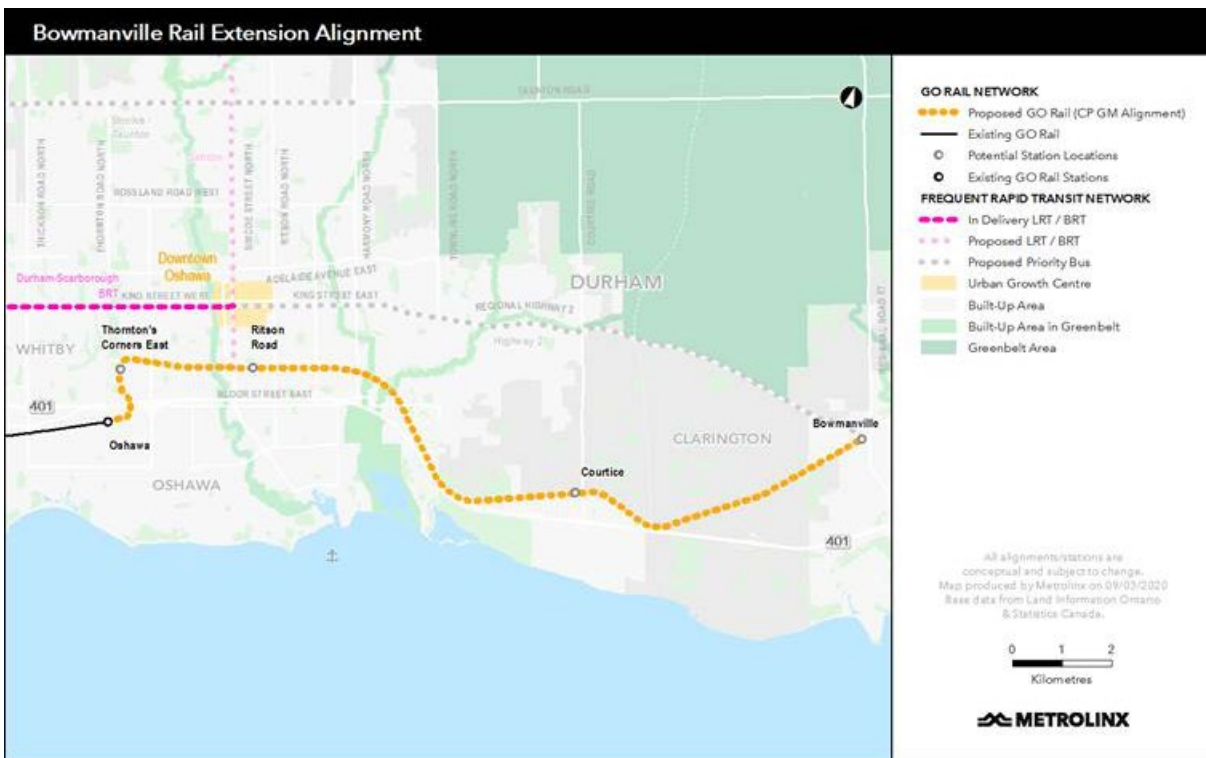
Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



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From: [Andreas Grammenz](#)
To: [Annie Gu](#)
Cc: [Steve Rowe - Hatch \(steve.rowe@hatch.com\)](#); [Zachariasz, Paul](#)
Subject: FW: CP - Work Permit Application - Metrolinx Bowmanville expansion
Date: Wednesday, October 12, 2022 6:21:07 PM
Attachments: [image001.png](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Cultural Heritage Recommendations Report - Farewell St.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Cultural Heritage Report.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Environmental Project Report.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Natural Environment Report.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Noise and Vibration.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN SocioEconomic and Land Use.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Stage 1 AA Report.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Traffic Impact Assessment.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Tree Inventory.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Air Quality.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Cultural Heritage Evaluation - Albert St.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Cultural Heritage Evaluation - Farewell St.xlsx](#)
[Osh-Bmv Comment Tracker Final Draft 90% EPR IN Cultural Heritage Recommendations Report - Albert St.xlsx](#)

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Annie

Find comments for the review of the 90% EDR files. Please see attached comments on the Environmental Project Report addendum and technical studies. Note that the Tree Inventory and Arborist Report comments have been combined into a single file

Regards

Andreas Grammenz | Sr Project Mgr, Projects & Public Works E | [C \[REDACTED\]](#) | Andreas_Grammenz@cpr.ca
| **CP**

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Cultural Heritage Recommendations Report: Farewell Street Bridge		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 1	Update reference to CHR here and throughout document (2022)	
2	IJ	General	See comments on CHER for Farewell St Bridge	
3	IJ	ES and Section 1	Executive Summary and introduction text states that this is the CHER, not the CHERR. Both text and abbreviations should be reviewed and revised throughout.	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Cultural Heritage Report: Existing Conditions and Impact Assessment		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	ES	Once finalized, please update references to NVTR (vibration study results)	
2	IJ	Abbreviations	please review report to ensure all terms included in abbreviations list/glossary are used in text	
3	IJ	Section 1.2	Review punctuation in sentence beginning with "as articulated in ministry of..."	
4	IJ	Section 1.2	Please define "qualified person" in the context of a HIA	
5	IJ	Section 2.1	Review first sentence in third paragraph for clarity ("under the tpap...")	
6	IJ	Section 3.1	20th century development of East Whitby - "former counties of Ontario and Durham" should this read Oshawa?	
7	IJ	Section 3.1	Railway and transportation history - review paragraph two for clarity. See "construction of the lakeshore line..."	
8	IJ	Section 3.3	The EPR identifies a total of 168 BHR/CHLs whereas the CHR identifies a total of 169. Please review and update reports accordingly.	
9	IJ	Section 4.2	Fourth paragraph - "The assessment concluded an 11 metre ZOI..."	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		EPR Addendum (90% Draft)		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	General	Please ensure that any comments left on appendixes/technical reports are carried over and incorporated into the EPR where applicable.	
2	IJ	ES	Formatting issues at end of third paragraph	
3	IJ	Page x	Table formatting issues - see cultural heritage section	
4	IJ	Section 1.4.3	Approach for consultation should include identification of Indigenous Nations (bullet point 1)	
5	IJ	Section 1.5.1.2	Growth plan was recently amended (2020) and the planning horizon is now 2051 in the GGH. Please review changes to the growth plan and revise references and planning horizons accordingly.	
6	IJ	Section 3.1.1.4	Second paragraph under aquatic environment surveys - is this consistent with the NETR? Were fish collection records available for all watercourses in the assessment area? Please review and revise as needed.	
7	IJ	Section 3.1.2	Revise to Metrolinx Vegetation Guideline (2022)	
8	IJ	Section 3.5.2	Air quality effects assessment - review seventh bullet point for clarity (see: '75 m spacing..')	
9	IJ	Section 3.5.2	Same comment as above - see: '150 m spacing..'	
10	IJ	Section 3.6.2.3	Were arriving and departing bells assessed as part of rail operational noise?	
11	IJ	Section 3.9.1	"identify existing baseline cultural heritage conditions within the Cultural [..]"	
12	IJ	Section 3.9.2.2	last sentence of the paragraph reads more like results than methods	
13	IJ	Section 4.1	See comments on NETR	
14	IJ	Section 4.3.2	Paragraph 3 - "soil and/or groundwater.."	
15	IJ	Section 4.7.1	Courtice TOC Secondary Plan - review second last sentence for clarity	
16	IJ	Table 4.9	Please ensure that v/c and LOS are defined in text	
17	IJ	Section 4.9.1	The text indicates that details on the BHRs can be found in Appendix A7-1, but the preceding pages include a detailed summary table of all 168 identified BHRs and CHLs (Table 4.16) which is not referenced in this section. Please revise and reference the appropriate section.	
18	IJ	Section 5.2	Injury or pruning? What is the difference?	
19	IJ	Table 5.4	ESC measures shall be developed implemented and monitored by a CISEC certified environmental inspector/professional	

20	IJ	Table 5.4	tree pruning to be completed by an ISA certified arborist. Need to ensure that policies are requirements identified in natural environment mitigation 'terrestrial vegetation/trees' section are consistent with those in the tree inventory section	
21	IJ	Table 5.4	is it a spill prevention and response plan or spill prevention and contingency plan? Seeing different names for deliverables in different places	
22	IJ	Table 5.4	review formatting issues throughout table	
23	IJ	Section 6.2.3	compensation and monitoring requirements may have changed as a result of 2022 vegetation guideline - recommend reviewing and updating accordingly	
24	IJ	Section 6.3.4.1	Review second sentence for clarity	
25	IJ	Section 7.1.2	statement about contact details being redacted should also follow after the first and second bullet point	
26	IJ	Section 7.1.3.4	Unclear what is being communicated in the second paragraph (see: 'Nation that has treaty rights..')	
27	IJ	Section 7.2.4	Ministry should be capitalized	
28	IJ	Section 7.2.7	Should the date in paragraph three read 2022?	
29	IJ	General	Report needs to be updated to include the results from the stand-alone Arborist Report	

PROJECT NAME: Oshawa to Bowmanville Rail Service Expansion Project				
Report Name: Natural Environment Technical Report				
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Executive Summary, P. ii	In first paragraph, revise Central Lake Conservation Authority to Central Lake Ontario Conservation Authority	
2	IJ	Executive Summary, P. ii	In last paragraph, update reference to MX Vegetation Guideline (2022). New version of guideline was published at the end of June 2022 and is available online.	
3	IJ	Table of Contents	Revise section heading for 2.4.3 to impact assessment methodology to be consistent with 2.4	
4	IJ	Table 1.1	Second row 'tracking and supporting track infrastructure'. Proposed location description is incomplete. Please review last sentence in description, ending with 'to support track infrastructure . . '	
5	IJ	Section 2.1	Remove extra bracket from last sentence in second bullet point. Revise '50 0 m' radius in brackets of last sentence.	
6	IJ	Section 2.3.2	Review bullet points one and two for clarity. What surveys are being proposed to support removals or alterations to existing headwater drainage features?	
7	IJ	Section 2.3.4.2	Review second bullet point for clarity	
8	IJ	Section 2.4.3	See Comment #2 and apply throughout document	
9	IJ	Section 3.1.1.2	"the fisheries act provides guidance for the management [..]"	
10	IJ	Section 3.1.1.3	Second last sentence - revise vegetation cleaning to vegetation clearing	
11	IJ	Section 3.1.1.3	Have the 2022 revisions to the Migratory Birds Regulations been reviewed for applicability to this project?	
12	IJ	Section 3.1.2.5	Confirm whether CAA has been defined as an acronym in text	
13	IJ	Section 3.1.3.3	First sentence of second paragraph missing a word before "the region in 1966"	
14	IJ	Section 4.3	Extra bracket in second sentence	
15	IJ	Section 4.4.1.1	Revise third last bullet under fish habitat for clarity. Should this read 'within 5 metres' ?	
16	IJ	Section 4.4.1.2	Were brown trout and sea lamprey identified and captured by CLOCA in addition to those listed? They are not listed as part of the nine species captured but towards the end of the paragraph are identified as a non-native species to Ontario.	
17	IJ	Section 4.4.1.3	Same comment as above. Were brown trout also captured?	
18	IJ	Section 4.4.1.4	Third bullet under fish habitat with a semicolon after 35% - should this be a comma?	
19	IJ	Section 4.4.1.4	second last bullet should read within 5 metres	
20	IJ	Section 4.4.1.6	Were rainbow trout captured during CLOCA surveys?	

21	IJ	Section 4.4.1.8	Were rainbow darter and brown trout captured during CLOCA surveys?	
22	IJ	Section 4.4.1.13	last bullet point should read within 5 metres	
23	IJ	Section 4.5.3.3	Third paragraph under monitoring survey results - revise last sentence for clarity	
24	IJ	Section 4.5.4	northern myotis not mentioned in Section 4.5.3.3 ?	
25	IJ	Section 4.7	review for formatting issues under SAR bullets	
26	IJ	Section 5.2	Define TOC (Transit Oriented Communities) the first time it is used	
27	IJ	Table 5.2	Revise Ritson location description for clarity (see last sentence)	
28	IJ	Section 5.6	Revise last sentence of fourth paragraph for clarity	
29	IJ	Table 6.3	Tree removals and compensation plans - mitigation measures should indicate than removal and pruning will be undertaken by an ISA certified arborist.	
30	IJ	Table 6.3	Tree removals and compensation plans - mitigation measures should include a statement indicating that removals will take place outside of the breeding bird window for the respective region and if not possible, an avian biologist will conduct a nest sweep prior to clearing to confirm presence/absence	
31	IJ	Table 6.3	Erosion and sedimentation - mitigation and/or monitoring should specify that the environmental inspector will need to be CISEC certified. Ideally, the ESC plans will also be prepared by someone who is CISEC certified	
32	IJ	Table 6.3	SAR general - review formatting	
33	IJ	Table 6.3	SAR general - third bullet point under mitigation measures. Should this read recovery strategy?	
34	IJ	Table 6.3	SAR barn swallow - last bullet point under monitoring activities. Revise to 'will comply with the ESA'	
35	IJ	Table 6.3	SAR bats - review formatting	
36	IJ	Table 6.3	SAR butternuts - review formatting	
37	IJ	Table 6.3	Aquatic habitat - recommend including a statement that a permit to take water or EASR will be obtained for dewatering if required	
38	IJ	Table 6.3	surface water - review formatting	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Noise and Vibration Impact Assessment		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 1.3	Last paragraph - what does this mean?	
2	IJ	Section 6.2	title of management plan deliverable is not consistent with EPR (construction noise management plan)	
3	IJ	Figures 6.4.1 - 6.4.8	Is there any way of delineating which 'potentially impacted areas' are impacted by noise versus vibration on the figures? Or, are all areas highlighted assumed to be equally affected by both noise and vibration	
4	IJ	General	Please confirm whether NPC-207 and NPC-119 have been reviewed for applicability to the project	
5	IJ	General	Access roads and haul routes should be selected in a manner that minimizes noise impacts from vehicles entering and exiting the work area. Generally, a detailed quantitative assessment of the noise impacts on nearby receptors is completed and takes into account the number of affected receptors along each potential route	
6	IJ	Glossary	review terms for use in text. Terms such as sound power are not used but are included in the glossary.	

<div><div>PROJECT NAME:</div><div>Oshawa to Bowmanville Rail Service Expansion Project</div></div> <div><div>Report Name:</div><div>Socio-Economic and Land Use Characteristics Assessment</div></div>				
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 2.1.1.2	Growth plan for GGH was recently updated (2020) and the planning horizon was extended to 2051. Please review and revise accordingly.	
2	IJ	Table 3.4	Table 5.2 in the EPR and Table 3.4 in this report are inconsistent. EPR is missing Stevenson Road Bridge, Park Road Bridge, Oshawa Creek Bridge, Harmony Road Bridge, Farewell Street Multi-use Bridge, Courtice Road Bridge. Tables should also be reviewed to ensure formatting (acronyms, etc.) are the same between the two documents	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Stage 1 Archaeological Assessment		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 2.4 / Section 3.0	Section 2.4 contains the same information as the first paragraph in Section 3.0. Please review and revise	
2	IJ	Section 3.0	Paragraph 3 - "portions of the property met the requirements for a Stage 1 archaeological assessment?"	
3	IJ	Section 3.1 / General	Quantity of land (8.81%) identified as having been previously studied and not requiring further assessment is not consistent with the details in the executive summary. Please review and revise accordingly throughout document	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Traffic Impact Assessment		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Figure 2	What do the hatched red lines indicate adjacent to the new intersections? Please identify in legend.	
2	IJ	Figures 3-6	Have the focus areas been intentionally cut off in the figures?	
3	IJ	Page 52	Review footer on page 52 and onwards. File path or link?	
4	IJ	Section 5.4.1	Second paragraph references Focus Area B3. Should this say Focus Area B4?	
5	IJ	Section 7.1.3	Description of figures in section is not consistent with figure titles - please revise for clarity.	
6	IJ	Figure 19 and Figure 20	not referenced in text	
7	IJ	Figure 49	not referenced in text	
8	IJ	Figure 50	not referenced in text	
9	IJ	Figure 55	Formatting issue - figure title split across separate page	
10	IJ	Figure 56 and 57	not referenced in text	

PROJECT NAME: Oshawa to Bowmanville Rail Service Expansion Project				
Tree Inventory Technical Report and 450 Fox St Arborist Report				
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
Tree Inventory Technical Report				
1	RE	2.0 Methodology	Metrolinx Vegetation Guideline 2022 should be used as opposed to the 2020 version. Please update throughout report accordingly.	
2	RE	Figure 2-1	Lime green polygons do not appear to be identified within the legend. Please clarify what these areas are.	
3	RE	3.3.1 Trees Recommended for Preservation and Protection	"Trees that are separated by distance, grades, or existing protection such as chain link fence can be protected without hoarding. " Please provide clarification on why trees located adjacent to chain link fences will not require hoarding to protect root systems.	
4	IJ	Methodology	Did the review of the study area for rare and endangered species include a desktop review or consultation with CLOCA, municipalities etc.? Local government and conservation authority should be consulted to confirm the presence of significant or memorial trees. These can include trees that are significant to the community, or those that have physical plaques attached to them	
5	IJ	Methodology	What trees were surveyed and included in the inventory? Was there a size (dbh) limitation? Was a stem count completed?	
6	IJ	Section 3.0	Please break down total by tree sizes and health condition in a summary table in text. If trees were excluded from the inventory for any reason, this should be explicitly stated	
7	IJ	Section 3.2.2	Were trees outside of the project footprint not surveyed? Was no buffer area applied, similar to other studies? Why?	
8	IJ	Section 3.3.2	Please explain to the readers what a vegetation group is and why it is being removed. Not defined in text	
450 Fox Street Arborist Report				
9	IJ	Section 2.1.2	MX Vegetation Guideline was recently updated. Please revise reference throughout (June 2022)	
10	IJ	Section 3	Please describe and reference the contents of Table 1 in text.	
11	IJ	Section 3.1	"No threatened, rare or endangered species were observed on the sites that were accessible "	
12	IJ	Section 3.1	Was the region/city/municipality/Conservation Authority consulted for details about the potential presence of endangered, rare, significant, or memorial trees in this area?	

13	IJ	Section 3.2.2	Were trees of all sizes (dbh) included in this inventory and removal total? Were any trees excluded from the survey results? The final sentence in this section indicates that two additional "vegetation groups" containing trees with stems below 10 cm were recommended for removal. Please explicitly state in the tree inventory results what sizes of trees are included in the inventory and the rationale for exclusion.	
14	IJ	Section 5	The conclusion indicates that a total of 122 trees were inventoried and that all trees were recommended for removal. Please clearly indicate in the results section that total number of trees surveyed, followed by a breakdown of the results (i.e., "122 trees were surveyed. Of the 122 trees, XX were greater than XX DBH, and XX were less than XX DBH. Of the 122 trees, XX are recommended for removal because of ...".	
15	IJ	General	Was a stem count completed for the study area? Please include in methodology and results, indicating what constitutes a stem (vegetation unit).	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Air Quality Technical Report		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	ES	Please confirm whether the Draft MX Environmental Guide for Air Quality has been updated and issued as final. Can this reference be updated?	
2	IJ	ES	GHG Assessment - please confirm or rephrase the last paragraph of this section. It reads as though GHG emissions will increase overall as a result of the project and will negatively impact the governments progress/goals of reaching their 2030 emission target. Is this correct?	
3	IJ	Table 1.1	page 12 suggests there are no construction activities taking place adjacent to farewell street, creek, harmony creek, and the green road bridge. If this is not correct, please adjust the table so that information in the construction activity and duration columns appears on both pages	
4	IJ	Table 1.1	page 16 - same comment as above	
5	IJ	Section 5.2.3	Please specify that cloud cover data was retrieved from Toronto Pearson International Airport, as there are multiple international airports in toronto	
6	IJ	Table 3.6	Why are some values for % of criteria bolded? Is this significant? Add clarification to notes as needed	
7	IJ	General	Can you comment on how the COVID-19 pandemic may have impacted traffic counts and volumes?	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Cultural Heritage Evaluation Report: Albert Street Bridge		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 1.1	Reference to CHR to be updated to 2022, here and throughout report	
2	IJ	Section 2.1	Methodology is confusing. Section text states that an evaluation against O Reg 9/06 and 10/06 is included in this report but the report is separated into two separate reports and the evaluation is included in the CHERR (not this report). Please revise for clarity.	
3	IJ	Section 3.3	Reference to Stage 1 AA to be updated to 2022	
4	IJ	Section 5.0	See comments on section 3.1 of the CHR	
5	IJ	General	Was CP Rail consulted as part of the search for historical data/research material (Section 4.0)?	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Cultural Heritage Evaluation Report: Farewell Street Bridge		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	Section 1.1	Reference to CHR to be updated to 2022, here and throughout report	
2	IJ	Section 2.1	Methodology is confusing. Section text states that an evaluation against O Reg 9/06 and 10/06 is included in this report but the report is separated into two separate reports and the evaluation is included in the CHERR (not this report). Please revise for clarity.	
3	IJ	Section 3.1	Parks Canada	
4	IJ	Section 3.3	Reference to Stage 1 AA to be updated to 2022	
5	IJ	Section 5.0	Revise title of section for clarity. Discussion of historical associative value? Discussion of historical or associative value?	
6	IJ	Section 5.0	See comments on section 3.1 of the CHR	
7	IJ	General	Was CP Rail consulted as part of the search for historical data/research material (Section 4.0)?	

PROJECT NAME:		Oshawa to Bowmanville Rail Service Expansion Project		
Report Name:		Cultural Heritage Recommendations Report: Albert Street Bridge		
Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment	Response and Details (Metrolinx)
1	IJ	ES and Section 1	Executive Summary and introduction text states that this is the CHER, not the CHERR. Both text and abbreviations should be reviewed and revised throughout.	

From: [Laura Filice](#)
To: [Rachel Afonso](#)
Subject: FW: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Wednesday, February 8, 2023 1:25:35 PM
Attachments: [image001.png](#)
[image003.png](#)
[MetrolinxRailExpansionEPRDecember.pdf](#)

From: Eric Cameron <ecameron@cloca.com>
Sent: February 8, 2023 1:19 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Sorry about that, here is the second memo (engineering).

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
Phone [REDACTED] | **Fax** [REDACTED]
Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: February 8, 2023 1:14 PM
To: Eric Cameron <ecameron@cloca.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Memo from Environmental Engineering

Date: December 15, 2022
To: Eric Cameron
From: Perry Sisson

File: PSSG4193
Cc:
Subject: Oshawa to Bowmanville
Rail Service Expansion

Materials Reviewed: ***Reply to previous comments (Nov 15, 2022) and Environmental Project Report Addendum Revised 90% Draft (Stantec, October 2022)***

The response indicates that CLOCA engineering previous comments will continue to be considered as the design advances outside of the EA process. We acknowledge this commitment and note that the previous comments remain. In particular:

- Any proposed bridges and culvert replacements will be sized to maintain or improve local flood levels as supported by hydrologic/hydraulic calculations and/or models
- The design team will remain informed on the current status of the Robinson and Tooley Creek flood mitigation studies
- The design team will consider existing hydrologic and hydraulic modelling for the Robinson Creek as part of the design process

We also note our previous comment and continue to recommend a quantitative analysis of climate change conditions in the hydraulic analysis of all stream crossing structures in the design process.

CLOCA can provide the Hydrologic and Hydraulic Modeling for Robinson Creek report and hydrologic model (CLOCA revised March 2010) as requested. Please complete a data request form and email to datarequests@cloca.com.

Hi Eric,

Thanks for passing these along. Both memos seem to be the same. Is this intentional? Or should there be another memo attached (if I'm seeing this correctly).

Thanks,

Laura

From: Eric Cameron <ecameron@cloca.com>

Sent: February 8, 2023 12:58 PM

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

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

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Hi Laura – see attached memos regarding engineering and aquatic comments. All comments with respect to terrestrial ecology have been addressed to our satisfaction. Thank you,

Eric Cameron

Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3

Phone [REDACTED] | **Fax** [REDACTED]

Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

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

Sent: November 24, 2022 2:02 PM

To: Eric Cameron <ecameron@cloca.com>

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

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Memo from Natural Heritage

Date: December 13, 2022
To: Eric Cameron

From: Ian Kelsey

File: PSSG4193 and PSSG4181
Cc: Kathy Luttrell

Dan Moore
Subject: Oshawa to Bowmanville
Service Expansion
(Multiple Watersheds)

Materials Reviewed: *Addendum to Oshawa to Bowmanville Service Expansion Environmental Project Report: Natural Environment Technical Report, Draft, Stantec Consulting Ltd. – October 12th, 2022*

The Natural Environment Technical Report doesn't appear to address CLOCA's previous comments regarding fish passage throughout the project study area. Given the importance of fish passage as part of healthy and resilient fish communities in the CLOCA watersheds, existing conditions should be assessed at each crossing location. Proposed changes to each crossing structure (including new structures) should be analyzed with regard to fish passage for jumping and non-jumping fishes. See below for previous CLOCA comments and correspondence, including specific fish passage requirements:

CLOCA Comment Letter (March 3, 2011), Subject: Environmental Project Report, GO Transit Train Service Expansion and Maintenance Facility, Transit Project Assessment Process, Environmental Assessment and Preliminary Design, Town of Whitby, City of Oshawa and Municipality of Clarington (CLOCA IMS #PSSG4181)

- Page 7, Rail Expansion – Oshawa to Bowmanville, Section 4.2.7 – Structural Improvements
 - CLOCA comment - *"It should also be noted that any new culverts, or extensions of existing culverts (due to potential flood impacts noted above), will require additional fisheries assessments to ensure that no Harmful Alterations or Destruction of Fish Habitat (HADDs) occur. If HADDs do occur, then impacts will require mitigation and/or compensation as required under the Federal Fisheries Act, which is also a trigger for CEAA (Federal agency reviews)."*

CLOCA provided Data Request to Stantec Consulting Ltd. (Data Requested November 13, 2017):

- Data Request – Metrolinx, Oshawa to Bowmanville Corridor Expansion (December 7, 2017), see excerpt from provided data request below:

The Instream Barriers Action Plan

- *The goal of watershed planning is to provide a framework to protect, restore and enhance a healthy and resilient watershed. A Watershed Plan examines the environment and human activities within a watershed area and assesses the relationships between these activities to determine how the ecosystems of the watershed should be managed to ensure that they retain their ecological integrity. In 2012 and 2013, Watershed Plans for CLOCA's 4 large watersheds*

were completed; the Watershed management recommendations that were made in these plans will, when implemented, work to achieve specific watershed goals and targets. In order to achieve these goals, CLOCA identified a suite of tools, including 24 Action Plans, to direct and support the implementation of the Watershed Plan recommendations. Action Plan #17, The Instream Barriers Action Plan, investigates and evaluates known barriers to confirm ecological impact on aquatic functions, necessity to remove the barrier and to prioritize barrier removal.

Given the importance of fish passage as part of healthy and resilient fish communities in the CLOCA watersheds, existing conditions should be assessed at each crossing location. Furthermore, proposed changes to each crossing should be analyzed with regard to fish passage for jumping and non-jumping fishes.

Metrolinx Meeting Minutes - May 11, 2018

- Meeting held at CLOCA main office in Oshawa. Attendees included Metrolinx, Stantec, CLOCA, City of Oshawa, Wood
 - Copy of meeting minutes can be obtained in CLOCA IMS file # PSSG4181-6-1
- Ian Kelsey (CLOCA) noted:
 - IK – *would like to see a fish passage analysis along the corridor to identify opportunities for Improvements*
 - IK – *noted that the creek (Oshawa Creek) is a sensitive cold water corridor, including spring/fall migration of salmon and trout*
 - IK – *noted that Robinson (Robinson Creek) is a spring migration route for Rainbow Trout, and that there is no fish passage for the western regulated area, which drains to McLaughlin Bay*
 - IK – *noted that CLOCA typically considers fish passages for both jumping and non-jumping species, and would like to see a comparison between existing and proposed conditions*
 - IK – *identified that CLOCA would like to see a summary table of fish passage considerations for each crossing*
 - IK – *(Darlington Creek) noted similar fish conditions to Tooley Creek*

Metrolinx Followup Email (May 28, 2018)

- Copy of email can be obtained in CLOCA IMS file # PSSG4181-5-1, see excerpt from email below:
[May 28, 2018 \(Stantec\)](#)
Good morning Ian,

In follow up to the Friday, May 11, 2018 meeting related to the Metrolinx Bowmanville Rail Expansion Project, additional fish barrier/passability information is being sought in relation to the following:

- 1) CLOCA policies related to fish barrier management and passability
- 2) Locations of areas concern within the project area
- 3) Most recent GIS layers associated with barriers within proximity to the project area.

In addition to the above, it is understood that CLOCA may wish to be provided with an assessment of passability for existing conveyance features (e.g., culverts), and what the changes to these features might mean for future passability. The project team would like to gather a further understanding of the level of effort expected for an assessment of this nature (i.e., qualitative vs. quantitative), as well

as the stage at which this information would be expected to be received (e.g., Natural Environment Report, EPR Addendum Report, Request for Permit).

Please don't hesitate to let me know if you have any questions/comments, or if you would like us to schedule a conference call to discuss these points in more detail.

Kind regards,

Diana Addley
Senior Environmental Planner

June 5, 2018 (CLOCA)

Hi Diana – Further to the information contained within the data request (Memo_DataRequest_Stantec_MetrolinxOshawaToBowmanvilleCorridor_Dec7_2017.pdf) that was provided to Stantec Consulting Ltd., I've put together a few additional resources below to help provide some guidance with respect to fish and fish habitat.

CLOCA Fisheries Management Plan (2007/updated 2013)

- The Fisheries Management Plan recommends the mitigation of instream barriers through Land Use Planning and Development Review.

The Instream Barriers Action Plan

- The goal of watershed planning is to provide a framework to protect, restore and enhance a healthy and resilient watershed. A Watershed Plan examines the environment and human activities within a watershed area and assesses the relationships between these activities to determine how the ecosystems of the watershed should be managed to ensure that they retain their ecological integrity. In 2012 and 2013, Watershed Plans for CLOCA's 4 large watersheds were completed; the Watershed management recommendations that were made in these plans will, when implemented, work to achieve specific watershed goals and targets. In order to achieve these goals, CLOCA identified a suite of tools, including 24 Action Plans, to direct and support the implementation of the Watershed Plan recommendations. Action Plan #17, The Instream Barriers Action Plan, investigates and evaluates known barriers to confirm ecological impact on aquatic functions, necessity to remove the barrier and to prioritize barrier removal. Given the importance of fish passage as part of healthy and resilient fish communities in the CLOCA watersheds, existing conditions should be assessed at each crossing location. Furthermore, proposed changes to each crossing should be analyzed with regard to fish passage for jumping and non-jumping fishes.

Fish Passage

- Fish passage analysis for existing and proposed conditions with regard to stream crossings will be required for jumping and non-jumping fishes. See suggested (but not limited to) crossing design criteria below:

- Ministry of Transportation's Highway Drainage Design Standards should be consulted (MTO. 2008.).
- Maximum velocity should not exceed the natural channel velocity (MTO. 2008.).
- The depth of water in a culvert shall be consistent with the average depth immediately upstream and downstream of the culvert (MTO. 2008.).
- There shall be no sudden drops in the water surface exceeding 0.15 m in or adjacent to the culvert for fish passage design flow (MTO. 2008.).
- Plain culvert that meets fish passage velocity (usually 1.2 m/s or less) and minimum water depth criteria (usually 0.2 m at inlet, barrel, and outlet), (Katopodis, C. 1992.; page 9).
- Fish swimming speeds taken from the MTO/DFO/MNR Fish Guide (2006):

Table 1 – Fish swimming speeds based on empirical modelling¹

Fish Type, Size (mm)	Sustained Speed ² (m/s)	Prolonged Speed ³ (m/s)	Burst Speed ⁴ (m/s)
Small forage fish, 50-65	0 - 0.22	0.22 - 0.29	0.29 - 0.40
Medium forage fish, 90-110	0 - 0.31	0.31 - 0.68	0.68 - 0.76
Large forage fish, 180-230	0 - 0.42	0.42 - 0.95	0.95 - 1.11

1. Speeds are taken from the MTO/DFO/MNR Fish Guide (2006), which was adapted from Katopodis and Gervais (1991)
2. Sustained speed can be maintained indefinitely.
3. Prolonged speed can be maintained for up to 200 minutes.
4. Burst speed can be maintained for up to 15 seconds.

Generally, quantitative fish passage for existing conditions would be assessed well ahead of detailed design and permit application. This information will also be required by Fisheries and Oceans through the Request for Review process.

Not sure if I've answered all of your questions. Have a look at the information within this email and the data request (Stantec should be able to provide a copy) and we can chat further if needed.

Thanks,

Ian

References

- CLOCA/MNR. 2013. Central Lake Ontario Fisheries Management Plan: Encompassing the watersheds of Lynde Creek, Oshawa Creek, Black/Harmony/Farewell Creeks and Bowmanville/Soper Creeks. Central Lake Ontario Conservation Authority and Ontario Ministry of Natural Resources. 486p.
- DFO. 2000. How to Build Fish Friendly Stream Crossings. Fisheries and Oceans. 37 p.
- Katopodis, C. 1992. Introduction to Fishway Design. Fisheries and Oceans. 68 p.
- MNRF. 2018. The Brook Trout in Ontario. Ministry of Natural Resources and Forestry. Draft.
- MTO. 2008. Highway Drainage Design Standards. Ministry of Transportation. 73 p.

Sorry Eric- Correction.

The changes in this iteration are mainly based on the comments received only and includes data received from CLOCA and some general Nation feedback re: fish & thermal regimes. More specific details from the Nation raw data (received recently) will be added in the final report as we are still combing through it.

Laura

From: Eric Cameron <ecameron@cloca.com>

Sent: November 24, 2022 8:57 AM

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

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

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Yes, thanks for the quick response Laura, take care.

Eric Cameron

Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
Phone | **Fax**
Email ecameron@cloca.com | **Website** cloca.com

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

Sent: November 24, 2022 8:45 AM

To: Eric Cameron <ecameron@cloca.com>

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

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Hi Eric,

The changes in this iteration are mainly based on the comments received only and includes data received from the Nation re: fish & thermal regimes. We may be completing additional HDFs for 4 of the creeks/ tributaries but that information may not be ready till after the EA process.

Does that answer your question?

Thanks

Laura

From: Eric Cameron <ecameron@cloca.com>

Sent: November 23, 2022 4:22 PM

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

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

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Hi Laura – just wanted to confirm whether or not there were any other changes to the portions of the EPR/NETR considering our watershed beyond what was necessary to address our previous comments?

Thanks,

Eric Cameron

Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3

Phone [REDACTED] | **Fax** [REDACTED]

Email ecameron@cloca.com | **Website** cloca.com

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

Sent: November 15, 2022 10:06 AM

To: Eric Cameron <ecameron@cloca.com>

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

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

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Good Morning Eric,

Apologies for the delays in getting this revised report and responses back to your team.

We have changed some language within the EPR and NETR to reflect the CLOCA data received . Further consultation may be required to confirm timing windows with MNRF and CLOCA (this is noted in the report).

Also, please note that aquatic data has recently been received from Curve Lake First Nation and therefore the NETR will be updated, where appropriate, in the final report.

Link to the EPR and updated Natural Environment Technical Report can be downloaded here :



Let me know if you have any questions or concerns.

Thank you,

Laura Filice

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



From: Eric Cameron <ecameron@cloca.com>

Sent: September 20, 2022 9:48 AM

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

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

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

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Ok thank you for letting me know so quickly – I'll wait for your follow up

Eric Cameron

Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3

Phone [REDACTED] | **Fax** [REDACTED]

Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

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

Sent: September 20, 2022 8:49 AM

To: Eric Cameron <ecameron@cloca.com>

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

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

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Hi Eric,

We noticed an error in a couple of the reports and will be updating them shortly. If CLOCA could kindly hold off on reviewing until further this week, that would be appreciated. We will be in touch to advise when the reports have been updated in the Dropbox link below.

Thank you,

Rachel Afonso, MEnvSc

Junior Project Coordinator, Environmental Programs and Assessment
Metrolinx

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

Sent: September 19, 2022 4:16 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Good Afternoon Eric,

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

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

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

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

*Dates are subject to change

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



From: Eric Cameron <ecameron@cloc.ca>

Sent: June 28, 2022 4:00 PM

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

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Jennifer – CLOCA staff review memos are attached. Below is a breakdown of the anticipated CLOCA review and permitting fees based on information provided to date. We would like Metrolinx to obtain permits for all works within our regulated areas. For this project, the main areas of focus will be the watercourse crossings, but there are other regulated areas within the footprint associated with wetlands. Further, any areas identified by Metrolinx as containing wetland that are not included within mapped CLOCA regulation limits will also require permits. It is anticipated that permits associated with the crossings could also cover works within/adjacent to wetlands within the same watershed. Once your team review our comments and fee estimate, we would be pleased to meet to discuss. Thank you,

Review and permitting fees by watershed:

Oshawa Creek – New Bridge

Infrastructure Permit B (\$3600) + Technical Review Fee (\$3300) = \$6900

Harmony Creek – New Bridge

Infrastructure Permit B (\$3600) + Technical Review Fee (\$3300) = \$6900

Farewell Creek – New Bridge + minor crossing

Infrastructure Permit B (\$3600) + Technical Review Fee (\$3300) = \$6900

Robinson Creek crossing + wetlands + McLaughlin Bay minor tributary

Infrastructure Permit A (\$1805) + Technical Review Fee (\$3300) = \$4105

Tooley Creek – 1 major crossing, 1 minor

Infrastructure Permit A (\$1805) + Technical Review Fee (\$3300) = \$4105

Darlington Creek – 5 crossings, wetland, potential watercourse realignment

Infrastructure Permit A (\$1805 * 5 = \$9025) + Technical Review Fee (\$3300 * 5 = \$16500) = \$25525

Note: additional technical review fee may be required if watercourse realignment is necessary in area of Baseline Rd

Compensation works (to address wetland and forest loss)

A permit may be required for this work – cost and details to be discussed at a later date depending

on location and scope.

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
Phone [REDACTED] | **Fax** [REDACTED]
Email ecameron@cloca.com | **Website** cloca.com

Healthy watersheds for today and tomorrow.

From: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Sent: June 16, 2022 5:45 PM
To: Eric Cameron <ecameron@cloca.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Eric,

Just wanted to touch base to see if you have had a chance to review the EPR to give us an idea of the scope of review required by CLOCA as well as a fee estimate.

Thanks,

Jennifer Wong
[REDACTED]

From: Jennifer Wong
Sent: June 1, 2022 8:52 AM
To: Eric Cameron <ecameron@cloca.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: FW: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail

Service Expansion Project

Hi Eric,

Thanks for the discussion yesterday. Just wanted to summarize a few items from our conversation:

- Draft 90% EPR
 - The review of this document will be covered by the Schedule B Class EA fee we paid previously. I understand CLOCA will be aiming to provide comments by June 21. As discussed, we are looking to progress further with the hydraulic and fluvial geomorphic assessments for further input into our detailed design. The design for the 3 watercourse crossings (Oshawa Creek, Harmony Creek, Farewell Creek) has not changed significantly since our preliminary design drawings. We would be looking to schedule a technical meeting with CLOCA once we have more information on the hydraulic assessment and fluvial geomorphic assessment. If it would be helpful in expediting comments for the EPR, we would be happy to schedule a project overview meeting the week of June 6th or 13th. Please let me know if this is something CLOCA would be interested in or if the preference would be to have a technical meeting once we have more information.
- We are currently working on the following deliverables. It would be appreciated once you have had a chance to review the EPR to let us know the scope of review required by CLOCA (e.g. areas of interest to streamline the submission) and the estimated fees associated with the review.
 - Detailed design submissions (50%, 70%, IFT)
 - Hydraulic Assessment Study
 - Fluvial Geomorphic Assessment Study

See attached shapefile for the EPR project footprint.

Thanks and feel free to reach out if you have any further questions.

Jennifer Wong



From: Jennifer Wong

Sent: May 24, 2022 1:31 PM

To: Eric Cameron <ecameron@cloca.com>

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

Hi Eric – are you available for a quick chat sometime before 2pm today or tomorrow during any of the following times?

- 8am-9am
- 10:30am-11am
- 11:30am-12pm
- 1:30pm-3pm

Just wanted to discuss the scope of the review with you. See attached shapefile for the EPR project footprint.

Thanks,

Jennifer Wong


From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 17, 2022 2:15 PM
To: Eric Cameron <ecameron@cloca.com>
Cc: Jennifer Wong <Jennifer.Wong@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Hi Eric,

Thanks for the email. Ill tag in Jennifer here as she can speak to the review fees and your request for a technical meeting since she holds much of that design knowledge.

With regards to June 21st date, if you have any preliminary comments ready on the content shared thus far that would be appreciated. You will get another opportunity to review a revised draft EPR in August as well. Let me know if your team still needs more time to review the EPR content.

Thank you,

Laura

From: Eric Cameron <ecameron@cloca.com>
Sent: May 17, 2022 1:04 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura – thank you for circulating this material. We will follow up with a written response. As you can probably appreciate given the scale of the project and number of watercourse crossings and other potential on our regulated features, we may not be able to provide response by the requested June 21st date. I was previously in communication with Annie Gu and Jennifer Wong from Metrolinx,

(see attached e-mail). I think it would be beneficial to set up a technical meeting at this point to discuss the scope of review and our review fees in consideration of the project scale, advanced level of design for some of the crossing structures, and number of technical reports. Please advise of any availability for your team the week of May 30-June 3rd.

In advance – could you please send a shapefile or similar of the project construction footprint so that we may more efficiently review potential impacts on our regulated areas?

Thank you,

Eric Cameron
Infrastructure Planner / Enforcement Officer



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
Phone [REDACTED] Fax [REDACTED]
Email ecameron@cloca.com | Website cloca.com

Healthy watersheds for today and tomorrow.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good Afternoon,

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



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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

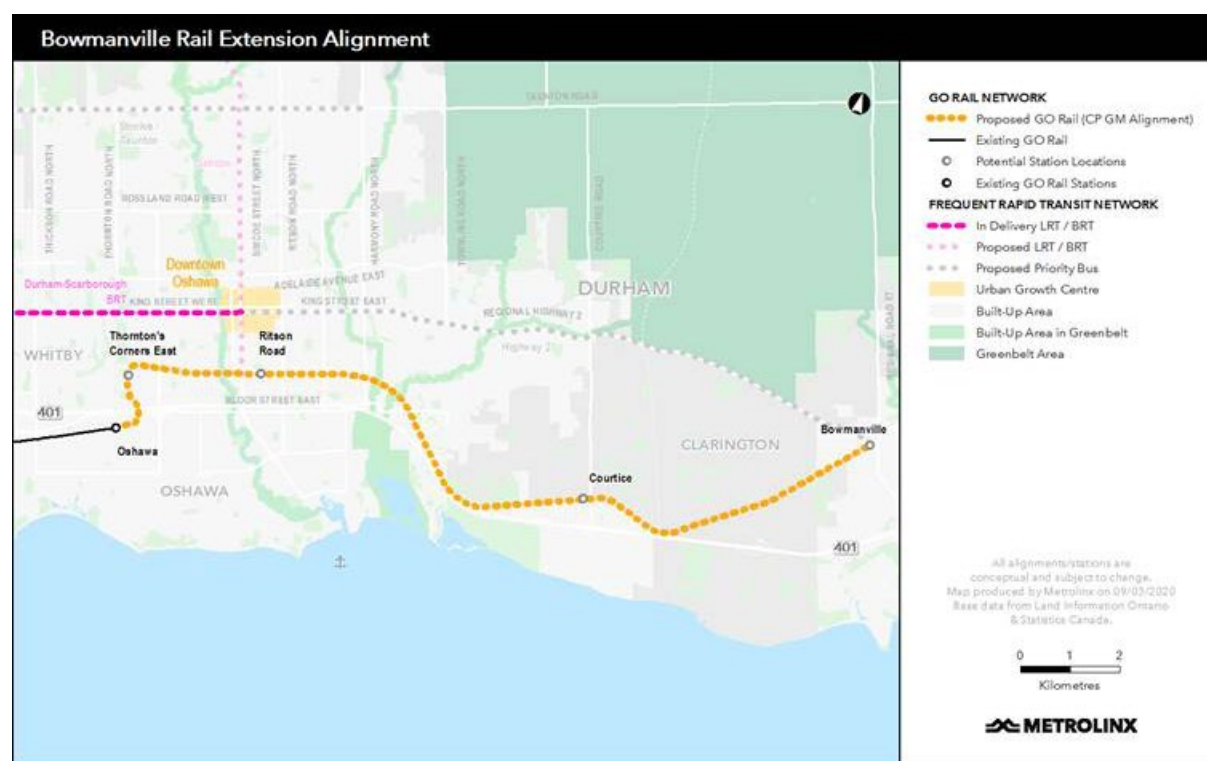
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

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

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

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



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

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

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

Thank you,

Laura Filice

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



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From: [Laura Filice](#)
To: [Lam, Yeetak \(MTO\)](#)
Cc: [Lindsay Prihoda](#); [Rachel Afonso](#); [Brewer, Michael \(MTO\)](#); [Kumar, Anita \(MTO\)](#); [Bazinet, Kyle \(MTO\)](#)
Subject: RE: Draft Agenda - GO Rail Expansion & Extension Bi-Weekly
Date: Wednesday, January 18, 2023 10:16:16 AM
Attachments: [image001.png](#)

Hi Yeetak,

Thank you for providing comments on the draft EPR- appreciate it. We will review and prepare a response.

We recently have pushed out our project schedule and currently in the process of firming up the milestones internally. I will share the updated milestones once we have them.

Thank you,

Laura Filice

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

[REDACTED]



From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: January 17, 2023 3:15 PM

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

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>; Kumar, Anita (MTO) <Anita.Kumar@ontario.ca>; Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Subject: RE: Draft Agenda - GO Rail Expansion & Extension Bi-Weekly

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Hi Laura hope you're doing well.

Thank you again for sharing the updated materials to the Bowmanville EPR. Attached are consolidated documents from the various MTO team, should you have any questions please feel free to reach out.

Apart from the comments wonder if there are any updates on the timeline for the release of the consultation process (table in below e-mail) or if what was shared still valid.

Thank you,

Yeetak Lam

Team Lead

Transit Capital Office

Ministry of Transportation

[REDACTED]

[REDACTED]

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)
1	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Executive Summary, Page vi	It it stated that Section 16 of O. Reg. 231/08 requires a review of existing environmental conditions if a transit project is not implemented within 10 years of the Statement of Completion submission. Suggest to revise the text to specify that he project has not commenced construction, as this better represents the wording in he regulation: "Section 16 requires a review of existing environmental conditions if a transit project has not commenced construction within 10 years of the Statement of Completion submission."		
2	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Me hodology, Section 3.1.1.4, Page 3.8	The current wording incorrectly refers to the SARO list published under O. Reg. 231/08. Revise reference to O. Reg. 230/08 "Species at Risk in Ontario List".		
3			EPR,Climate Change Consideration Section 6.1	Climate Change Mitigation should consider mitigation to consider and reduce GHG emissions during all phases of the project (e.g. during planning and design, procurement of materials that are climate resilient) construction, maintenance and decommissioning.		
4	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.4.2 EPR Addendum Process, Page 1.47	Suggest providing modifications to clarify stakeholders who shall receive a notice of the EPR addendum as stated in O Reg 231/08 s 15(5) as follows: Additionally, the proponent must send the notice to the Director of the Environmental Assessment Branch , Regional Director of MECP , every property owner within 30 m of the site of the change, Indigenous communities and Nations who have previously been provided a Notice of Commencement and anyone else any other person who may might be interested in the change to the transit project		
5	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.5 Planning Context, Page 1.49	Please note that the Province has recently introduced Bill 23, <i>More Homes Built Faster Act</i> which sets out several new changes to Ontario's land use planning system As a result, we would like to acknowledge the forthcoming changes that may directly impact the contents presented in Section 1 5 of the EPR and ask that they be monitored and updated accordingly, if needed Relevant changes include planning requirements for Major Transit Station Areas and the removal of approval powers of certain upper-tier municipalities; including the Region of Durham; for lower-tier official plans and amendments, and plans of subdivision		
	Transportation Planning	Robin Kortright (MTO)	EPR, Section 1.5 Planning Context, Page 1.52	The EPR should include a description of <i>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe</i> in Section 1 5, as a new 1 5 1 4 Released in March 2022, the GGH transportation plan provides a multimodal framework to align planning across the region, including Metrolinx's role in coordinating, planning, financing, developing and implementing an integrated transit network Under the Metrolinx Act, Metrolinx is required to conform to the plan		
6	Land Use Planning	Kelly Cheung (MTO)	1 5 1 6 Durham Regional Official Plan 2020	Please note that Durham adopted Official Plan Amendment #186 on December 22, 2021. This Amendment establishes a policy framework to support transit-oriented development and delineates boundaries of Protected Major Transit Station Areas (PMTSAs) within five municipalities, in particular the City of Oshawa (at Thornton's Corners and Central Oshawa), and the Municipality of Clarington (Courtice and Bowmanville). It may be useful to include some information on this in the EPR as it relates to the Project. This Official Plan Amendment is currently open for comment on the Environmental Registry at https://ero.ontario.ca/notice/019-5147 . Comments close on February 3, 2023. The Ministry of Municipal Affairs and Housing may have additional changes to the OPA before approving it.		
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[illegible]

[illegible]

From: [Lam, Yeetak \(MTO\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Rachel Afonso](#); [Brewer, Michael \(MTO\)](#)
Subject: RE: Draft Agenda - GO Rail Expansion & Extension Bi-Weekly
Date: Thursday, December 8, 2022 2:50:49 PM
Attachments: [image001.png](#)

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Hi Laura,
Thank you for reaching out and no worries, MTO is quite a big Ministry, I get lost at times within the divisions for Transit/Transportation related deliverables.
We've circulated the draft EPR and attachments to the respective teams and will aim to share comments with you as soon as they are complete – likely before end of January.
If we have any questions we'll reach out again.
Have a great day.
Yeetak Lam
Team Lead
Transit Capital Office
Ministry of Transportation


From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: December 8, 2022 2:44 PM
To: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>; Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: FW: Draft Agenda - GO Rail Expansion & Extension Bi-Weekly

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Good afternoon Michael & Yeetak,
I just wanted to reach out to your team to let you know that we have added you to the EA distribution list. Apologies that your team was missed.
I see Nour has passed along our most recent Draft EPR link and supporting appendices. We look forward to receiving any comments your team may have and would like to ensure that its captured into the final EPR report (targeted for 30 day public review in April 2023) . Given that this is a large report, please let us know if we can expect your teams review. Ideally, we would like to have comments closed out from agencies end of January – 1st week of February. Let me know if this timeline works for your team. Comments received thus far from MTO have been from the Engineering team and focused primarily on traffic impacts.
Please feel free at any point throughout this project to contact myself, Rachel or Lindsay Prihoda (cc'd here) if you have any questions or require any updates.

Thank you,

Laura Filice

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

[REDACTED]



From: Nour El-Saheb <Nour.El-Saheb@metrolinx.com>

Sent: November 30, 2022 1:30 PM

To: Naren Garg <Naren.Garg@metrolinx.com>; Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>;
Hakeem Baiyewu <Hakeem.Baiyewu@metrolinx.com>

Cc: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>; Claudia Denes
<Claudia.Denes@metrolinx.com>; Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Kim, Michelle
(MTO) <Michelle.Kim@ontario.ca>

Subject: RE: Draft Agenda - GO Rail Expansion & Extension Bi-Weekly

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Good afternoon Yeetak,

Please see recent activities regarding the draft EPR document:

- The 90% EPR was circulated on May 10th 2022 to stakeholders and Indigenous Nations which included MTO.
- Metrolinx shared a revised EPR and responses in August with a review deadline of October 3, 2022.
- Metrolinx received comments on the draft EPR from the MTO technical team (Frank Mac). No other comments were provided from the MTO Policy team.

Should you want to access the updated draft EPR and supporting technical reports, here is the link:

[REDACTED]

Below is the most up-to-date milestone schedule, for your reference:

Key Date	Initial Date	Revised Date*
Agency and Indigenous Nation review of 90% Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR & responses to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Complete)
Notice of Virtual Public Meeting	August 2022	January 2023
Virtual Public Meeting	September 2022	January – February 2023
Notice of EPR Addendum	October 2022	April 2023
30-Day Public Review	October to November 2022	April – May 2023
35-Day Minister Review	January to February 2023	May 2023 – July 2023
Statement of Completion	February 2023	July 2023

*Dates are subject to change

Thank you,

NOUR EL-SAHEB

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From: [Laura Filice](#)
To: [Cameron, Anne \(MECP\)](#)
Cc: [Rachel Afonso](#); [Batista, Cindy \(MECP\)](#); [Lindsay Prihoda](#)
Subject: RE: Oshawa to Bowmanville Extension Addendum - revised Air and N&V reports
Date: Thursday, February 23, 2023 3:51:54 PM

Hi Anne,

No problem. We will circulate the reports to your team once ready. Ill give you a heads up once MX is reviewing so you have a better idea of when to expect them .

Thanks,

Laura

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: February 23, 2023 1:32 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: Oshawa to Bowmanville Extension Addendum - revised Air and N&V reports

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Hi Laura,

I've spoken with the ministry's technical reviewers for Air and Noise & Vibration. Both would like to review the updated reports when they are ready.

Specific to Noise & Vibration, I spoke with Header Merza and he has informed me that as long as the revised Noise & Vibration Report addresses (1) the updated project alignment / layout; and (2) the last set of outstanding noise & vibration comments, a separate response (e.g. a table) to Header Merza's comments does not need to be provided (unless it has already been started/done).

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

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Friday, May 5, 2023 9:29 AM
To: Hatcher, Laura (MCM); Barboza, Karla (MCM)
Cc: Thomas Wicks; Lindsay Prihoda; Rachel Afonso; Matthew Vetta; Annie Gu
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: rpt_165011019_MX_BMV_Heritage_20230502_fnl-dft.pdf

Morning Laura,

Please see attached the revised CHR for your review. This updated CHR reflects the changes in the project footprint which was discussed in the memo sent on April 20th.

Regarding the CHERs, thank you for confirming the drafts are not required to be circulated. We will share the final CHERs with MCM as part of the 100% EPR Addendum. The interim decision forms however, will be submitted to MCM when, properties become owned, operated or controlled by Metrolinx. As the design progresses, these properties requirements will be confirmed.

Feel free to reach out to any of us cc'd here, if you have any questions or concerns.

Thanks,

Laura

From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: April 24, 2023 4:34 PM
To: Laura Filice <Laura.Filice@metrolinx.com>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>
Cc: Thomas Wicks <Thomas.Wicks@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Matthew Vetta <Matthew.Vetta@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

We are well, thanks. I hope you are too.

Thank you for the update. We look forward to receiving the updated Cultural Heritage Report (as noted in the letter in your first email) once it is available. We do not review draft CHERs, but the final CHERs can be sent to us with the Metrolinx Heritage Committee decision form.

Have a good evening,
Laura

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 20, 2023 4:54 PM

To: Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Cc: Thomas Wicks <Thomas.Wicks@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Matthew Vetta <Matthew.Vetta@metrolinx.com>
Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change




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Hi Karla and Laura,






Hope you are both well!

In addition to my email below notifying agencies of the change in the Project Footprint, I wanted to reach out to let you know that we will be sharing the updated CHR and CHERs for your teams review in the coming weeks. A separate email will be sent to your team (likely next week) with more details on anticipated dates to receive the updated CHR and CHERs.

Below is a list of the additional CHERs that are being completed as a result of the change in footprint.

Municipal Address	Property Photo	Anticipated Date to Receive CHER (TBD and will be sent in a follow up email next week)
394 Simcoe Street South		
399 Simcoe Street South		
374 Farewell Street, Oshawa		

356 Ritson Road South, Oshawa		
470 Ritson Road South, Oshawa		
359 Ritson Road South, Oshawa		
349 Ritson Road South, Oshawa		
464 Ritson Road South, Oshawa		

<p>1598/1604/1558/1580 Baseline Road, Courtice (1 report- same property owner)</p>		
<p>1490 Baseline Road, Courtice</p>		
<p>1766 Baseline Road, Courtice</p>		
<p>2228 Baseline Road, Courtice</p>		
<p>83 Avenue Street, Oshawa</p>		

St. Wolodymyr and St. Olha
Ukrainian Cemetery, Clarington



Please feel free to contact me (or any other team members cc'd here) if you have any questions or concerns.

Thank you,

Laura Filice

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



From: Laura Filice

Sent: April 20, 2023 4:46 PM

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

Good Afternoon,

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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

[REDACTED]

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

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

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

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

Thank you,

Laura Filice

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

[REDACTED]



From: Laura Filice

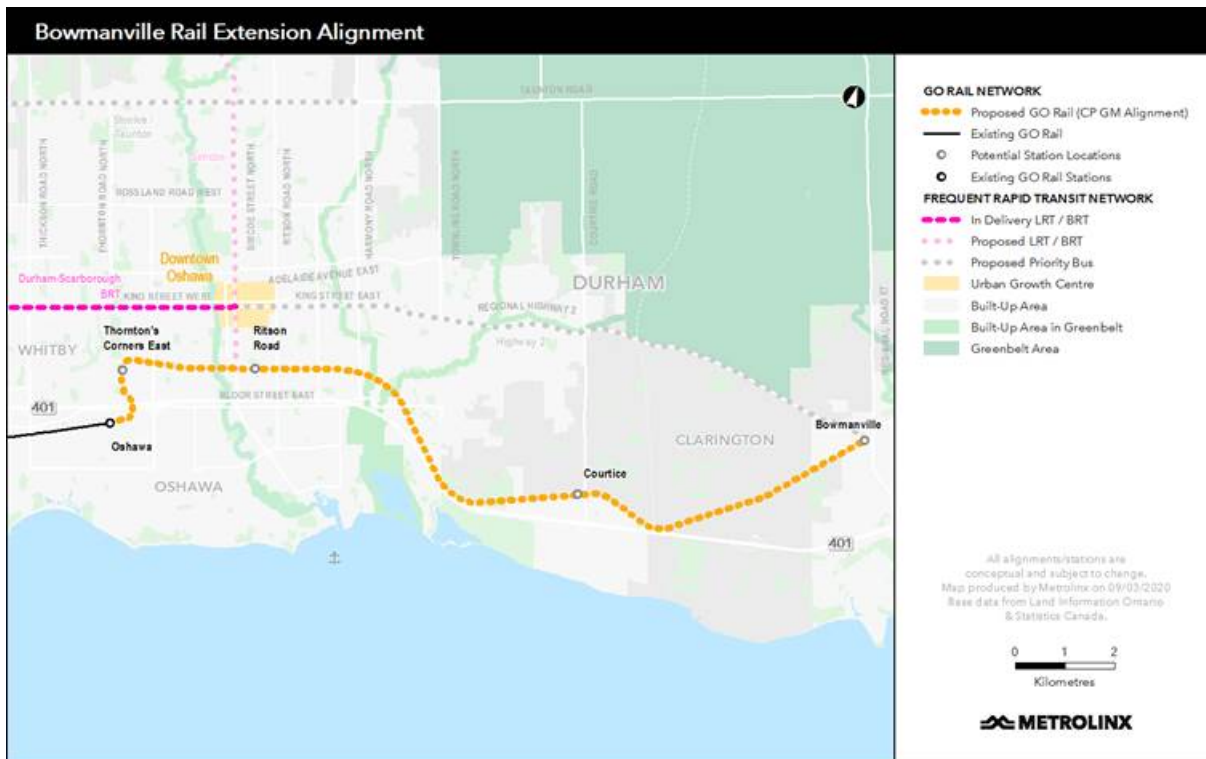
Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

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



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: [Mac, Frank \(MTO\)](#)
To: [Laura Filice](#)
Cc: [Zhou, Miao \(MTO\)](#); [Singh, Christian \(MTO\)](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, April 21, 2023 8:55:02 AM
Attachments: [image001.png](#)

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Please provide all reports.

Thanks,

Frank

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 21, 2023 8:53 AM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Frank,

Sure not a problem. Can you confirm if you would like to see all reports (EPR and all supporting technical reports) or are you looking for a specific report.

Thank you,

Laura

From: Mac, Frank (MTO) <[Frank.Mac@ontario.ca](#)>
Sent: April 21, 2023 8:44 AM
To: Laura Filice <[Laura.Filice@metrolinx.com](#)>
Cc: Zhou, Miao (MTO) <[Miao.Zhou@ontario.ca](#)>; Singh, Christian (MTO) <[Christian.Singh@ontario.ca](#)>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Can you please make these updated reports available for MTO to review?

Thank you,

Frank Mac, P.Eng

Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7

Email: frank.mac@ontario.ca

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

Sent: April 20, 2023 4:46 PM

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

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

Thank you,

Laura Filice

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

[Redacted]

[Redacted] 

[Redacted]

From: [Eric Cameron](#)
To: [Laura Filice](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, April 28, 2023 3:52:51 PM
Attachments: [image001.png](#)
[image005.png](#)

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Hi Laura -confirming our continued interest in this project, please circulate any available documents for our review. Thanks,

Eric Cameron
Infrastructure Planner / Enforcement Officer



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

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Good Afternoon,

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

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

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

Thank you,

Laura Filice

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

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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

[REDACTED]
[REDACTED]

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

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

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

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

Thank you,

Laura Filice

From: [Laura Filice](#)
To: [Lam, Yeetak \(MTO\)](#)
Cc: [Bazinet, Kyle \(MTO\)](#); [Pietrusiak, Pamela \(MTO\)](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: [image001.png](#)

Hi Yeetak,

Appreciate the response. We will continue to keep all MTO teams updated as the project progresses.

Thanks again,

Laura

From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Sent: April 28, 2023 2:02 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

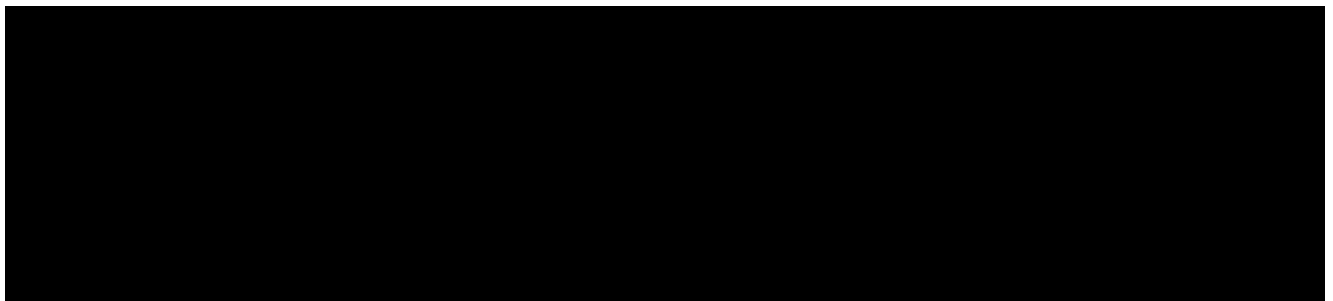
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Hi Laura,

Thank you for sharing the memo, our unit has reviewed and do not have any comments or edits to make. We suggest to you keep in touch with us and the MTO Comms team during the outreach so that our MO can be aware of the consultation process.

Hope this helps. Have a great day.

Yeetak Lam
Team Lead
Transit Capital Office
Ministry of Transportation

From: [Annie Gu](#)
To: [Andreas Grammenz](#); [Steve Rowe - Hatch \(steve.rowe@hatch.com\)](#)
Cc: [Zachariasz, Paul](#); [Jeff Yee](#); [Irfan Ahmad](#); [Jilesh Patel](#); [Theresa Tran](#); [Justin Klimkait](#)
Subject: BMV - EPR Add Public Information Centre Materials
Date: Thursday, May 4, 2023 3:03:00 PM
Attachments: [image001.jpg](#)

Hi Andreas and Steve,

As mentioned in this morning's Mx-CP Bowmanville meeting, please find for download a copy of Mx's Public Information Centre (PIC) presentation deck and a copy of the supplementary EA information panels to be posted to Mx website:

[REDACTED]

Yours and Paul's request to be invited to the upcoming Mx Comm Engagement and CP Comms meeting has been passed along. Our Comms team is looking to schedule the meeting some time next week due to scheduling challenges on the originally proposed Monday May 8. The invite would like come from either Theresa Tran or Justin Klimkait at Metrolinx.

Please let me know if you have any questions ahead of the upcoming meeting.

Thanks,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

[REDACTED]

E: annie.gu@metrolinx.com



From: Durham Region
Sent: Wednesday, June 28, 2023 2:41 PM
To: Mac, Frank (MTO)
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum

Good Afternoon Frank,

Hope all is well with you.

Thank you for your email and for the questions and comments submitted during the Virtual PIC period for the EPR Addendum.

Please find bolded responses provided in line with the questions posed:

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
Metrolinx will work with MTO to ensure appropriate levels of approvals are obtained as part of the design development process.
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
Discussions with stakeholders on roles and responsibilities of each party for the existing and new bridge structure will take place in due course once the design is further developed.
- Do we have a rough timeline/schedule for the extension?
With a construction manager at risk procurement 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.
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?
Metrolinx will provide MTO with the contact info of Metrolinx lead(s) to coordinate with, which will be based on the particular location and interfacing Metrolinx project.

Thanks and best regards,

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



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

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

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Sent: June 20, 2023 9:37 AM

To: Laura Filice <Laura.Filice@metrolinx.com>; Durham Region <DurhamRegion@metrolinx.com>

Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum

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Hi Laura,

MTO had a review of the documents and I was able to attend most of the virtual PIC.

MTO has the following comments.

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
- Do we have a rough timeline/schedule for the extension?
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?

Regards,

Frank Mac, P.Eng

Senior Project Engineer

Project Delivery Section – Durham/York East

Transportation Infrastructure Management Division

Ministry of Transportation of Ontario

159 Sir William Hearst Ave., 4th Floor

Toronto, ON M3M 0B7

Email: frank.mac@ontario.ca

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

Sent: May 24, 2023 3:57 PM

Subject: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

There will be a **Virtual Public Information Centre (PIC)** from **June 8 to June 21, 2023** for the Bowmanville Extension EPR Addendum, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). Comments and feedback on the materials during the Virtual PIC period can be submitted on our [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

A live **Virtual Open House (VOH)** will be held on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event.

Postcards are being mailed out starting this week and the newspaper ad will be published on May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide the above noted event details. A copy of the postcard and newspaper ad is attached for reference.

If you have any questions or comments about the Project, or wish to be removed from the Project list, please feel free to contact me directly.

Thank you,

Laura Filice

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



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

Good Afternoon,

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

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

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

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

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

Best regards,

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



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

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

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

We want to hear from you.

Virtual Open House

Wednesday, June 14, 2023

6:30-8:00 p.m.



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

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

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

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

Questions? We're here for you.

www.metrolinx.com/bowmanville

DurhamRegion@metrolinx.com

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



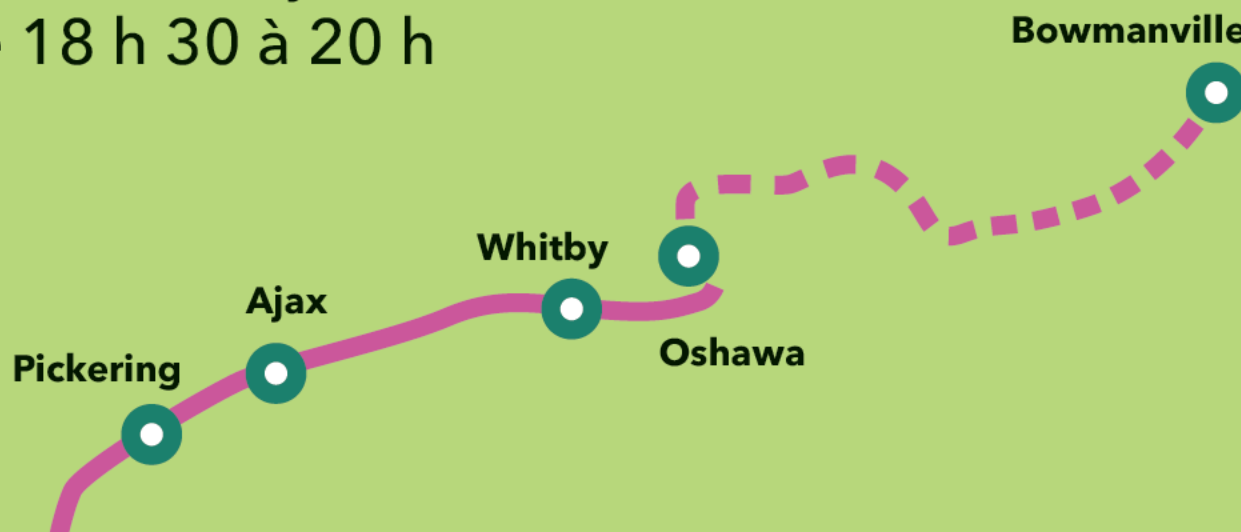
Expansion du service de Bowmanville

Vos commentaires nous intéressent.

Journée portes ouvertes virtuelles

Mercredi 14 juin 2023

De 18 h 30 à 20 h



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

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

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

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

Vous avez des questions? Nous sommes là pour vous.

🌐 www.metrolinx.com/bowmanvillefr

✉ DurhamRegion@metrolinx.com

🐦 @GOExpansion



 **METROLINX**

From: [Laura Filice](#)
To: cindy.batista@ontario.ca; [Desautels, Solange \(MECP\)](#)
Cc: [Katie Bright](#); [Lindsay Prihoda](#); [Rachel Afonso](#)
Subject: Notice of Virtual Open House- Bowmanville Extension EPR Addendum
Date: Wednesday, May 24, 2023 3:06:17 PM
Attachments: [image001.png](#)
[Postcard_Bowmanville Extension VOH.pdf](#)
[NewspaperAd_Bowmanville Extension VOH.pdf](#)

Hi Cindy and Solange,

Hope you are both well.

I am emailing to inform you that the Notice of Virtual Open House postcards have started to circulate to the public this week. The newspaper ad will be published tomorrow, May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide details on the event and how to register.

Attached you will find copies for your files of the newspaper and postcard with the event details. Link to the [webpage](#) is now live.

You will see a separate email come through shortly to all other agencies with similar details of the PIC and VOH.

Feel free to reach out to me if you have any questions.

Thanks,

Laura Filice

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



From: [Laura Filice](#)
Subject: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum
Date: Wednesday, May 24, 2023 3:57:00 PM
Attachments: [image001.png](#)
[NewspaperAd_Bowmanville Extension VOH.pdf](#)
[Postcard_Bowmanville Extension VOH.pdf](#)

Good Afternoon,

There will be a **Virtual Public Information Centre (PIC)** from **June 8 to June 21, 2023** for the Bowmanville Extension EPR Addendum, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). Comments and feedback on the materials during the Virtual PIC period can be submitted on our [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

A live **Virtual Open House (VOH)** will be held on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event.

Postcards are being mailed out starting this week and the newspaper ad will be published on May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide the above noted event details. A copy of the postcard and newspaper ad is attached for reference.

If you have any questions or comments about the Project, or wish to be removed from the Project list, please feel free to contact me directly.

Thank you,

Laura Filice

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



From: [Laura Filice](#)
To: [Eric Cameron](#)
Cc: [Rachel Afonso](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Attachments: [image001.png](#)
[image003.png](#)
[CLOCA\(Dan Moore\)_comments_BMV_90%_20230529_MxResponse.pdf](#)
[CLOCA\(Perry Sisson\)_comments_BMV_90%_20230529_MXResponse.pdf](#)
[RE Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project .msg](#)
[RE Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project .msg](#)

Hi Eric,

Hope you had a great weekend.

Please see attached responses to the remaining comments received earlier this year for your records and to close out. I have also attached the initial comment/ information memos received from Ian for your reference.

As design progresses we will continue to consult with your team.

Thank you!

Laura

From: Eric Cameron <ecameron@cloc.com>
Sent: February 14, 2023 1:51 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura – tables have been filled out as requested. Please also include as part of our correspondence record the full engineering/fisheries memos sent earlier.

Thanks, take care.

Eric Cameron
Infrastructure Planner / Enforcement Officer

36

Eric 2



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

Sent: February 13, 2023 2:44 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

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Hi Eric,

Thanks for the quick chat this morning. Here is the latest set of comments we sent in November (and email string below) as well as the WORD docs for all the tables. Feel free to place responses to our previous comments in the table which will be helpful for tracking purposes.

Thanks

Laura

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

Sent: November 15, 2022 10:06 AM

To: Eric Cameron <ecameron@cloca.com>

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

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

Good Morning Eric,

Apologies for the delays in getting this revised report and responses back to your team.

We have changed some language within the EPR and NETR to reflect the CLOCA data received . Further consultation may be required to confirm timing windows with MNRF and CLOCA (this is noted in the report).

Also, please note that aquatic data has recently been received from Curve Lake First Nation and therefore the NETR will be updated, where appropriate, in the final report.

Link to the EPR and updated Natural Environment Technical Report can be downloaded here :
<https://www.dropbox.com/sh/gxqsnk500k59w6y/AAAUIZw9N6Mcj9M-OZYhHxCPa?dl=0>

Let me know if you have any questions or concerns.

Thank you,

Laura Filice

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



From: Eric Cameron <ecameron@cloca.com>
Sent: September 20, 2022 9:48 AM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Ok thank you for letting me know so quickly – I'll wait for your follow up

Eric Cameron
Infrastructure Planner / Enforcement Officer

36



Eric 2



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

Sent: September 20, 2022 8:49 AM

To: Eric Cameron <ecameron@cloca.com>

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

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

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Hi Eric,

We noticed an error in a couple of the reports and will be updating them shortly. If CLOCA could kindly hold off on reviewing until further this week, that would be appreciated. We will be in touch to advise when the reports have been updated in the Dropbox link below.

Thank you,

Rachel Afonso, MEnvSc

Junior Project Coordinator, Environmental Programs and Assessment
Metrolinx

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

Sent: September 19, 2022 4:16 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Good Afternoon Eric,

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

<https://www.dropbox.com/sh/gxqsnk500k59w6y/AAAUIZw9N6Mcj9M-OZYhHxCPa?dl=0>

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

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

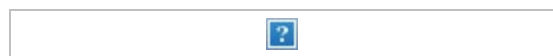
Key Date	Previous Date	Revised Date *
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Current)
Notice of Public Meeting	August 2022	November 2022
Public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

*Dates are subject to change

Thank you,

Laura Filice

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



From: Eric Cameron <ecameron@cloca.com>

Sent: June 28, 2022 4:00 PM

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

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Jennifer – CLOCA staff review memos are attached. Below is a breakdown of the anticipated CLOCA review and permitting fees based on information provided to date. We would like Metrolinx to obtain permits for all works within our regulated areas. For this project, the main areas of focus

will be the watercourse crossings, but there are other regulated areas within the footprint associated with wetlands. Further, any areas identified by Metrolinx as containing wetland that are not included within mapped CLOCA regulation limits will also require permits. It is anticipated that permits associated with the crossings could also cover works within/adjacent to wetlands within the same watershed. Once your team review our comments and fee estimate, we would be pleased to meet to discuss. Thank you,

Review and permitting fees by watershed:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Eric Cameron
Infrastructure Planner / Enforcement Officer

36	
Eric 2	

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

Sent: June 16, 2022 5:45 PM

To: Eric Cameron <ecameron@cloca.com>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Eric,

Just wanted to touch base to see if you have had a chance to review the EPR to give us an idea of the scope of review required by CLOCA as well as a fee estimate.

Thanks,

Jennifer Wong


From: Jennifer Wong

Sent: June 1, 2022 8:52 AM

To: Eric Cameron <ecameron@cloca.com>

Cc: Annie Gu <Annie.Gu@metrolinx.com>; Tegan McWhirter <Tegan.McWhirter@metrolinx.com>;
Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

Hi Eric,

Thanks for the discussion yesterday. Just wanted to summarize a few items from our conversation:

- Draft 90% EPR
 - The review of this document will be covered by the Schedule B Class EA fee we paid previously. I understand CLOCA will be aiming to provide comments by June 21. As discussed, we are looking to progress further with the hydraulic and fluvial geomorphic assessments for further input into our detailed design. The design for the 3 watercourse crossings (Oshawa Creek, Harmony Creek, Farewell Creek) has not changed significantly since our preliminary design drawings. We would be looking to schedule a technical meeting with CLOCA once we have more information on the hydraulic assessment and fluvial geomorphic assessment. If it would be helpful in

expediting comments for the EPR, we would be happy to schedule a project overview meeting the week of June 6th or 13th. Please let me know if this is something CLOCA would be interested in or if the preference would be to have a technical meeting once we have more information.

- We are currently working on the following deliverables. It would be appreciated once you have had a chance to review the EPR to let us know the scope of review required by CLOCA (e.g. areas of interest to streamline the submission) and the estimated fees associated with the review.
 - Detailed design submissions (50%, 70%, IFT)
 - Hydraulic Assessment Study
 - Fluvial Geomorphic Assessment Study

See attached shapefile for the EPR project footprint.

Thanks and feel free to reach out if you have any further questions.

Jennifer Wong


From: Jennifer Wong

Sent: May 24, 2022 1:31 PM

To: Eric Cameron <ecameron@cloca.com>

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

Hi Eric – are you available for a quick chat sometime before 2pm today or tomorrow during any of the following times?

- 8am-9am
- 10:30am-11am
- 11:30am-12pm
- 1:30pm-3pm

Just wanted to discuss the scope of the review with you. See attached shapefile for the EPR project footprint.

Thanks,

Jennifer Wong


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

Sent: May 17, 2022 2:15 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Service Expansion Project

Hi Eric,

Thanks for the email. Ill tag in Jennifer here as she can speak to the review fees and your request for a technical meeting since she holds much of that design knowledge.

With regards to June 21st date, if you have any preliminary comments ready on the content shared thus far that would be appreciated. You will get another opportunity to review a revised draft EPR in August as well. Let me know if your team still needs more time to review the EPR content.

Thank you,

Laura

From: Eric Cameron <ecameron@cloca.com>

Sent: May 17, 2022 1:04 PM

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

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

You don't often get email from ecameron@cloca.com. [Learn why this is important](#)

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Hi Laura – thank you for circulating this material. We will follow up with a written response. As you can probably appreciate given the scale of the project and number of watercourse crossings and other potential on our regulated features, we may not be able to provide response by the requested June 21st date. I was previously in communication with Annie Gu and Jennifer Wong from Metrolinx, (see attached e-mail). I think it would be beneficial to set up a technical meeting at this point to discuss the scope of review and our review fees in consideration of the project scale, advanced level of design for some of the crossing structures, and number of technical reports. Please advise of any availability for your team the week of May 30-June 3rd.

In advance – could you please send a shapefile or similar of the project construction footprint so that we may more efficiently review potential impacts on our regulated areas?

Thank you,

Eric Cameron

Infrastructure Planner / Enforcement Officer

36



Eric 2



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

Sent: May 10, 2022 3:23 PM

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

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Good Afternoon,

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

<https://www.dropbox.com/scl/fo/im9xyl8q4i44vqwaqy30a/h?dl=0&rlkey=jgygaetiev7vu2134bbsw126c>

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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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

Bowmanville Extension Options - 20200303

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

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

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

Thank you,

Laura Filice

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



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May 29, 2023

Section	CLOCA's Comments	Responses	CLOCA Response	Responses (May 29, 2023)
<i>Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project</i>				
4.1.1 Aquatic Environment	This extremely simplified introduction is a bit misleading. All of these streams still support Coldwater fisheries.	The introductory text for Section 4.1.1 has been updated to clarify that streams in the Study Area support coldwater fish species.	Noted. No further comment.	
4.1.1 Aquatic Survey Station 1- Goodman Creek Fish Community	Brassy Minnow have not been documented within the CLOCA jurisdiction. ID should always be confirmed following Mandrak and Bouvier (2014). Thermal data from Goodman Creek supports a coolwater designation.	<p>Upon further examination of a voucher photos of this specimen the identification of this species has been changed from Brassy Minnow to Fathead Minnow following Mandrak and Bouvier (2014). Changes have been made to the EPR Addendum and NETR accordingly.</p> <p>The NETR (Section 4.4.1.1) and the EPR Addendum (Section 4.1.1) have been updated to include a statement that Goodman Creek supports a coolwater designation.</p>	Noted. No further comment.	
4.1.1 Aquatic Survey Station 2 – Oshawa Creek	Please confirm SAR through the Province and Federal Governments I thought American Eel habitat has been identified through this stretch. They have been captured upstream and downstream of this location and I thought that resulted in the entire stretch being identified as habitat.	The aquatic SAR screening was completed using the applicable provincial and federal databases and background reports, as per guidance from the MECP and DFO. American Eel is not listed on Schedule 1 of the <i>Species at Risk Act</i> (SARA); therefore, it is not identified on DFO's aquatic SAR maps. Within the Study Area, there are no records of American Eel in the NHIC database. American Eel has been captured in Lake Ontario and also a section of Oshawa Creek north (upstream) of the Study Area based on the NHIC database ⁱ . As such it is reasonable to assume that American Eel may occur in the reaches between. Updates to the EPR Addendum (Section 4.1.1) and the NETR (Section 4.4.1.2 and Appendix E) have been made to state that American Eel may occur in the Study Area based on records of this species from upstream and downstream of the Study Area. Requirements for permitting under the Endangered Species Act should be confirmed with the Ministry of Environment Conservation and Parks during detailed design.	Noted. No further comment.	

Section	CLOCA's Comments	Responses	CLOCA Response	Responses (May 29, 2023)
4.1.1 Aquatic Survey Station 3 – Harmony Creek	As indicated through catch records and observations by crews completing habitat assessment work, coldwater species, including Rainbow Trout, utilize this habitat for various life stages. This includes during the summer when temperatures are at their most extreme.	The statement that Harmony Creek has a warm thermal regime within the Study Area is based on the classification for this aquatic resource area water line segment by MNRF in the LIO database. Their classification is based on fish species present. The NETR (Section 4.4.1.3) and EPR Addendum (Section 4.1.1) have been updated to include a statement that coldwater species have been recorded in nearby reaches of Harmony Creek. The presence of Rainbow Trout has been taken into account when determining the restricted timing window for the protection of fish, and that the restricted window should be confirmed with the MNRF.	Noted. No further comment.	
4.1.1 Aquatic Survey Station 5 – Unnamed tributary	As discussed, this feature flows into the provincially significant coastal wetland, McLaughlin Bay, and consideration should be given to mitigating short and longterm water quality impacts on this feature.	Acknowledged. The EPR Addendum (Section 4.1.1 and Table 5.4) and the NETR (Section 4.4.1.5 and Table 6.3) have been updated to include this feature and a statement that consideration should be given to mitigating short and long-term water quality impacts on this feature. An example of a measure to mitigate short term impacts is the preparation and implementation of an erosion and sediment control plan. Long term water quality impacts can be mitigated by adequate storm water management measures and riparian vegetation planting.	Noted. No further comment.	
4.1.1 Aquatic Survey Station 6 – Robinson Creek	Robinson Creek supports a coldwater fish community (e.g. Rainbow Trout) and should be classified as such.	The statement that the reach of Robinson Creek in the Study Area has a warm thermal regime is based on the classification for this aquatic resource area water line segment by MNRF in their LIO database. Their classification was based on water temperature. The NETR (Section 4.1.1.6) and the EPR Addendum (Section 4.1.1) have been updated to include a statement that this creek supports a coldwater fish community (e.g., Rainbow Trout) and is classified by CLOCA as coolwater habitat. Section 8.4 of the EPR Addendum and Table 6.3 of the NETR has been updated to include text that the fish community composition should be taken into account to set the restricted timing window for the protection of fish and that the restricted window should be confirmed with MNRF.	Noted. No further comment.	
4.1.1 Aquatic Survey Station 8 – Tooley Creek	Rainbow Trout have a coldwater preference as indicated by Coker et al 2001.	Acknowledged. The NETR (Section 4.4.1.8) and EPR Addendum (Section 4.1.1) have been revised to indicate that the fish species recorded in Tooley Creek include species with a coldwater preference (e.g., Rainbow Trout).	Noted. No further comment.	
4.1.1 Aquatic Survey Station 9	One summer survey is not sufficient to conclude this tributary does not support fish. A multi season	Acknowledged. The NETR (Section 4.4.1.9) and EPR Addendum (Sections 4.1.1 and Table 8.3) were revised	Noted. No further comment.	

Section	CLOCA's Comments	Responses	CLOCA Response	Responses (May 29, 2023)
– Unnamed Tributary of Tooley Creek (North of Baseline Road West)	survey should be completed to better understand its role.	to indicate that a spring survey is recommended during detailed design if in-water work is expected at this location.		
4.1.1 Aquatic survey Station 10 – Unnamed Tributary of Darlington Creek (South of Baseline Road West)	One sampling event by CLOCA has been completed on this tributary (it may have been missed in the data request but can be provided). MTDAR19, 2010, 1 species, Brook Stickleback, 48 individual fish. 682426mE, 4862146mN, Zone 17N NAD 83	The NETR (Section 4.4.1.10) and the EPR Addendum (Section 4.1.1) have been updated to include the sampling event completed by CLOCA at this tributary.	Noted. No further comment.	
4.1.1 Aquatic Survey Station 11 – Darlington Creek	Rainbow Trout have a coldwater preference as indicated by Coker et al 2001 and a stream supporting them should be classified as such.	Acknowledged. The NETR (Section 4.4.1.11) and EPR Addendum (Section 4.1.1) have been updated to indicate that CLOCA classifies this reach of Darlington Creek to be coolwater habitat, and that the fish species recorded in Darlington Creek include species with a coldwater preference (e.g., Rainbow Trout). Text that the fish community composition should be taken into account to set the restricted timing window for the protection of fish and that the restricted window should be confirmed with MNRF and CLOCA has been included in Table 5.4 of the EPR Addendum.	Noted. No further comment.	
5.1.1 Aquatic Environment	Consideration for improving, or at a minimum, not reducing the ability of fish to pass certain structures should be considered throughout the design process. Fish passage analysis may be needed in these situations.	Consideration for fish passage is noted in NETR Table 6.4 (Aquatic Habitat): Design culverts to maintain or improve conditions for fish passage and hydraulic conveyance.	Any new structures (including extensions) must be designed to provide fish passage for jumping and non-jumping fishes as required by the Federal <i>Fisheries Act</i> . A commitment should be provided that states: During the detailed design stage of the project, fish passage analysis (e.g., 2-year storm event/bankfull) of all structures in the study area will be conducted to determine existing conditions to help guide detailed design of new structures (including extensions).	<p>Fish passage for jumping and non-jumping fishes will be maintained at crossings where such passage currently exists. In situations where existing culverts will be extended, it is not within Metrolinx's scope to replace or mitigate existing structures owned by others (e.g., under the authority of CN or CP). While Metrolinx will explore opportunities to enhance fish passage where it is currently restricted, there may be some locations where improving fish passage at existing structures is not technically feasible. If feasible, culvert extensions may be designed to support future enhancements to fish passage (if owners replace or improve such culverts at a later date). These anomalies will be reviewed in consultation between CLOCA and Metrolinx.</p> <p>During the detailed design stage of the Project, fish passage analysis (e.g., 2-year storm event/bankfull) of impacted structures in fish-bearing watercourses within the Project Footprint will be conducted to determine existing conditions to help guide detailed design of the proposed structures (including extensions).</p>

Section	CLOCA's Comments	Responses	CLOCA Response	Responses (May 29, 2023)
5.1.1.2 GO Station Locations	Agreed on the need for Headwater Drainage Feature Classification when potentially proposing modifications (e.g., B3 Courtice GO station)	Headwater Drainage Feature Assessment fieldwork was completed in 2022 in accordance with the HDFA Guidelines (TRCA & CVC 2014). The findings from the assessment were incorporated into the NETR (Section 4.4.1.7) and EPR Addendum (Section 4.1.1, Aquatic Survey Station 7).	Noted. No further comment.	
Table 8.2 Restricted Activity Period by Watercourse	As discussed above, Harmony Creek (Station 3), Robinson Creek (Station 6), Darlington Creek (Station 11) support coldwater fisheries and should be classified as such. The coldwater timing window as indicated in the CLOCA fisheries management plan is July 1st to September 15th. The warmwater timing window, as indicated in the CLOCA fisheries management plan, is July 1st to March 31st.	The NETR (Sections 4.4.1.3, 4.4.1.6 and 4.4.1.11) and the EPR Addendum (Section 4.11) were updated to include statements that CLOCA classifies these as coolwater habitats and includes a recommendation that the restricted window for fall spawning fishes is applied to Harmony Creek (Station 3), Robinson Creek (Station 6) and Darlington Creek (Station 11). The classification of the thermal regime of these reaches will be maintained as per the aquatic Resource Area maps prepared by LIO (MNDMNR). Section 8.4 of the EPR Addendum also references CLOCA's timing windows as per the Fisheries Management Plan. The NETR and EPR Addendum recommend that the restricted timing window for each location is confirmed by MNR.	Noted. No further comment.	
<i>Appendix A1- Natural Environment Technical Report</i>				
2.2.3	It indicates here that fish collection records are available for the watercourses in the study area, but some of the unnamed tributaries had no sampling events listed, recently or at all. Additional monitoring, especially outside of the summer period, would provide additional information for these features.	The NETR Section 2.3.2 and Section 8 "Aquatic Habitat" have been revised to recommend that fish community sampling outside of the summer season may be required during detailed design if in-water work is expected.	Noted. No further comment.	
4.2	Unsure of the value of point-in-time measurements for air and water temperature when controls aren't in place. CLOCA has longterm water temperature and water quality data available for select locations if needed.	Air and water temperature along with other in-situ water quality parameters were recorded to supplement the description of aquatic habitat characteristics of the reach. These measurements were not used to determine the thermal regime of the watercourse. Aquatic Resource Area (ARA) water Line Segment data prepared by LIO (MNR) was used to establish the thermal regime of these watercourses. As mentioned above recommendations for restricted timing windows for protection of spawning fish will be based on the thermal regime as well as fish species present and should be confirmed with MNR for each location.	Noted. No further comment.	
	Please refer to comment 12 regarding construction timing windows for in-water works.	The NETR (Section 4.7) was updated to include a recommendation that the restricted window for fall spawning fishes is applied to Harmony Creek (Station 3), Robinson Creek (Station 6) and Darlington Creek (Station 11). The classification of the thermal regime of these reaches will be maintained as per the aquatic Resource Area maps prepared by LIO (MNDMNR). Section 4.7 of the NETR also references CLOCA's	Noted. No further comment.	

Section	CLOCA’s Comments	Responses	CLOCA Response	Responses (May 29, 2023)
		timing windows as per the Fisheries Management Plan. The NETR recommends that the restricted timing window for each location is confirmed by MNRF (Section 4.7). Section 8.4 of the EPR Addendum has been updated in accordance with the above edits to the NETR.		

ⁱ Natural Heritage Information Centre (NHIC). 2021. Natural Heritage Information Centre (NHIC) Natural Areas and Species records search. Biodiversity explorer. Accessed November 2021 at: https://www.lioapplications.lrc.gov.on.ca/Natural_Heritage/index.html?viewer=Natural_Heritage.Natural_Heritage&locale=en-CA

May 29, 2023

CLOCA Comments	Responses	CLOCA Response	Response (May 29, 2023)
<i>Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project</i>			
It is noted that the EPR (section 5.4.1 and table 5.4) states “...hydraulic and fluvial geomorphic assessments are being undertaken.” Conceptual plans were previously provided for stream crossings at Oshawa Creek, Harmony Creek and Farewell Creek, and the appended comments were provided by CLOCA and remain current. Since the time of the conceptual plan submission, the Goodman Creek 2 Zone Flood Study has been completed and should be reviewed by the study team (available at https://www.cloca.com/flood-protection-prevention). This study examines the issue of the deficient capacity of the railway crossing of Oshawa Creek, and the impact to hundreds of homes immediately upstream of the railway embankment, that are flood vulnerable. A discussion of this large flood damage centre linked to the deficient hydraulic capacity of the railway embankment, should be included in the Neighbourhood Profiles (section 4.7.2).	<p>Metrolinx is aware of CLOCA’s concern associated with the Oshawa Creek crossing and the flooding associated with the same. We will also note the Goodman Creek 2 Zone Flood Study when we undertake our hydraulic assessment in that location.</p> <p>The design of the new rail bridge crossing at Oshawa Creek will be based on applicable requirements and guidelines. The Project is focused on rail expansion, but to the extent feasible, design of new structures will not preclude the potential for capacity improvements at out-of-scope structures to benefit the existing flood condition. The Goodman Creek 2 Zone Flood Study has been reviewed and information incorporated into the EPR Addendum Section 4.4.</p> <p>Metrolinx is committed to continuing communication and engagement with CLOCA as design and construction planning progresses to address agency interests.</p> <p>As design advances outside of the environmental assessment process, CLOCA’s previous comments and further input will be considered.</p>	We acknowledge this commitment	
With respect to expansion of the rail network over Robinson, Tooley and Darlington Creeks, we again emphasize the need to thoroughly investigate the condition and capacity of existing hydraulic structures, and look for opportunities to improve deficient conditions.	<p>The hydraulic assessment will review the existing hydraulic conveyance capacity and provide recommendations for proposed conditions, in accordance with Metrolinx, CP Rail and CLOCA standards. The hydraulic assessment is not an environmental assessment component but will be assessed as design progresses.</p> <p>One of the mitigation measures listed in Table 5.4 is: <i>Any proposed bridges and culvert replacements will be sized to maintain or improve local flood levels as supported by hydrologic/hydraulic calculations and/or models.</i></p>	Noted	
A subwatershed study is underway by the Municipality of Clarington and will provide updated information for the Robinson and Tooley Creek watersheds. A Flood Mitigation Study is also planned for these watersheds. These studies should be researched during the design process to ensure the most current modelled flowrates are used.	Stantec has recently coordinated with CLOCA to obtain the most current hydraulic modeling information at this time. Stantec will coordinate with the Municipality and CLOCA to ensure that we remain informed on the current status of this study as we advance our hydraulic assessment and drainage design in parallel.	Noted	
Section 6; Climate Change: Table 6.1 identifies precipitation as a consideration for qualitative assessment. With climate models providing climate adjusted Intensity-Duration-Frequency curves, a quantitative climate change analysis could be provided and	For the purposes of the EPR Addendum, precipitation was assessed qualitatively. A detailed Stormwater Management (SWM) Plan will be developed for the Project as we advance our design, which will be based on Metrolinx’s standards,	Noted – please submit a data request form if you require access to the Robinson Creek hydrologic model.	Stantec requested and received from CLOCA the hydrologic model for Robinson Creek in July 2022.

CLOCA Comments	Responses	CLOCA Response	Response (May 29, 2023)
<i>Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project</i>			
would be a good indicator of hydraulic capacity for future conditions. Given the existing deficiencies of existing stream crossings, we recommend this step for return period storm assessments.	and other applicable guidance documents (such as those listed in Section 6.3.2 of the EPR Addendum) including the CLOCA Robinson Creek hydrologic model.		Subsequent to the initial request in 2022, the Robinson and Tooley Creek Subwatershed Study (SWS) was prepared, including a hydraulic model. Could CLOCA please confirm if Stantec should continue to use the previously provided hydraulic model or if a copy of the recently completed SWS hydraulic model should be requested for the purposes of the Project design.
<p>Of note for crossings of the Robinson Creek, Tooley Creek, and Darlington Creek:</p> <p>a. The CPR crossing of Tooley Creek has a 5 metre flood differential from the upstream side to the downstream side due to insufficient culvert capacity, based on our hydraulic modelling. This modelling indicates that regulatory flooding would overtop the railway embankment.</p> <p>b. In the Robinson Creek hydraulic analysis, the large storage area upstream of the CPR embankment that has been considered in the computation of upstream flood elevations. The 100 year storm is the regulatory event in this watershed.</p> <p>c. Similarly, a crossing of Darlington Creek has a 4 metre water level differential. The potential for embankment failure from hydrostatic pressure, piping, or overtopping should be assessed at all crossings.</p>	The existing hydraulic conditions summarized by CLOCA are noted and will be reviewed as part of the hydraulic assessment being prepared by Stantec as we advance our design. We request that CLOCA please also provide the hydrologic model for Robinson Creek so that the noted flood storage routing upstream of the railway corridor is properly accounted for in our assessment.	Noted – please submit a data request form if you require access to the Robinson Creek hydrologic model.	Refer to response above.

From: Laura Filice
Sent: Wednesday, June 28, 2023 3:54 PM
To: Hatcher, Laura (MCM)
Cc: Barboza, Karla (MCM)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Hi Laura,

No problem. The 19th is fine. Enjoy your time off!

Thanks,

Laura

From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: June 28, 2023 3:46 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura,

No problem – I am glad we figured it out! Two weeks may be challenging for me because I will be away all next week and the 10th. Would it be possible to say three weeks (so the 19th)? I will do my best to get comments to you earlier though.

Thank you,
Laura

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: June 28, 2023 8:20 AM
To: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura,

Thanks for reaching out and apologies that this email got lost. I tried to send the email again this morning and it bounced back due to the size of the file. Very odd as it didn't bounce back initially. This explains why you didn't received it !

I added the CHR and the email in the drop box link here:

Please let me know if 2 weeks is sufficient time to review. I should note that this CHR will be updated at 100% to take into account MHC decisions that had not been made at the time this draft was prepared.

Thank you,

Laura

From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: June 27, 2023 4:28 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura,

Thomas Wicks reminded me that MCM was going to be reviewing a revised version of the CHR for the Oshawa-Bowmanville TPAP. Karla and I have looked back through our emails and we don't see an email with the document itself. I just wanted to check with you that it was sent to us. We may well have missed it.

If it was meant to be reviewed by us in early May, I imagine you could use our feedback soon. Please let me know what kind of turnaround would be helpful and we will see what we can do.

Thank you,
Laura

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 5, 2023 9:02 AM
To: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

Thank you for follow up comments. To close this loop, I have attached our responses to MCM's follow up comments on the revised 90% EPR for your review. The updated CHR (based on the project footprint change noted in a previous email string), will be sent following this in a separate email.

Thank you,

Laura

From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: October 4, 2022 9:21 AM
To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

Thank you for the responses to our previous comments on the Draft EPR. I have provided some additional comments in the attached table.

Thanks again for the extension on providing these comments.

Please let me know if you have any questions or would like to discuss.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

email: laura.e.hatcher@ontario.ca

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

Sent: September 19, 2022 4:16 PM

To: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MNRF) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>

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

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Good Afternoon Laura,

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

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

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

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

*Dates are subject to change

Thank you,

Laura Filice

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



From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>

Sent: June 23, 2022 4:10 PM

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

Cc: Katie Bright <Katie.Bright@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

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

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Good afternoon Laura,

Please find attached a letter and table with comments from the Ministry of Heritage, Sport, Tourism and Culture Industries on the Oshawa to Bowmanville Rail Service Expansion Project. Thank you again for the extension on providing these comments.

We look forward to continuing to work with you on this project.

Sincerely,
Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division
Ministry of Heritage, Sport, Tourism and Culture Industries

email: laura.e.hatcher@ontario.ca

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

Sent: May 10, 2022 3:23 PM

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

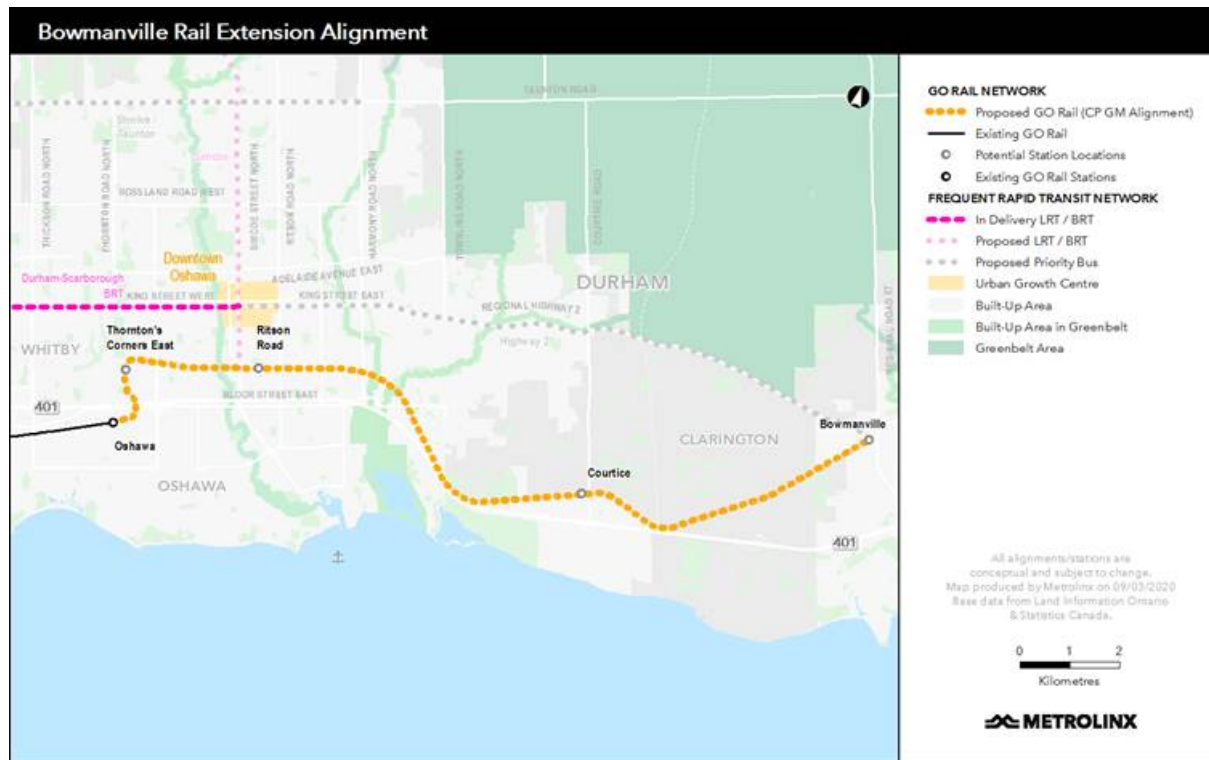
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

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

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project

footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



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

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

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

Thank you,

Laura Filice

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



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From: [Annie Gu](#)
To: [Andreas Grammenz](#)
Cc: [Steve Rowe - Hatch \(steve.rowe@hatch.com\)](#); [Tena-Russell, Adrian](#); [Laura Filice](#); [Lindsay Prihoda](#); [Rachel Afonso](#)
Subject: BMV - Draft 95% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments
Date: Friday, August 18, 2023 5:32:12 PM
Attachments: [image001.jpg](#)
[CPKC comments BMV Draft 95Percent EPRA 20230818.pdf](#)

Good afternoon Andreas,

Please find attached responses to CPKC's comments received from review of the Draft 95% EPR Addendum. Thank you for taking the time to review and provide comments.

We kindly ask that CPKC review the responses and let me know if you have any further comments or concerns no later than September 1, 2023.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: Annie Gu
Sent: June 30, 2023 5:45 PM
To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>
Cc: Steve Rowe - Hatch (steve.rowe@hatch.com) <steve.rowe@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: BMV - Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

Hello Andreas,

Metrolinx is sharing the updated EPR Addendum and supporting technical reports for CPKC's review. The main changes from the draft 90% EPR Addendum CPKC reviewed previously resulted from additional project footprint requirements identified at various locations. The attached letter advises of these changes and provide an overall update to the Project. The main changes to the EPR Addendum are the following:

- Updates to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment Report (PIF P1148-0067-2023)
- Minor updates to all other technical reports

The updated EPR Addendum and supporting technical reports are available for download here:

Metrolinx FTP site: [REDACTED]

Username: [REDACTED]

Pass: [REDACTED]

I have also attached responses to CPKC's comments received from review of the draft 90% EPR Addendum. We kindly ask CPKC review these responses with any of the supporting reports. Please me know if there are any comments or concerns no later than July 21, 2023.

Thanks again and we appreciate the feedback received to date.

Regards,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions

Metrolinx

[REDACTED]

E: annie.gu@metrolinx.com





August 18, 2023

Attention: Andreas Grammenz
Senior Project Manager, Projects and Public Works
Canadian Pacific Kansas City (CPKC)
VIA Email: Andreas.Grammenz@cpkcr.com

Reference: Draft 95% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

Dear Mr. Grammenz:

The below responses are provided to address the comments and recommendations outlined in the email dated August 15, 2023 from CPKC to Metrolinx regarding the Draft 95% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

We hope the responses address your questions and we look forward to continuing to work with CPKC. Please feel free to contact me if you have any questions or concerns.

Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (August 15, 2023)	Metrolinx Response (August 18, 2023)
Oshawa to Bowmanville Rail Service Extension: Environmental Project Report Addendum				
30	IJ	Addendum Footprint Change Memo	Please ensure CP Rail is kept apprised of any additional environmental studies that are ongoing currently, particularly as they relate to CP's existing infrastructure (i.e., Harmony Creek at the existing rail bridge crossing, etc.).	The comment is noted. Metrolinx will keep CP apprised of ongoing and future additional environmental studies pertaining to CP infrastructure and lands within the Project Footprint.
31	IJ	Section 2.1 of the EPR	Please provide details on any ancillary structural work such as modifications to CP culverts and bridge designs as they become available.	Thank you for the comment. Metrolinx will continue to consult and coordinate proposed modifications to CP infrastructure as the Project Development Phase progresses.

Sincerely,

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

cc: Steve Rowe, Hatch
Adrian Tena-Russell, Hatch
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

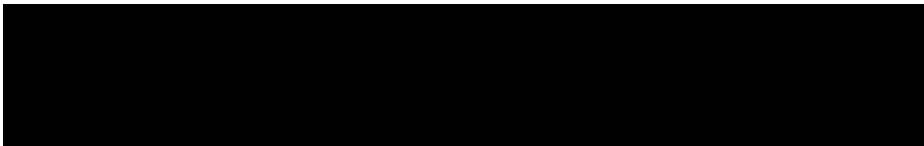
From: Annie Gu
Sent: Friday, June 30, 2023 5:45 PM
To: Andreas Grammenz
Cc: Steve Rowe - Hatch (steve.rowe@hatch.com); Laura Filice; Lindsay Prihoda; Rachel Afonso
Subject: BMV - Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf; CPKC comments_BMV_Revised_Draft_90Percent_EPRA_20230630.pdf

Hello Andreas,

Metrolinx is sharing the updated EPR Addendum and supporting technical reports for CPKC's review. The main changes from the draft 90% EPR Addendum CPKC reviewed previously resulted from additional project footprint requirements identified at various locations. The attached letter advises of these changes and provide an overall update to the Project. The main changes to the EPR Addendum are the following:

- Updates to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment Report (PIF P1148-0067-2023)
- Minor updates to all other technical reports

The updated EPR Addendum and supporting technical reports are available for download here:



I have also attached responses to CPKC's comments received from review of the draft 90% EPR Addendum. We kindly ask CPKC review these responses with any of the supporting reports. Please me know if there are any comments or concerns no later than July 21, 2023.

Thanks again and we appreciate the feedback received to date.

Regards,

Annie Gu, P.Eng.
Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com





June 30, 2023

Attention: Andreas Grammenz
Senior Project Manager, Projects and Public Works
Canadian Pacific Kansas City (CPKC)
VIA Email: Andreas.Grammenz@cpkcr.com

Reference: Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

Dear Mr. Grammenz:

The below responses are provided to address the comments and recommendations outlined in the email dated October 12, 2022 from CPKC to Metrolinx regarding the Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

We hope the responses address your questions and we look forward to continuing to work with CPKC. Please feel free to contact me if you have any questions or concerns.

Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (October 12, 2022)	Metrolinx Response (June 30, 2023)
Oshawa to Bowmanville Rail Service Extension: Environmental Project Report Addendum				
1	IJ	General	Please ensure that any comments left on appendixes/technical reports are carried over and incorporated into the EPR where applicable.	Noted. Comments will be carried over from technical reports to the EPR Addendum as applicable.
2	IJ	ES	Formatting issues at end of third paragraph	The second period at the end of the third paragraph has been removed.
3	IJ	Page x	Table formatting issues - see cultural heritage section	"Archaeological Resources" has been added to the last row of Table ES.1.
4	IJ	Section 1.4.3	Approach for consultation should include identification of Indigenous Nations (bullet point 1)	The first bullet of Section 1.4.3 was updated in the last iteration of the EPR Addendum as follows: "• prepare contact list, including Indigenous communities and Nations, agencies, property and business owners, community groups"
5	IJ	Section 1.5.1.2	Growth plan was recently amended (2020) and the planning horizon is now 2051 in the GGH. Please review changes to the growth plan and revise references and planning horizons accordingly.	Section 1.5.1.2 and 1.5.1.4 has been updated to reflect the recent amendment to the Growth Plan for the GGH.
6	IJ	Section 3.1.1.4	Second paragraph under aquatic environment surveys - is this consistent with the NETR? Were fish collection records available for all watercourses in the assessment area? Please review and revise as needed.	Section 3.1.1.4 was updated to note: "Fish collection records are available for the larger watercourses in the Natural Environment Assessment Area but not for some of the smaller unnamed tributaries."
7	IJ	Section 3.1.2	Revise to Metrolinx Vegetation Guideline (2022)	The EPR Addendum and Natural Environment Technical Report (NETR) have been updated to reference the 2022 version of Metrolinx Vegetation Guideline. Mitigation and monitoring requirements have been updated accordingly. Metrolinx will follow the requirements of the Vegetation Guideline in effect at the time of construction.

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8	IJ	Section 3.5.2	Air quality effects assessment - review seventh bullet point for clarity (see: '75 m spacing..')	The seventh bullet point of Section 3.5.2 was updated to: "- 75 m spacing from 500-700 m of the boundary".
9	IJ	Section 3.5.2	Same comment as above - see: '150 m spacing..'	This text has been replaced with the following: "For the operations phase air dispersion modelling, the following grid extension and spacing were used: <ul style="list-style-type: none"> • a minimum 500 m distance from the Project Footprint which includes the entire proposed rail corridor • 20 m spacing within 200 m of the Project Footprint along the entire proposed rail corridor • 50 m spacing from 200 - 500 m of the Project Footprint"
10	IJ	Section 3.6.2.3	Were arriving and departing bells assessed as part of rail operational noise?	Platform bells do not need to be assessed per Metrolinx Environmental Guide for Noise and Vibration Impact Assessment (Metrolinx 2021), Sections 7.2.1.2 and 7.2.1.3.
11	IJ	Section 3.9.1	"identify existing baseline cultural heritage conditions within the Cultural [..]"	Corrected as per review comment.
12	IJ	Section 3.9.2.2	last sentence of the paragraph reads more like results than methods	The last sentence in Section 3.9.2.2 has been removed.
13	IJ	Section 4.1	See comments on NETR	The 95% EPR Addendum and NETR have been revised to align. Furthermore, the 100% EPR Addendum will be updated to match any changes to the 100% NETR.
14	IJ	Section 4.3.2	Paragraph 3 - "soil and/or groundwater.."	Corrected as per review comment.
15	IJ	Section 4.7.1	Courtice TOC Secondary Plan - review second last sentence for clarity	Second last sentence under the Courtice Transit-Oriented Community and GO Station Area Secondary Plan heading has been revised.
16	IJ	Table 4.9	Please ensure that v/c and LOS are defined in text	Both LOS and v/c are defined at first use in Section 3.8.2.
17	IJ	Section 4.9.1	The text indicates that details on the BHRs can be found in Appendix A7-1, but the preceding pages include a detailed summary table of all 168 identified BHRs and CHLs (Table 4.16) which is not referenced in this section. Please revise and reference the appropriate section.	A reference to Table 4.16 is included in the second paragraph of Section 4.9.1.
18	IJ	Section 5.2	Injury or pruning? What is the difference?	The sentence has been revised to read: "The Project has the potential to impact trees within the Project Footprint during construction and operations either through removal, injury (i.e., unintended damage) or pruning (i.e., selective removal or reduction of parts of a tree)."
19	IJ	Table 5.4	ESC measures shall be developed implemented and monitored by a CISEC certified environmental inspector/professional	The text in Table 5.42, row "Natural Environment - Terrestrial Environment - Increased Erosion and Sedimentation" has been updated to indicate: "The Environmental Inspector shall possess a Certified Inspector of Sediment and Erosion Control (CISEC) or Certified Professional in Erosion and Sediment Control (CPESC) certificate, and the preparation and implementation of Erosion and Sediment Control Plan(s) shall be in

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				accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA, 2019)."
20	IJ	Table 5.4	tree pruning to be completed by an ISA certified arborist. Need to ensure that policies are requirements identified in natural environment mitigation 'terrestrial vegetation/trees' section are consistent with those in the tree inventory section	Mitigation measures and monitoring activities for Tree Removal in Table 5.4 of the EPR Addendum and Table 6.3 of Natural Environment Technical Report have been reviewed and adjusted for consistency. Regarding pruning, the text in Table 5.4 was adjusted to align with Metrolinx's Vegetation Guideline and now reads: "Pruning of branches will be conducted by staff trained to employ proper pruning techniques as identified by the International Society of Arboriculture and Landscape Ontario."
21	IJ	Table 5.4	is it a spill prevention and response plan or spill prevention and contingency plan? Seeing different names for deliverables in different places	The EPR Addendum was reviewed for consistency; references were updated to "Spill Prevention and Response Plan".
22	IJ	Table 5.4	review formatting issues throughout table	Table 5.4 has been reviewed for formatting and updated as necessary.
23	IJ	Section 6.2.3	compensation and monitoring requirements may have changed as a result of 2022 vegetation guideline - recommend reviewing and updating accordingly	The EPR Addendum has been updated to reference the 2022 version of Metrolinx Vegetation Guideline. Mitigation and monitoring requirements have been updated accordingly. Project Arborist Report(s) will be prepared with regard to Metrolinx's Vegetation Guideline (2022, and subsequent updates prior to construction), Ontario Forestry Act R.S.O. 1990, the ESA, 2007, and other regulations, municipal by-laws and best management practices as applicable. Metrolinx will follow the requirements of the Vegetation Guideline in effect at the time of construction.
24	IJ	Section 6.3.4.1	Review second sentence for clarity	The second sentence in Section 6.3.4.1 has been reviewed and adjusted for clarity.
25	IJ	Section 7.1.2	statement about contact details being redacted should also follow after the first and second bullet point	The statement regarding redacting the contact details has been added to the first and second bullets in Section 7.1.2.
26	IJ	Section 7.1.3.4	Unclear what is being communicated in the second paragraph (see: 'Nation that has treaty rights..')	Section 7.0 was revised in the latest iteration of the EPR Addendum and there is no longer a Section 7.1.3.4. The text mention does not appear in the current EPR Addendum.
27	IJ	Section 7.2.4	Ministry should be capitalized	Ministry has been capitalized throughout the report.
28	IJ	Section 7.2.7	Should the date in paragraph three read 2022?	The date of March 25, 2021 is correct.
29	IJ	General	Report needs to be updated to include the results from the stand-alone Arborist Report	An Arborist Report for the entire Project Footprint will be undertaken beyond the EPR Addendum and TPAP process. Project Arborist Report(s) will be prepared with regard to Metrolinx's Vegetation Guideline (2022, and subsequent updates prior to construction), Ontario Forestry Act R.S.O. 1990, the ESA, 2007, and other regulations, municipal by-laws and best management practices as applicable. Metrolinx will follow the requirements of the Vegetation Guideline in effect at the time of construction.

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Air Quality Technical Report				
1	IJ	ES	Please confirm whether the Draft MX Environmental Guide for Air Quality has been updated and issued as final. Can this reference be updated?	Draft Metrolinx Environmental Guide: Recommended Approach for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Metrolinx Public Transit Projects (Metrolinx Guide) dated November 2019 remains in draft.
2	IJ	ES	GHG Assessment - please confirm or rephrase the last paragraph of this section. It reads as though GHG emissions will increase overall as a result of the project and will negatively impact the governments progress/goals of reaching their 2030 emission target. Is this correct?	Operation of the Project is expected to result in a net increase in GHG emissions, and not expected to help meet the government's 2030 GHG emissions target. The conclusion is based on the Project construction and operation scenario data provided by the project design team and Metrolinx. Detailed GHG estimates and assumptions used to support this conclusion are provided in Appendix G.
3	IJ	Table 1.1	page 12 suggests there are no construction activities taking place adjacent to farewell street, creek, harmony creek, and the green road bridge. If this is not correct, please adjust the table so that information in the construction activity and duration columns appears on both pages	Table 1.1 was adjusted to show the information in the construction activity column and estimated duration of construction activities column on page 12.
4	IJ	Table 1.1	page 16 - same comment as above	Table 1.1 was adjusted to show the information in the construction activity column and estimated duration of construction activities column on page 16.
5	IJ	Section 5.2.3	Please specify that cloud cover data was retrieved from Toronto Pearson International Airport, as there are multiple international airports in Toronto	Text in Section 5.2.3 was revised to specify that cloud cover data was retrieved from Toronto Pearson International Airport.
6	IJ	Table 3.6	Why are some values for % of criteria bolded? Is this significant? Add clarification to notes as needed	The paragraph preceding Table 3.6 on page 30 discusses background ambient air quality concentrations compared to applicable air quality objectives. Background concentrations for COIs are below their applicable air quality objectives with noted exceptions of NO ₂ , benzene and B(a)P. The bolded values in Table 3.6 highlight these exceptions. A note was added to Table 3.6 stating the following: "Bolded values represent exceedances of an air quality objective."
7	IJ	General	Can you comment on how the COVID-19 pandemic may have impacted traffic counts and volumes?	Traffic volumes for most of the study intersections were collected before March 12, 2020. This allowed for a more conservative study. While the COVID-19 restrictions are being removed at this point, it is observed that the traffic volumes are getting closer to the thresholds observed before 2020.
Cultural Heritage Evaluation Report – Albert Street Bridge				
1	IJ	Section 1.1	Reference to CHR to be updated to 2022, here and throughout report	References to Cultural Heritage Report have been updated to 2023.
2	IJ	Section 2.1	Methodology is confusing. Section text states that an evaluation against O Reg 9/06 and 10/06 is included in this report but the report is separated into two separate reports and the evaluation is included in the CHERR (not this report). Please revise for clarity.	Section 2.1 bullet point three has been updated to note that the evaluation is contained in the CHERR.
3	IJ	Section 3.3	Reference to Stage 1 AA to be updated to 2022	References have been updated to 2023.

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4	IJ	Section 5.0	See comments on section 3.1 of the CHR	Two comments were made towards Section 3.1 of the Cultural Heritage Report, here are the responses: (1) Regarding comment 6 in CHR, the information about municipal restructuring in Section 5.1 in Albert Street Bridge CHER is accurate: The Municipality of Oshawa is part of the Region of Durham, which was created from the County of Ontario and County of Durham in 1974. (2) Regarding comment 7 in CHR, Section 5.2 of the Albert Street Bridge CHER has been updated for clarity.
5	IJ	General	Was CP Rail consulted as part of the search for historical data/research material (Section 4.0)?	CP Rail was contacted regarding materials concerning the bridge. No materials were provided. Section 4.0 Table 1 has been updated with details.
Cultural Heritage Evaluation Recommendations Report – Albert Street Bridge				
1	IJ	ES and Section 1	Executive Summary and introduction text states that this is the CHER, not the CHERR. Both text and abbreviations should be reviewed and revised throughout.	Report detailing Albert Street Bridge cultural heritage evaluation and recommendations is divided into a Cultural Heritage Evaluation Report (CHER) and a Cultural Heritage Evaluation Recommendation Report (CHERR). This information has been brought forward in the Executive Summary and Section 1.0 "Introduction" for clarity. Both sections also note this report is a Cultural Heritage Evaluation Recommendation Report (CHERR).
Cultural Heritage Evaluation Report – Farewell Street Bridge				
1	IJ	Section 1.1	Reference to CHR to be updated to 2022, here and throughout report	References to Cultural Heritage Report have been updated to 2023.
2	IJ	Section 2.1	Methodology is confusing. Section text states that an evaluation against O Reg 9/06 and 10/06 is included in this report but the report is separated into two separate reports and the evaluation is included in the CHERR (not this report). Please revise for clarity.	Section 2.1 bullet point three has been updated to note that the evaluation is contained in the CHERR.
3	IJ	Section 3.1	Parks Canada	This typo has been edited.
4	IJ	Section 3.3	Reference to Stage 1 AA to be updated to 2022	References updated to 2023.
5	IJ	Section 5.0	Revise title of section for clarity. Discussion of historical associative value? Discussion of historical or associative value?	This typo has been edited, text now says "Discussion of Historical or Associative Value".
6	IJ	Section 5.0	See comments on section 3.1 of the CHR	Two comments were made towards Section 3.1 of the Cultural Heritage Report, here are the responses: (1) Regarding comment 6 in CHR, the information about municipal restructuring in Section 5.1 in Farewell Street Bridge CHER is accurate: The Municipality of Oshawa is part of the Region of Durham, which was created from the County of Ontario and County of Durham in 1974. (2) Regarding comment 7 in CHR, Section 5.2 of the Farewell Street Bridge CHER has been updated for clarity.

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7	IJ	General	Was CP Rail consulted as part of the search for historical data/research material (Section 4.0)?	CP Rail was contacted regarding materials concerning the bridge. No materials were provided. Section 4.0 Table 1 has been updated with details.
Cultural Heritage Evaluation Recommendations Report – Farewell Street Bridge				
1	IJ	Section 1	Update reference to CHR here and throughout document (2022)	References to Cultural Heritage Report have been updated to 2023.
2	IJ	General	See comments on CHER for Farewell St Bridge	As appropriate, revisions were be carried forward from the CHER to the CHERR.
3	IJ	ES and Section 1	Executive Summary and introduction text states that this is the CHER, not the CHERR. Both text and abbreviations should be reviewed and revised throughout.	Report detailing Farewell Street Bridge cultural heritage evaluation and recommendations is divided into a Cultural Heritage Evaluation Report (CHER) and a Cultural Heritage Evaluation Recommendation Report (CHERR). This information has been brought forward in the Executive Summary and Section 1.0 Introduction for clarity. Both sections also note this report is a Cultural Heritage Evaluation Recommendation Report (CHERR).
Cultural Heritage Report: Existing Conditions and Impact Assessment				
1	IJ	ES	Once finalized, please update references to NVTR (vibration study results)	References have been updated for the current version of the report.
2	IJ	Abbreviations	please review report to ensure all terms included in abbreviations list/glossary are used in text	The report has been reviewed. The abbreviation of "MECP" was added and "ESR" will be removed in the final version of the report.
3	IJ	Section 1.2	Review punctuation in sentence beginning with "as articulated in ministry of..."	The sentence has been reviewed and edited for flow.
4	IJ	Section 1.2	Please define "qualified person" in the context of a HIA	This sentence in Section 1.2 has been edited to read: "If a built heritage resource or cultural heritage landscape is found to be of CHVI, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person with experience in completing HIAs."
5	IJ	Section 2.1	Review first sentence in third paragraph for clarity ("under the tpap...")	This sentence has been edited to read: "Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impacts on a matter of provincial importance as defined under Ontario Regulation 231/08 or on a constitutionally protected Aboriginal or Treaty Right."
6	IJ	Section 3.1	20th century development of East Whitby - "former counties of Ontario and Durham" should this read Oshawa?	The City of Oshawa is part of the Region of Durham, which was created from the County of Ontario and County of Durham in 1974.
7	IJ	Section 3.1	Railway and transportation history - review paragraph two for clarity. See "construction of the lakeshore line..."	This sentence contains a typo and has been edited for clarity.
8	IJ	Section 3.3	The EPR identifies a total of 168 BHR/CHLs whereas the CHR identifies a total of 169. Please review and update reports accordingly.	The CHR and EPR Addendum both now reference 176 properties containing cultural heritage resources.
9	IJ	Section 4.2	Fourth paragraph - "The assessment concluded an 11 metre ZOI..."	The report has been reviewed and the typo has been corrected.

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Natural Environment Technical Report				
1	IJ	Executive Summary, P. ii	In first paragraph, revise Central Lake Conservation Authority to Central Lake Ontario Conservation Authority	Revision has been made in the Executive Summary.
2	IJ	Executive Summary, P. ii	In last paragraph, update reference to MX Vegetation Guideline (2022). New version of guideline was published at the end of June 2022 and is available online.	Executive Summary, as well as the overall Natural Environment Technical Report (NETR) and EPR Addendum have been updated to reference the 2022 version of Metrolinx Vegetation Guideline. Mitigation and monitoring requirements have been updated accordingly. Metrolinx will follow the requirements of the Vegetation Guideline in effect at the time of construction.
3	IJ	Table of Contents	Revise section heading for 2.4.3 to impact assessment methodology to be consistent with 2.4	The section heading for Section 2.4.3 has been updated.
4	IJ	Table 1.1	Second row 'tracking and supporting track infrastructure'. Proposed location description is incomplete. Please review last sentence in description, ending with 'to support track infrastructure . .'.	The last sentence under "Tracking and supporting infrastructure" has been moved to its own bullet.
5	IJ	Section 2.1	Remove extra bracket from last sentence in second bullet point. Revise '50 0 m' radius in brackets of last sentence.	The extra bracket has been removed from Section 2.1. The last sentence has been revised to "500 m radius".
6	IJ	Section 2.3.2	Review bullet points one and two for clarity. What surveys are being proposed to support removals or alterations to existing headwater drainage features?	The proposed 2022 field program has been carried out and findings incorporated into the NETR. Section 2.3.2 of the May 6, 2022 NETR has been removed from the current iteration of the NETR. A headwater drainage feature assessment was conducted for the Unnamed Tributary of Tooley Creek (Station 7). The results have been incorporated into the current iteration of the NETR.
7	IJ	Section 2.3.4.2	Review second bullet point for clarity	The wording for the second bullet in what is Section 2.3.3.2 of the current NETR will be revised for clarity, however please note the existing text is correct.
8	IJ	Section 2.4.3	See Comment #2 and apply throughout document	The overall NETR and EPR Addendum have been updated to reference the 2022 version of Metrolinx Vegetation Guideline. Mitigation and monitoring requirements have been updated accordingly.
9	IJ	Section 3.1.1.2	"the fisheries act provides guidance for the management [...]"	The referenced sentence in Section 3.1.2 (renumbered from 3.1.1.2) has been revised to: "The Fisheries Act provides legislation for the management and control of fisheries, the conservation and protection of fish, the protection of fish habitat and pollution prevention." "Legislation" is a preferred term over "guidance" since the Fisheries Act is enacted by the Parliament of Canada.
10	IJ	Section 3.1.1.3	Second last sentence - revise vegetation cleaning to vegetation clearing	"Vegetation cleaning" typo has been corrected to "vegetation clearing" in Section 3.1.3 (renumbered from 3.1.1.3).
11	IJ	Section 3.1.1.3	Have the 2022 revisions to the Migratory Birds Regulations been reviewed for applicability to this project?	Section 3.1.3 (renumbered from 3.1.1.3) has been updated to read: "The Migratory Birds Regulations were updated and came into force on July 30, 2022. If birds listed on Schedule 1 of the updated regulations are found in

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				<p>the Project area, nests of these species will have to be registered under the Abandoned Nest Registry if they are to be disturbed by Project activities."</p> <p>The following text has been added to Section 7.1.3:</p> <p>"No nests identified under Schedule 1 of the Migratory Birds Regulations (2022) were identified in the Project area."</p> <p>A new point has been added to Table 6.3 and 6.4 row "Wildlife and Wildlife habitat - migratory breeding birds and nests":</p> <p>"If the nest of a bird listed under Schedule 1 of the Migratory Birds Regulations (2022) is found in the Project area, the nest will be registered under the Abandoned Nest Registry."</p>
12	IJ	Section 3.1.2.5	Confirm whether CAA has been defined as an acronym in text	The Conservation Authorities Act (CAA) was not defined. CAA has been added to the Abbreviations and defined at first mention in Section 2.2.1.
13	IJ	Section 3.1.3.3	First sentence of second paragraph missing a word before "the region in 1966"	<p>The sentence in Section 3.3.3 (renumbered from 3.1.3.3) has been revised to:</p> <p>"The Municipality of Clarington Official Plan (Clarington OP) was first adopted by Council and approved by the Region in 1996."</p>
14	IJ	Section 4.3	Extra bracket in second sentence	The extra bracket has been removed from the second sentence in Section 4.3.
15	IJ	Section 4.4.1.1	Revise third last bullet under fish habitat for clarity. Should this read 'within 5 metres' ?	The third last bullet has been revised to "within 5 m".
16	IJ	Section 4.4.1.2	Were brown trout and sea lamprey identified and captured by CLOCA in addition to those listed? They are not listed as part of the nine species captured but towards the end of the paragraph are identified as a non-native species to Ontario.	Brown Trout and Sea lamprey were captured by CLOCA between 2011 and 2019. A reference to both was added to the list of species in the current iteration of the NETR.
17	IJ	Section 4.4.1.3	Same comment as above. Were brown trout also captured?	Brown Trout was not captured in Harmony Creek in the past 10 years and was removed from this paragraph in the NETR. The sentence now reads "Rainbow Trout has no conservation status (SNA)".
18	IJ	Section 4.4.1.4	Third bullet under fish habitat with a semicolon after 35% - should this be a comma?	The semicolon has been revised to a comma in the third bullet under Fish Habitat in Section 4.4.1.4.
19	IJ	Section 4.4.1.4	second last bullet should read within 5 metres	This bullet has been revised to "within 5 m".
20	IJ	Section 4.4.1.6	Were rainbow trout captured during CLOCA surveys?	Rainbow trout was not captured in Robinson Creek in the past 10 years and has now been removed from this paragraph in the NETR.
21	IJ	Section 4.4.1.8	Were rainbow darter and brown trout captured during CLOCA surveys?	<p>Rainbow Darter was not captured in Tooley Creek by CLOCA or by MNRF and has been removed from this paragraph in the NETR.</p> <p>Brown trout was not captured by CLOCA in the past 10 years. Brown trout was removed from this paragraph in the NETR.</p>

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22	IJ	Section 4.4.1.13	last bullet point should read within 5 metres	This bullet has been revised to "within 5 m".
23	IJ	Section 4.5.3.3	Third paragraph under monitoring survey results - revise last sentence for clarity	The third paragraph has been revised to "Big Brown Bat and Hoary Bat were the most commonly recorded species, respectively" in Section 4.5.3.3.
24	IJ	Section 4.5.4	northern myotis not mentioned in Section 4.5.3.3 ?	Northern Myotis was not mentioned in 4.5.3.3 because it was not detected and therefore should not be included in results. References to this bat has also been removed from Section 4.5.4.
25	IJ	Section 4.7	review for formatting issues under SAR bullets	The bullets under Section 4.7 were reviewed and adjusted as needed.
26	IJ	Section 5.2	Define TOC (Transit Oriented Communities) the first time it is used	TOC has been defined at first use in Section 5.2 and added to the Abbreviations list.
27	IJ	Table 5.2	Revise Ritson location description for clarity (see last sentence)	The last sentence under Ritson in Table 5.2 was revised for clarity.
28	IJ	Section 5.6	Revise last sentence of fourth paragraph for clarity	Sentence has been revised to "Crossing protection and signage is relocated and/or revised as required."
29	IJ	Table 6.3	Tree removals and compensation plans - mitigation measures should indicate than removal and pruning will be undertaken by an ISA certified arborist.	<p>Regarding pruning, the text in Table 6.3, row "Vegetation communities – tree removal and compensation plans" was adjusted to align with Metrolinx's Vegetation Guidelines and now reads: "Pruning of branches will be conducted by staff trained to employ proper pruning techniques as identified by the International Society of Arboriculture and Landscape Ontario."</p> <p>Prior to the undertaking of tree removals, a tree removal strategy/tree preservation plan will be developed during detailed design to document tree protection and mitigation measures that follow applicable municipal by-laws, and adherence with best practices, standards and regulations on safety, environmental, and wildlife protections.</p>
30	IJ	Table 6.3	Tree removals and compensation plans - mitigation measures should include a statement indicating that removals will take place outside of the breeding bird window for the respective region and if not possible, an avian biologist will conduct a nest sweep prior to clearing to confirm presence/absence	<p>The text in 6.3, row "Vegetation communities – tree removal and compensation plans" has been updated in alignment with the text in the EPR Addendum to state:</p> <p>"• Removals are to be completed outside of migratory bird nesting season from, approximately, April 1 to August 31. Removals may take place during this restricted time only if the requirements of the MBCA are met and nesting activity is routinely monitored by qualified individuals (i.e., Wildlife Biologists).</p> <p>• The following is the process that shall be carried out if tree removals are requested during the restricted time indicated in the MBCA:</p> <ul style="list-style-type: none"> - Contact a qualified individual (i.e., wildlife biologist or ornithologist) to determine if nesting birds are within the tree removal disturbance area. Stantec has a qualified specialists on staff that can be contacted. - If the wildlife biologist / ornithologist has determined that there are nesting birds onsite, there will be no tree removals/chipping conducted within the boundary set out by the specialist. Tree removals can resume within this area at the end of the nesting season, August 31, or if the wildlife biologist / ornithologist has determined the birds have left the nest. - If the wildlife biologist / ornithologist determines there are no migratory birds nesting within the disturbance area, the Contractor has 7 days to conduct

Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (October 12, 2022)	Metrolinx Response (June 30, 2023)
				removals. At the end of 7 days, if removals and chipping is not complete, the wildlife biologist / ornithologist will return to the site and proceed with another assessment. If there are still no birds, work can resume for another 7 days. This process will continue until all removals and chipping is complete."
31	IJ	Table 6.3	Erosion and sedimentation - mitigation and/or monitoring should specify that the environmental inspector will need to be CISEC certified. Ideally, the ESC plans will also be prepared by someone who is CISEC certified	<p>The text in Table 6.3, row "Vegetation communities – erosion and sedimentation" has been updated to indicate:</p> <p>"The Environmental Inspector shall possess a Certified Inspector of Sediment and Erosion Control (CISEC) or Certified Professional in Erosion and Sediment Control (CPESC) certificate, and the preparation and implementation of Erosion and Sediment Control Plan(s) shall be in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA, 2019)."</p> <p>TRCA has been added to the Abbreviations and defined at first mention in Section 2.3.2.</p>
32	IJ	Table 6.3	SAR general - review formatting	Formatting errors in Table 6.3 have been corrected.
33	IJ	Table 6.3	SAR general - third bullet point under mitigation measures. Should this read recovery strategy?	The third bullet under SAR general in Table 6.3 has been updated to read "recovery strategy".
34	IJ	Table 6.3	SAR barn swallow - last bullet point under monitoring activities. Revise to 'will comply with the ESA'	Barn swallow has been removed from the SAR section of Table 6.3 as it has been reclassified as a Special Concern species.
35	IJ	Table 6.3	SAR bats - review formatting	Formatting errors in Table 6.3 have been corrected.
36	IJ	Table 6.3	SAR butternuts - review formatting	Formatting errors in Table 6.3 have been corrected.
37	IJ	Table 6.3	Aquatic habitat - recommend including a statement that a permit to take water or EASR will be obtained for dewatering if required	Table 6.3 has been updated to include a bullet that states: "A Permit to Take Water or Environmental Activity and Sector Registry (EASR) may be required prior to dewatering".
38	IJ	Table 6.3	surface water - review formatting	Formatting errors in Table 6.3 have been corrected.
Noise and Vibration Impact Assessment				
1	IJ	Section 1.3	Last paragraph - what does this mean?	Phrasing of the last paragraph has been edited for clarity.
2	IJ	Section 6.2	title of management plan deliverable is not consistent with EPR (construction noise management plan)	The name of the management plan has been updated to Construction Noise and Vibration Management Plan throughout the reports.
3	IJ	Figures 6.4.1 - 6.4.8	Is there any way of delineating which 'potentially impacted areas' are impacted by noise versus vibration on the figures? Or, are all areas highlighted assumed to be equally affected by both noise and vibration	In previous drafts of the report, integration of noise and vibration impacts on the same figure led to confusion. As such, noise impacts are illustrated in Figure set 6.2.1-6.2.8 and vibrational impacts in Figure set 6.3.1-6.3.16. The intent of Figure set 6.4.1-6.4.8 is a general overview of impacts.
4	IJ	General	Please confirm whether NPC-207 and NPC-119 have been reviewed for applicability to the project	NPC-207 Impulses Vibration in residential buildings and NPC-119 Blasting have been reviewed as part of the assessment and are not applicable to the Project.

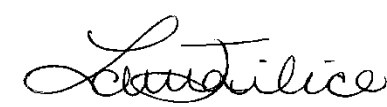
Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (October 12, 2022)	Metrolinx Response (June 30, 2023)
5	IJ	General	Access roads and haul routes should be selected in a manner that minimizes noise impacts from vehicles entering and exiting the work area. Generally, a detailed quantitative assessment of the noise impacts on nearby receptors is completed and takes into account the number of affected receptors along each potential route	Access and haul routes will be determined as design progress with input from the Construction Manager. The Environmental Project Report Addendum Table 5.4 "Potential Effects, Mitigation Measures and Monitoring" contains a commitment to develop a Construction Noise and Vibration Management Plan to determine the Zone of Influence for construction related noise and vibration taking into account hauling routes, identify all sensitive receptors falling within the Zone of Influence and, if necessary, develop mitigation measures in conjunction with any required analyses of the effects.
6	IJ	Glossary	review terms for use in text. Terms such as sound power are not used but are included in the glossary.	Noted. The report was reviewed for terms to be included in the glossary and updates have been made as appropriate. Sound power level remains in the glossary as it is mentioned in Section 4.3.3.
Socio-Economic and Land Use Characteristics Assessment				
1	IJ	Section 2.1.1.2	Growth plan for GGH was recently updated (2020) and the planning horizon was extended to 2051. Please review and revise accordingly.	Section 2.1.1.2 was reviewed and revised to align with the current update of the GGH.
2	IJ	Table 3.4	Table 5.2 in the EPR and Table 3.4 in this report are inconsistent. EPR is missing Stevenson Road Bridge, Park Road Bridge, Oshawa Creek Bridge, Harmony Road Bridge, Farewell Street Multi-use Bridge, Courtice Road Bridge. Tables should also be reviewed to ensure formatting (acronyms, etc.) are the same between the two documents	Table 5.2 in the EPR Addendum only includes those Project components which are subject to the Addendum (i.e., those that were determined to be "Minor" changes were not included in the EPR Addendum as no further assessment of them is required). Table 3.4 in the Socio-Economic and Land Use Technical Report has been updated to align with Table 5.2 of the EPR Addendum. Acronyms are spelled out at first use in each report and therefore acronym use in Tables 5.2 of the EPR Addendum and Table 3.4 of the Socio-Economic and Land Use Technical Report may differ.
Stage 1 Archaeological Assessment (Project Information Form Number P1148-0004-2021)				
1	IJ	Section 2.4 / Section 3.0	Section 2.4 contains the same information as the first paragraph in Section 3.0. Please review and revise	Text in Section 2.4 and first paragraph of Section 3.0 have been revised with updated information since CP/Hatch review.
2	IJ	Section 3.0	Paragraph 3 - "portions of the property met the requirements for a Stage 1 archaeological assessment?"	The sentence has been edited to read "... met the requirements for a Stage 2 archeological assessment..."
3	IJ	Section 3.1 / General	Quantity of land (8.81%) identified as having been previously studied and not requiring further assessment is not consistent with the details in the executive summary. Please review and revise accordingly throughout document	The quantity of land has been revised since CP/Hatch review and updated consistently throughout the report.
Traffic Impact Analysis				
1	IJ	Figure 2	What do the hatched red lines indicate adjacent to the new intersections? Please identify in legend.	Figure 2 and its legend has been updated. The hatched red line indicates the alignment of future roads.
2	IJ	Figures 3-6	Have the focus areas been intentionally cut off in the figures?	Figures 3 to 6 have been updated to show the full focus area. The labeled intersections in the focus area are the main subjects of the figures.
3	IJ	Page 52	Review footer on page 52 and onwards. File path or link?	The link was used to show the internal file path. The file path has been removed.

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4	IJ	Section 5.4.1	Second paragraph references Focus Area B3. Should this say Focus Area B4?	This typo has been corrected.
5	IJ	Section 7.1.3	Description of figures in section is not consistent with figure titles - please revise for clarity.	Figure 48 has been renamed to indicate the subject of the figure is traffic volumes around B2 Ritson Road Station resulting from closure of Simcoe Street. Descriptions of the figure in Section 7.1.3 were revised to include what the numbers in black text and bracketed red text means
6	IJ	Figure 19 and Figure 20	not referenced in text	References to Figures 19 and 20 have been incorporated into the TIA.
7	IJ	Figure 49	not referenced in text	Reference to Figure 49 has been incorporated into the TIA.
8	IJ	Figure 50	not referenced in text	Reference to Figure 50 has been incorporated into the TIA.
9	IJ	Figure 55	Formatting issue - figure title split across separate page	This formatting issue has been corrected.
10	IJ	Figure 56 and 57	not referenced in text	References to Figures 56 and 57 have been incorporated into the TIA.
Tree Inventory Technical Report				
1	RE	2.0 Methodology	Metrolinx Vegetation Guideline 2022 should be used as opposed to the 2020 version. Please update throughout report accordingly.	<p>The report was initiated prior to 2022 and the applicable version of the Metrolinx Vegetation Guideline available at the time of the writing of the report was the 2020 version.</p> <p>Text in the Tree Inventory Report has since been adjusted to reference "Metrolinx's Vegetation Guideline (2022)". The report will be further updated for the 100% submission of the EPR Addendum - please refer to the Notes to Draft (NTDs) in the current report. Furthermore, where appropriate, "and subsequent updates prior to construction" has been included following the Vegetation Guideline reference.</p>
2	RE	Figure 2-1	Lime green polygons do not appear to be identified within the legend. Please clarify what these areas are.	The current iteration of the Tree Inventory Technical Report includes an updated map with the green polygons identified as "Proposed GO Station Location".
3	RE	3.3.1 Trees Recommended for Preservation and Protection	"Trees that are separated by distance, grades, or existing protection such as chain link fence can be protected without hoarding. " Please provide clarification on why trees located adjacent to chain link fences will not require hoarding to protect root systems.	<p>Text in Section 3.3.1 has been revised to "Trees that are separated by distance, grades, or existing protection such as chain link fence can be protected without hoarding, subject to site specific conditions and confirmation of application mitigation measures."</p> <p>It is anticipated that the existing chain link fence along the rail corridor may be sufficient to protect trees outside of the corridor; however, this is subject to confirmation of site specific conditions. For trees within zone 4, additional mitigation measures other than existing fencing may be required.</p>
4	IJ	Methodology	Did the review of the study area for rare and endangered species include a desktop review or consultation with CLOCA, municipalities etc.? Local government and conservation authority should be consulted to confirm the presence of significant or memorial trees. These can include trees that are significant to the community, or those that have physical plaques attached to them	As part of the Natural Environmental Technical Report, the Natural Heritage Information Centre (NHIC) database records were reviewed along with lists of locally rare or significant species kept up-to-date and maintained by Stantec with input from municipalities and conservation authorities. The botanical inventories undertaken to support this report are designed to capture these species during the period(s) when they are most identifiable.

Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (October 12, 2022)	Metrolinx Response (June 30, 2023)
				The scope of the Tree Inventory Technical Report was limited to the Project Footprint. As the majority of the Project Footprint is limited to the rail corridor and Metrolinx owned properties, no memorial trees were recorded as part of the Tree Inventory fieldwork.
5	IJ	Methodology	What trees were surveyed and included in the inventory? Was there a size (dbh) limitation? Was a stem count completed?	Trees within the Project Footprint were counted and inventoried, regardless of dbh. Small trees of similar species in one area were identified as units.
6	IJ	Section 3.0	Please break down total by tree sizes and health condition in a summary table in text. If trees were excluded from the inventory for any reason, this should be explicitly stated	A database of trees and vegetation units inventoried as part of the Tree Inventory Technical Report is provided in Appendix B "Tree and Vegetation Inventories" of the report. Since this information is tabularized in the Appendix, it was not included in the body of the report. Access limitations to private properties are listed in Section 2.1. Trees located on these private properties were not inventoried. No other trees were excluded from the inventory.
7	IJ	Section 3.2.2	Were trees outside of the project footprint not surveyed? Was no buffer area applied, similar to other studies? Why?	The site assessment included a review of trees located within the Project Study Area (i.e., the Project Footprint plus any tree dripline that intersects the plane of the area impacted). The Study Area is shown in Figure 2.1 and Drawing number L-2000 through L-4410 in Appendix A.
8	IJ	Section 3.3.2	Please explain to the readers what a vegetation group is and why it is being removed. Not defined in text	Vegetation "group" has been replaced with vegetation "unit" throughout report for consistency. Section 2.0 was updated to define a vegetation unit as: "Homogeneous clumps of trees with similar size and species were inventoried as vegetation units".
450 Fox Street Arborist Report				
1	IJ	Section 2.1.2	MX Vegetation Guideline was recently updated. Please revise reference throughout (June 2022)	The report was initiated prior to 2022 and the applicable version of the Metrolinx Vegetation Guideline available at the time of the writing of the report was the 2020 version. Text in the 450 Fox Street Arborist Report has since been adjusted to reference "Metrolinx's Vegetation Guideline (2022)".
2	IJ	Section 3	Please describe and reference the contents of Table 1 in text.	A description of and reference to Table 1 has been included in the text.
3	IJ	Section 3.1	"No threatened, rare or endangered species were observed on the sites that were accessible "	The site was fully accessible; this disclaimer is not necessary.
4	IJ	Section 3.1	Was the region/city/municipality/Conservation Authority consulted for details about the potential presence of endangered, rare, significant, or memorial trees in this area?	As part of the Natural Environmental Technical Report, the Natural Heritage Information Centre (NHIC) database records were reviewed along with lists of locally rare or significant species kept up-to-date and maintained by Stantec with input from municipalities and conservation authorities. The botanical inventories undertaken to support this report are designed to capture these species during the period when they are most identifiable.

Item No	Reviewer Name	Part, Chapter, Section, Subsection, Page	CPKC Review Comment (October 12, 2022)	Metrolinx Response (June 30, 2023)
				No memorial trees were recorded as part of the Tree Inventory fieldwork at 450 Fox Street, Oshawa.
5	IJ	Section 3.2.2	Were trees of all sizes (dbh) included in this inventory and removal total? Were any trees excluded from the survey results? The final sentence in this section indicates that two additional "vegetation groups" containing trees with stems below 10 cm were recommended for removal. Please explicitly state in the tree inventory results what sizes of trees are included in the inventory and the rationale for exclusion.	No trees were excluded from the inventory. Trees within the Project Footprint were counted and inventoried, regardless of dbh. Small trees of similar species in one area were identified as vegetation units.
6	IJ	Section 5	The conclusion indicates that a total of 122 trees were inventoried and that all trees were recommended for removal. Please clearly indicate in the results section that total number of trees surveyed, followed by a breakdown of the results (i.e., "122 trees were surveyed. Of the 122 trees, XX were greater than XX DBH, and XX were less than XX DBH. Of the 122 trees, XX are recommended for removal because of ...".	A database of trees and vegetation units inventoried as part of Appendix B "Tree and Vegetation Inventories" of the report. Since this information is tabularized in the Appendix, it was not included in the body of the report.
7	IJ	General	Was a stem count completed for the study area? Please include in methodology and results, indicating what constitutes a stem (vegetation unit).	Section 2.0 was updated to define a vegetation unit as: "Homogeneous clumps of trees with similar size and species were inventoried as vegetation units, with each tree in the vegetation unit identified as a stem." Vegetation units have only 1 or 2 species, and as such, each tree could be identified as a stem.

Sincerely,



Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx

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



April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

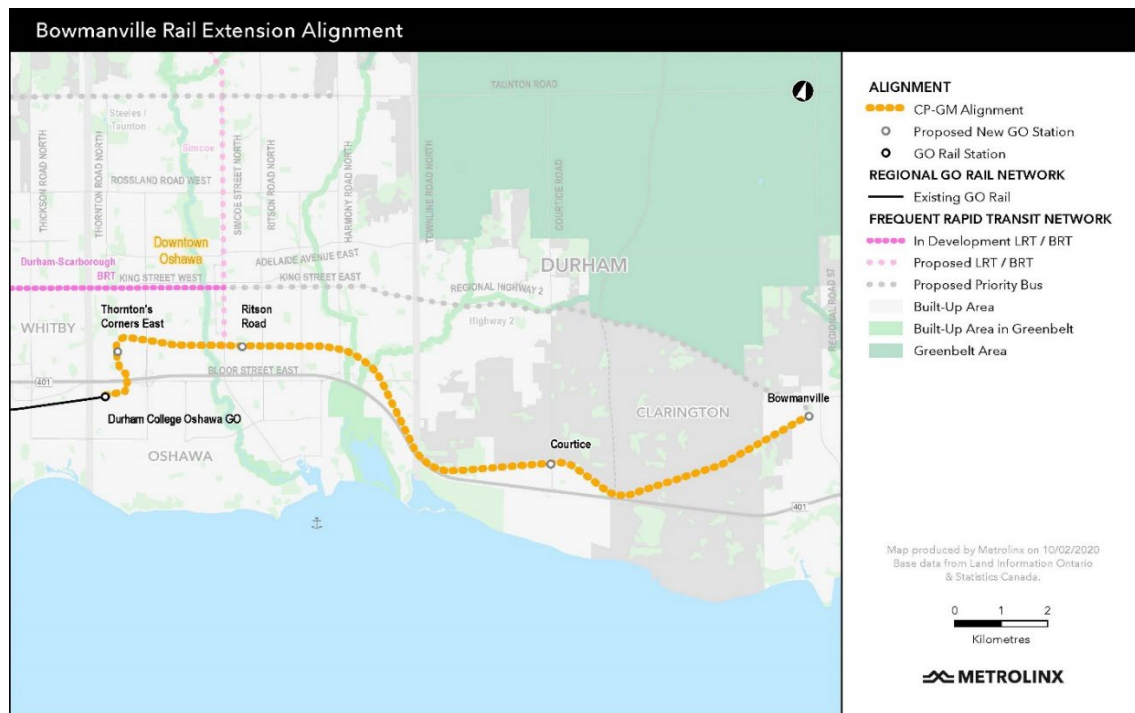


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

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

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

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

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

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

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

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

Current Project Schedule (subject to change)

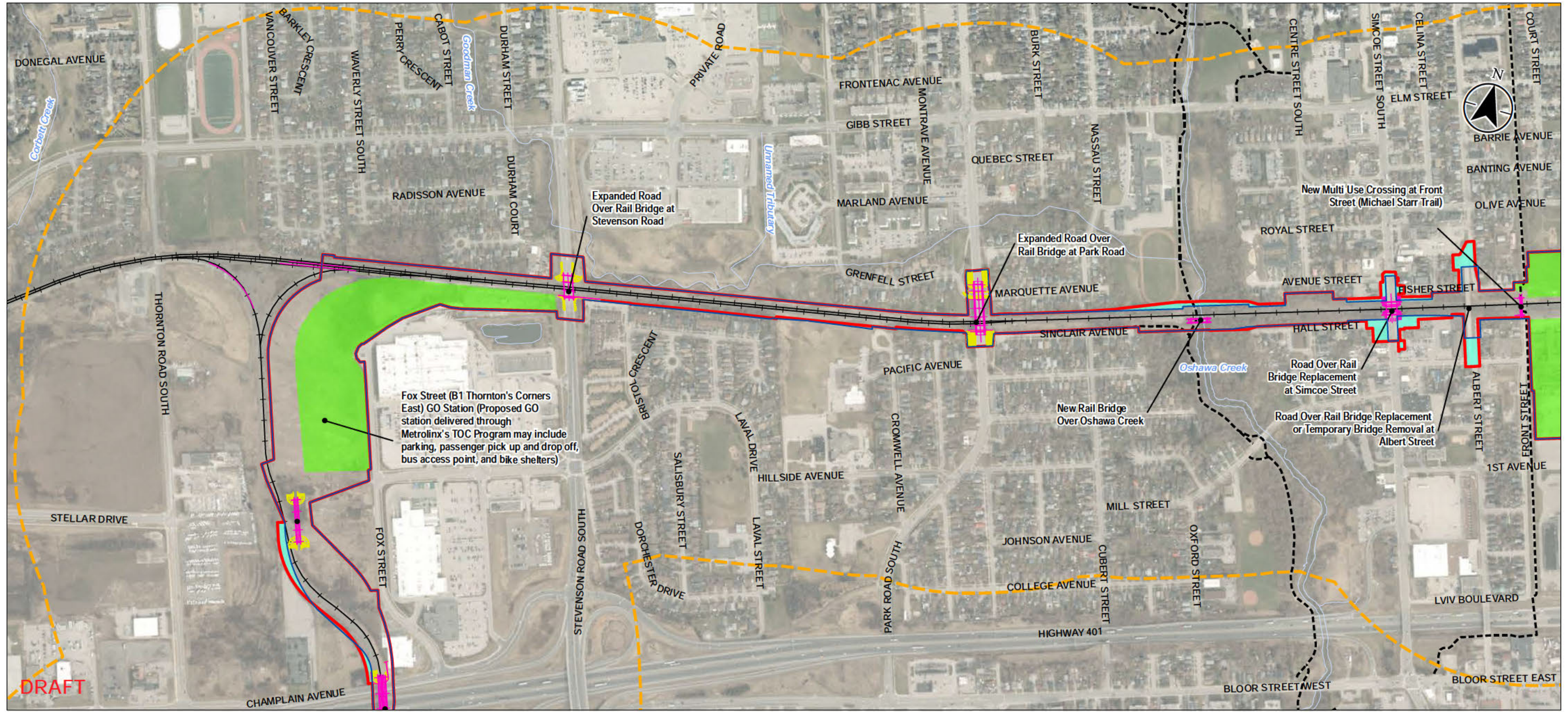
Below we have outlined the current timelines for the project.

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

Note: Schedule dates are approximate and subject to change.


Attachment 1: Revised Project Footprint Maps

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Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
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- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Railway
 - Trail
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading

**Stantec**

Project Location
Region Municipality
of Durham

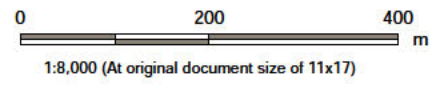
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Technical Review by ## on 2021-##-##

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

Figure No.
2.1.2

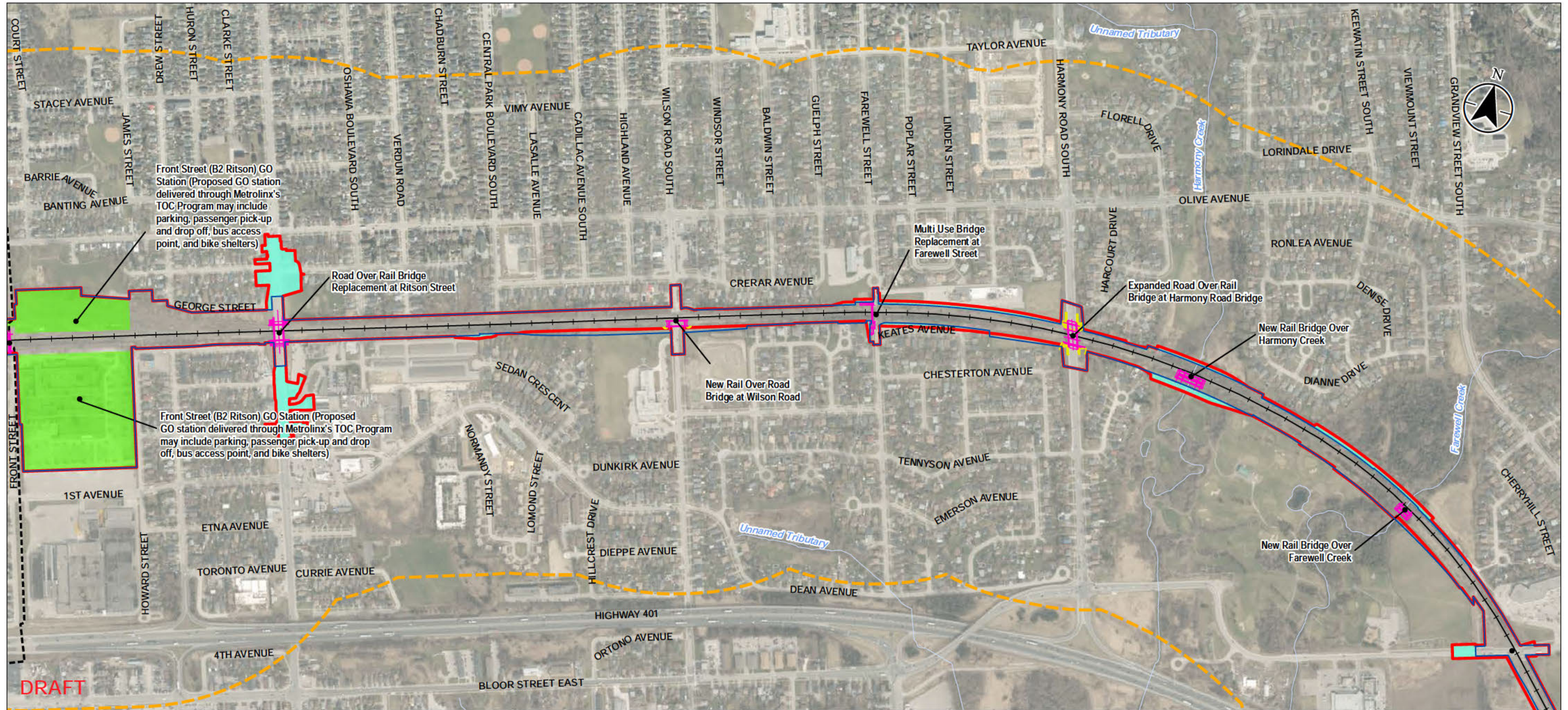
Title
Key Project Components

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

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Revised: 2023-02-16 By: bower



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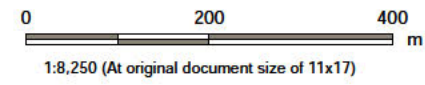
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

Title
Key Project Components

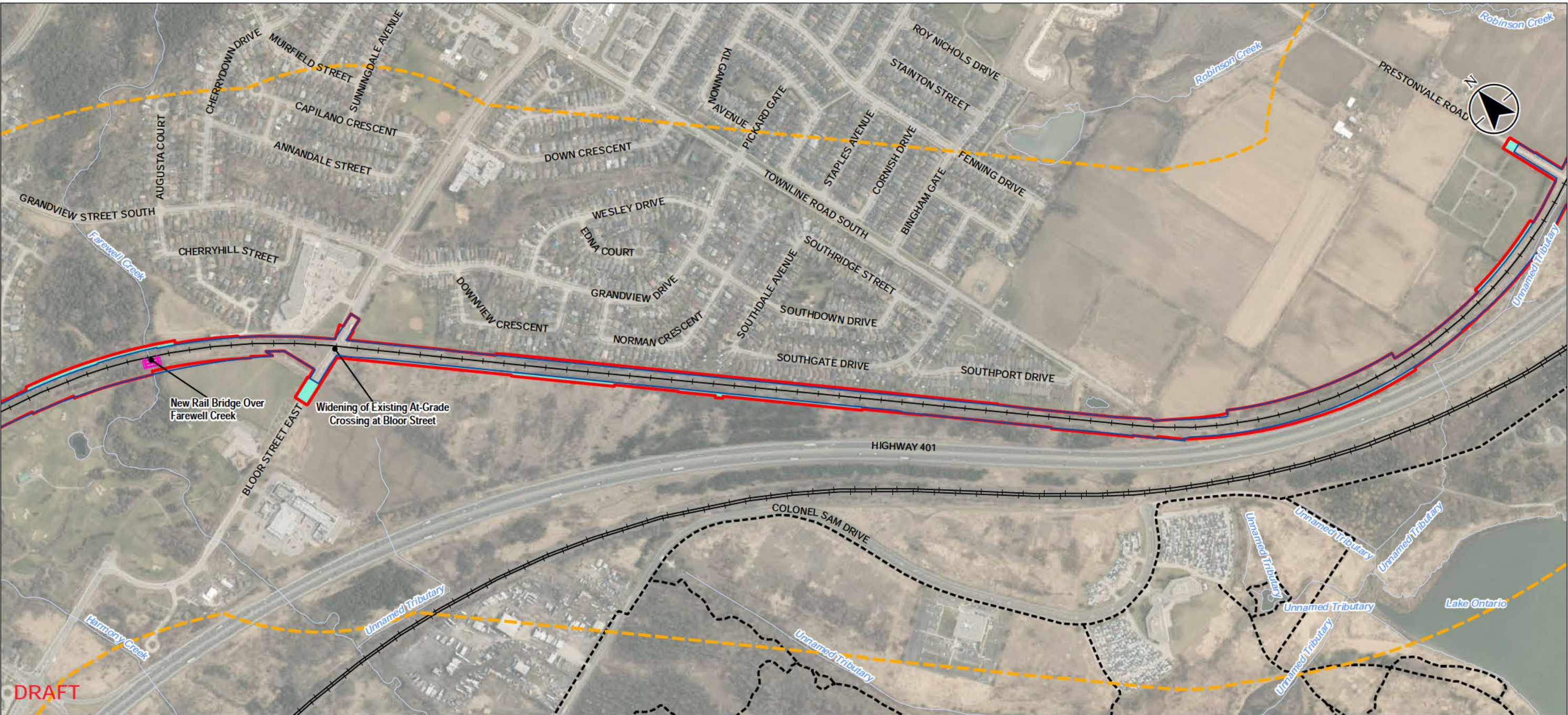
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Technical Review by ## on 2021-##-##

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- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
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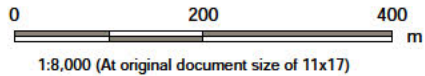
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

Figure No.
2.1.4

Title
Key Project Components

DRAFT

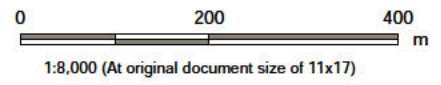


\\na015-pds\work_group\0165\0a\chv\165\011011-1-Bowmanville\02_Assessment\11_data\gis_cad\gis\mxd\report_figures\02_2014_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Maps.mxd Revised: 2023-02-16 By: bower



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

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



Project Location
Region Municipality
of Durham

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

Figure No.
2.1.6

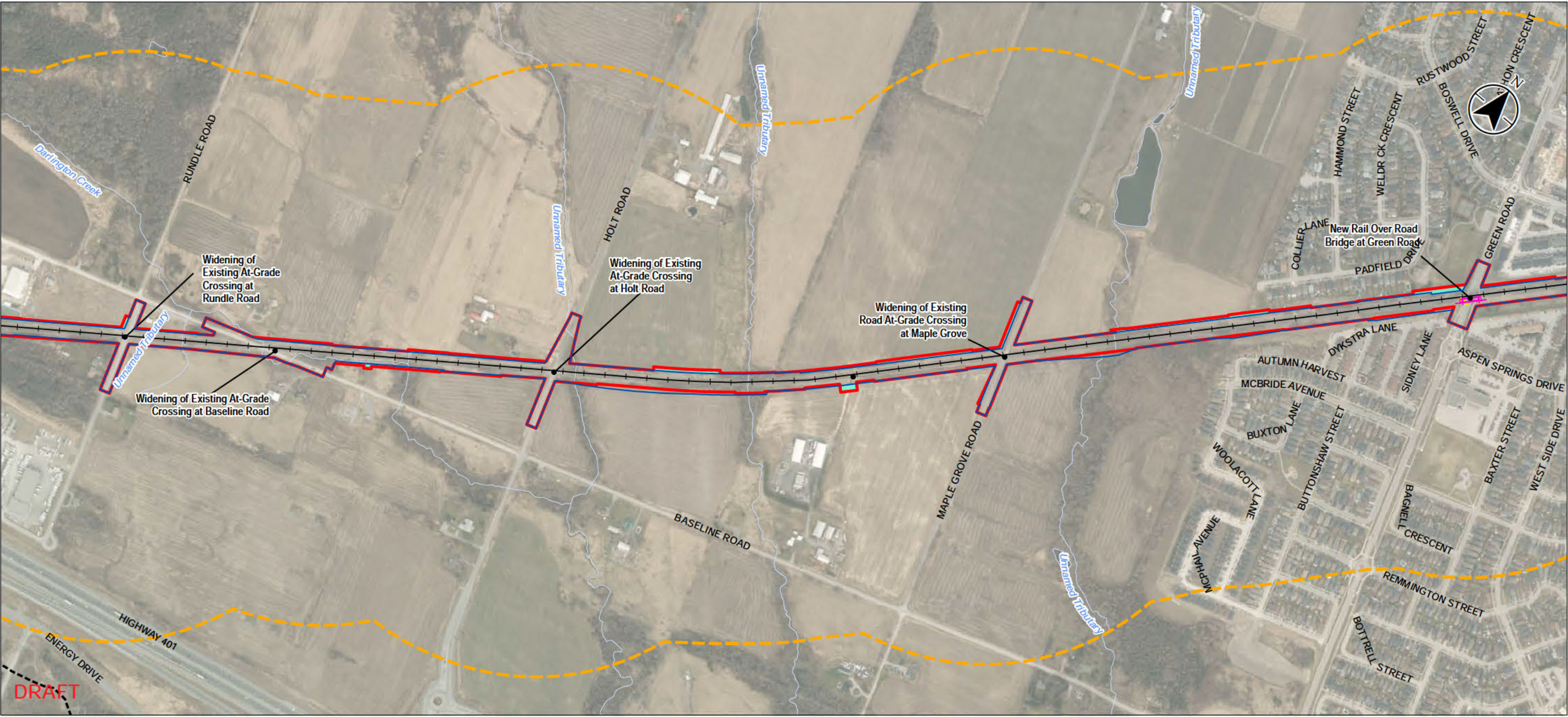
Title
Key Project Components

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

DRAFT

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

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Notes
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3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
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 - Study Area
 - Existing Railway
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 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading

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



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

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

Figure No. 2.1.7

Title
Key Project Components

DRAFT

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From: Laura Filice
Sent: Friday, June 30, 2023 5:05 PM
To: Mac, Frank (MTO)
Cc: Zhou, Miao (MTO); Singh, Christian (MTO); Lindsay Prihoda; Annie Gu; Rachel Afonso
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: Mx Response_MTO_F Mac_Revised_Draft_90%_20230630.pdf; Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf

Hi Frank,

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

[REDACTED]

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

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

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

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

Thank you,

Laura Filice

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

[REDACTED]



From: Laura Filice
Sent: May 8, 2023 2:21 PM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Sorry I missed your previous email. We will share the reports once they are ready.

Thanks,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Sent: May 8, 2023 12:02 PM

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

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

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Hi Laura,

Following up on the these reports. Are they available to share?

Frank

From: Mac, Frank (MTO)

Sent: April 21, 2023 8:55 AM

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

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

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

Please provide all reports.

Thanks,

Frank

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

Sent: April 21, 2023 8:53 AM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Frank,

Sure not a problem. Can you confirm if you would like to see all reports (EPR and all supporting technical reports) or are you looking for a specific report.

Thank you,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Sent: April 21, 2023 8:44 AM

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

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

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

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Laura,

Can you please make these updated reports available for MTO to review?

Thank you,

Frank Mac, P.Eng
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
[REDACTED]
Email: frank.mac@ontario.ca

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

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

Thank you,

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



From: Laura Filice
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

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

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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

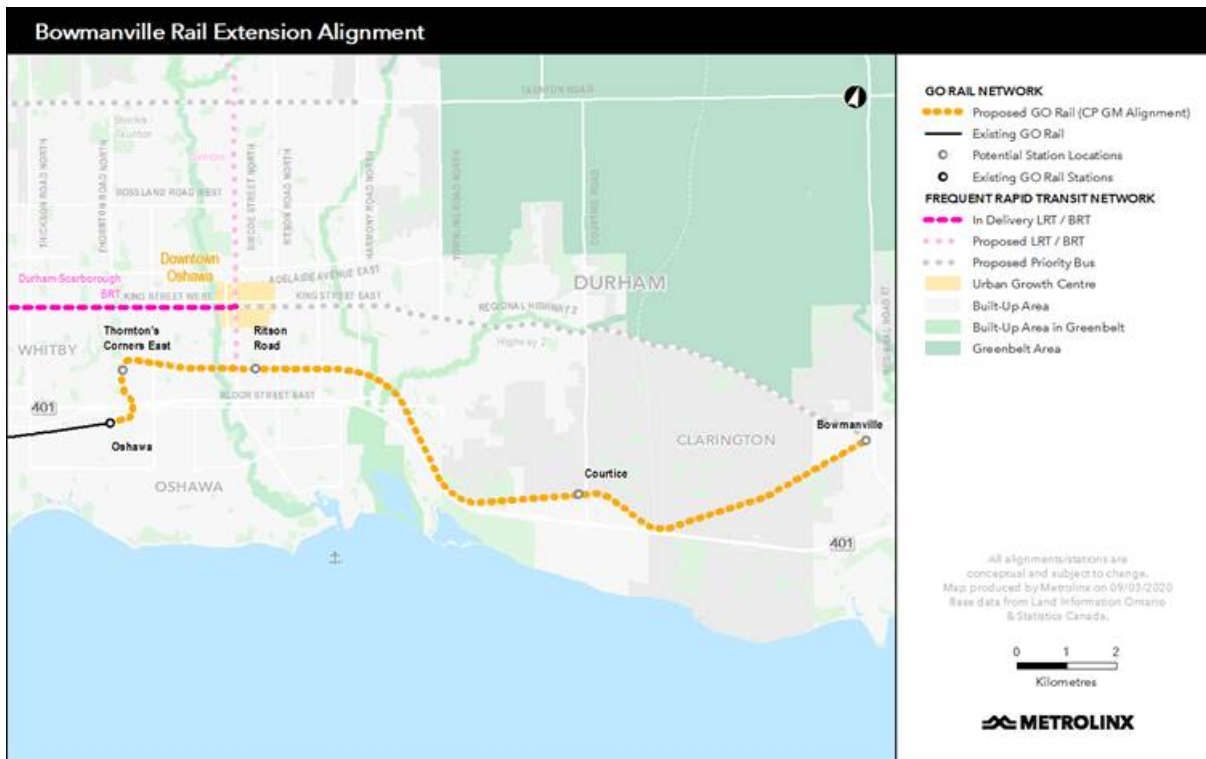
Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

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



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

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

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

Thank you,

Laura Filice

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



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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.



June 30, 2023

Attention: Frank Mac
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation
Sent via Email: Frank.Mac@ontario.ca

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project and Public Information Centre- Responses to the Ministry of Transportation of Ontario Comments

Dear Mr. Mac:

The below responses are provided to address the comments and recommendations outlined in the email dated October 3, 2022 from the Ministry of Transportation of Ontario (MTO) to Metrolinx as a follow-up on the responses provided by Metrolinx on September 19, 2022 regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (August 26, 2022)	Metrolinx Response (September 19, 2022)	MTO Review Comment (October 3, 2022)	Metrolinx Response (June 30, 2023)
1	A6 Traffic Impact Assessment	Metrolinx needs to provide detour routes for 401 traffic division when the bridges are closed for construction.	It is assumed that this comment refers to designated Emergency Detour Routes for Highway 401. If so, neither the Simcoe Street nor Ritson Road bridge replacements appear to intersect with such routes. If this not the intent of the comment, we would appreciate further clarification.	When a bridge or ramp is closed, a detour route (not EDR) is required so motorists know where to access ramps to the highway, or to access local roads. Guidance of traffic through detours requires signage that is continuous and complete to guide drivers back to the normal route. This includes for motorists, cyclists and pedestrians. They can use the EDR route, but detour signage (TC-64 and ANS/AWS) and detour markers are required. Metrolinx should review Traffic Conditions Temporary Manual for guidance.	<p>This comment is acknowledged.</p> <p>Development of Traffic Control and Management Plan(s) will be implemented prior to construction as a mitigation measure per Table 5.4 of the EPR Addendum.</p> <p>Construction activities that are reasonably anticipated to have a major impact on transit users, pedestrians, residents, traffic, or the public. such as full road closures and bridge closures, will be notified publicly through media outlets and mail drops in prior to commencement of such construction. Local public transit agencies will be consulted in the development of mitigation strategies for temporary changes to local transit routes impacted by construction.</p>

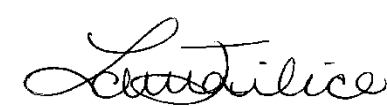
The below responses address the comments received from MTO via email on June 20, 2023 as part of the Public Information Centre and Metrolinx responses sent via email on June 28, 2023.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (June 20, 2023)	Metrolinx Response (June 28, 2023)
1	-	What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?	Metrolinx will work with MTO to ensure appropriate levels of approvals are obtained as part of the design development process.

2	-	There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?	Discussions with stakeholders on roles and responsibilities of each party for the existing and new bridge structure will take place in due course once the design is further developed.
3	-	Do we have a rough timeline/schedule for the extension?	With a construction manager at risk procurement 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.
4	-	With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?	Metrolinx will provide MTO with the contact info of Metrolinx lead(s) to coordinate with, which will be based on the particular location and interfacing Metrolinx project.

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

Sincerely,



Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Christian Singh, Senior Project Manager, Corridor Management East, Ministry of Transportation
Miao Zhou, Area Manager, York East/Durham, Ministry of Transportation
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

Attachment: Email “*RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum*”, June 28, 2023

From: [Durham Region](#)
To: [Mac, Frank \(MTO\)](#)
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum
Date: June 28, 2023 2:40:31 PM
Attachments: [image002.png](#)
[image003.png](#)

Good Afternoon Frank,

Hope all is well with you.

Thank you for your email and for the questions and comments submitted during the Virtual PIC period for the EPR Addendum.

Please find bolded responses provided in line with the questions posed:

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
Metrolinx will work with MTO to ensure appropriate levels of approvals are obtained as part of the design development process.
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
Discussions with stakeholders on roles and responsibilities of each party for the existing and new bridge structure will take place in due course once the design is further developed.
- Do we have a rough timeline/schedule for the extension?
With a construction manager at risk procurement 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.
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?
Metrolinx will provide MTO with the contact info of Metrolinx lead(s) to coordinate with, which will be based on the particular location and interfacing Metrolinx project.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him)

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



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

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

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: June 20, 2023 9:37 AM
To: Laura Filice <Laura.Filice@metrolinx.com>; Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension
Environmental Project Report (EPR) Addendum

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Hi Laura,

MTO had a review of the documents and I was able to attend most of the virtual PIC.

MTO has the following comments.

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
- Do we have a rough timeline/schedule for the extension?
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?

Regards,

Frank Mac, P.Eng
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
[REDACTED]
Email: frank.mac@ontario.ca

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

Sent: May 24, 2023 3:57 PM

Subject: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension
Environmental Project Report (EPR) Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

There will be a **Virtual Public Information Centre (PIC)** from **June 8 to June 21, 2023** for the Bowmanville Extension EPR Addendum, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). Comments and feedback on the materials during the Virtual PIC period can be submitted on our [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

A live **Virtual Open House (VOH)** will be held on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event.

Postcards are being mailed out starting this week and the newspaper ad will be published on May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide the above noted event details. A copy of the postcard and newspaper ad is attached for reference.

If you have any questions or comments about the Project, or wish to be removed from the Project list, please feel free to contact me directly.

Thank you,

Laura Filice

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



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April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

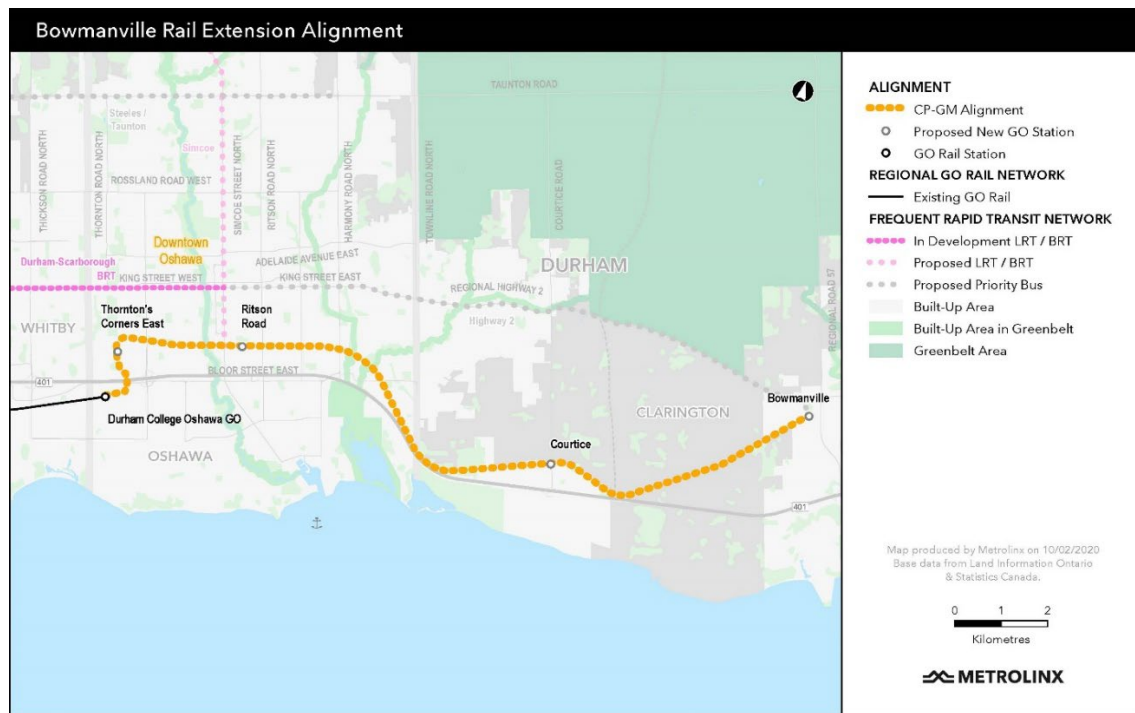


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

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

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

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

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

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

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

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

Current Project Schedule (subject to change)

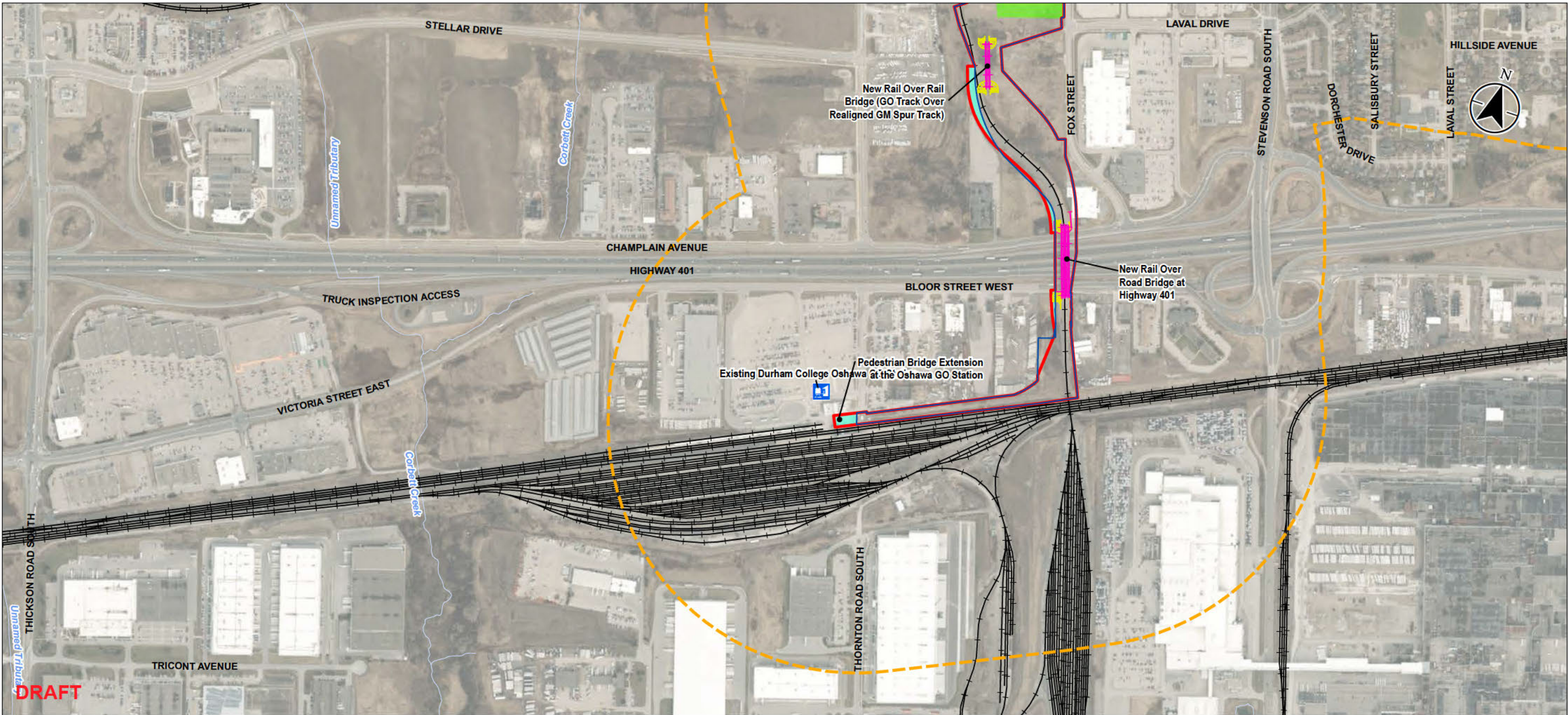
Below we have outlined the current timelines for the project.

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

Note: Schedule dates are approximate and subject to change.

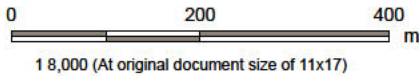
Attachment 1: Revised Project Footprint Maps

\\na0215-pdfs\work_group\01650\active\165011019-Bowmanville\2-Assignment\11-drafts\01650\active\report_figures\02020124_EPR\165011019_EPR_fig-1_KeyProjectComponents_Mapsbook.mxd Revised: 2023-02-16 By: bowyer



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



Project Location
Region Municipality
of Durham

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

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

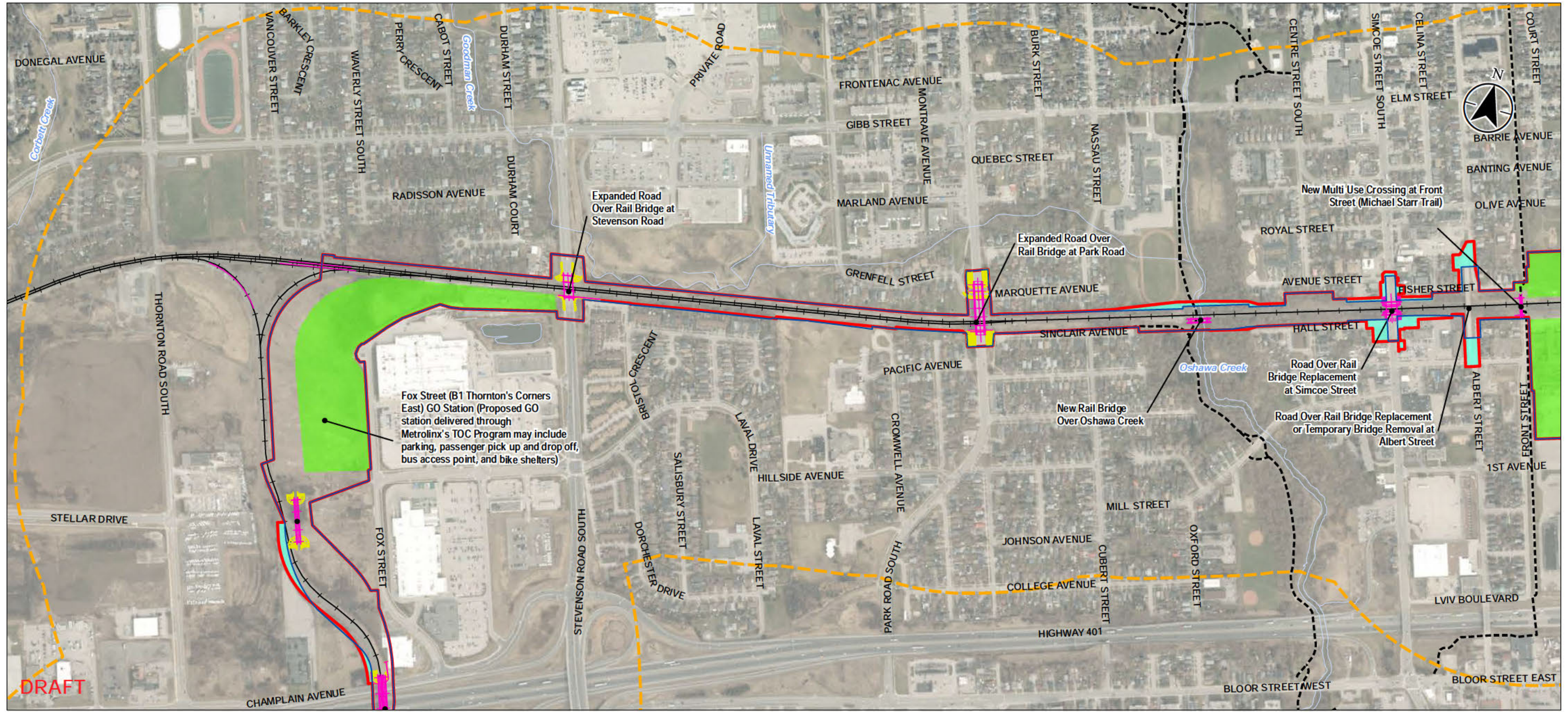
Figure No.
2.1.1

Title
Key Project Components

DRAFT

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\\na015-pds\work_group\01650a\chv\165011019-1-Bowmanville\02_Annexment\11_data\gis_cad\gisdata\pdr\report_figures\2023-02-16 EPR Fig 1 - Key Project Components_Maps.mxd Revised: 2023-02-16 By: bower



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Project Location
Region Municipality
of Durham

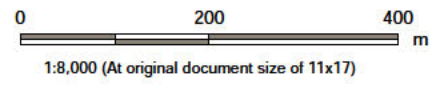
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

Figure No.
2.1.2

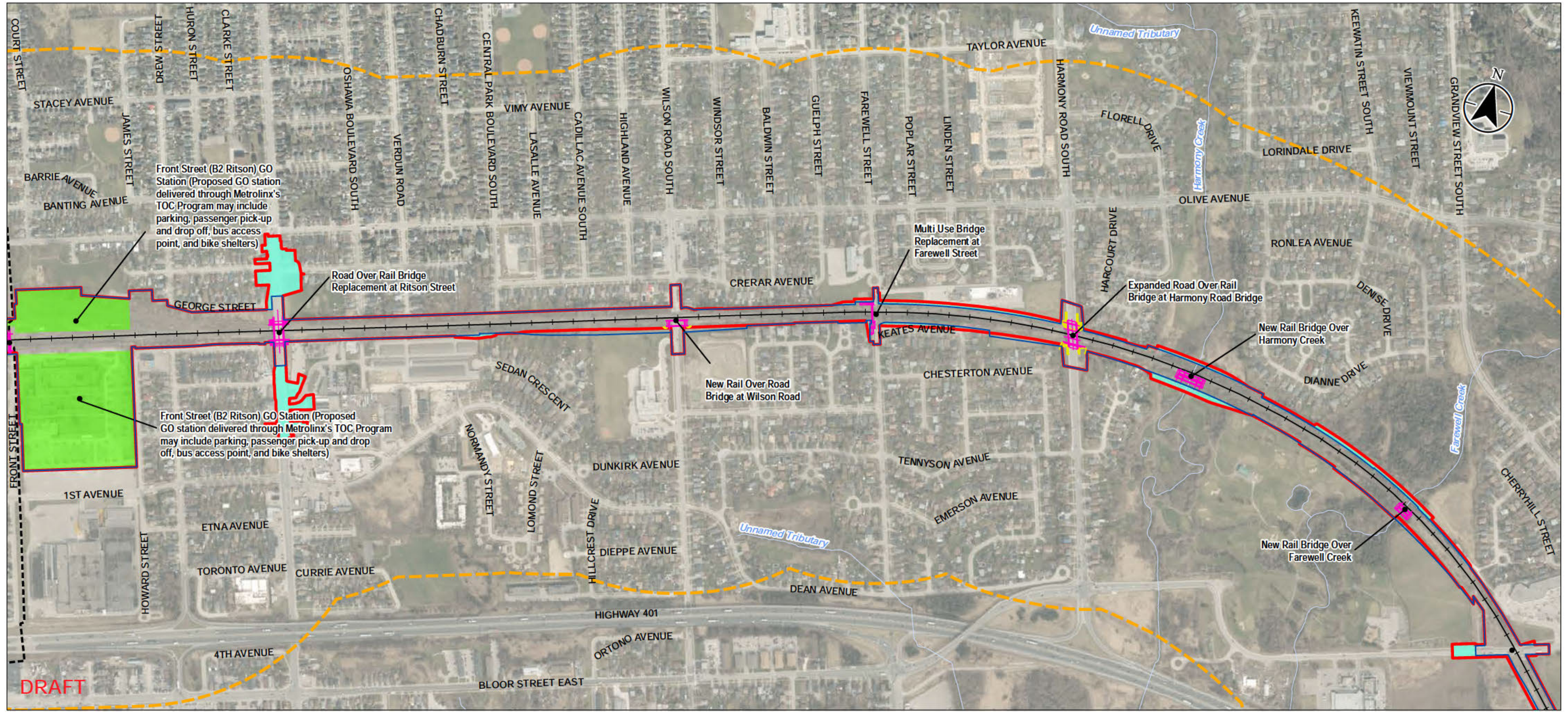
Title
Key Project Components

DRAFT



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Project Location
Region of Durham

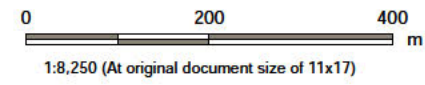
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

Title
Key Project Components

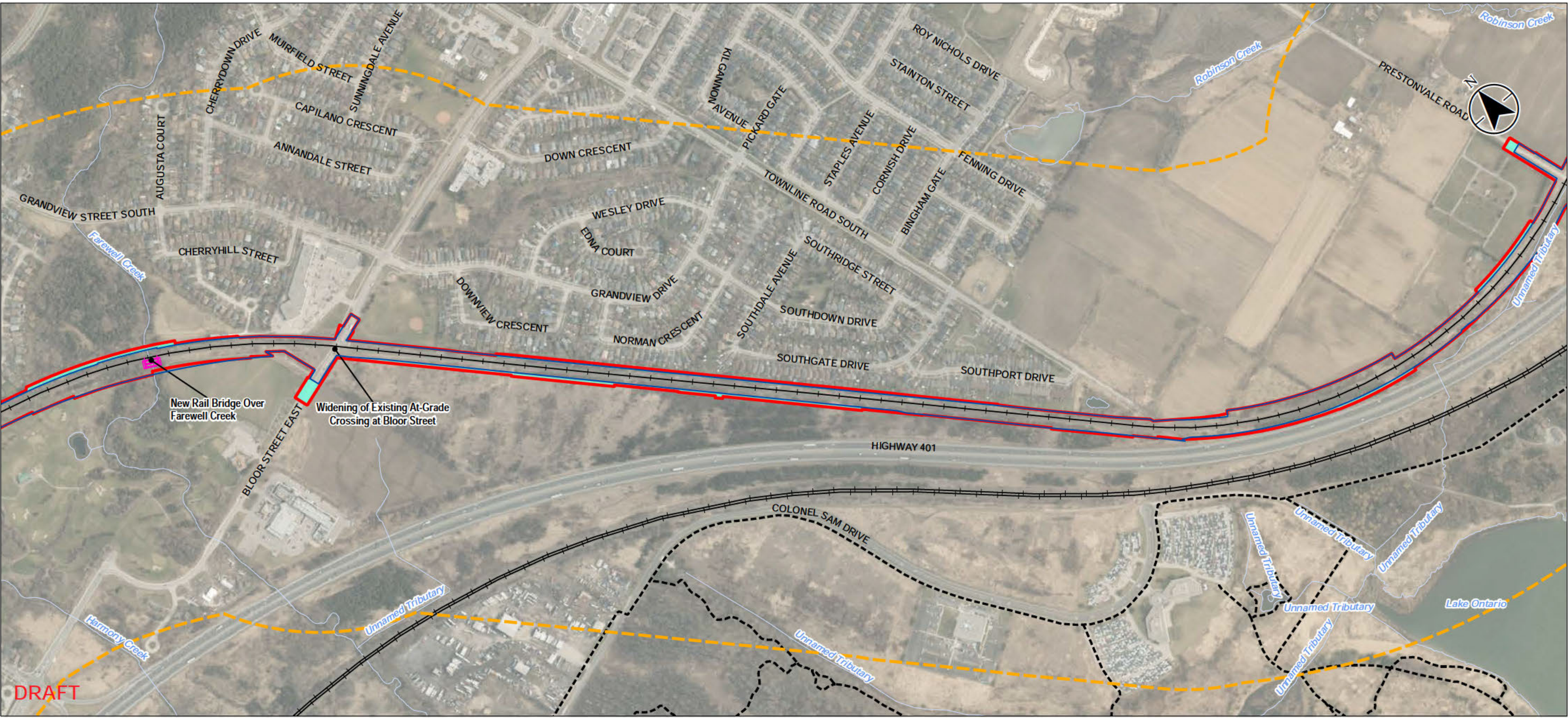
165011019 REV A
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

DRAFT



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\\na015-pds\work_group\01653a\chv\165011011 - Bowmanville\02_Amendments\11_data\gis_cad\gis\mxd\report_figures\02_2024_EPR\165011011_EPR_Fig_1_KeyProjectComponents_Midbook.mxd Revised: 2023-02-16 By: bower



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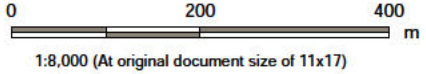
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

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

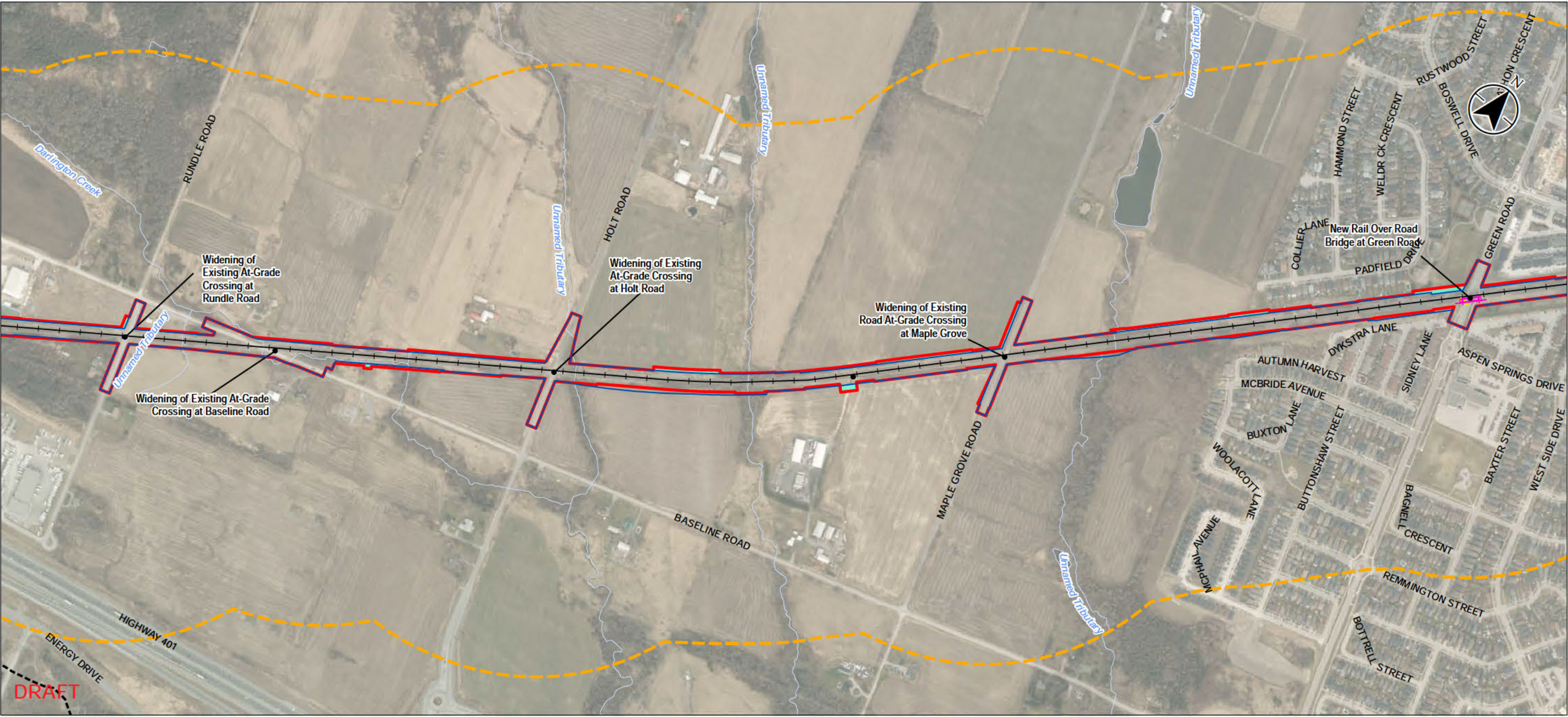
Figure No.
2.1.4

Title
Key Project Components

DRAFT



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



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

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

Figure No. 2.1.7

Title
Key Project Components

DRAFT

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From: [Bazinet, Kyle \(MTO\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#); [Pietrusiak, Pamela \(MTO\)](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Tuesday, July 18, 2023 3:03:39 PM
Attachments: [image001.png](#)
[image002.jpg](#)

Some people who received this message don't often get email from kyle.bazinet@ontario.ca. [Learn why this is important](#)

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Thank you!

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 2:44 PM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Thanks Kyle for confirming.

The updated key dates for this project are:

- Agency and Indigenous Nation review of Draft 90% EPR Addendum – May 10, 2022 (Complete)
- Notice of Public Meeting (in newspaper) – May 25th & June 1st, 2023 (Complete)
- Public Information Center (PIC) Period- June 8- June 21st, 2023 (Complete) (<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/what-were-building/bowmanville-extension>)
- Virtual Open House – June 14th, 2023 (Complete) <https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21>
- Agency review of Draft 95% EPR Addendum – June 30th, 2023 (Current)
- Notice of EPR Addendum & 30 Day Public Review Period– Late September – Late October 2023
- 35-Day Minister Review – November 2023
- Statement of Completion – December 2023

Thanks,

Laura

From: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Sent: July 18, 2023 1:30 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the opportunity to review and for the responses to our initial review. We do not have any further comments.

Could you provide me with the updated proposed key dates as this is rolled out?

Kyle

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

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

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 1:22 PM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon Kyle & Pamela,

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

Thank you,

Laura Filice

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

[REDACTED]



From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: July 4, 2023 9:46 AM

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

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Laura,

Thank you for the documents, however I'm no longer on the Bowmanville file and team so my colleagues Kyle and Pamela will provide you with a response.

Have a great day,

Yeetak Lam
Team Lead
Agency Operations Office
Ministry of Transportation

[REDACTED]

[REDACTED]

From: Laura Filice
Sent: Friday, June 30, 2023 4:43 PM
To: Lam, Yeetak (MTO)
Cc: Bazinet, Kyle (MTO); Pietrusiak, Pamela (MTO); Lindsay Prihoda; Annie Gu; Rachel Afonso
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf; Mx Response_MTO_Y Lam_Revised_Draft_90%_20230630.pdf

Hi Yeetak,

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

[REDACTED]

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

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

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

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

Thank you,

Laura Filice

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

[REDACTED]



From: Laura Filice
Sent: April 28, 2023 2:16 PM
To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Yeetak,

Appreciate the response. We will continue to keep all MTO teams updated as the project progresses.

Thanks again,

Laura

From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: April 28, 2023 2:02 PM

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

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

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

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Hi Laura,

Thank you for sharing the memo, our unit has reviewed and do not have any comments or edits to make. We suggest to you keep in touch with us and the MTO Comms team during the outreach so that our MO can be aware of the consultation process.

Hope this helps. Have a great day.

Yeetak Lam

Team Lead

Transit Capital Office

Ministry of Transportation

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

Sent: April 20, 2023 4:46 PM

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

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Good Afternoon,

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



From: Laura Filice

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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

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

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

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

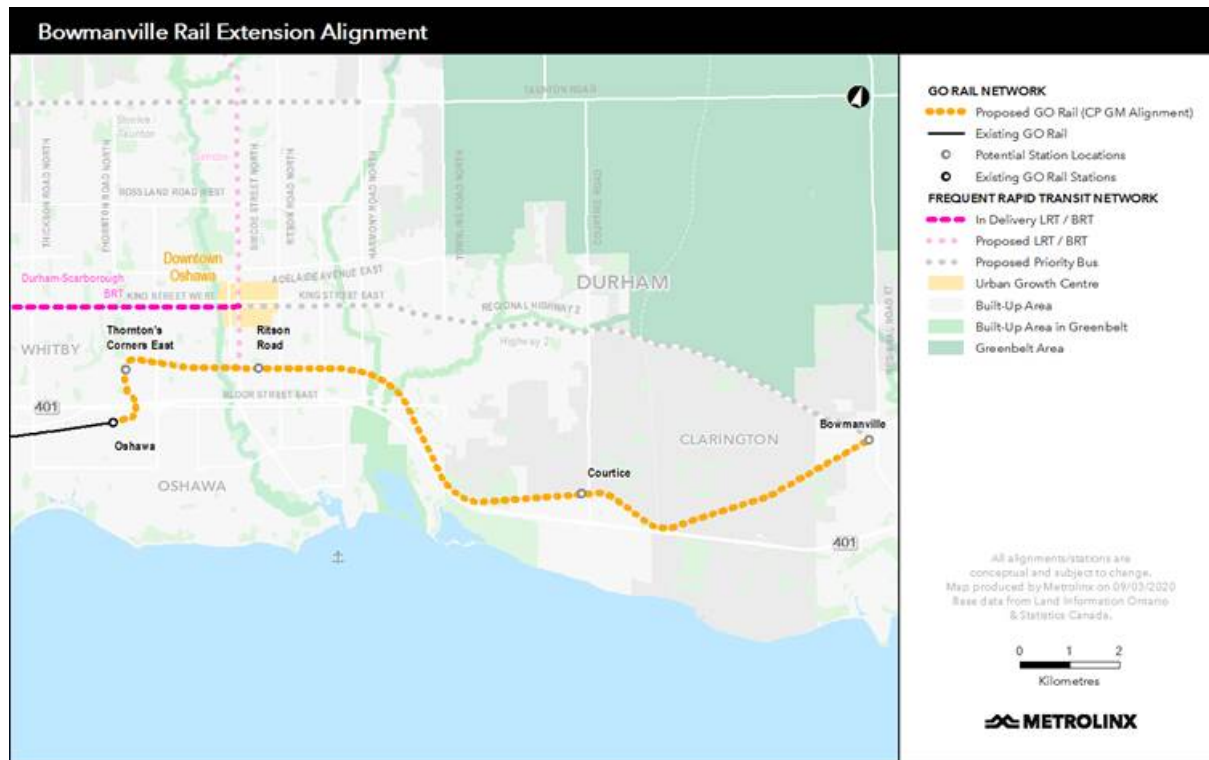
Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

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

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road

57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



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

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

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

Thank you,

Laura Filice

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



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June 30, 2023

Attention: Yeetak Lam
Team Lead
Transit Capital Office
Ministry of Transportation
Sent via Email: Yeetak.Lam@ontario.ca

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

Dear Mr. Lam:

The below responses are provided to address the comments and recommendations outlined in the email dated January 17, 2023 from the Ministry of Transportation (MTO) to Metrolinx regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (January 17, 2023)	Metrolinx Response (June 30, 2023)
Environmental Project Report (EPR)					
1	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Executive Summary, Page vi	It is stated that Section 16 of O. Reg. 231/08 requires a review of existing environmental conditions if a transit project is not implemented within 10 years of the Statement of Completion submission. Suggest to revise the text to specify that the project has not commenced construction, as this better represents the wording in the regulation: "Section 16 requires a review of existing environmental conditions if a transit project has not commenced construction within 10 years of the Statement of Completion submission.	Noted, thank you. The text has been updated as suggested.
2	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Methodology, Section 3.1.1.4, Page 3.8	The current wording incorrectly refers to the SARO list published under O. Reg. 231/08. Revise reference to O. Reg. 230/08 "Species at Risk in Ontario List".	Noted, thank you. The text has been updated as suggested.
3	-	-	EPR, Climate Change Consideration Section 6.1	Climate Change Mitigation should consider mitigation to consider and reduce GHG emissions during all phases of the project (e.g. during planning and design, procurement of materials that are climate resilient) construction, maintenance and decommissioning.	<p>A discussion of Metrolinx's Sustainability Strategy is provided in Section 6.1.3. The Sustainability Strategy outlines Metrolinx's climate change goals which apply to all Metrolinx projects. Goals 3 and 5 more broadly speak to how the construction and operations of the Project can limit environmental impacts as well as maximize social value, including consideration of sustainability criteria into vendor management decisions (i.e., procurement).</p> <p>Section 6.2.2 provides a discussion on GHG emissions during construction and operations of the Project, with more detailed information provided in the Air Quality Technical Report.</p> <p>Table 5.4 in the EPR Addendum provides mitigation measures and recommended monitoring for air quality, including GHG emission. Mitigation</p>

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (January 17, 2023)	Metrolinx Response (June 30, 2023)
					includes development of a Construction Air Quality Management Plan and a detailed Operations Air Quality Management Plan to document the controls and methods that Metrolinx will implement to limit the generation and dispersion of airborne particulate matter and air contaminants associated with the Project. No changes to the EPR Addendum have been made.
4	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.4.2 EPR Addendum Process, Page 1.47	Suggest providing modifications to clarify stakeholders who shall receive a notice of the EPR addendum as stated in O. Reg. 231/08 s.15(5) as follows: Additionally, the proponent must send the notice to the Director of the Environmental Assessment Branch , Regional Director of MECP , every property owner within 30 m of the site of the change, Indigenous communities and Nations who have previously been provided a Notice of Commencement and anyone else any other person who may might be interested in the change to the transit project.	Noted, thank you. The text has been updated as suggested.
5	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.5 Planning Context, Page 1.49	Please note that the Province has recently introduced Bill 23, <i>More Homes Built Faster Act</i> which sets out several new changes to Ontario's land use planning system. As a result, we would like to acknowledge the forthcoming changes that may directly impact the contents presented in Section 1.5 of the EPR and ask that they be monitored and updated accordingly, if needed. Relevant changes include planning requirements for Major Transit Station Areas and the removal of approval powers of certain upper-tier municipalities; including the Region of Durham; for lower-tier official plans and amendments, and plans of subdivision.	Noted, thank you. Bill 23 was reviewed and Sections 1.5.2.1 and 1.5.2.2 were revised to reference Bill 23, at a summary level.
6	Transportation Planning	Robin Kortright (MTO)	EPR, Section 1.5 Planning Context, Page 1.52	The EPR should include a description of Connecting <i>the GGH: A Transportation Plan for the Greater Golden Horseshoe</i> in Section 1.5, as a new 1.5.1.4. Released in March 2022, the GGH transportation plan provides a multimodal framework to align planning across the region, including Metrolinx's role in coordinating, planning, financing, developing and implementing an integrated transit network. Under the Metrolinx Act, Metrolinx is required to conform to the plan.	Noted, thank you. A description of the GGH transportation plan has been included in Section 1.5, as a new Section 1.5.1.4.
7	Land Use Planning	Kelly Cheung (MTO)	1.5.1.6 Durham Regional Official Plan 2020	Please note that Durham adopted Official Plan Amendment #186 on December 22, 2021. This Amendment establishes a policy framework to support transit-oriented development and delineates boundaries of Protected Major Transit Station Areas (PMTSAs) within five municipalities, in particular the City of Oshawa (at Thornton's Corners and Central Oshawa), and the Municipality of Clarington (Courtice and Bowmanville). It may be useful to include some information on this in the EPR as it relates to the Project. This Official Plan Amendment is currently open for comment on the Environmental Registry at https://ero.ontario.ca/notice/019-5147 . Comments close on February 3, 2023. The Ministry of Municipal	Noted, thank you. The OPA has not yet been approved. If the OPA is approved prior to the release of the Final EPR Addendum, it will be included in Section 1.5.1.7 (formerly Section 1.5.1.6) of the Final EPR Addendum.

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (January 17, 2023)	Metrolinx Response (June 30, 2023)
				Affairs and Housing may have additional changes to the OPA before approving it.	
Natural Environment					
8	Aquatic Environment	Anita Kumar (MTO)	Table ES.1: Potential Effects, 3rd row, page vii , 1st row page viii (PDF pages 17 & 18)	How will these potential effects be mitigated/reduced during the project phase operations?	Table ES.1 has been updated to include mitigation measures and monitoring. As per Section 5.4.1 on Page 5.22 (338 of the PDF), with the implementation of stormwater management strategies, no effects related to stormwater are anticipated during operations.
9	Terrestrial Environment	Anita Kumar (MTO)	Table ES.1: Potential Effects 3rd row page viii (PDF page 18)	How will these potential effects be mitigated/reduced during the project phase operations?	Table ES.1 has been updated to include mitigation measures and monitoring. Mitigation and monitoring is summarized in Section 5.10, Table 5.4 from pages 5.128-5.160 (444-476 of the PDF). Mitigation measures include exclusion measures, timing windows, inspections, etc.
10	Terrestrial Environment	Anita Kumar (MTO)	page 1.8 (PDF pages 45)	What is the reason for the change and why was it feasible before?	The previous design, as assessed under the 2011 EPR, was feasible at the time as the original design did not need to protect the existing freight line and accommodate future freight service to the north. However, changes to the Project are proposed based on further consultation with CP Rail and other key stakeholders as well as further advancement of design.
11	Terrestrial Environment	Anita Kumar (MTO)	page 2.18 (PDF page 110) 3rd paragraph, sentence on lines 5 to 7	Is there uncertainty here? 'would likely' is not definite. Will this uncertainty have an effect on future budget costs?	Potential impacts associated with either a bridge or tunnel multi-use crossing have been considered and assessed in the EPR Addendum as the preferred crossing structure has not yet been determined. Budget considerations are outside of the scope of the EPR Addendum.
12	Terrestrial Environment	Anita Kumar (MTO)	(PDF page 459) 4th paragraph	What will be done to ensure the negative impacts will be minimized? Have other jurisdictions been scanned and used as benchmarks for the reduction of hazards?	Potential negative impacts to the existing transit network will be limited through construction staging plans, establishing detour routes, public notification of service disruptions and consultation with the applicable local transit agency to identify further mitigation measures, if required. Transit networks and traffic conditions in other jurisdictions would differ and would not be representative of conditions within the Study Area. The recommended mitigation measures for Traffic and Transportation in Table 5.4 are commonly implemented for Metrolinx projects and will reduce the effects of negative impacts.
Air Quality					
13	Air Quality & Greenhouse Gas Emissions	Shawn Skrepnek (MTO)	Document: Appendix A3 Air Quality Technical Report	The assessment aligns with the approach and requirements of MTO's most recent AQ&GHG guidance (2020). The mitigation measures presented feasibly address the construction and operational impacts of the project.	Thank you, this comment has been noted.
14	Air Environment	Anita Kumar (MTO)	Table ES.1: Potential Effects 3rd row page viii,	How will these potential effects be mitigated/reduced during the project phase operations?	Table ES.1 has been updated to include mitigation measures and monitoring.
Noise and Vibration					

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (January 17, 2023)	Metrolinx Response (June 30, 2023)
15	Acoustics (Noise & Vibration)	Ryan Trinh (MTO)	Document: Noise and Vibration Technical Report, Overall	A detailed review is expected to be completed by the proponent (e.g. through their Technical Advisor)	Acknowledged, no further action required at this time
16	Acoustics (Noise & Vibration)	Ryan Trinh (MTO)	Document: Noise and Vibration Technical Report, all tables e.g. Table 4.1	MTM co-ordinates should include the related zone (figures indicate MTM zone 10) in the tables.	Tables 4.1 and 5.1 have been updated. To include MTM zone 10.
17	Acoustics (Noise & Vibration)	Ryan Trinh (MTO)	Document: Noise and Vibration Technical Report Section 6.3.2	This report does not currently recommend any noise mitigation that would affect MTO. Rail squeal is identified in Section 6.3.2 but it is unclear which PORs may be affected. The exclusion of a rail squeal analysis may need to be further substantiated; MTO must be consulted if mitigation is proposed which may affect MTO.	Acknowledged, no further action required at this time. If further rail squeal analysis is required, Metrolinx will consult with MTO.
18	Acoustics (Noise & Vibration)	Ryan Trinh (MTO)	Document: Noise and Vibration Technical Report, Table 6.10	This table presents UTM co-ordinates. There are other tables which present co-ordinates in MTM. One set of co-ordinates (including associated zone) should be chosen for clarity.	Report to be reviewed and updated for consistency. MTM coordinates to be used throughout.
19	Acoustics (Noise & Vibration)	Ryan Trinh (MTO)	Document Environmental Project Report Addendum Revised 90% Draft, Section 5.6.3	The operations discussion related to bridges may need to be updated if the acoustic effect from rail over road bridges is updated in the Noise and Vibration Technical Report.	Acknowledged, no further action required at this time
20	Operational Noise (Trains)	Anita Kumar (MTO)	Table ES.1: Potential Effects 2nd row page xiii (PDF page 23)	How will these potential effects be mitigated/reduced during the project phase operations?	Table ES.1 has been updated to include mitigation measures and monitoring.
Socio-Economic and Land Use					
21	Waste Management	Lovina Pereira (MTO)	Document: Appendix A5 Socio-Economic and Land Use Characteristics Assessment	It is recommended the report consider including management of excess soil as per O. Reg. 406/19. Onsite management of soil dry soils, liquid soils or tunneling spoils has not been discussed.	Discussion of excess soil as per O. Reg. 406/19 is discussed in Section 3 and Section 5 of the EPR Addendum. Potential areas of environmental contamination were identified in the Limited Phase I ESA (please note the Limited Phase I ESA Report is not a public document and will not be supporting appendices, therefore a discussion will be in the above noted sections of the EPR). Mitigation measures regarding soil management and O. Reg. 406/19 are included in Table 8.1 of the Environmental Project Report Addendum. As such, O. Reg. 406/19 will be followed for the handling, management, and disposal of excavated material.
Archaeological Assessment					
22	Archaeology	Denise McGuire, MTO Regional Archaeologist	A8	Stage 1 Background Study and Property Inspection is compliant with current MCM Standards and Guidelines, and the Technical Bulletin on Aboriginal Engagement.	Thank you, noted.
23	Archaeology	Jeff Seibert, MTO Regional Archaeologist	EPR, Section 4.9.2 (Archaeology)	Summary of existing conditions seems to correspond with recommendations in stage 1 report (appendix A8) and provide an adequate summary of archaeological work that is required	Thank you, noted.

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

Sincerely,

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

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Patricia Pietrusiak, Policy Advisor, Transit Capital Office, Ministry of Transportation
Kyle Bazinet, Senior Policy Advisor, Transit Capital Office, Ministry of Transportation
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx



April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

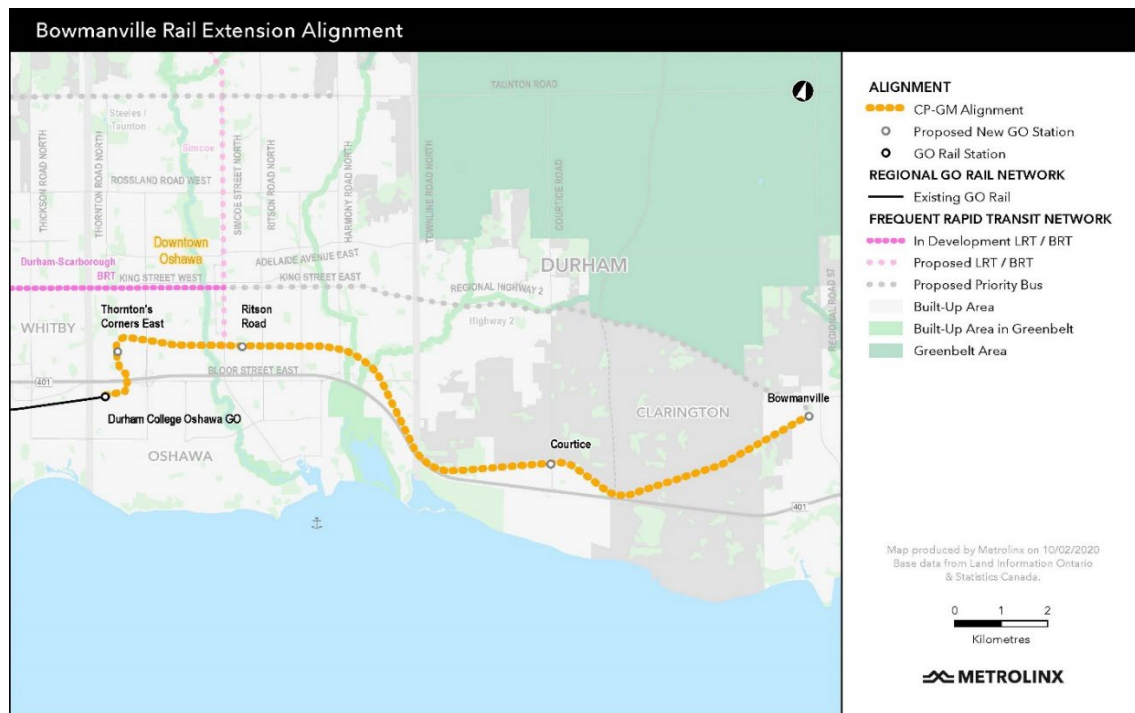


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

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

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

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

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

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

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

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

Current Project Schedule (subject to change)

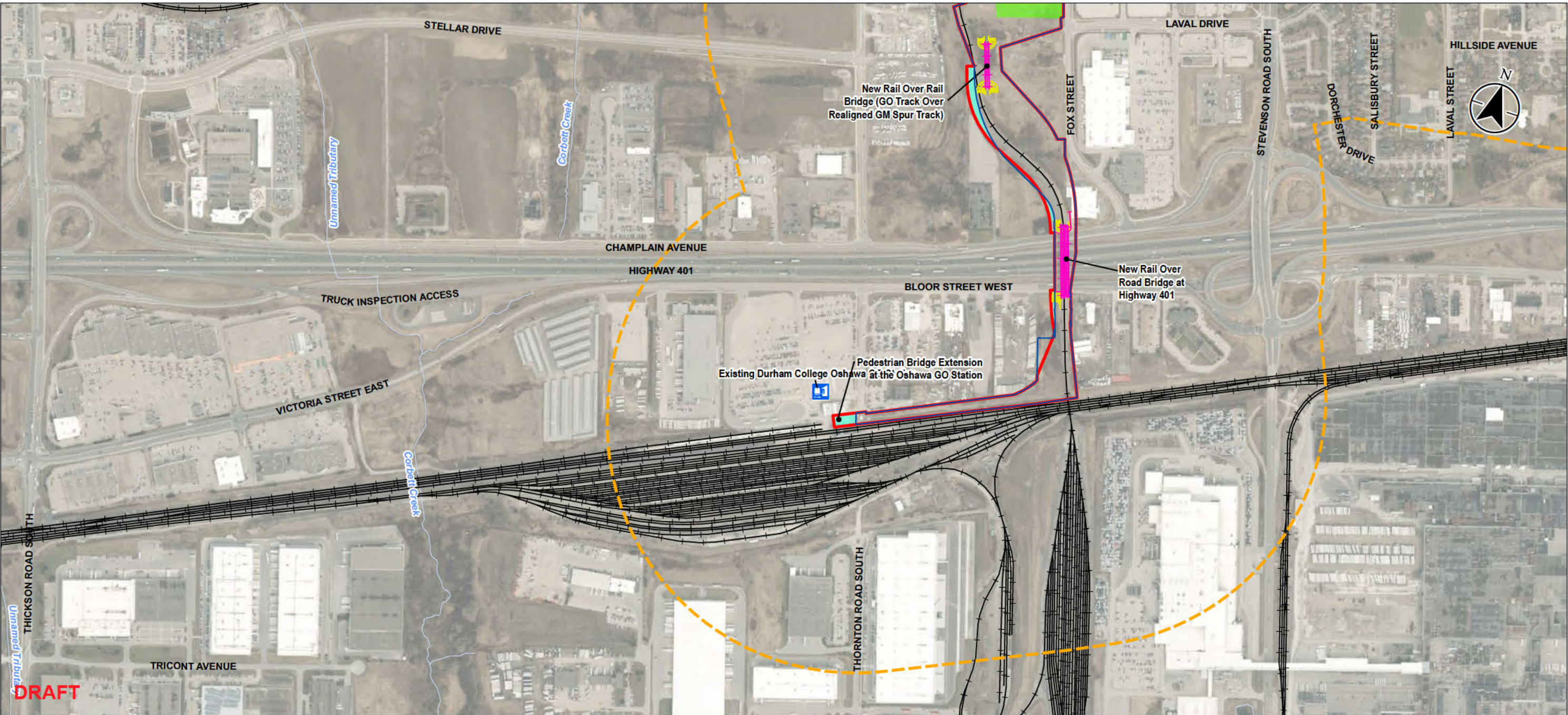
Below we have outlined the current timelines for the project.

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

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

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



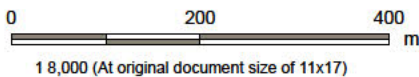
Project Location
Region Municipality
of Durham

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

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

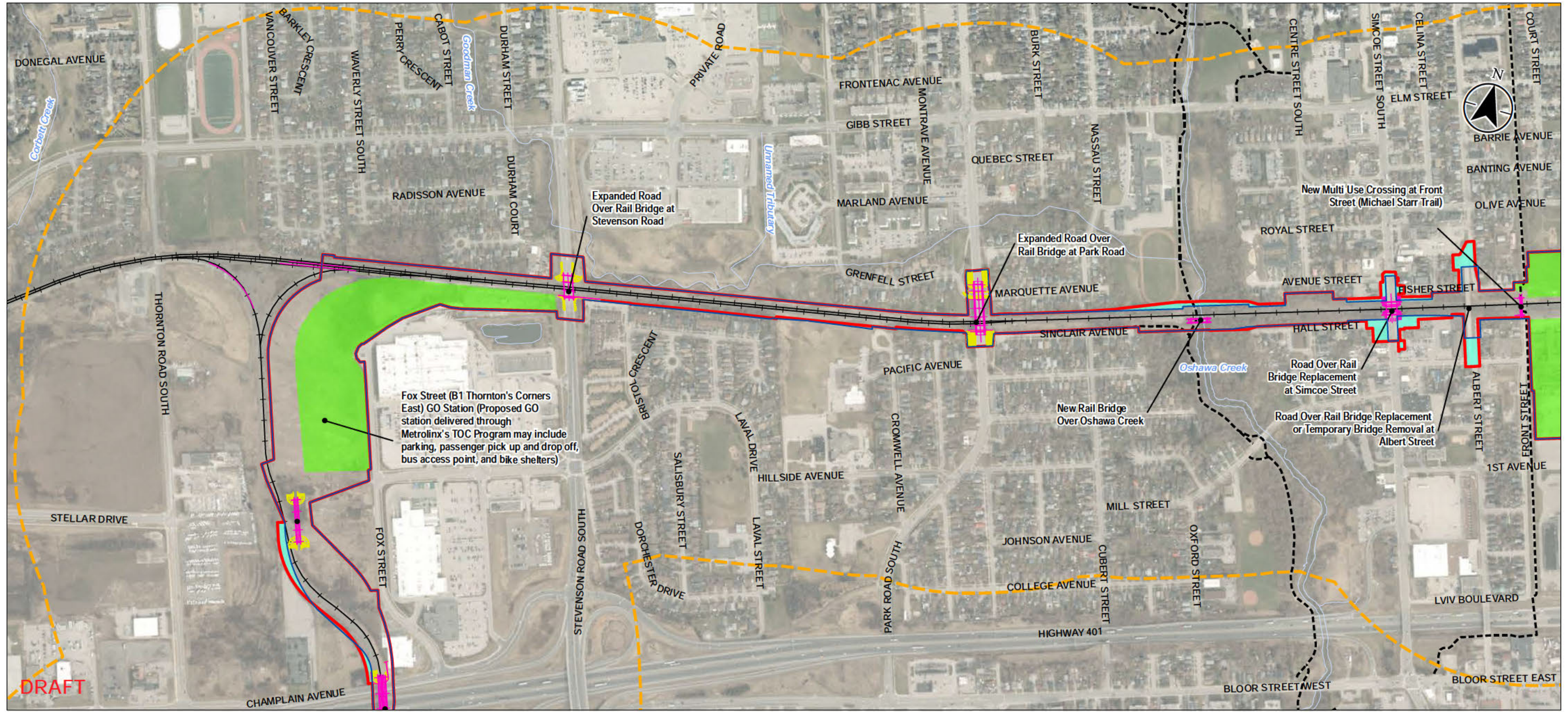
Figure No.
2.1.1

Title
Key Project Components



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

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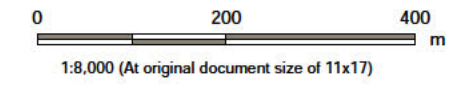


Project Location: 165011019 REVA
Region/Municipality: Prepared by BCC on 2023-02-16
of Durham: Technical Review by ## on 2021-##-##

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

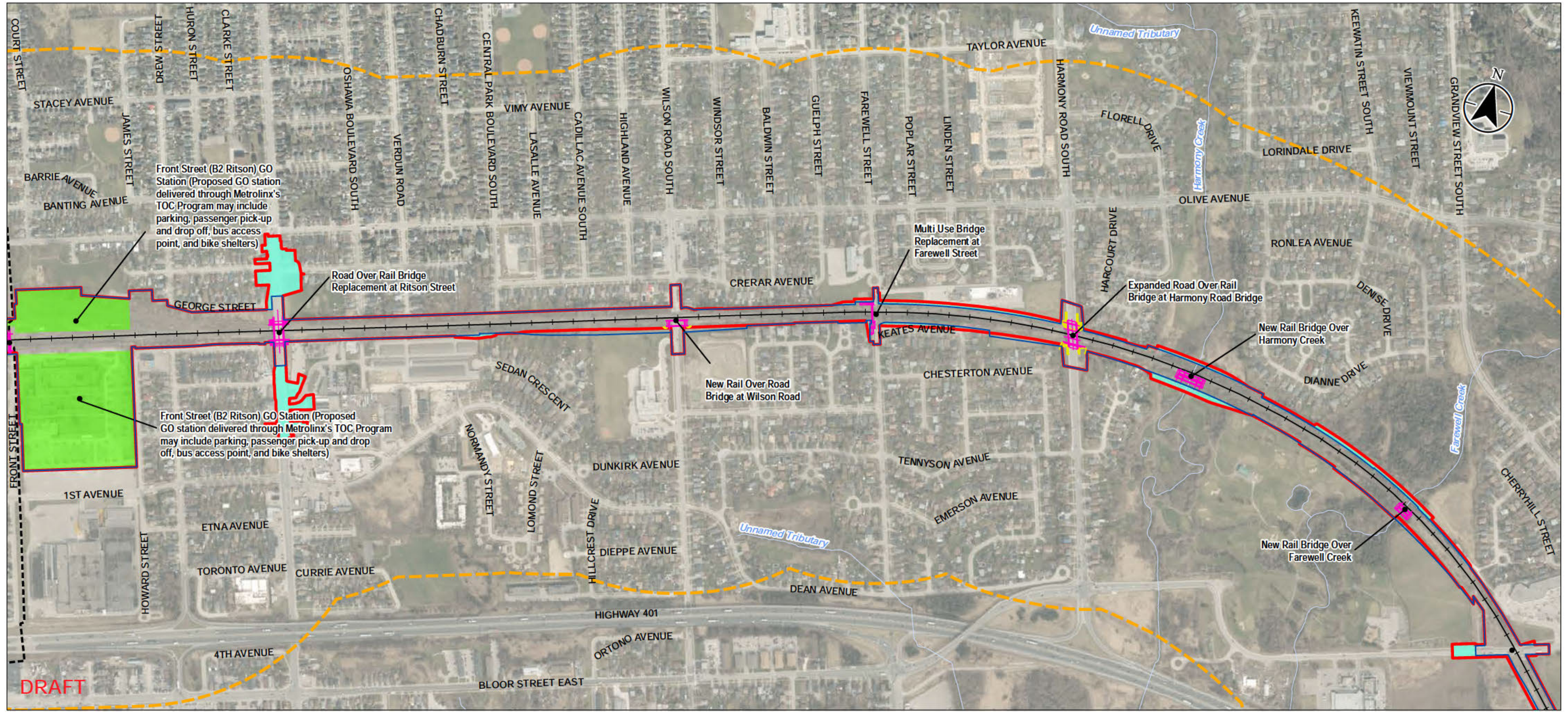
Figure No.: 2.1.2

Title: Key Project Components



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Project Location
Region of Durham

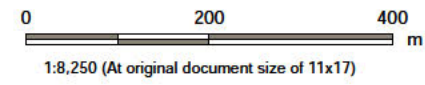
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ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

Title
Key Project Components

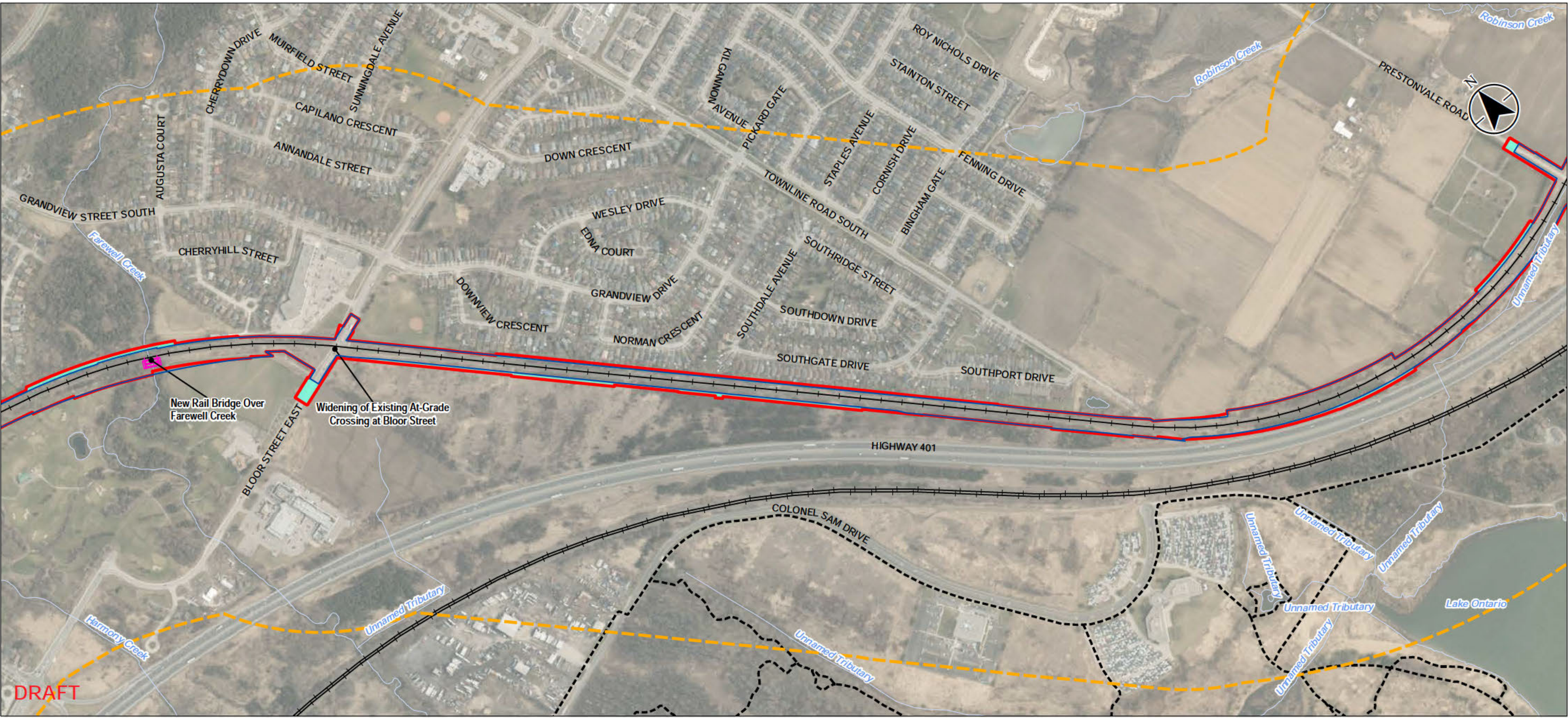
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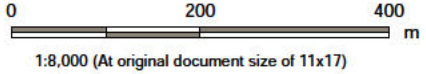
Project Location
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165011019 REV A
Prepared by BCC on 2023-02-16
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OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
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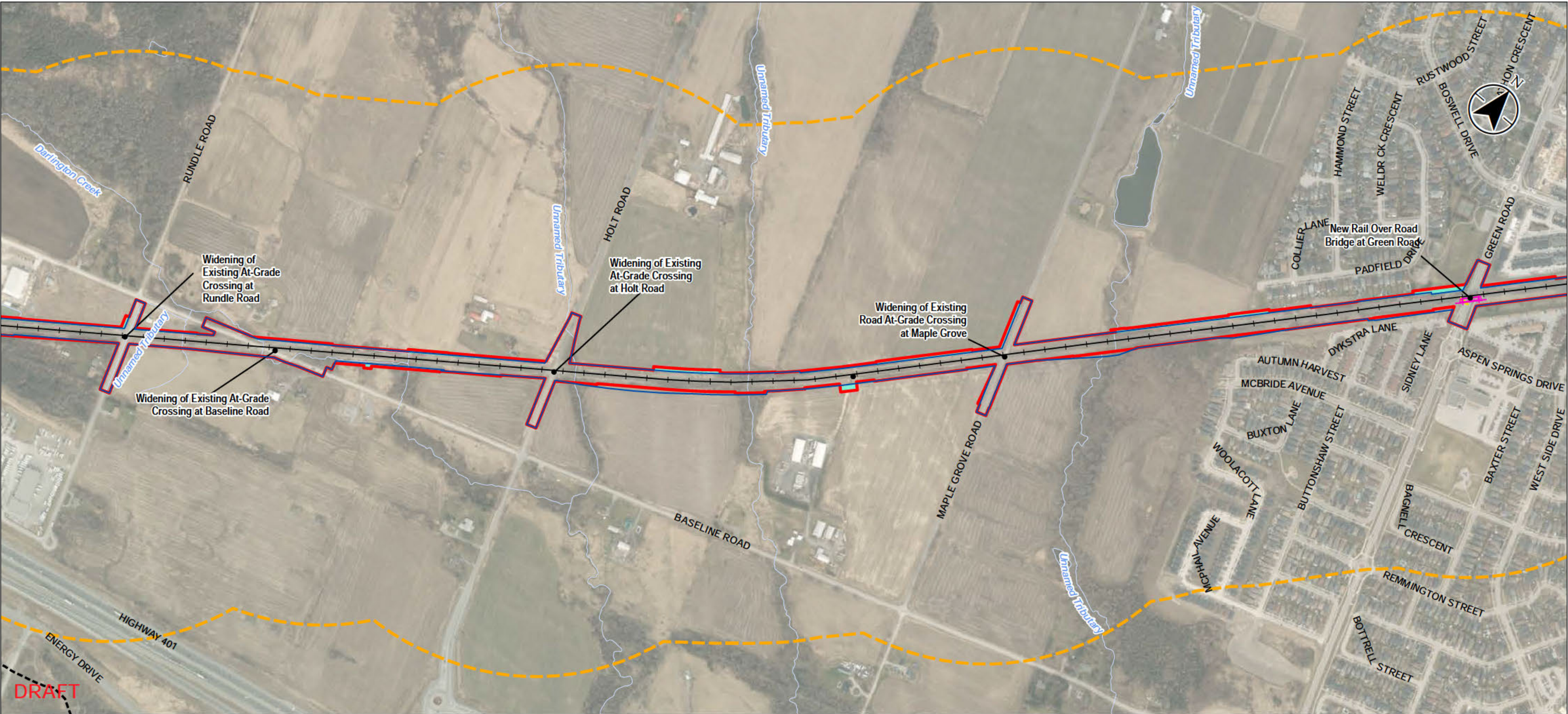
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Title
Key Project Components

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

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METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No. 2.1.7 **DRAFT**

Title
Key Project Components

From: [Rachel Afonso](#)
To: [Jeremie Tisdale](#)
Cc: [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193
Date: Friday, August 11, 2023 10:09:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Hi Jeremie,

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

The following locations are shown:

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

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

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

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

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

Sent: July 21, 2023 7:51 AM

To: Eric Cameron <ecameron@cloc.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Jeremie Tisdale <jtisdale@cloc.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193

Thanks Eric for the confirmation.

Have a great weekend,

Laura

From: Eric Cameron <ecameron@cloc.ca>

Sent: July 20, 2023 3:42 PM

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

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Jeremie Tisdale <jtisdale@cloc.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193

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Hi Laura – sorry for the delayed response – I’ve looked at the updated materials and I don’t see any items especially relevant to our regulatory areas, so we won’t have any further comments at this time. Thank you for circulating us,

Eric Cameron

Infrastructure Planner / Enforcement Officer

36	
Eric 2	

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

Sent: Tuesday, July 18, 2023 2:23 PM

To: Eric Cameron <ecameron@cloc.ca>

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

Rachel Afonso <Rachel.Afonso@metrolinx.com>

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

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Hi Eric,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week/ Monday July 24th to receive the comments , that would be appreciated.

Thank you,

Laura Filice

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



From: Laura Filice

Sent: June 30, 2023 4:49 PM

To: Eric Cameron <ecameron@cloca.com>

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

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

Hi Eric,

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



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

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

- Minor updates to all other technical reports

We have closed out the previous comments received from CLOCA (I attached this email again for reference). If your team would like to provide comments to any of the reports, please send them no later than July 17th, 2023.

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

Thank you,

Laura Filice

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



From: Eric Cameron <ecameron@cloca.com>

Sent: April 28, 2023 3:53 PM

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

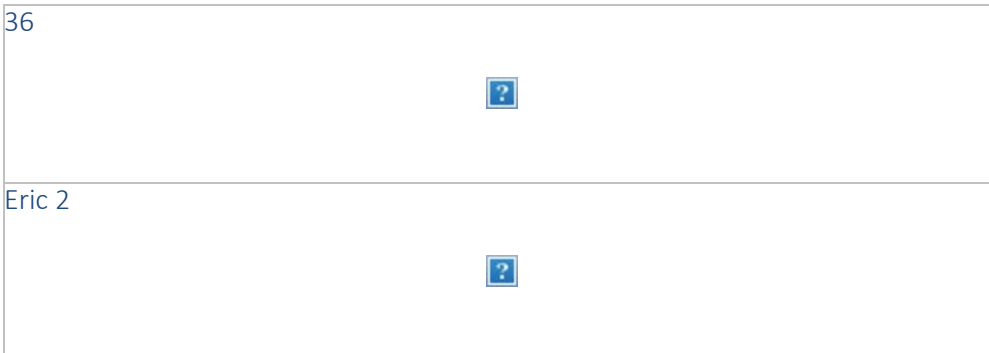
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura -confirming our continued interest in this project, please circulate any available documents for our review. Thanks,

Eric Cameron

Infrastructure Planner / Enforcement Officer



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

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

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

Change

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Good Afternoon,

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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: May 10, 2022 3:23 PM

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

Good Afternoon,

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



Please let me know if you have any issues with the download or any other questions or concerns. We

ask to have all comments received by Tuesday June 21st, 2022.

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

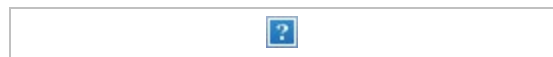
- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023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

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

Thank you,

Laura Filice

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



From: Laura Filice

Sent: March 25, 2022 8:21 AM

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

Good Morning,

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

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed

addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



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

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

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

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

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



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From: [Laura Filice](#)
To: [Eric Cameron](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#); [Jeremie Tisdale](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193
Date: Friday, July 21, 2023 7:51:26 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Thanks Eric for the confirmation.

Have a great weekend,

Laura

From: Eric Cameron <ecameron@cloca.com>
Sent: July 20, 2023 3:42 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Jeremie Tisdale <jtisdale@cloca.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193

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Hi Laura – sorry for the delayed response – I’ve looked at the updated materials and I don’t see any items especially relevant to our regulatory areas, so we won’t have any further comments at this time. Thank you for circulating us,

Eric Cameron
Infrastructure Planner / Enforcement Officer



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Tuesday, July 18, 2023 2:23 PM
To: Eric Cameron <ecameron@cloca.com>

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

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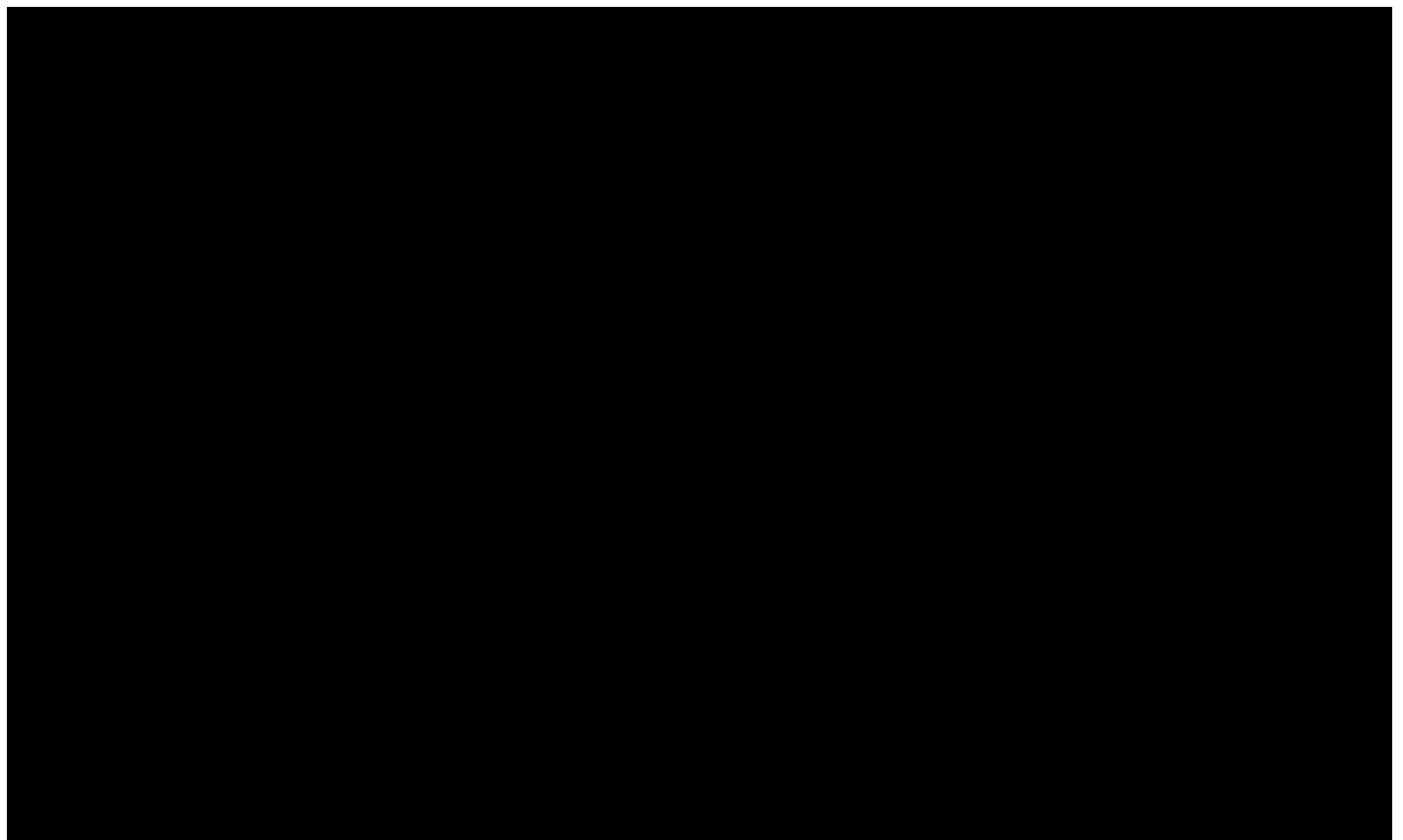
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Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice
Sent: Friday, June 30, 2023 4:49 PM
To: Eric Cameron
Cc: Lindsay Prihoda; Annie Gu; Rachel Afonso
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Attachments: Osh Bow Rail Extension_EPR Addendum Footprint Change Memo_20230420.pdf; RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Hi Eric,

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

[REDACTED]

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

- Update to the Cultural Heritage Report (CHR)
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[REDACTED]



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Sent: April 28, 2023 3:53 PM
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Hi Laura -confirming our continued interest in this project, please circulate any available documents for our review.
Thanks,

Eric Cameron



Admin Office 100 Whiting Avenue, Oshawa ON L1H 3T3
Phone [REDACTED]
Email ecameron@cloca.com | Website cloca.com

Healthy watersheds for today and tomorrow.

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

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

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

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Thank you,

Laura Filice

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



From: Laura Filice

Sent: May 10, 2022 3:23 PM

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

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

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

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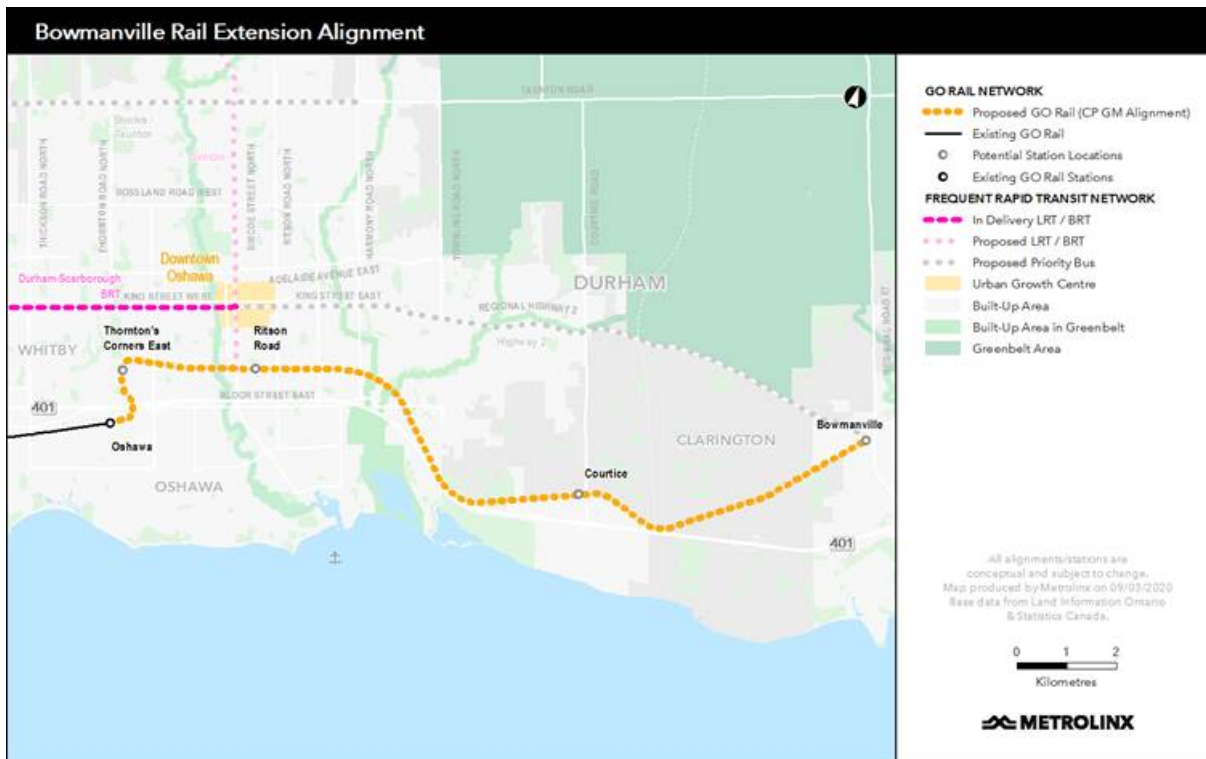
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I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on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



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April 20, 2023

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

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

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

Project Background

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

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

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

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

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

Business Case & Scope

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

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

Project Alignment

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

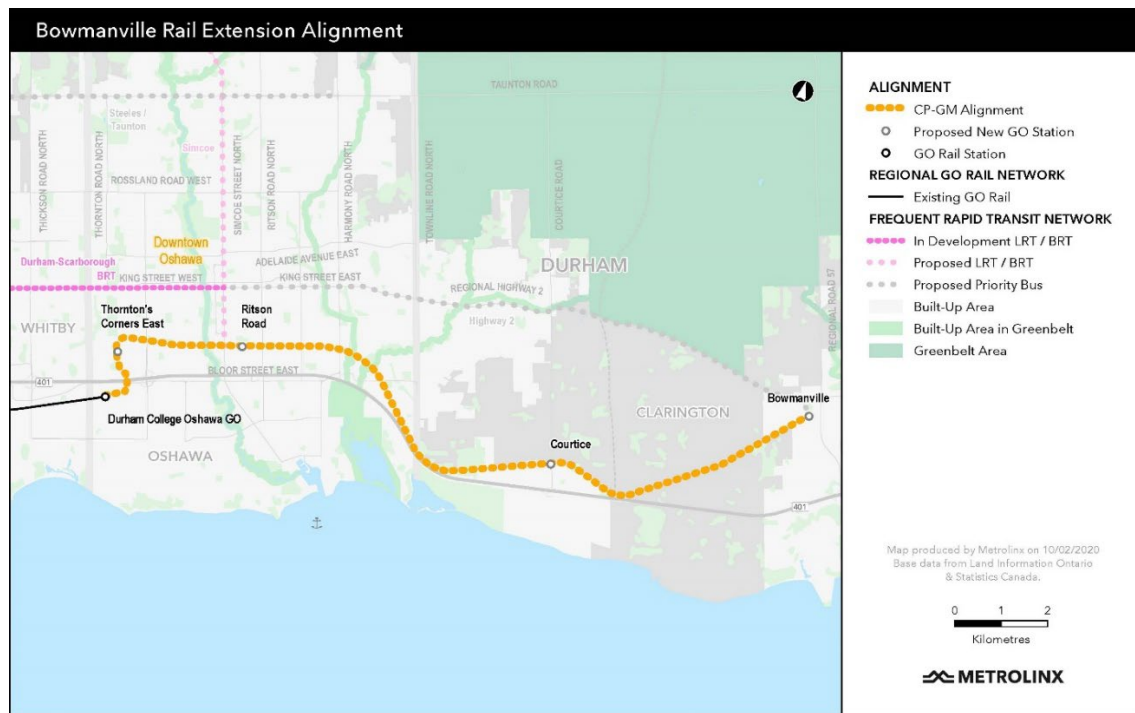


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

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

To incorporate the recent footprint additions into the EPR Addendum, additional environmental studies have been identified and are currently ongoing. Fieldwork is currently underway, and we are currently updating and preparing additional technical reports, where required.

The main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

Figures illustrating the previous project footprint and revised footprint can be found in **Attachment 1** of this memo.

If you would like to review an updated version of the EPR Addendum and/or any of the supporting technical reports prior to the 30-day public review period, kindly let us know.

Alternatively, the updated reports will become available for review and comment during this period.

Metrolinx is actively working with our Technical Advisor to ensure timely coordination between design development and the TPAP Addendum and will be increasing our monitoring and tracking of upcoming milestones, to mitigate any further impacts on the EPR Addendum schedule.

Current Project Schedule (subject to change)

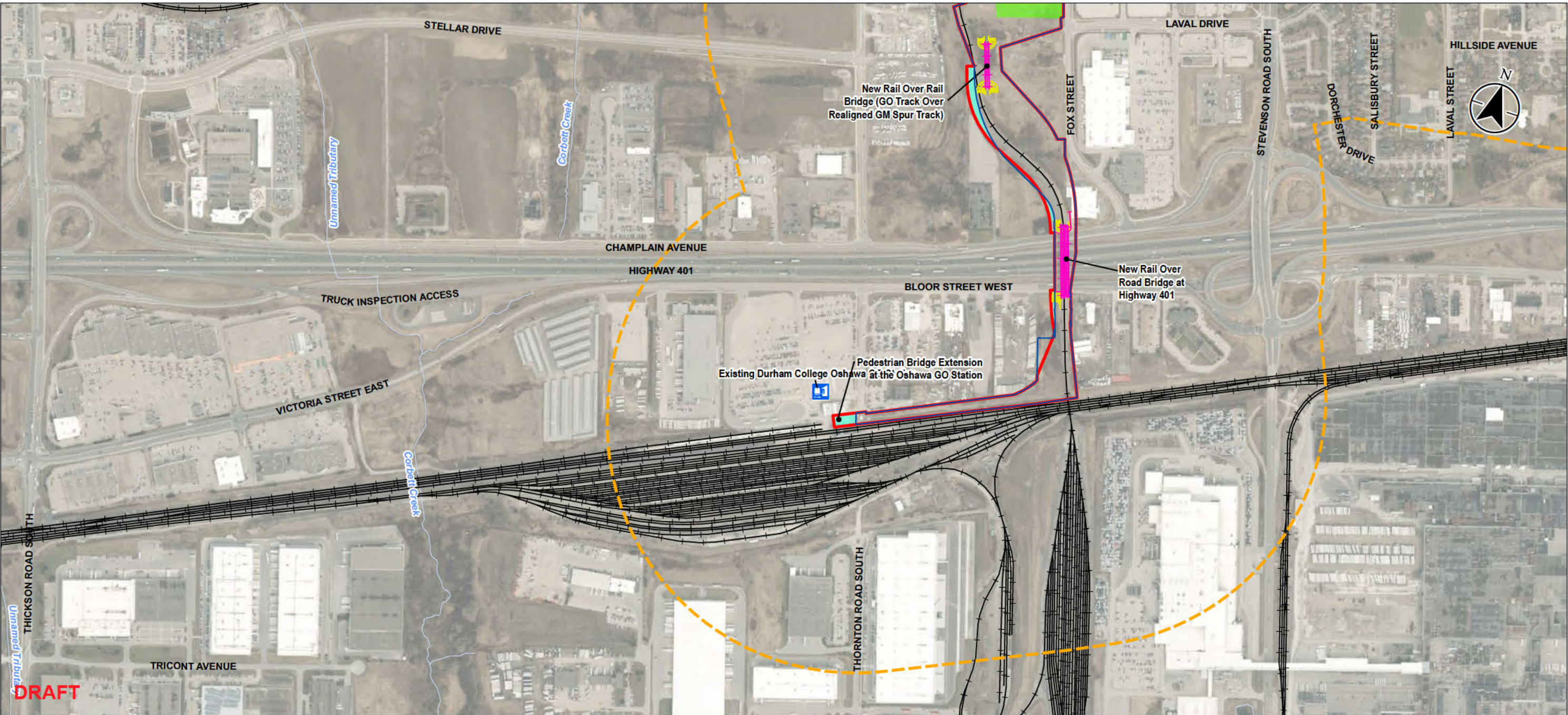
Below we have outlined the current timelines for the project.

Task	Timeline
Sharing Draft Technical Reports for Review	Ongoing
Field surveys for added footprint (Tree Inventory, Cultural Heritage, Arborist, Archaeology)	Ongoing
Virtual Public Meeting	June 2023
Notice of EPR Addendum	August 2023
30-Day Public Review	September – October 2023
35-Day Minister’s Review Period	October – November 2023
Statement of Completion	November 2023

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

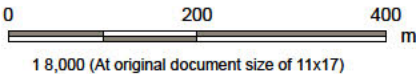
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Notes

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2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Oshawa GO Station
 - Existing Railway
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

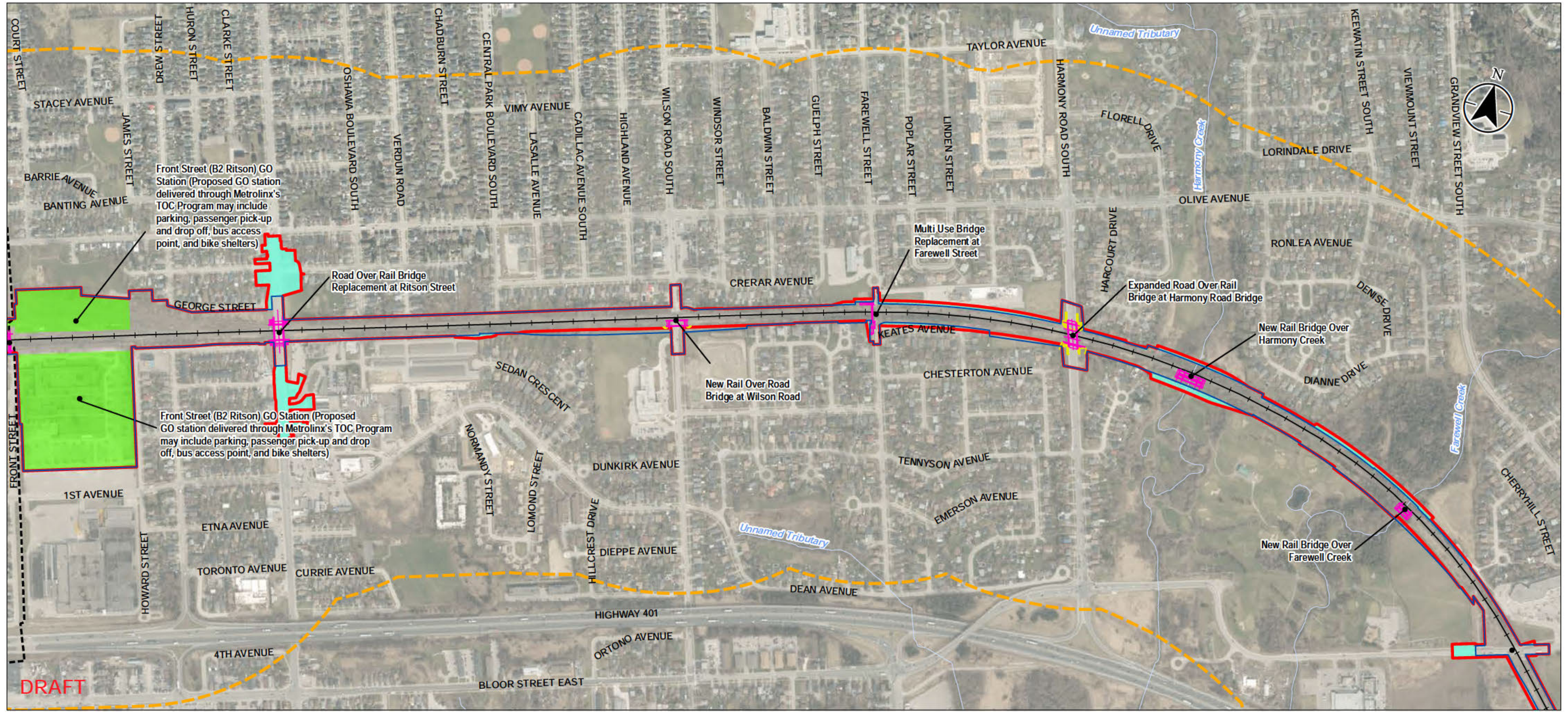
Figure No.
2.1.1

Title
Key Project Components

DRAFT

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- Legend**
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 - Project Footprint (90% EPR)
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 - Existing Railway
 - Trail
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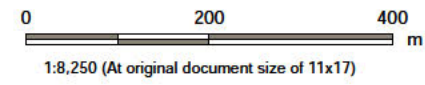
Project Location
Region of Durham

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.3

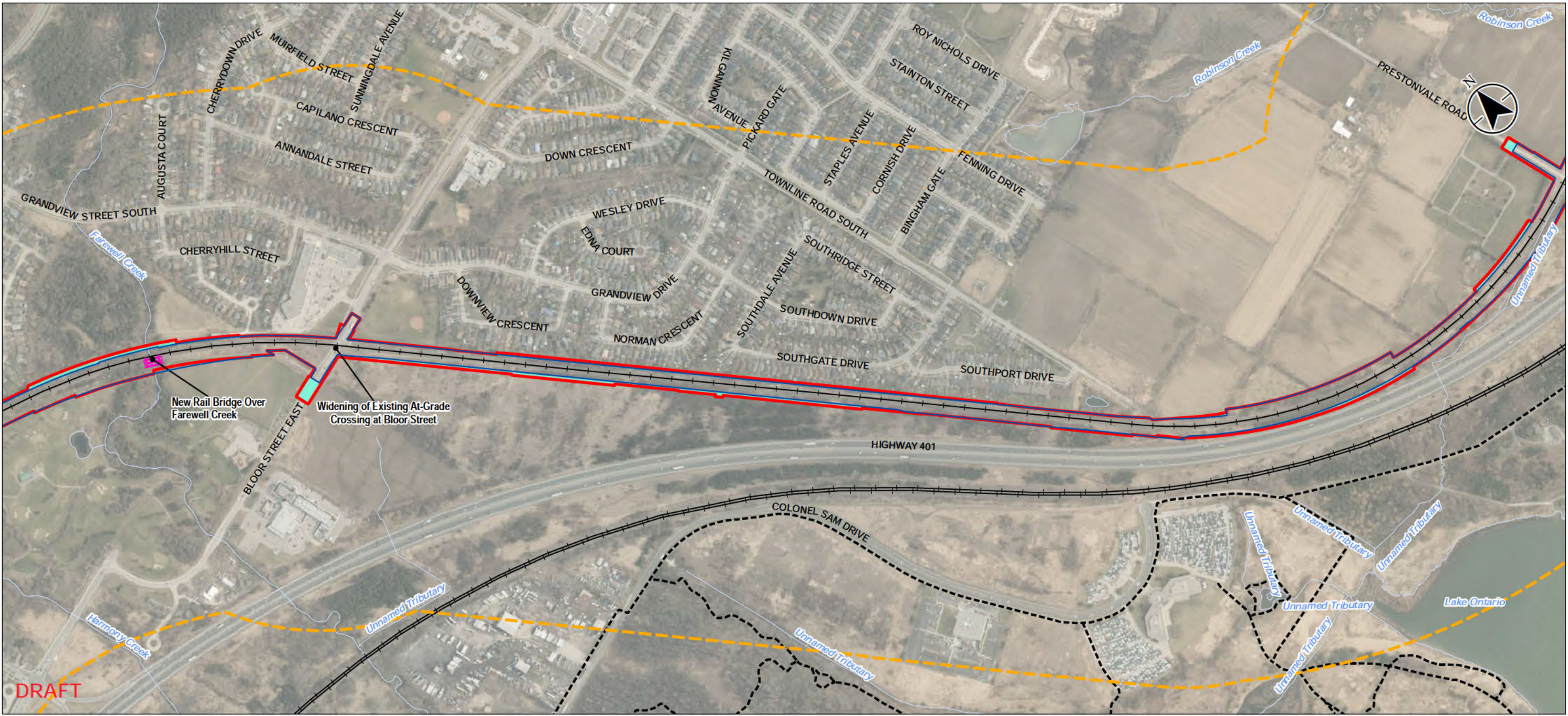
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165011019 REV A
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##



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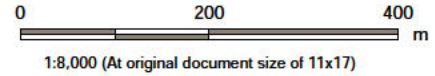
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Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

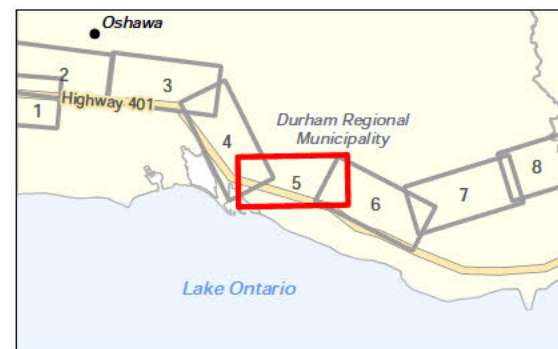
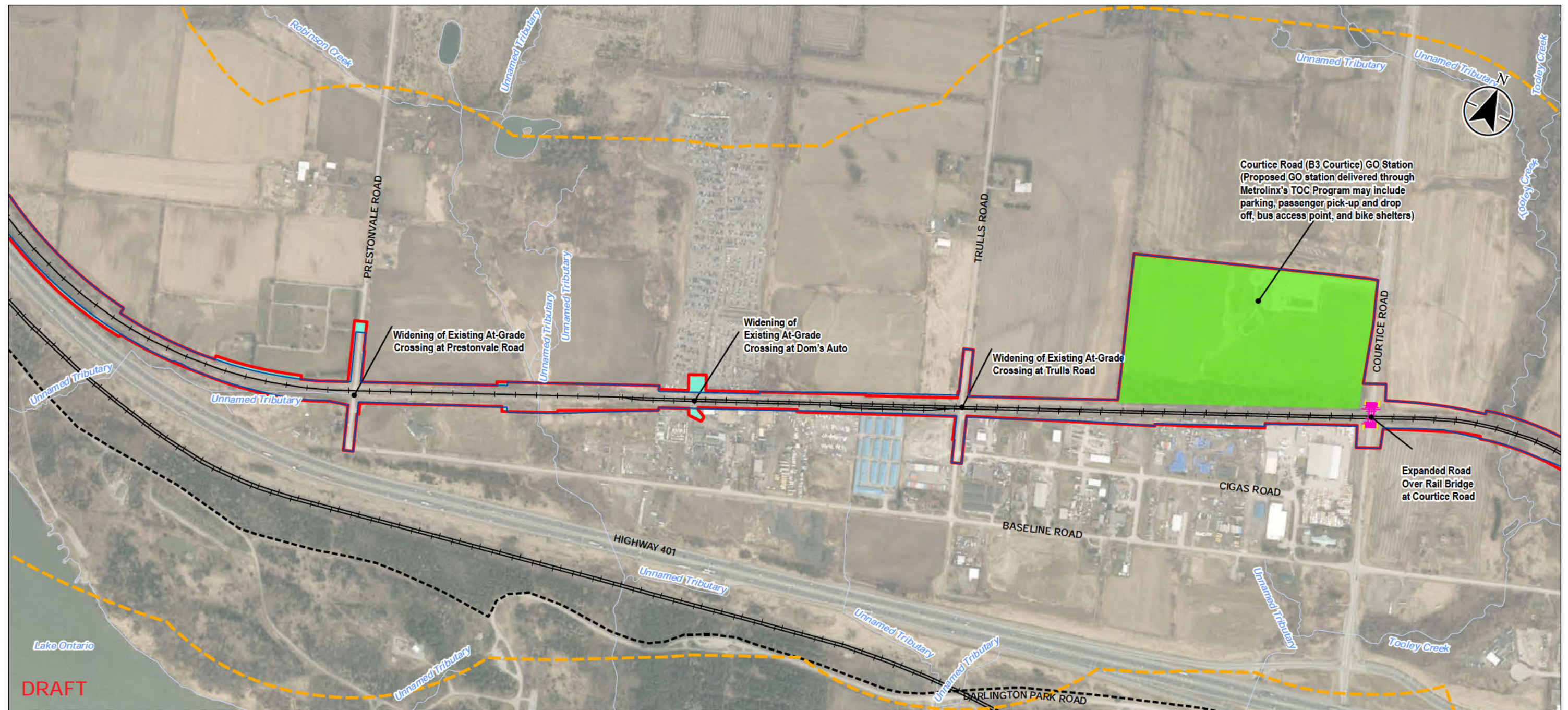
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM












Figure No.
2.1.4

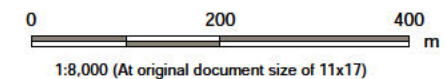
Title
Key Project Components

DRAFT





- Legend**
-  Project Footprint
 -  Project Footprint (90% EPR)
 -  Additional Project Footprint Area
 -  Study Area
 -  Proposed GO Station Location
 -  Existing Railway
 -  Trail
 -  Watercourse
 -  Waterbody
 -  Bridges/Crossings
 -  Grading



Project Location	165011019 REVA
Region Municipality of Durham	Prepared by BCC on 2023-02-16 Technical Review by ## on 2021-##-##

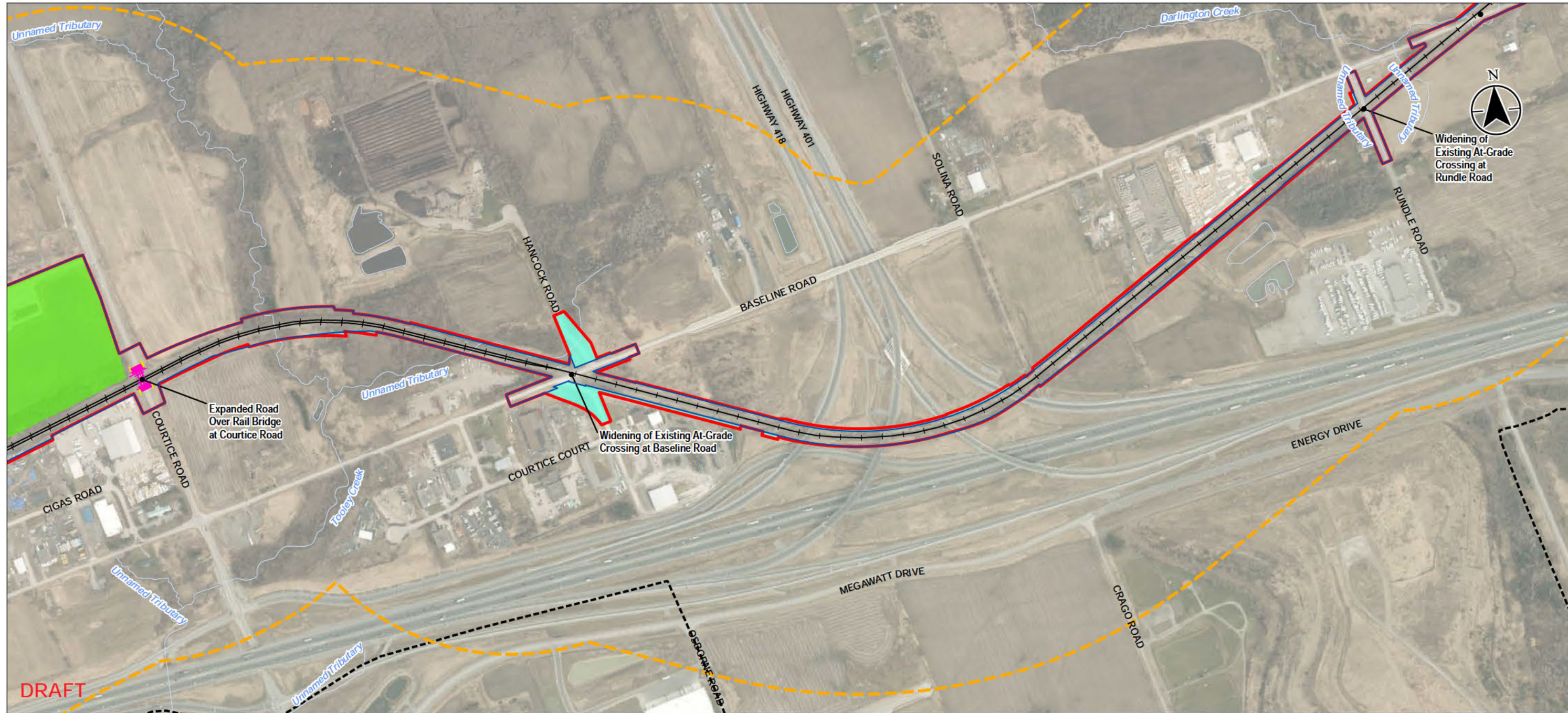
Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No. 2.1.5 DRAFT

Title
Key Project Components

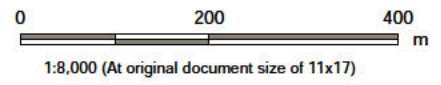
Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\na015-pds\work_group\0165\0a\chv\165\01\01\1 - Bowmanville\02_Amenities\01_Assignment\11_data\gis_cad\gis\mxd\report_figures\02\2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Maps.mxd Revised: 2023-02-16 By: bower



Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
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 - Study Area
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Project Location
Region Municipality
of Durham

165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

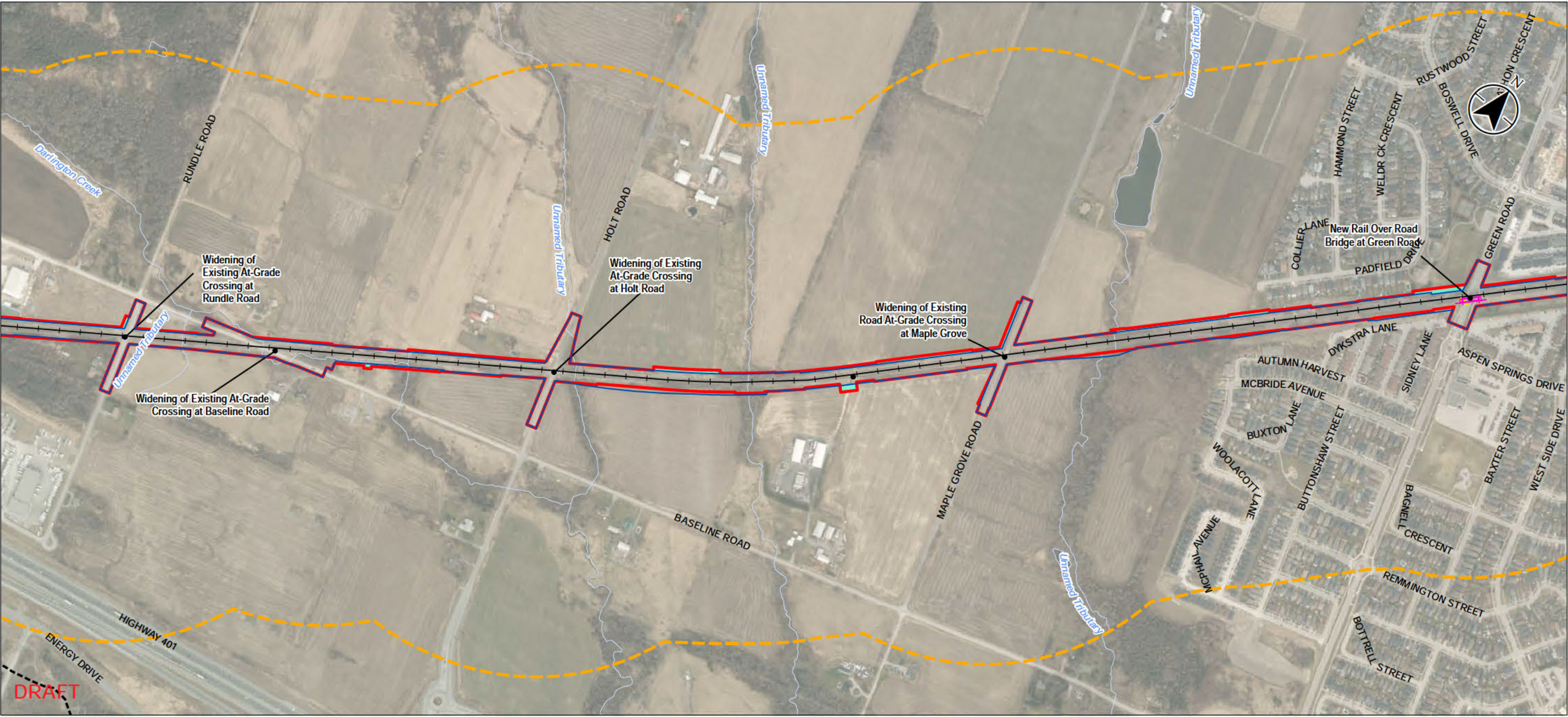
Figure No.
2.1.6

Title
Key Project Components

DRAFT

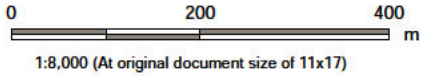
Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\na015-pds\01\work_group\01 65\0a\ch\6 165\01 01 1 - Bowmanville\02_Amenment\02_Assignment\11_data\figs_cad\figs\mxd\report_figures\02 2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Midbook.mxd Revised: 2023-02-16 By: bower



Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Existing Railway
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 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location: Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project: METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.: 2.1.7

Title: Key Project Components

DRAFT

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From: [Batista, Cindy \(MECP\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Rachel Afonso](#); [Desautels, Solange \(MECP\)](#); [Annie Gu](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Wednesday, July 12, 2023 1:27:44 PM
Attachments: [image001.png](#)

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Hello Laura,

The ministry's air quality analyst has reviewed the final Air Quality Technical Report (Appendix A3) dated June 28, 2023 to ensure that the ministry's former comments were addressed and we can confirm that they are now addressed. The project footprint changes did not alter the air quality impact results as the proponent assessed 500 meters from the project footprint for the study area. At this time, the ministry has no further air quality comments to offer for the proposed addendum for the Oshawa to Bowmanville Rail Service Expansion project.

The ministry's comments on the noise and vibration report are still under review and I will share those with you when ready.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator (she/her)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
[REDACTED] | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: June 30, 2023 5:29 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

We have updated the 90% EPR to reflect the change to the project footprint. Please see link to access the updated EPR and supporting technical reports which includes the Air Quality and Noise and Vibration reports. I have also included a folder in the link below with the agency and Curve Lake First Nation's comments and responses to date.

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached the responses to the comments received from EAB and MECP's Noise specialist. We kindly ask that your team review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: October 4, 2022 9:51 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso
<Rachel.Afonso@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Some people who received this message don't often get email from anne.cameron@ontario.ca. [Learn why this is important](#)

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Hi Laura,

Please find attached another letter from the ministry's Noise and Vibration specialist. I believe the letter reiterates what the previous letter said (sent on Sept 29) but provides a few extra details.

Please let me know if you have any questions and as mentioned below, the ministry's Noise and Vibration specialist would like to have a meeting with your team to discuss the comments. If you could please provide me with a few dates/times that work for you I will set something up.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Cameron, Anne (MECP)
Sent: September 29, 2022 4:23 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; annie.gu@metrolinx.ca
Subject: FW: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

Hi Laura,

Thank you for sending the Revised Draft 90% EPR for the Oshawa to Bowmanville Rail Service Expansion project along with responses to all of MECP's comments.

The ministry's Senior Noise Engineer, Mr. Header Merza, has further comments based on Metrolinx's responses. These can be found in the attached letter – the letter contains the ministry's original noise & vibration comments from June 17, 2022 (black text) along with Metrolinx responses from September 19, 2022 (red text) and the ministry's latest comments on Metrolinx responses (blue text). Mr. Merza has

suggested a phone call be set up to go over the comments made. If you could please provide me with your availability over the next two weeks I am happy to facilitate.

Regarding comments from EAB (myself), I am satisfied with Metrolinx's responses. I just have a few points that require clarification.

1. Based on Tables 1.3.1 and 1.3.2, am I to understand that the culvert widenings from the 2011 EPR Design are no longer needed? If so, how are water crossings being dealt with?
2. In Table 1.3.1, the legend does not contain information related to the 2011 EPR Design.
3. Can you clarify what is meant by "structural work now proposed" in Table 2.3?

All of the other technical experts were satisfied with Metrolinx's responses to their comments.

All the best,
Anne

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

 | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: September 19, 2022 4:15 PM

To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Anne,

Thank you for providing comments to the Draft EPR circulated on May 10th. We have prepared the following response (attached) and have provided the links below to the revised Draft EPR as well as the requested documents for your teams review.

EPR: [REDACTED]

EcoLog & Agency response memos:
[REDACTED]

If your team would like to provide any additional comments, please have them submitted by October 3rd, 2022.

Updated Key Dates for the project are provided in the milestone schedule below.

Key Date	Previous Date	Revised Date*
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Current)
Notice of Public Meeting	August 2022	November 2022
Public Meeting	September 2022	December 2022 – January 2023
Notice of EPR Addendum	October 2022	February 2023
30-Day Public Review	October to November 2022	February – March 2023
35-Day Minister Review	January to February 2023	March 2023 – April 2023
Statement of Completion	February 2023	April 2023

*Dates are subject to change

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Sent: June 23, 2022 3:33 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: MECP review of 90% Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Good afternoon Laura,

Please find attached the Ministry of the Environment, Conservation and Parks' comments on the 90% Draft EPR for the Oshawa to Bowmanville Rail Service Expansion project.

Attached you will find comments from the following:

- Environmental Assessment Branch
- Permissions and Compliance Section (Species at Risk)
- Air Quality
- Noise and Vibration
- Groundwater
- Surface Water
- Source Protection – they have also included multiple images

Please let me know if you have any questions about the attached or next steps.

All the best,
Anne

Anne Cameron | Project Officer
Environmental Assessment Services Section | Environmental Assessment Branch
135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5
[REDACTED] | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

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From: [Hatcher, Laura \(MCM\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Thomas Wicks](#); [Hamilton, James \(MCM\)](#); [Barboza, Karla \(MCM\)](#); [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Rachel Afonso](#); [Annie Gu](#); [Katie Bright](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, July 14, 2023 1:13:11 PM
Attachments: [image001.png](#)
[2023-07-14_OshawaBowmanvilleAddendum_RevisedCHR_MCMcomments.pdf](#)

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Hi Laura,

Thank you for providing the Revised Draft Cultural Heritage Report to MCM for review. Please find our comments attached. If you have any questions, please do not hesitate to contact me.

Regards,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism

 | email: laura.e.hatcher@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 5, 2023 9:02 AM

To: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>

Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

Thank you for follow up comments. To close this loop, I have attached our responses to MCM's follow up comments on the revised 90% EPR for your review. The updated CHR (based on the project footprint change noted in a previous email string), will be sent following this in a separate

email.

Thank you,

Laura

From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: October 4, 2022 9:21 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good morning Laura,

Thank you for the responses to our previous comments on the Draft EPR. I have provided some additional comments in the attached table.

Thanks again for the extension on providing these comments.

Please let me know if you have any questions or would like to discuss.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division
Ministry of Tourism, Culture and Sport

 | email: laura.e.hatcher@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: September 19, 2022 4:16 PM
To: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks

<Thomas.Wicks@metrolinx.com>; Hamilton, James (MTCS) <James.Hamilton@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MNR) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>

Subject: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Laura,

Thank you for providing comments to the Draft EPR circulated on May 10th. We have prepared the following response (attached) and have provided a link below to the revised Draft EPR for your teams review.

If your team would like to provide any additional comments, please have them submitted by October 3rd, 2022.

Updated Key Dates for the project are provided in the milestone schedule below.

Key Date	Previous Date	Revised Date*
Agency and Indigenous Nation review of Draft EPR Addendum	May 10, 2022	(Complete)
Circulation of Revised Draft EPR to Agencies and Indigenous Nations	August 2022	September 19 – October 3 rd , 2022 (Current)
Notice of Public Meeting	August 2022	November 2022
Public Meeting	September 2022	December 2022 – January 2023
Notice of EPR Addendum	October 2022	February 2023
30-Day Public Review	October to November 2022	February – March 2023
35-Day Minister Review	January to February 2023	March 2023 – April 2023
Statement of Completion	February 2023	April 2023

*Dates are subject to change

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED] 

From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>
Sent: June 23, 2022 4:10 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Katie Bright <Katie.Bright@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Subject: RE: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Good afternoon Laura,

Please find attached a letter and table with comments from the Ministry of Heritage, Sport, Tourism and Culture Industries on the Oshawa to Bowmanville Rail Service Expansion Project. Thank you again for the extension on providing these comments.

We look forward to continuing to work with you on this project.

Sincerely,
Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division
Ministry of Heritage, Sport, Tourism and Culture Industries

[REDACTED] email: laura.e.hatcher@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: May 10, 2022 3:23 PM
Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.



Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

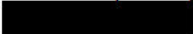
I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3





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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: [Bazinet, Kyle \(MTO\)](#)
To: [Laura Filice](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#); [Pietrusiak, Pamela \(MTO\)](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Tuesday, July 18, 2023 3:03:39 PM
Attachments: [image001.png](#)
[image002.jpg](#)

Some people who received this message don't often get email from kyle.bazinet@ontario.ca. [Learn why this is important](#)

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Thank you!

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 2:44 PM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Thanks Kyle for confirming.

The updated key dates for this project are:

- Agency and Indigenous Nation review of Draft 90% EPR Addendum – May 10, 2022 (Complete)
- Notice of Public Meeting (in newspaper) – May 25th & June 1st, 2023 (Complete)
- Public Information Center (PIC) Period- June 8- June 21st, 2023 (Complete) (<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/what-were-building/bowmanville-extension>)
- Virtual Open House – June 14th, 2023 (Complete) <https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21>
- Agency review of Draft 95% EPR Addendum – June 30th, 2023 (Current)
- Notice of EPR Addendum & 30 Day Public Review Period– Late September – Late October 2023
- 35-Day Minister Review – November 2023
- Statement of Completion – December 2023

Thanks,

Laura

From: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Sent: July 18, 2023 1:30 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the opportunity to review and for the responses to our initial review. We do not have any further comments.

Could you provide me with the updated proposed key dates as this is rolled out?

Kyle

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 1:22 PM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon Kyle & Pamela,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: July 4, 2023 9:46 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the documents, however I'm no longer on the Bowmanville file and team so my colleagues Kyle and Pamela will provide you with a response.

Have a great day,

Yeetak Lam
Team Lead
Agency Operations Office
Ministry of Transportation
[REDACTED]

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2023 4:43 PM

To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO)

<Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Yeetak,

Please see link below to access the updated EPR and supporting technical reports.

[REDACTED]

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Hope you have a great long weekend!

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice

Sent: April 28, 2023 2:16 PM

To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Yeetak,

Appreciate the response. We will continue to keep all MTO teams updated as the project progresses.

Thanks again,

Laura

From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Sent: April 28, 2023 2:02 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sharing the memo, our unit has reviewed and do not have any comments or edits to make. We suggest to you keep in touch with us and the MTO Comms team during the outreach so that our MO can be aware of the consultation process.

Hope this helps. Have a great day.

Yeetak Lam
Team Lead
Transit Capital Office
Ministry of Transportation
[REDACTED]

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 20, 2023 4:46 PM
Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90%

Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[Redacted]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[Redacted]
[Redacted]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

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Bowmanville Extension Options - 20200303



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I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Laura Filice](#)
To: [Eric Cameron](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#); [Jeremie Tisdale](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193
Date: Friday, July 21, 2023 7:51:26 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Thanks Eric for the confirmation.

Have a great weekend,

Laura

From: Eric Cameron <ecameron@cloca.com>
Sent: July 20, 2023 3:42 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Jeremie Tisdale <jtisdale@cloca.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193

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Hi Laura – sorry for the delayed response – I’ve looked at the updated materials and I don’t see any items especially relevant to our regulatory areas, so we won’t have any further comments at this time. Thank you for circulating us,

Eric Cameron
Infrastructure Planner / Enforcement Officer

36



Eric 2



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Tuesday, July 18, 2023 2:23 PM
To: Eric Cameron <ecameron@cloca.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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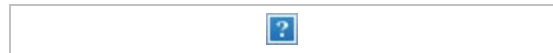
Hi Eric,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week/ Monday July 24th to receive the comments , that would be appreciated.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: June 30, 2023 4:49 PM

To: Eric Cameron <ecameron@cloca.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Eric,

Please see link below to access the updated EPR and supporting technical reports.



As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory

- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

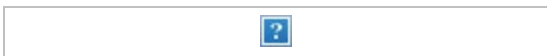
We have closed out the previous comments received from CLOCA (I attached this email again for reference). If your team would like to provide comments to any of the reports, please send them no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend!

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Eric Cameron <ecameron@cloca.com>

Sent: April 28, 2023 3:53 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura -confirming our continued interest in this project, please circulate any available documents for our review. Thanks,

Eric Cameron

Infrastructure Planner / Enforcement Officer

36	
Eric 2	

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Thursday, April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, **additional footprint requirements have been identified** at various locations and we are **currently in the process of updating and preparing additional technical reports, where required**. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]
[REDACTED]

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- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

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to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



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Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



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Have a great weekend,

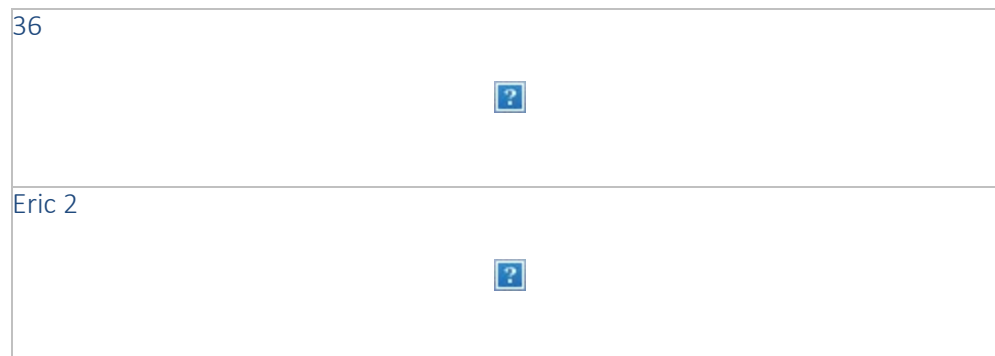
Laura

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Sent: July 20, 2023 3:42 PM
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Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Jeremie Tisdale <jtisdale@cloca.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193

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Hi Laura – sorry for the delayed response – I’ve looked at the updated materials and I don’t see any items especially relevant to our regulatory areas, so we won’t have any further comments at this time. Thank you for circulating us,

Eric Cameron
Infrastructure Planner / Enforcement Officer



From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: Tuesday, July 18, 2023 2:23 PM
To: Eric Cameron <ecameron@cloca.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Eric,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week/ Monday July 24th to receive the comments , that would be appreciated.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: June 30, 2023 4:49 PM

To: Eric Cameron <ecameron@cloca.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Eric,

Please see link below to access the updated EPR and supporting technical reports.



As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory

- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

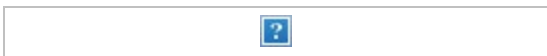
We have closed out the previous comments received from CLOCA (I attached this email again for reference). If your team would like to provide comments to any of the reports, please send them no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend!

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Eric Cameron <ecameron@cloca.com>

Sent: April 28, 2023 3:53 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura -confirming our continued interest in this project, please circulate any available documents for our review. Thanks,

Eric Cameron

Infrastructure Planner / Enforcement Officer

36	
Eric 2	

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: Thursday, April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, **additional footprint requirements have been identified** at various locations and we are **currently in the process of updating and preparing additional technical reports, where required**. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]
[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west

to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

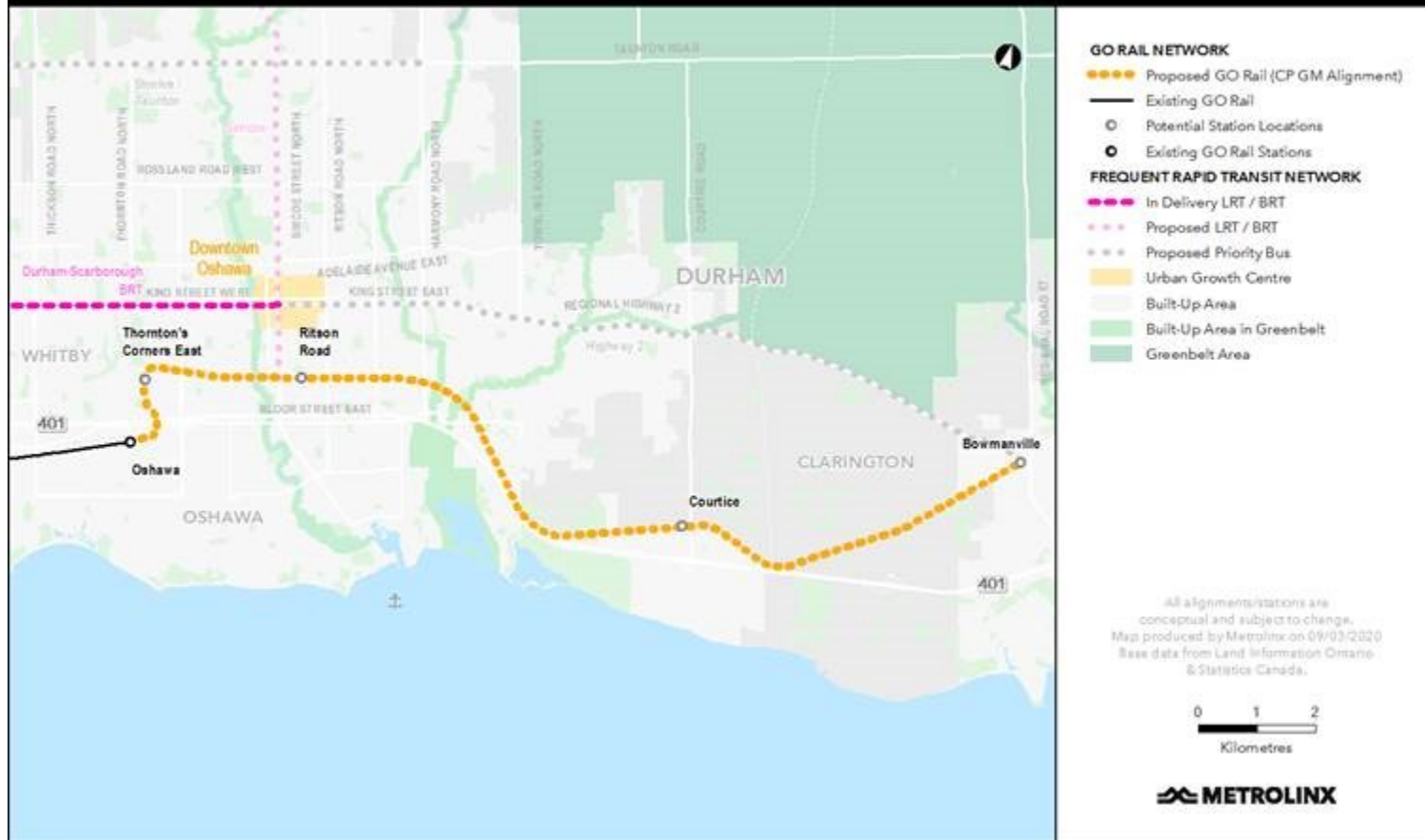
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Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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Bowmanville Rail Extension Alignment



From: [Tena-Russell, Adrian](#)
To: [Annie Gu](#)
Cc: [Rowe, Steve](#); [Irfan Ahmad](#); [Jilesh Patel](#); [Laura Filice](#); [Andreas Grammenz](#)
Subject: RE: BMV - CP & Hatch Review of Mx 95% EPR Addendum Reports
Date: Tuesday, August 15, 2023 9:39:23 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[Osh-Bmv Comment Tracker Revised 90% EPR Hatch.xlsx](#)

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Good morning Annie,

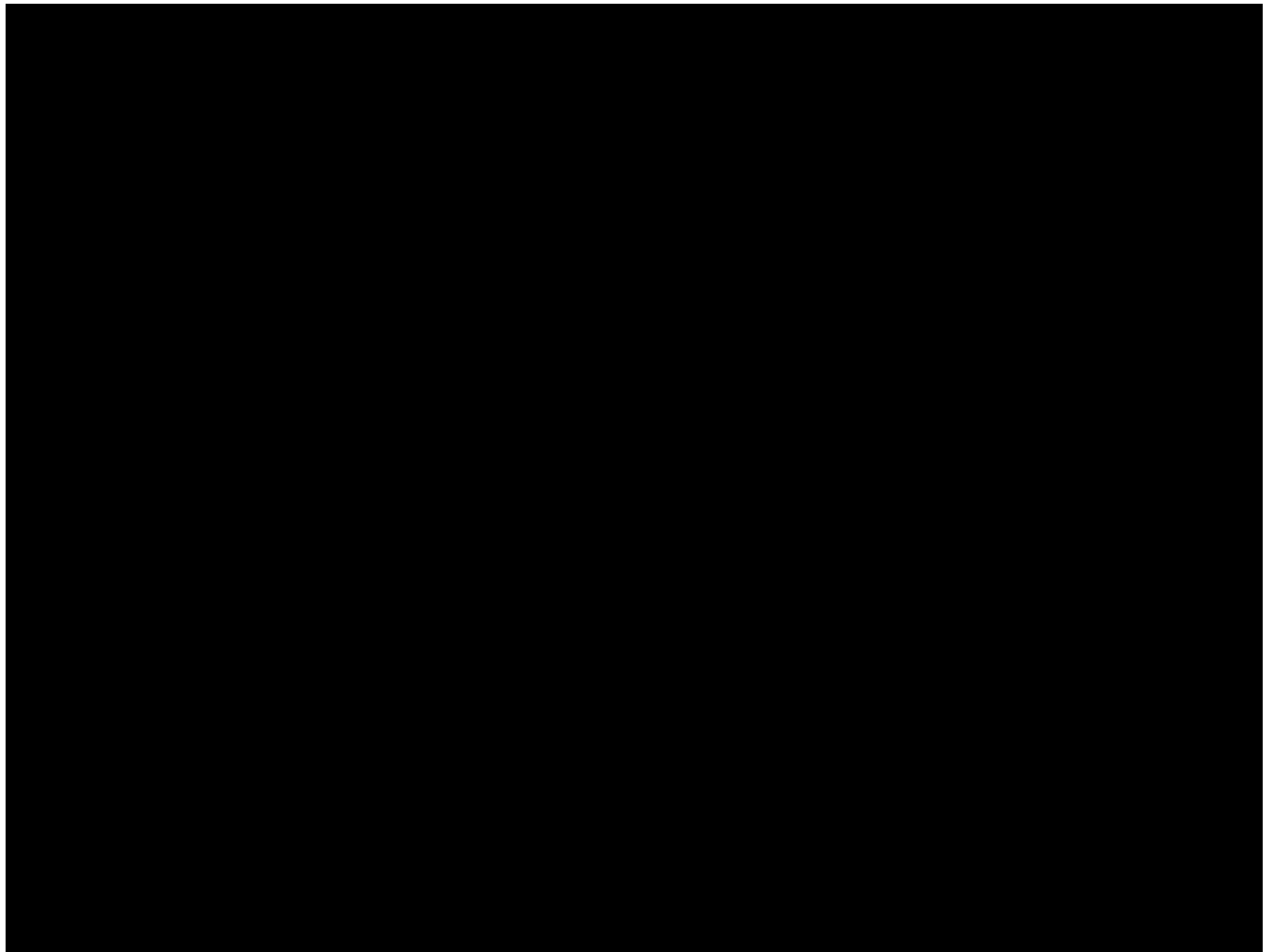
Sorry for the delay. As mentioned in the meeting yesterday, please find attached comments from the CPKC/Hatch review of the EPR Addendum.

Please don't hesitate to contact me if you have any additional questions.

Thank you,

Adrian Tena-Russell, P.Eng.

Project Manager – Rail | Hatch | 



Sent: Tuesday, July 18, 2023 2:07 PM

To: Rowe, Steve <steve.rowe@hatch.com>; Tena-Russell, Adrian <adrian.tena-russell@hatch.com>

Cc: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Jilesh Patel <Jilesh.Patel@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>

Subject: BMV - CP & Hatch Review of Mx 95% EPR Addendum Reports

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Hi Steve and Adrian,

In Andreas' absence and further to last Thursday's Mx-CP meeting, I am following up with regards to Hatch / CP's review of the 95% EPR reports which is the subject of the attached emails.

Kindly let us know whether Hatch and CP would be able to complete their reviews and provide comment close-out and any new comments by this Friday July 21.

Please reach out if you have any questions in the meantime.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



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Report Name:

Item No.	Reviewer Name	Part, Chapter, Section, Subsection, Page	Review Comment 90% Draft (Reviewer)	Response and Details (Metrolinx)	Line Item Status O / P / C (Reviewer)	Review Comment 95% Draft (Reviewer)	Response and Details (Metrolinx)	Line Item Status O / P / C (Reviewer)
Environmental Project Report								
NEW COMMENTS								
30	IJ	Addendum Footprint Change Memo				Please ensure CP Rail is kept apprised of any additional environmental studies that are ongoing currently, particularly as they relate to CP's existing infrastructure (i.e., Harmony Creek at the existing rail bridge crossing, etc.).		
31	IJ	Section 2.1 of the EPR				Please provide details on any ancillary structural work such as modifications to CP culverts and bridge designs as they become available.		

From: [Mac, Frank \(MTO\)](#)
To: [Laura Filice](#)
Cc: [Zhou, Miao \(MTO\)](#); [Singh, Christian \(MTO\)](#); [Lindsay Prihoda](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Thursday, July 27, 2023 11:20:54 AM
Attachments: [image001.png](#)
[image002.jpg](#)

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Hi Laura,

No follow-up comments on the reports.

Frank

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 27, 2023 10:17 AM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Morning Frank,

Hope you had a great vacation. Just following up to see if we can expect comments back this week from your team on the 95% EPR or any of the technical reports.

Thanks,

Laura

From: Laura Filice
Sent: July 18, 2023 1:15 PM
To: 'Mac, Frank (MTO)' <[Frank.Mac@ontario.ca](#)>
Cc: 'Zhou, Miao (MTO)' <[Miao.Zhou@ontario.ca](#)>; 'Singh, Christian (MTO)' <[Christian.Singh@ontario.ca](#)>; Lindsay Prihoda <[Lindsay.Prihoda@metrolinx.com](#)>; Annie Gu <[Annie.Gu@metrolinx.com](#)>; Rachel Afonso <[Rachel.Afonso@metrolinx.com](#)>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Just wanted to reach out to see if your team is planning to send in any comments on any of the updated technical reports/ EPRA. Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura

From: Laura Filice

Sent: June 30, 2023 5:05 PM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Please see link below to access the updated EPR and supporting technical reports.

As noted in the project footprint change memo (attached again for reference), the **main changes** from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review as well as the PIC. We kindly ask that you review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3





June 30, 2023

Attention: Frank Mac
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation
Sent via Email: Frank.Mac@ontario.ca

Reference: Revised Draft 90% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project and Public Information Centre- Responses to the Ministry of Transportation of Ontario Comments

Dear Mr. Mac:

The below responses are provided to address the comments and recommendations outlined in the email dated October 3, 2022 from the Ministry of Transportation of Ontario (MTO) to Metrolinx as a follow-up on the responses provided by Metrolinx on September 19, 2022 regarding the Revised Draft 90% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (August 26, 2022)	Metrolinx Response (September 19, 2022)	MTO Review Comment (October 3, 2022)	Metrolinx Response (June 30, 2023)
1	A6 Traffic Impact Assessment	Metrolinx needs to provide detour routes for 401 traffic division when the bridges are closed for construction.	It is assumed that this comment refers to designated Emergency Detour Routes for Highway 401. If so, neither the Simcoe Street nor Ritson Road bridge replacements appear to intersect with such routes. If this not the intent of the comment, we would appreciate further clarification.	When a bridge or ramp is closed, a detour route (not EDR) is required so motorists know where to access ramps to the highway, or to access local roads. Guidance of traffic through detours requires signage that is continuous and complete to guide drivers back to the normal route. This includes for motorists, cyclists and pedestrians. They can use the EDR route, but detour signage (TC-64 and ANS/AWS) and detour markers are required. Metrolinx should review Traffic Conditions Temporary Manual for guidance.	<p>This comment is acknowledged.</p> <p>Development of Traffic Control and Management Plan(s) will be implemented prior to construction as a mitigation measure per Table 5.4 of the EPR Addendum.</p> <p>Construction activities that are reasonably anticipated to have a major impact on transit users, pedestrians, residents, traffic, or the public. such as full road closures and bridge closures, will be notified publicly through media outlets and mail drops in prior to commencement of such construction. Local public transit agencies will be consulted in the development of mitigation strategies for temporary changes to local transit routes impacted by construction.</p>

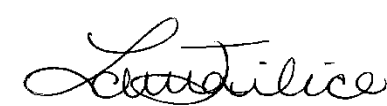
The below responses address the comments received from MTO via email on June 20, 2023 as part of the Public Information Centre and Metrolinx responses sent via email on June 28, 2023.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (June 20, 2023)	Metrolinx Response (June 28, 2023)
1	-	What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?	Metrolinx will work with MTO to ensure appropriate levels of approvals are obtained as part of the design development process.

2	-	There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?	Discussions with stakeholders on roles and responsibilities of each party for the existing and new bridge structure will take place in due course once the design is further developed.
3	-	Do we have a rough timeline/schedule for the extension?	With a construction manager at risk procurement 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.
4	-	With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?	Metrolinx will provide MTO with the contact info of Metrolinx lead(s) to coordinate with, which will be based on the particular location and interfacing Metrolinx project.

We hope the above responses address your questions and we look forward to continuing to work with the MTO.

Sincerely,



Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Christian Singh, Senior Project Manager, Corridor Management East, Ministry of Transportation
Miao Zhou, Area Manager, York East/Durham, Ministry of Transportation
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

Attachment: Email “*RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum*”, June 28, 2023

From: [Durham Region](#)
To: [Mac, Frank \(MTO\)](#)
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension Environmental Project Report (EPR) Addendum
Date: June 28, 2023 2:40:31 PM
Attachments: [image002.png](#)
[image003.png](#)

Good Afternoon Frank,

Hope all is well with you.

Thank you for your email and for the questions and comments submitted during the Virtual PIC period for the EPR Addendum.

Please find bolded responses provided in line with the questions posed:

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
Metrolinx will work with MTO to ensure appropriate levels of approvals are obtained as part of the design development process.
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
Discussions with stakeholders on roles and responsibilities of each party for the existing and new bridge structure will take place in due course once the design is further developed.
- Do we have a rough timeline/schedule for the extension?
With a construction manager at risk procurement 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.
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?
Metrolinx will provide MTO with the contact info of Metrolinx lead(s) to coordinate with, which will be based on the particular location and interfacing Metrolinx project.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him)

Community Engagement Advisor (Durham)
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
DurhamRegion@metrolinx.com



WE SERVE WITH PASSION, THINK FORWARD AND PLAY AS A TEAM

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From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: June 20, 2023 9:37 AM
To: Laura Filice <Laura.Filice@metrolinx.com>; Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension
Environmental Project Report (EPR) Addendum

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Hi Laura,

MTO had a review of the documents and I was able to attend most of the virtual PIC.

MTO has the following comments.

- What is the status of the proposed bridge crossing at Highway 401? Is Metrolinx preparing to present the 30% detail design to MTO execs for approval?
- There is currently a tri-party board order between MTO, Durham Region, and CPR for the existing crossing at Highway 401. To date, there has been no indication or collaborative coordination between the Metrolinx and the parties on how this board order will need to be amended or whether a new one will be required to set forth the roles and responsibilities by each party for the existing and new bridge structure (ie. Maintenance, rehabilitation, expansion, etc.). Will Metrolinx be engaging with the stakeholders on this?
- Do we have a rough timeline/schedule for the extension?
- With regards to MTO's current and planned Durham projects in construction, does Metrolinx have contact information from someone who we can invite to our progress meetings and communicate with?

Regards,

Frank Mac, P.Eng
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
[REDACTED]
Email: frank.mac@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: May 24, 2023 3:57 PM

Subject: Notice of Virtual Open House - Oshawa to Bowmanville Rail Service Extension
Environmental Project Report (EPR) Addendum

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Good Afternoon,

There will be a **Virtual Public Information Centre (PIC)** from **June 8 to June 21, 2023** for the Bowmanville Extension EPR Addendum, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following [webpage](#). Comments and feedback on the materials during the Virtual PIC period can be submitted on our [webpage](#) or by email to our community inbox at DurhamRegion@metrolinx.com.

A live **Virtual Open House (VOH)** will be held on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event.

Postcards are being mailed out starting this week and the newspaper ad will be published on May 25th and June 1st in the *Oshawa / Whitby / Clarington This Week* which will provide the above noted event details. A copy of the postcard and newspaper ad is attached for reference.

If you have any questions or comments about the Project, or wish to be removed from the Project list, please feel free to contact me directly.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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April 20, 2023

**RE: Project Update for the Oshawa to Bowmanville Rail Service Extension –Transit
Project Assessment Process (TPAP) Environmental Project Report Addendum**

Metrolinx is conducting preliminary planning activities for the Oshawa to Bowmanville Rail Service Extension Project (the Project), a significant Addendum to the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report (EPR). The EPR Addendum is currently being prepared in accordance with the Transit Project Assessment Process (TPAP), as prescribed in the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

A Project Introduction letter was previously sent to you on March 28, 2022, and the draft 90% EPR Addendum was circulated to agencies and Indigenous communities and Nations on May 10, 2022. Since the submission of this report, additional footprint requirements have been identified as detailed design has progressed. This letter is to advise you of these changes and provide an update to the Project schedule.

Project Background

In 2011, Metrolinx completed the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08 - Transit Projects and Metrolinx Undertakings. The EPR was completed to assess the potential environmental impacts and proposed mitigation measures, where required, for the expansion of GO rail services from 500 metres (m) west of Brock Street in the Town of Whitby to 500 m east of Regional Road 42/Darlington-Clarke Townline Road in the Municipality of Clarington.

Following the completion of the 2011 EPR, Metrolinx has advanced the design of the Project. Based on Project refinements and revisions to the design approach since the completion of the 2011 EPR, the rail alignment and infrastructure requirements for the project have changed and Metrolinx initiated an EPR Addendum to assess the effects of these changes. The EPR Addendum process began in 2018 and environmental assessment tasks were undertaken and partially completed. In 2018, the Project was put on hold while other rail corridor alignments were evaluated. An Initial Business Case (IBC) and Preliminary Design Business Case (PDBC) was completed by Metrolinx to evaluate four rail extension options and is outlined below. You can view the IBC and here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension-business-case>

The previous EPR (2011) document can be viewed here:

<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/studies/bowmanville-extension---tpap>

Business Case & Scope

Four (4) alignment options were considered in the IBC. Option 2: Extension through Oshawa GO Station (now referred to as Durham College Oshawa GO) crossing Highway 401 and connecting to Canadian Pacific (CP) Belleville Subdivision was chosen to move forward to the PDBC stage. The current scope of the Project includes undertaking an addendum as outlined in Section 15(1) of O. Reg. 231/08 for the following general Project components located between GO Sub Mile 11.67 in the west and CP Belleville Sub Mile 164.8 in the east:

- 20 km of new single track along the existing CP rail corridor connecting the existing Durham College Oshawa GO to a new Bowmanville GO Station located at Bowmanville Avenue;
- A second passing track approximately between the future Ritson Road GO Station and future Courtice GO Station;
- New signal infrastructure to connect to the existing GO subdivision;
- Modifications to the existing Durham College Oshawa GO Station;
- Modification, expansion and construction of new grade separation bridges;
- Culvert modifications and replacements;
- Modification of at-grade crossings; and
- New station infrastructure associated with Thornton's Corners East, Ritson Road, Courtice, and Bowmanville will subject to delivery through the Transit Oriented Communities program.

Project Alignment

The Project's study area starts at the existing Durham College Oshawa GO Station and crosses over Hwy 401 to connect to Canadian Pacific's Belleville Subdivision. It continues eastward to Bowmanville Avenue (Regional Road 57) in Bowmanville. An outline of the proposed alignment is shown below in **Figure 1**.

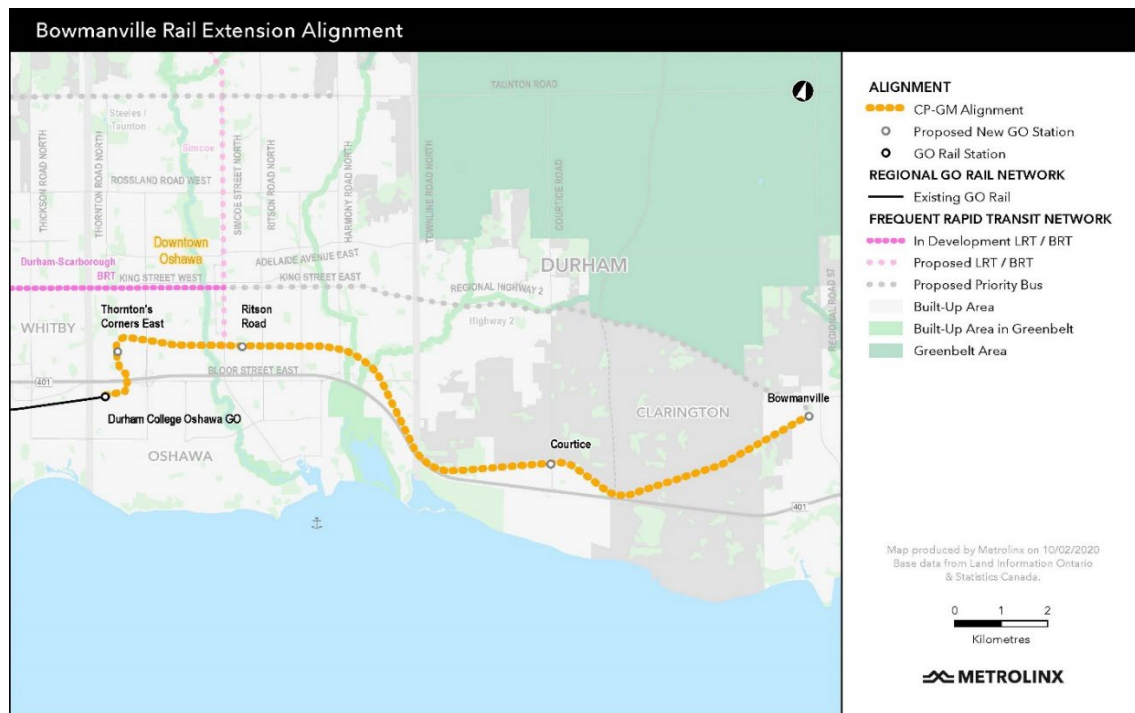


Figure 1: Bowmanville Extension Alignment

Additional Footprint Required

As noted above, additional footprint requirements have been identified that were not captured in the draft 90% EPR Addendum that you previously reviewed. Detailed design advancement of bridge replacements and modifications, track civil works and level crossing modifications due to field data results and stakeholder input resulted in the expanded project footprint and increase in EPR Addendum study area.

To incorporate the recent footprint additions into the EPR Addendum, additional environmental studies have been identified and are currently ongoing. Fieldwork is currently underway, and we are currently updating and preparing additional technical reports, where required.

The main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

Figures illustrating the previous project footprint and revised footprint can be found in **Attachment 1** of this memo.

If you would like to review an updated version of the EPR Addendum and/or any of the supporting technical reports prior to the 30-day public review period, kindly let us know.

Alternatively, the updated reports will become available for review and comment during this period.

Metrolinx is actively working with our Technical Advisor to ensure timely coordination between design development and the TPAP Addendum and will be increasing our monitoring and tracking of upcoming milestones, to mitigate any further impacts on the EPR Addendum schedule.

Current Project Schedule (subject to change)

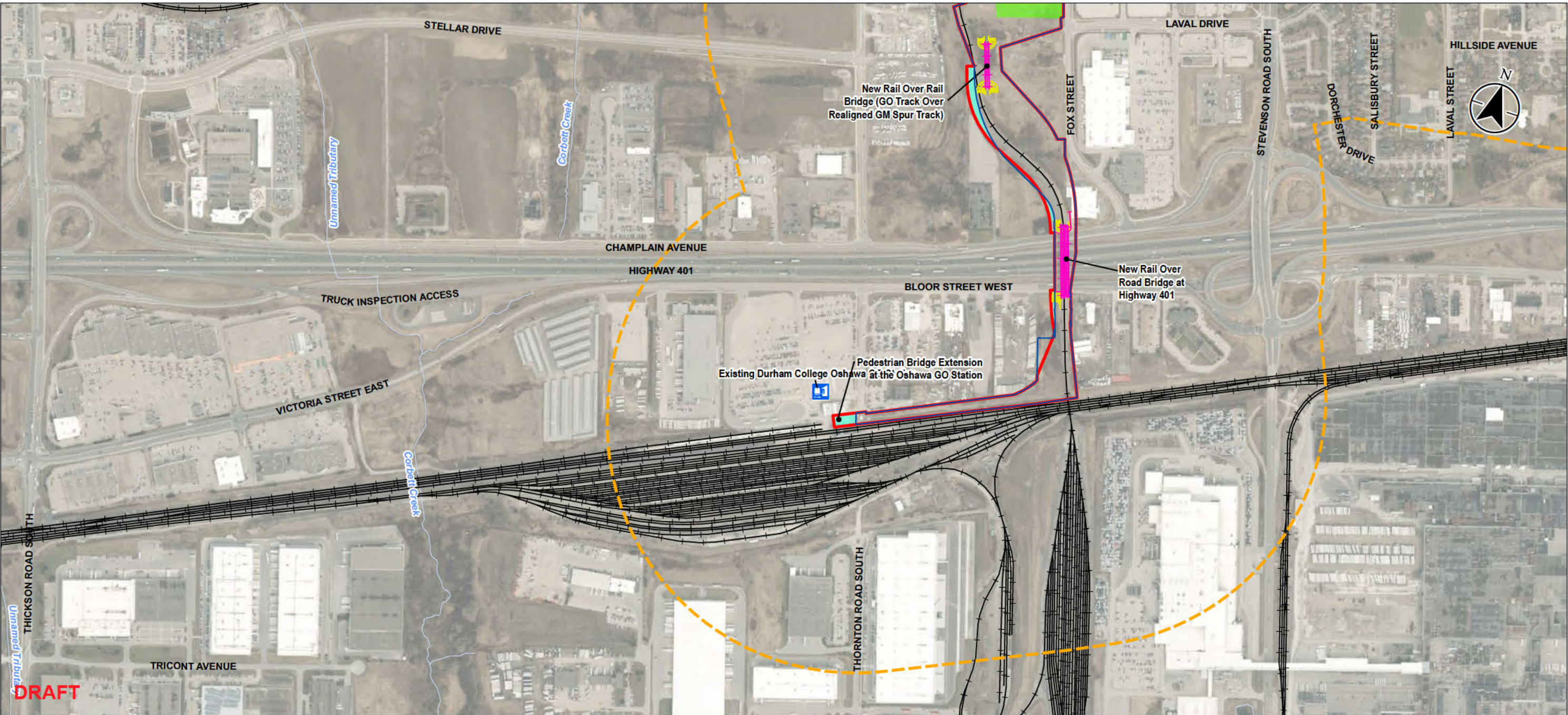
Below we have outlined the current timelines for the project.

Task	Timeline
Sharing Draft Technical Reports for Review	Ongoing
Field surveys for added footprint (Tree Inventory, Cultural Heritage, Arborist, Archaeology)	Ongoing
Virtual Public Meeting	June 2023
Notice of EPR Addendum	August 2023
30-Day Public Review	September – October 2023
35-Day Minister’s Review Period	October – November 2023
Statement of Completion	November 2023

Note: Schedule dates are approximate and subject to change.

Attachment 1: Revised Project Footprint Maps

\\na0215-pdfs\07\work_group\01650\active\165011019-Bowmanville\02_Amendment\11_data\figs\02\2024_EPR\165011019_EPR_fig-1_KeyProjectComponents_Mapsbook.mxd Revised: 2023-02-16 By: bowyer



Notes
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3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2019.

- Legend**
- Project Footprint
 - Project Footprint (90% EPR)
 - Additional Project Footprint Area
 - Study Area
 - Proposed GO Station Location
 - Existing Oshawa GO Station
 - Existing Railway
 - Watercourse
 - Waterbody
 - Bridges/Crossings
 - Grading



Project Location
Region Municipality
of Durham

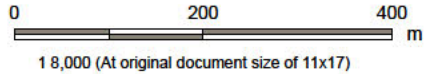
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.1

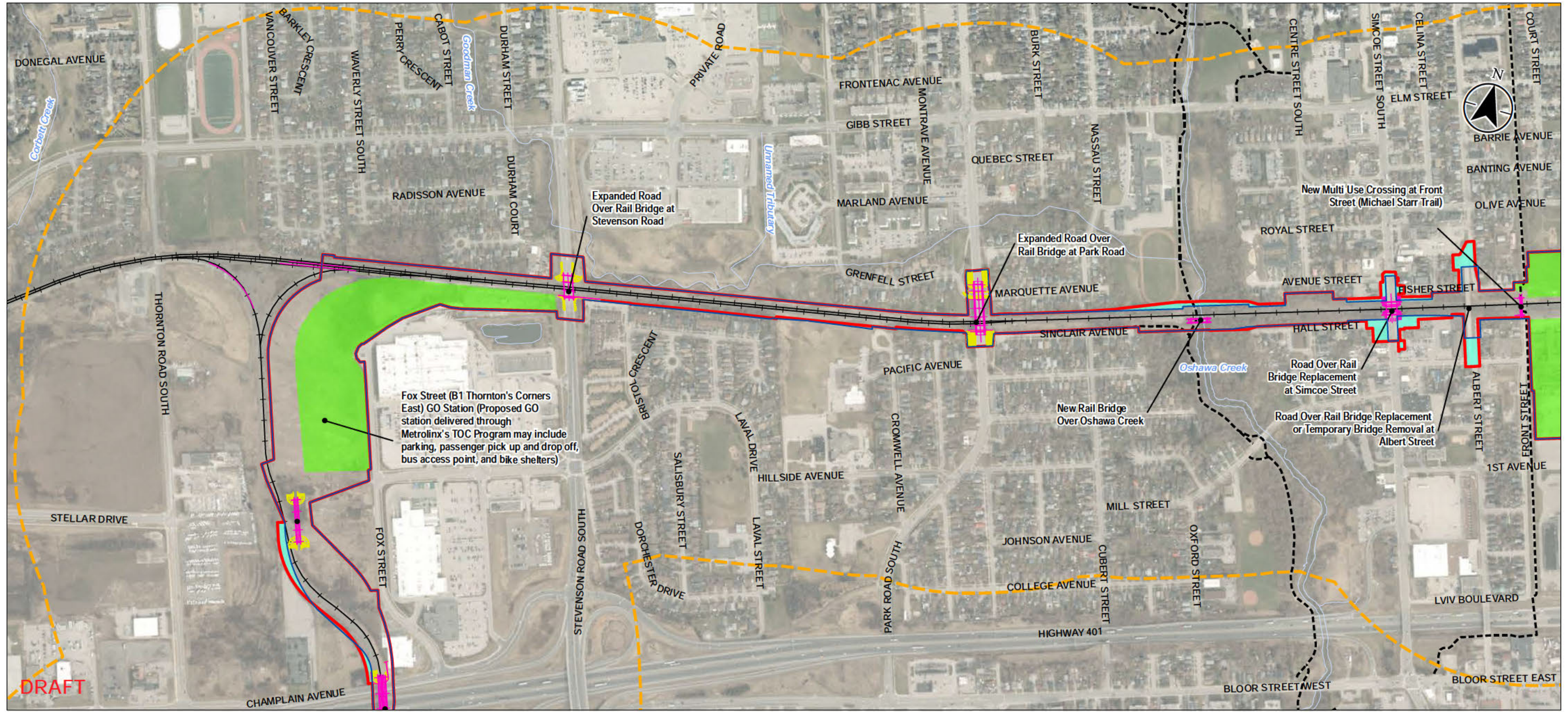
DRAFT

Title
Key Project Components



Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

\\na015-pds\work_group\01650101018 - Bowmanville\02_Annexment\01 - EPR\165011019 - EPR_Fig_1_KeyProjectComponents_Maps.mxd Revised: 2023-02-16 By: bower



Notes
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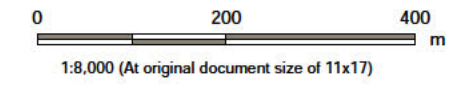


Project Location: 165011019 REVA
Region/Municipality: Prepared by BCC on 2023-02-16
of Durham: Technical Review by ## on 2021-##-##

Client/Project: METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

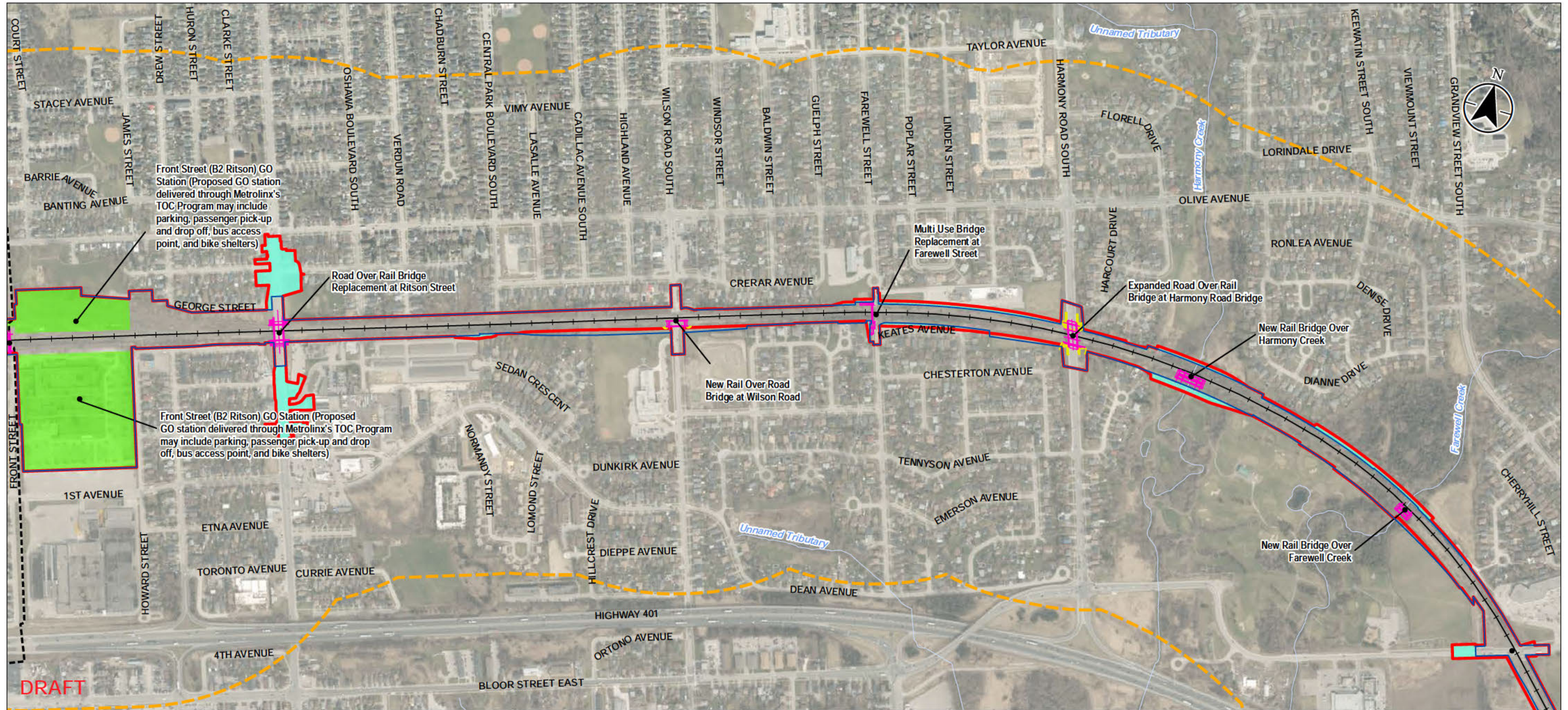
Figure No.: 2.1.2

Title: Key Project Components



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Notes
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- Legend**
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 - Watercourse
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 - Bridges/Crossings
 - Grading



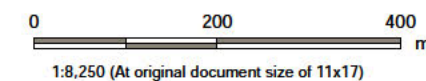
Project Location: 165011019 REVA
Region/Municipality: Oshawa to Bowmanville Rail Service Expansion
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project: METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.: 2.1.3

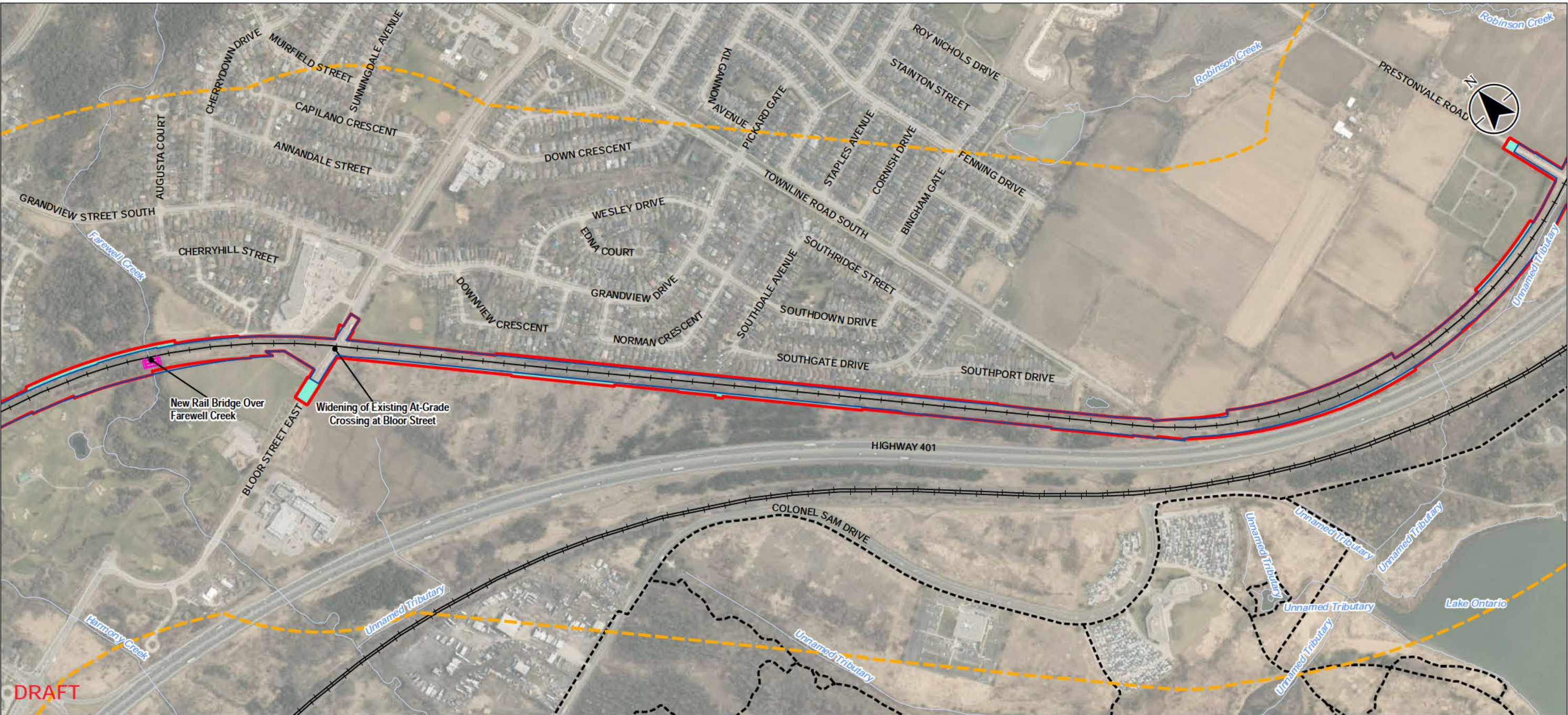
Title: Key Project Components

DRAFT



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\\na015-pds\work_group\01653a\chv\16501011019-1-Bowmanville\02_Amendments\11_data\gis_cad\gis\mxd\report_figures\02_2024_EPR\165011019_EPR_Fig_1_KeyProjectComponents_Midbook.mxd
Revised: 2023-02-16 By: bower



- Legend**
- Project Footprint
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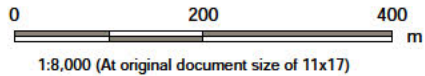
Project Location
Region of Durham
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.4

Title
Key Project Components

DRAFT

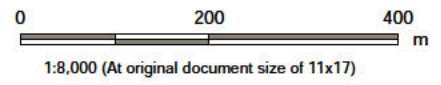


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Project Location
Region of Durham

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.6

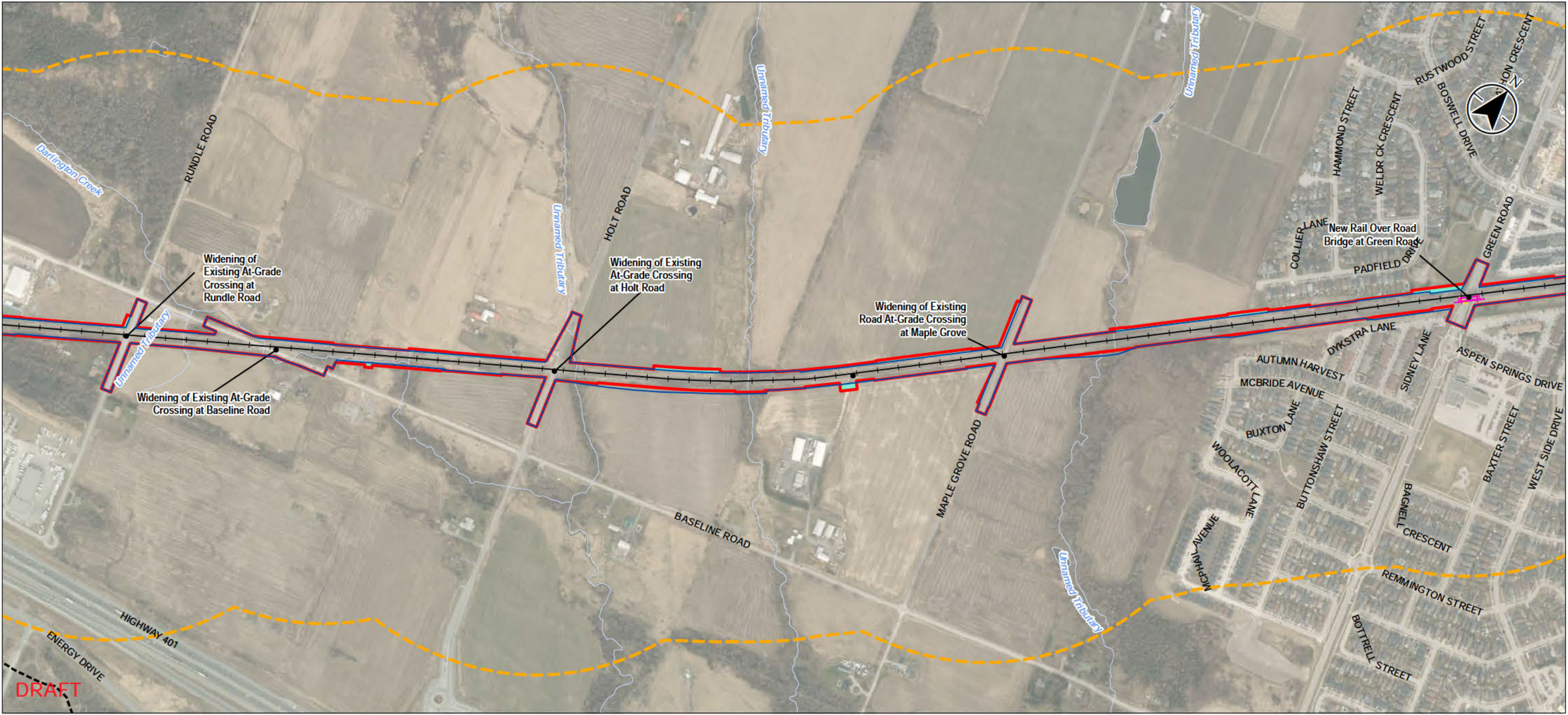
Title
Key Project Components

165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

DRAFT

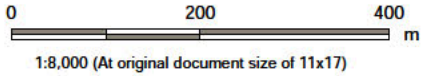
Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

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Project Location
Region of Durham
Bowmanville
165011019 REVA
Prepared by BCC on 2023-02-16
Technical Review by ## on 2021-##-##

Client/Project
METROLINX
OSHAWA TO BOWMANVILLE RAIL SERVICE EXPANSION
ENVIRONMENTAL PROJECT REPORT ADDENDUM

Figure No.
2.1.7

Title
Key Project Components

DRAFT

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From: Laura Filice
Sent: May 8, 2023 2:21 PM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Sorry I missed your previous email. We will share the reports once they are ready.

Thanks,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: May 8, 2023 12:02 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Laura,

Following up on the these reports. Are they available to share?

Frank

From: Mac, Frank (MTO)
Sent: April 21, 2023 8:55 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Please provide all reports.

Thanks,

Frank

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 21, 2023 8:53 AM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Frank,

Sure not a problem. Can you confirm if you would like to see all reports (EPR and all supporting technical reports) or are you looking for a specific report.

Thank you,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Sent: April 21, 2023 8:44 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Laura,

Can you please make these updated reports available for MTO to review?

Thank you,

Frank Mac, P.Eng

Senior Project Engineer

Project Delivery Section – Durham/York East

Transportation Infrastructure Management Division

Ministry of Transportation of Ontario

159 Sir William Hearst Ave., 4th Floor

Toronto, ON M3M 0B7

Email: frank.mac@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

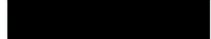
In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)

- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Annie Gu](#)
To: [Andreas Grammenz](#)
Cc: [Steve Rowe - Hatch \(steve.rowe@hatch.com\)](#); [Tena-Russell, Adrian](#); [Laura Filice](#); [Rachel Afonso](#); [Irfan Ahmad](#); [Jilesh Patel](#)
Subject: RE: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project
Date: Friday, August 18, 2023 5:29:07 PM
Attachments: [image001.jpg](#)

Good afternoon Andreas,

Thank you for taking my call today and providing your review comments and suggested modifications to the conceptual design drawings. The following is a summary of the comments. We will review and reach out if there are any questions.

1. General – CP suggested the inclusion of a general note on each drawing indicating the designs shown are preliminary and conceptual and are subject to change as design progresses in consultation with Stakeholders (CP, Municipalities, Agencies, etc.).
2. General – CP suggested removing dimensions from the drawings because the designs are conceptual and subject to change through further consultation during Design Development phase.
3. Ritson Road – CP suggested removing the profile view and modifying the plan view as road bridge overpass span is subject to continued Design Development consultation with CP.
4. Green Road – CP advised to remove the label indicating “Existing CP trainman’s walkway to be relocated” as proposed modification to CP infrastructure is subject to CP approval.

As we further discussed, we kindly request CP’s Technical Advisor review the conceptual design drawings as well and provide any review comments or concerns by **August 25, 2023**.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: Annie Gu
Sent: August 11, 2023 5:43 PM
To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>
Cc: Steve Rowe - Hatch (steve.rowe@hatch.com) <steve.rowe@hatch.com>; Tena-Russell, Adrian <adrian.tena-russell@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Jilesh Patel <Jilesh.Patel@metrolinx.com>
Subject: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project

Hello Andreas,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with CPKC for review. These drawings will be incorporated into the EPR Addendum for the 30-day public review period.

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing - Please note we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public.
- Green Road Rail Bridge

The drawings are attached to this email. Please let me know if there are any questions while reviewing. We would kindly appreciate any review comments CPKC may have by **August 25, 2023**. Thank you for your time and feedback on this Project.

Regards,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

[Redacted]

E: annie.gu@metrolinx.com



From: [Tena-Russell, Adrian](#)
To: [Annie Gu](#); [Andreas Grammenz](#)
Cc: [Rowe, Steve](#); [Laura Filice](#); [Lindsay Prihoda](#); [Rachel Afonso](#); [Firass Hamden](#)
Subject: RE: BMV - Draft 95% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments
Date: Monday, August 28, 2023 10:05:25 AM
Attachments: [image001.jpg](#)

Some people who received this message don't often get email from adrian.tena-russell@hatch.com. [Learn why this is important](#)

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Good morning Annie,

Apologies, but I thought I had responded his email following our brief conversation last week. As mentioned during said conversation, Hatch/CPKC have no further comments on the Draft 95% EPR Addendum.

Thank you,

Adrian Tena-Russell, P.Eng.

Project Manager – Rail | Hatch | [REDACTED]

From: Annie Gu <Annie.Gu@metrolinx.com>
Sent: Friday, August 18, 2023 5:32 PM
To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>
Cc: Rowe, Steve <steve.rowe@hatch.com>; Tena-Russell, Adrian <adrian.tena-russell@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: BMV - Draft 95% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

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Good afternoon Andreas,

Please find attached responses to CPKC's comments received from review of the Draft 95% EPR Addendum. Thank you for taking the time to review and provide comments.

We kindly ask that CPKC review the responses and let me know if you have any further comments or concerns no later than September 1, 2023.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: Annie Gu

Sent: June 30, 2023 5:45 PM

To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>

Cc: Steve Rowe - Hatch (steve.rowe@hatch.com) <steve.rowe@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: BMV - Revised Draft 90% EPR Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

Hello Andreas,

Metrolinx is sharing the updated EPR Addendum and supporting technical reports for CPKC's review. The main changes from the draft 90% EPR Addendum CPKC reviewed previously resulted from additional project footprint requirements identified at various locations. The attached letter advises of these changes and provide an overall update to the Project. The main changes to the EPR Addendum are the following:

- Updates to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment Report (PIF P1148-0067-2023)
- Minor updates to all other technical reports

The updated EPR Addendum and supporting technical reports are available for download here:

Metrolinx FTP site: <https://mxftp.metrolinx.com/Content.aspx>

Username: AndreasG

Pass: Fz-YH~<'3UeX

I have also attached responses to CPKC's comments received from review of the draft 90% EPR Addendum. We kindly ask CPKC review these responses with any of the supporting reports. Please me know if there are any comments or concerns no later than July 21, 2023.

Thanks again and we appreciate the feedback received to date.

Regards,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



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From: [Tena-Russell, Adrian](#)
To: [Annie Gu](#); [Andreas Grammenz](#)
Cc: [Rowe, Steve](#); [Laura Filice](#); [Rachel Afonso](#); [Irfan Ahmad](#); [Jilesh Patel](#)
Subject: RE: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project
Date: Friday, August 25, 2023 10:01:02 AM
Attachments: [image001.jpg](#)

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Good morning Annie,

As promised, please see below Hatch/CPKC additional comments on the draft conceptual drawings for the EPR:


1. We would like to reiterate that CPKC is not committing to the 401 bridge as it is drawn. There are still lots of outstanding issues with the current design that need to be ironed out.
2. The same can be said about the Michael Starr Trail tunnel. CPKC hasn't agreed to have it on CPKC property, as it is indicated on the drawing.

I understand that these items can be filed under your first point below in terms of how to indicate this on the drawings, but I still feel like they deserve mention again.

Please don't hesitate to contact me should you have any further questions.

Thank you,

Adrian Tena-Russell, P.Eng.

Project Manager – Rail | Hatch | 

From: Annie Gu <Annie.Gu@metrolinx.com>

Sent: Friday, August 18, 2023 5:29 PM

To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>

Cc: Rowe, Steve <steve.rowe@hatch.com>; Tena-Russell, Adrian <adrian.tena-russell@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Jilesh Patel <Jilesh.Patel@metrolinx.com>

Subject: RE: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project

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Good afternoon Andreas,

Thank you for taking my call today and providing your review comments and suggested modifications to the conceptual design drawings. The following is a summary of the comments. We

will review and reach out if there are any questions.

1. General – CP suggested the inclusion of a general note on each drawing indicating the designs shown are preliminary and conceptual and are subject to change as design progresses in consultation with Stakeholders (CP, Municipalities, Agencies, etc.).
2. General – CP suggested removing dimensions from the drawings because the designs are conceptual and subject to change through further consultation during Design Development phase.
3. Ritson Road – CP suggested removing the profile view and modifying the plan view as road bridge overpass span is subject to continued Design Development consultation with CP.
4. Green Road – CP advised to remove the label indicating “Existing CP trainman’s walkway to be relocated” as proposed modification to CP infrastructure is subject to CP approval.

As we further discussed, we kindly request CP’s Technical Advisor review the conceptual design drawings as well and provide any review comments or concerns by **August 25, 2023**.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



From: Annie Gu

Sent: August 11, 2023 5:43 PM

To: Andreas Grammenz <Andreas.Grammenz@cpkcr.com>

Cc: Steve Rowe - Hatch (<steve.rowe@hatch.com> <steve.rowe@hatch.com>; Tena-Russell, Adrian <adrian.tena-russell@hatch.com>; Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Jilesh Patel <Jilesh.Patel@metrolinx.com>

Subject: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project

Hello Andreas,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with CPKC for review. These drawings will be incorporated into the EPR Addendum for the 30-day public review period.

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge

- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing - Please note we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public.
- Green Road Rail Bridge

The drawings are attached to this email. Please let me know if there are any questions while reviewing. We would kindly appreciate any review comments CPKC may have by **August 25, 2023**. Thank you for your time and feedback on this Project.

Regards,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx

E: annie.gu@metrolinx.com



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From: [Rachel Afonso](#)
To: [Hatcher, Laura \(MHSTCI\)](#)
Cc: [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#); [Thomas Wicks](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-Draft Conceptual Design Drawings
Date: Wednesday, August 16, 2023 10:54:00 AM
Attachments: [image001.png](#)

Hi Laura,

Thank you for reviewing and providing comments on the draft conceptual design drawings, these are appreciated and will be documented in the EPR Addendum.

In regards to the Farewell Street Bridge, Metrolinx is still in discussions with the City of Oshawa to determine if we will have any control or management of the bridge. In the meantime, Metrolinx has made a decision to proceed with completing a Heritage Impact Assessment to review potential impact and mitigation measures for the structure as the bridge has been identified as an interim Metrolinx Heritage Property.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

Vacation Alert – August 25 - 29

From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: August 15, 2023 4:24 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-Draft Conceptual Design Drawings

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Hi Rachel,

Thank you for sharing the draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project. I have reviewed the design drawing package and have the following comments:

- Farewell Street Multi-Use Bridge – has Metrolinx determined whether it will own or control this bridge and whether a HIA will be prepared? This may have bearing on the design of the

new bridge.

- The approach to the fence and trees at the north end of the property at 500 Howard sounds fine.
- Thank you for the update that Option 1 for the Michael Starr pedestrian tunnel will be incorporated into the Cultural Heritage Report for the Oshawa to Bowmanville Rail Service Extension Project (an approach that Thomas and I discussed). Thank you for the update that Option 2, which would not encroach on 500 Howard, is CP Rail's preferred option.

We appreciate you keeping us informed as work proceeds on this project.

Regards,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism

 New | email: laura.e.hatcher@ontario.ca

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: August 11, 2023 10:18 AM


To: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>

Cc: Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-Draft Conceptual Design Drawings

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Laura,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: 

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

The following are potentially two (2) proposed impacts to 500 Howard:

1. The grading for the 2nd GO track has impacts to the fence and trees on the north edge of the property. This impact and mitigation measures will be documented in the final CHR.
2. Michael Starr pedestrian trail/tunnel (Only Option 1).
 - There are currently two options being considered, however only Option 1 has impacts to the north edge of the property.
 - The option for the Michael Starr trail included in this package is Option 2. Option 1 was the drawing presented to MCM by Thomas Wicks on July 26, 2023.
 - While Option 1 (the option MCM has previously reviewed) is still under consideration. Option 2, included in this package, has thus far been the preferred option by CP Rail, as their initial feedback has been to avoid/minimize impacts to their properties on the north side of the corridor.
 - As per current design, the tunnel in Option 2 does not encroach on the 500 Howard Street property. However, we will still include possible impacts and mitigation measures to 500 Howard Street as a result of the relocation of the existing Michael Starr trail into the CHR.

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: [Pietrusiak, Pamela \(MTO\)](#)
To: [Rachel Afonso](#)
Cc: [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#); [Bazinet, Kyle \(MTO\)](#); [Vermilyea, Diane \(She/Her\) \(MTO\)](#)
Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Tuesday, September 5, 2023 2:31:07 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[Bowmanville-EPR- MTO-Consolidated Comments.xlsx](#)

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Hello Rachel,

Thank you for the opportunity to review the Bowmanville EPR materials. Recent feedback can be found in the attached document, highlighted in green.

Please let me know if you have any additional questions.

Thanks,
Pamela

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: September 5, 2023 9:14 AM
To: Vermilyea, Diane (She/Her) (MTO) <Diane.Vermilyea@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good morning Diane,

In Kyle's absence, I am forwarding my email below. Would you be able to confirm if MTO has any further comments on the draft 95% EPR or the design drawings for the Oshawa to Bowmanville Rail Service Extension?

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso
Sent: September 5, 2023 8:57 AM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>;

[illegible]

[illegible]

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)
1	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Executive Summary, Page vi	It is stated that Section 16 of O. Reg. 231/08 requires a review of existing environmental conditions if a transit project is not implemented within 10 years of the Statement of Completion submission. Suggest to revise the text to specify that the project has not commenced construction, as this better represents the wording in the regulation: "Section 16 requires a review of existing environmental conditions if a transit project has not commenced construction within 10 years of the Statement of Completion submission."		
2	Environmental Assessment	Lora Yurdakul (MTO)	EPR, Methodology, Section 3.1.1.4, Page 3.8	The current wording incorrectly refers to the SARO list published under O. Reg. 231/08. Revise reference to O. Reg. 230/08 "Species at Risk in Ontario List".		
3			EPR, Climate Change Consideration Section 6.1	Climate Change Mitigation should consider mitigation to consider and reduce GHG emissions during all phases of the project (e.g. during planning and design, procurement of materials that are climate resilient) construction, maintenance and decommissioning.		
4	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.4.2 EPR Addendum Process, Page 1.47	Suggest providing modifications to clarify stakeholders who shall receive a notice of the EPR addendum as stated in O.Reg. 231/08 s.15(5) as follows: Additionally, the proponent must send the notice to the Director of the Environmental Assessment Branch , Regional Director of MECP , every property owner within 30 m of the site of the change, Indigenous communities and Nations who have previously been provided a Notice of Commencement and anyone else any other person who may might be interested in the change to the transit project.		
5	Land Use Planning	Kelly Cheung (MTO)	EPR, Section 1.5 Planning Context, Page 1.49	Please note that the Province has recently introduced Bill 23, <i>More Homes Built Faster Act</i> which sets out several new changes to Ontario's land use planning system. As a result, we would like to acknowledge the forthcoming changes that may directly impact the contents presented in Section 1.5 of the EPR and ask that they be monitored and updated accordingly, if needed. Relevant changes include planning requirements for Major Transit Station Areas and the removal of approval powers of certain upper-tier municipalities; including the Region of Durham; for lower-tier official plans and amendments, and plans of subdivision.		
6	Transportation Planning	Robin Kortright (MTO)	EPR, Section 1.5 Planning Context, Page 1.52	The EPR should include a description of <i>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe</i> in Section 1.5, as a new 1.5.1.4. Released in March 2022, the GGH transportation plan provides a multimodal framework to align planning across the region, including Metrolinx's role in coordinating, planning, financing, developing and implementing an integrated transit network. Under the Metrolinx Act, Metrolinx is required to conform to the plan.		
7	Land Use Planning	Kelly Cheung (MTO)	1.5.1.6 Durham Regional Official Plan 2020	Please note that Durham adopted Official Plan Amendment #186 on December 22, 2021. This Amendment establishes a policy framework to support transit-oriented development and delineates boundaries of Protected Major Transit Station Areas (PMTSAs) within five municipalities, in particular the City of Oshawa (at Thornton's Corners and Central Oshawa), and the Municipality of Clarington (Courtice and Bowmanville). It may be useful to include some information on this in the EPR as it relates to the Project. This Official Plan Amendment is currently open for comment on the Environmental Registry at https://ero.ontario.ca/notice/019-5147 . Comments close on February 3, 2023. The Ministry of Municipal Affairs and Housing may have additional changes to the OPA before approving it.		
8	Indigenous Relations	Donna Bigelow	Sections 7.6.2 Engagement with Indigenous Communities and Nations	<p>In 2020, the IRO became the sole point of contact for Indigenous communities and Nations within Metrolinx and, in that capacity, supports the organization in coordinating engagement and communication with Indigenous communities and Nations related to all projects and Metrolinx activities. The IRO is working to identify best practices for engagement with each Indigenous community and Nation that has Aboriginal and / or Treaty Rights and/or territorial interests where Metrolinx operates or that may have an interest in Metrolinx projects.</p>	<p>MTO Explanation:</p> <ul style="list-style-type: none">•MX is required to consult with Indigenous communities about the project's potential impacts to Aboriginal rights and/or treaty rights to hunt, fish, trap, gather, Indigenous archaeological resources, title rights (duty to consult).•It is inaccurate to only reference treaty rights as not all communities MX has been directed to consult by MECP have treaty rights in Ontario (e.g. the Huron-Wendat Nation does not have treaty rights in Ontario but they may have Aboriginal rights to archaeological resources).•In addition, pursuant to the environmental assessment process, MX is required to engage with all potentially interested parties, including Indigenous communities, about the environmental impacts of the projects. Some environmental impacts, while not impacting Aboriginal and treaty rights, may still be of interest to Indigenous communities in the project area (e.g. endangered species, bat habitat)	<p>Recommended Changes:</p> <p>1. "Indigenous communities and Nations" is used throughout the document. Both terms, 'Communities' and 'Nations', mean the same thing. MTO suggests using one term only so to avoid confusion; "Indigenous communities" OR "Indigenous Nations".</p> <p>2 It would be helpful to clarify early in the document the difference between consulting with Indigenous communities about potential impacts to Aboriginal rights and/or treaty rights, and engaging with Indigenous communities about general environmental impacts of the project not related to Aboriginal and treaty rights (e.g. endangered species, bat habitat).</p>

9	Indigenous Relations	Donna Bigelow	Section 7.6.4.1 Summary of Feedback	<p>On April 21, 2022, Huron-Wendat Nation confirmed they have interest in participating in <u>Arborist, Tree Inventory, Natural Environment</u>, and Stage 2 AA fieldwork and would like to complete <u>construction monitoring</u> work as needed.</p>	<p>MTO Comment:</p> <ul style="list-style-type: none">•The Huron-Wendat Nation does not have a land base or Aboriginal and treaty rights to hunt, fish, trap, gather in Ontario. They have not resided in Ontario since the mid-1600s and as such their interest in Ontario is in regards to Huron-Wendat archaeological resources that are present in Ontario.•Other First Nations that do have a land base and Aboriginal and treaty rights in Ontario may object to MX consulting/engaging with the Huron-Wendat Nation on matters beyond archaeological resources. This has been MTO's experience.•Going forward, MX may wish to give consideration to whether the Huron-Wendat Nation should be engaged on issues such as tree inventories, construction monitoring, etc.•It would be helpful to clarify early in the document that the Huron-Wendat Nation's participation in the project is (should be) limited to archaeology only, with an explanation.	
9						
10						

[illegible]

PROJECT NAME: Bowmanville GO Rail Extensions			Actions:		Line Item Status:	
PO Number:			1 W ill comply 2 Discuss, clarification required 3 Not applicable because		O Open, not resolved P Pending incorporation in design C Closed, implementation complete	
Submittal Title: Appendix_A_Draft_Natural_Environment_Technical Report			Submittal Date:			
Submittal #:			Revision: F		Review Cycle Due Date:	
Item No.	Discipline	Reviewer Name	Drawing No/ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	Action 1 / 2 / 3 (Submitter)
1 - EXAMPLE ITEM						
2	Aquatic Environment	Anita Kumar (MTO)	Table ES 1 Potential Effects, 3rd row, page vii , 1st row page viii (PDF pages 17 & 18)	How will these potential effects be mitigated/reduced during the project phase operations?		
3	Terrestrial Environment	Anita Kumar (MTO)	Table ES 1 Potential Effects 3rd row page viii (PDF page 18)	How will these potential effects be mitigated/reduced during the project phase operations?		
4	Terrestrial Environment	Anita Kumar (MTO)	page 1 8 (PDF pages 45)	What is the reason for the change and why was it feasible before?		
5	Terrestrial Environment	Anita Kumar (MTO)	page 2 18 (PDF page 110) 3rd paragraph, sentence on lines 5 to 7	Is there uncertainty here? 'would likely' is not definite Will this uncertainty have an effect on future budget costs?		
6	Terrestrial Environment	Anita Kumar (MTO)	(PDF page 459) 4th paragraph	What will be done to ensure the negative impacts will be minimized? Have other jurisdictions been scanned and used as benchmarks for the reduction of hazards?		

[illegible]

Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Good morning Kyle,

Hope you had a wonderful long weekend. I just wanted to follow-up to see if there are any comments regarding the draft 95% EPR or the conceptual design drawings.

We did receive the attached comments from Frank Mac at MTO on August 28 on the design drawings. Could you kindly confirm if there are any other comments from your team?

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso

Sent: August 24, 2023 1:59 PM

To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>;
Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Kyle,

Thank you for confirming your team is reviewing the design drawings. If you could kindly confirm when we can expect your review comments, that would be appreciated.

In terms of the draft 95% EPR that was sent on June 30, if MTO could review and provide comments no later than September 1, we will work to review and incorporate into the final EPR where possible. Please note that the 30-day public review of the final EPR is currently anticipated for early October 2023 so we trying to work diligently to close out remaining comments.

The link below can be used to access the 95% EPR and supporting technical reports:

[REDACTED]

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

[REDACTED]

From: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Sent: August 24, 2023 1:33 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

You don't often get email from kyle.bazinet@ontario.ca. [Learn why this is important](#)

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Good morning Rachel,

Thank you for the nudge. We are looking at them here but it has brought up another issue.

Could MTO get another chance to review and provide input to the EPR materials that were sent back to you in July? Could we have a week or so to review?

We prematurely signed off before all the relevant business sections got to provide their input. I am hoping it is not too late and apologies as I know this likely throws your plans out of order. Someone over here (me) messed up in the process.

Kyle

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: August 24, 2023 8:56 AM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Cc: Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Kyle,

I just wanted to send a gentle reminder that comments would be appreciated by tomorrow if your team is interested in reviewing the design drawings for the Oshawa to Bowmanville Rail Service Extension Project.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso

Sent: August 11, 2023 10:15 AM

To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Cc: Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Kyle,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: [REDACTED]

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
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- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Sent: July 18, 2023 3:04 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;
Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO)
<Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum
Footprint Change

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Thank you!

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 18, 2023 2:44 PM

To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>;
Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO)
<Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum
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Thanks Kyle for confirming.

The updated key dates for this project are:

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- Notice of Public Meeting (in newspaper) – May 25th & June 1st, 2023 (Complete)
- Public Information Center (PIC) Period- June 8- June 21st, 2023 (Complete)
(<https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/what-were-building/bowmanville-extension>)
- Virtual Open House – June 14th, 2023 (Complete) <https://www.metrolinx.com/en/projects->

[and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21](#)

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- Notice of EPR Addendum & 30 Day Public Review Period– Late September – Late October 2023
- 35-Day Minister Review – November 2023
- Statement of Completion – December 2023

Thanks,

Laura

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Sent: July 18, 2023 1:30 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

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Hi Laura,

Thank you for the opportunity to review and for the responses to our initial review. We do not have any further comments.

Could you provide me with the updated proposed key dates as this is rolled out?

Kyle

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
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 - 35-Day Minister Review – January to February 2023
 - Statement of Completion – February 2023
-

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: July 18, 2023 1:22 PM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon Kyle & Pamela,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Sent: July 4, 2023 9:46 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for the documents, however I'm no longer on the Bowmanville file and team so my colleagues Kyle and Pamela will provide you with a response.

Have a great day,

Yeetak Lam

Team Lead
Agency Operations Office
Ministry of Transportation
[REDACTED]

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: June 30, 2023 4:43 PM
To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>
Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Yeetak,

Please see link below to access the updated EPR and supporting technical reports.
[REDACTED]

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Hope you have a great long weekend!

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
[REDACTED]



From: Laura Filice

Sent: April 28, 2023 2:16 PM

To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Yeetak,

Appreciate the response. We will continue to keep all MTO teams updated as the project progresses.

Thanks again,

Laura

From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: April 28, 2023 2:02 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sharing the memo, our unit has reviewed and do not have any comments or edits to make. We suggest to you keep in touch with us and the MTO Comms team during the outreach so that our MO can be aware of the consultation process.

Hope this helps. Have a great day.

Yeetak Lam

Team Lead

Transit Capital Office

Ministry of Transportation

[REDACTED]

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

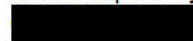
I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: [Bazinet, Kyle \(MTO\)](#)
Cc: [Pietrusiak, Pamela \(MTO\)](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, August 11, 2023 10:14:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Kyle,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: [REDACTED]
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- Holt Road At-grade Crossing
- Green Road Rail Bridge

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

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Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

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Thanks Kyle for confirming.

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Thanks,

Laura

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Hi Laura,

Thank you for the opportunity to review and for the responses to our initial review. We do not have any further comments.

Could you provide me with the updated proposed key dates as this is rolled out?

Kyle

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Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Good Afternoon Kyle & Pamela,

Just wanted to reach out to see if your team is planning to send in comments on any of the updated technical reports/ EPRA (link below) . Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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Sent: July 4, 2023 9:46 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

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Hi Laura,

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Have a great day,

Yeetak Lam
Team Lead
Agency Operations Office
Ministry of Transportation



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: June 30, 2023 4:43 PM

To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Yeetak,

Please see link below to access the updated EPR and supporting technical reports.

[REDACTED]

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review. We kindly ask that you review these responses with any of the supporting reports. Please me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Hope you have a great long weekend!

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice

Sent: April 28, 2023 2:16 PM

To: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum

Footprint Change

Hi Yeetak,

Appreciate the response. We will continue to keep all MTO teams updated as the project progresses.

Thanks again,

Laura

From: Lam, Yeetak (MTO) <Yeetak.Lam@ontario.ca>

Sent: April 28, 2023 2:02 PM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Thank you for sharing the memo, our unit has reviewed and do not have any comments or edits to make. We suggest to you keep in touch with us and the MTO Comms team during the outreach so that our MO can be aware of the consultation process.

Hope this helps. Have a great day.

Yeetak Lam

Team Lead

Transit Capital Office

Ministry of Transportation



From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: April 20, 2023 4:46 PM

Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]



From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]
[REDACTED]

Please let me know if you have any issues with the download or any other questions or concerns. We ask to have all comments received by Tuesday June 21st, 2022.

The Key Dates for the project are provided in the milestone schedule below.

- Agency and Indigenous Nation review of Draft EPR Addendum – May 10, 2022 (current)
- Notice of Public Meeting – August 2022
- Public Meeting – September 2022
- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023

- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: [Mac, Frank \(MTO\)](#)
Cc: [Zhou, Miao \(MTO\)](#); [Singh, Christian \(MTO\)](#); [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, August 11, 2023 10:16:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi Frank,

Metrolinx has prepared draft conceptual design drawings for the Oshawa to Bowmanville Rail Service Extension Project that we would like to share with your team for review. Please note that we are presenting one representative at-grade crossing widening, and Holt Road was chosen as this is a through road and may be of more interest to the broader public. These drawings will be incorporated into the EPR Addendum for the 30-day public review period. The designs are available at the following link for download: [REDACTED]

The following locations are shown:

- CP GM Spur Hwy 401 Rail Bridge
- Stevenson Road Bridge
- Park Road Bridge
- Oshawa Creek Rail Bridge
- Simcoe Street Bridge
- Front Street (Michael Starr Trail) – Multi-use Tunnel Arrangement
- Ritson Road Bridge
- Wilson Road Rail Bridge
- Farewell Street Multi-use Bridge
- Harmony Road Bridge
- Harmony Creek Rail Bridge
- Farewell Creek Rail Bridge
- Courtice Road Bridge
- Holt Road At-grade Crossing
- Green Road Rail Bridge

As Laura Filice is on vacation from August 7 to August 16, please let me know if there are any questions while reviewing. We would kindly appreciate any review comments your team may have by **August 25, 2023**.

Thank you again for your time and feedback on this Project,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: July 27, 2023 11:21 AM

To: Laura Filice <Laura.Filice@metrolinx.com>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

No follow-up comments on the reports.

Frank

From: Laura Filice <Laura.Filice@metrolinx.com>

Sent: July 27, 2023 10:17 AM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Morning Frank,

Hope you had a great vacation. Just following up to see if we can expect comments back this week from your team on the 95% EPR or any of the technical reports.

Thanks,

Laura

From: Laura Filice

Sent: July 18, 2023 1:15 PM

To: 'Mac, Frank (MTO)' <Frank.Mac@ontario.ca>

Cc: 'Zhou, Miao (MTO)' <Miao.Zhou@ontario.ca>; 'Singh, Christian (MTO)' <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Just wanted to reach out to see if your team is planning to send in any comments on any of the updated technical reports/ EPRA. Please let me know. If we can aim for this week, that would be appreciated.

Thank you,

Laura

From: Laura Filice

Sent: June 30, 2023 5:05 PM

To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>

Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Please see link below to access the updated EPR and supporting technical reports.

[REDACTED]

As noted in the project footprint change memo (attached again for reference), the main changes from the draft 90% EPR Addendum you previously reviewed are the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

I have also attached responses to your comments received from the revised 90% EPR review as well as the PIC. We kindly ask that you review these responses with any of the supporting reports. Please let me know if you have any comments or concerns no later than July 17th, 2023.

Thanks again and we appreciate the feedback received to date. Have a great long weekend.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice
Sent: May 8, 2023 2:21 PM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Frank,

Sorry I missed your previous email. We will share the reports once they are ready.

Thanks,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: May 8, 2023 12:02 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Following up on the these reports. Are they available to share?

Frank

From: Mac, Frank (MTO)
Sent: April 21, 2023 8:55 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Please provide all reports.

Thanks,

Frank

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 21, 2023 8:53 AM
To: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Frank,

Sure not a problem. Can you confirm if you would like to see all reports (EPR and all supporting technical reports) or are you looking for a specific report.

Thank you,

Laura

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: April 21, 2023 8:44 AM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

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Hi Laura,

Can you please make these updated reports available for MTO to review?

Thank you,

Frank Mac, P.Eng
Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
[REDACTED]
Email: frank.mac@ontario.ca

From: Laura Filice <Laura.Filice@metrolinx.com>
Sent: April 20, 2023 4:46 PM
Subject: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint

Change

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Good Afternoon,

In March 2022, a Project Introduction letter was circulated, and in May 2022 the Draft 90% Environmental Project Report (EPR) and supporting technical reports were submitted to agencies and Indigenous communities and Nations for review. As the project design progressed, additional footprint requirements have been identified at various locations and we are currently in the process of updating and preparing additional technical reports, where required. The attached letter is to advise you of these changes and provide an update to the Project schedule.

If you are interested in reviewing any of the updated technical reports prior to the final EPR circulation, feel free to let me know at your earliest convenience. Also, if you no longer wish to be on the Project distribution list, or if a change is required to a contact person in your agency, please let me know.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: Laura Filice

Sent: May 10, 2022 3:23 PM

Subject: Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

Good Afternoon,

As part of the TPAP Addendum pre-planning activities for the Oshawa to Bowmanville Rail Service Expansion Project, Metrolinx has prepared a Draft Environmental Project Report (EPR), which is now available for agency review through the drop box link below.

[REDACTED]

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- Notice of EPR Addendum – October 2022
- 30-Day Public Review – October to November 2022
- 35-Day Minister Review – January to February 2023
- Statement of Completion – February 2023

Please do not hesitate to contact me if you have any questions, or if there are any updates to contacts at your agency.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Laura Filice

Sent: March 25, 2022 8:21 AM

Subject: Upcoming Environmental Project Report (EPR) Addendum_ Bowmanville Rail Service Expansion

Good Morning,

In 2011, Metrolinx completed the *Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Environmental Project Report (EPR)* in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation (O. Reg.) 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the TPAP EPR completed for the *Oshawa to Bowmanville Rail Service Expansion Project*. The Project footprint is located on or adjacent to the rail corridor approximately between the Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

Bowmanville Extension Options - 20200303



Attached is a memo outlining further details on the Project including the preliminary project schedule.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



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From: [Rachel Afonso](#)
To: [Jeremie Tisdale](#)
Cc: [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change PSSG4193
Date: Thursday, August 24, 2023 8:55:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.jpg](#)

Hi Jeremie,

I just wanted to send a gentle reminder that comments would be appreciated by tomorrow if your team is interested in reviewing the design drawings for the Oshawa to Bowmanville Rail Service Extension Project.

Regards,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx



From: [Mac, Frank \(MTO\)](#)
To: [Leader, Janet \(MTO\)](#); [Michalek, Martin \(MTO\)](#); [Liegler, Brenda \(She/Her\) \(MTO\)](#); [Zhou, Miao \(MTO\)](#); [Rachel Afonso](#); [Singh, Christian \(MTO\)](#)
Cc: [Kucherenko, Carly \(She/Her\) \(MTO\)](#); [Miscione, Claudette \(MTO\)](#); [Sura, Stephanie \(She/Her\) \(MTO\)](#); [Peponoulas, Lauren \(MTO\)](#); [O'Morrow, Michael \(MTO\)](#); [Annie Gu](#); [Laura Filice](#); [Lindsay Prihoda](#)
Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Monday, August 28, 2023 9:22:55 AM
Attachments: [image001.png](#)

Some people who received this message don't often get email from frank.mac@ontario.ca. [Learn why this is important](#)

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Missed a comment. See updated below.

Frank

From: Mac, Frank (MTO)
Sent: August 28, 2023 9:00 AM
To: Leader, Janet (MTO) <Janet.Leader@ontario.ca>; Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>; Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>; Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Cc: Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO) <Michael.O'Morrow2@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>
Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Janet and Rachel,

I am replying to both this email and the attached with the following MTO review comments to the latest conceptual design drawings.

Highways/Project Delivery

- As noted by Martin, our input is primarily with the Highway 401 crossing. In response to Janet's question, yes, approvals are necessary for the Highway 401 crossing design as previously communicated with Metrolinx at preliminary and 30% detailed design submission. Per the 30% Design Review meeting held April 11, 2022, MTO noted executive review approval at 30%, 60%, and 90% design milestones are required. Metrolinx has yet to schedule a 30% executive review meeting for MTO senior management endorsement, with Metrolinx noting they were not ready to present.

Electrical

- Is the cross section of the structure changing? If so, the designer will have to do lighting calculations to determine if there is a shadow along the roadway such that underpass lighting

under their structure may be require to maintain the roadway lighting uniformity.

Traffic

Looking at the conceptual drawings the only thing I want to inquire about from a Traffic perspective would be staging and traffic closure hours.

Construction Oversight

- Only concern that I would have would be timing of 401 crossing work. If they do it before Park and Cubert (MTO Highway 401 bridge replacement project programmed for 2025-2028) are ready, then no problem as it is about 1.4 km from Oshawa Creek, so plenty for separation of lane closures between there and Simcoe. Would not be possible if Park and/or Cubert is active.

Thanks,

Frank Mac, P.Eng

Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7

Email: frank.mac@ontario.ca

From: Leader, Janet (MTO) <Janet.Leader@ontario.ca>

Sent: August 25, 2023 1:04 PM

To: Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>; Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>; Mac, Frank (MTO) <Frank.Mac@ontario.ca>

Cc: Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO) <Michael.O'Morrow2@ontario.ca>

Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Thank you Martin.

Frank – welcome back. Please let me know how you would like TIMD to provide comments, and/or whether any approvals are necessary.

Thank you.

Janet

From: Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>

Sent: August 25, 2023 12:22 PM

To: Leader, Janet (MTO) <Janet.Leader@ontario.ca>; Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>

Cc: Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO)

<Michael.O'Morrow2@ontario.ca>

Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Janet:

PD was taking the lead on the Oshawa to Bowmanville Rail Service Extension project. I understand MTO received conceptual drawings for review earlier this month and comments are being gathered/prepared by PD. The MTO input is primarily with the Hwy. 401 crossing as the other crossings are outside of MTO ROW. The drawings shared by Metrolinx were being incorporated into their EPR Addendum.

Frank Mac, Durham/York East is the lead Project Manager in PD on this project and would be able to provide further information.

Thanks
Martin Michalek
MPP

From: Leader, Janet (MTO) <Janet.Leader@ontario.ca>

Sent: August 25, 2023 11:18 AM

To: Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>

Cc: Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>; Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO) <Michael.O'Morrow2@ontario.ca>

Subject: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Brenda,

I believe your office may want to be aware of and/or provide comments on this.

Can you please confirm and let me know if we have any substantive comments that may merit Director or ADM briefings?

Comments are due August 30.

Thank you.
Janet

From: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>

Sent: August 24, 2023 3:49 PM

To: Allan, Andrew (MTO) <Andrew.Allan@ontario.ca>; Dhillon, Baani (She/Her) (MTO) <Baani.Dhillon2@ontario.ca>; Irons, Meaghan (She/Her) (MTO) <Meaghan.Irons3@ontario.ca>; Stokes, Mandy (MTO) <Mandy.Stokes@ontario.ca>; Evoy, Heather (MTO) <Heather.Evoy@ontario.ca>; Leader, Janet (MTO) <Janet.Leader@ontario.ca>; O'Morrow, Michael

(MTO) <Michael.O'Morrow2@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Davis, Cheryl (MTO) <Cheryl.Davis@ontario.ca>

Cc: Vermilyea, Diane (She/Her) (MTO) <Diane.Vermilyea@ontario.ca>

Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hello,

Metrolinx is planning for the 30-day public review for early October 2023 related to the EPR addendum on the Bowmanville GO Extension project. They have shared with us the draft EPR addendum in the Dropbox link below along with attachments. This is a refresh from the EPR that was reviewed in December 2022 with the main changes from the draft 90% EPR Addendum you previously reviewed being the following:

- Update to the Cultural Heritage Report (CHR)
- Additional cultural heritage studies (i.e. Cultural Heritage Evaluation Reports)
- Updates to the tree inventory
- Additional Stage 1 Archaeological Assessment
- Minor updates to all other technical reports

Background:

In 2011, Metrolinx completed initial planning for the Project by preparing the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility EPR. Since the completion of the EPR, Metrolinx has advanced the design of the project through additional feasibility work. The project had not commenced within 10 years of the Statement of Completion and the proposed changes were determined to be significant. Therefore, an EPR Addendum was required to be completed to address the project refinements and revisions to the design approach.

Could your teams please review and ensure your initial comments have been incorporated and provide any further comments in the shared link by **Wednesday August 30 EOD**.

EPR Documents:

[REDACTED]

MTO EPR comments:

[REDACTED]

Happy to chat.

Kyle

Team Lead | Transit Capital Office

Transit Capital and Operations Branch | Transit Division

Ministry of Transportation

[REDACTED]

From: [Rachel Afonso](#)
To: erin.thompson@ontario.ca; nathan.hammill@ontario.ca
Cc: [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: RE: Oshawa to Bowmanville Rail Service Extension - Draft 95% EPR
Attachments: [image001.png](#)
[image002.png](#)

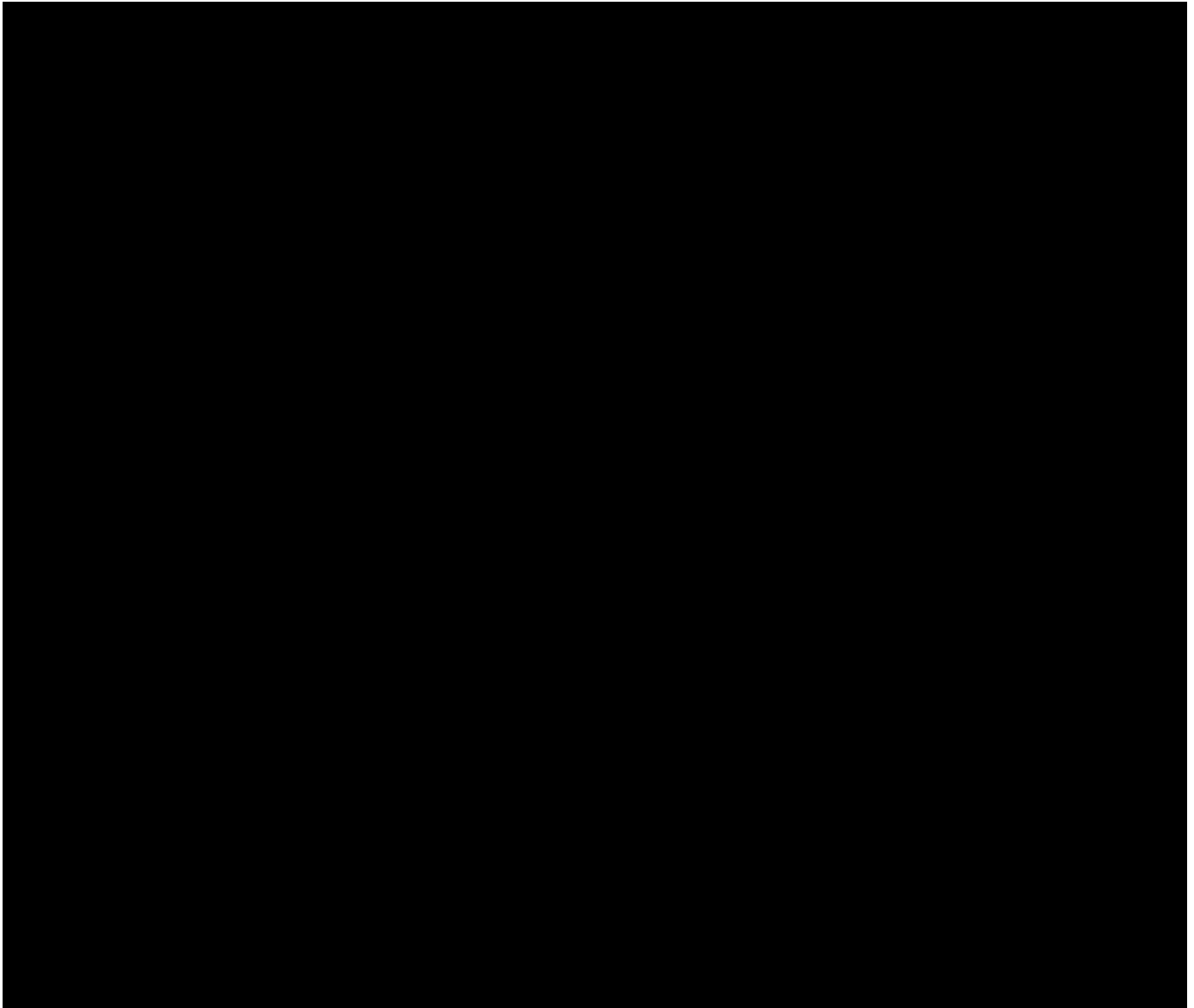
Good morning Erin and Nathan,

I just wanted to follow-up on my email below. Could you kindly confirm if your team is planning to review or submit comments on the EPR Addendum?

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx



From: [Rachel Afonso](#)
To: erin.thompson@ontario.ca; nathan.hammill@ontario.ca
Cc: [Lindsay Prihoda](#); [Laura Filice](#); [Annie Gu](#)
Subject: Oshawa to Bowmanville Rail Service Extension - Draft 95% EPR
Date: Tuesday, September 5, 2023 1:25:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Good afternoon,

I am writing to inform you that Metrolinx is currently in the preliminary planning stage to complete a significant Addendum to the Environmental Project Report (EPR) for the Oshawa to Bowmanville Rail Service Extension Project and to share the draft 95% EPR Addendum for review and comment.

In 2011, Metrolinx completed the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit EPR in accordance with the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08. In 2018, a TPAP Addendum was initiated but was put on hold to review route alternatives and re-evaluate the business case for the project. The Initial Business Case Update was completed by Metrolinx in 2020 to confirm the preferred alignment.

As shown in the figure below, the current Project Footprint is located on or adjacent to the rail corridor approximately between the Durham College Oshawa GO Station and Bowmanville Avenue in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CP Rail Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.



A draft 95% EPR Addendum has been prepared and is available for download at the following link:

[REDACTED]. We would kindly appreciate any review comments your team may have by **September 18, 2023**.

Metrolinx understands that your office may have an interest in, or jurisdiction over, certain components of the Project. Please confirm if you wish to continue to be included on the Project Contact List, if you would like the opportunity to virtually meet with us regarding the Project, and if there are any regulatory requirements, policies or guidelines related to your mandate that Metrolinx should reference as the Project proceeds.

I look forward to hearing back from you at your soonest convenience.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

[REDACTED]

[REDACTED]

From: [Laura Filice](#)
Subject: Upcoming Notice of Environmental Project Report Addendum – Oshawa to Bowmanville Rail Service Extension Project
Date: Friday, September 29, 2023 2:35:02 PM
Attachments: [image001.jpg](#)
[Notice of EPR Addendum - Oshawa to Bowmanville Rail Service Extension.pdf](#)

Good Afternoon,

I am writing to inform you that Metrolinx is issuing a formal Notice of Environmental Project Report Addendum (EPRA) for the Oshawa to Bowmanville Rail Service Extension Project. The Project footprint is located on or adjacent to the rail corridor approximately between the Durham College Oshawa GO Station and Regional Road 57 (Bowmanville Avenue) in the Municipality of Clarington (i.e., GO Sub Mile 11.67 in the west to CPKC Belleville Subdivision Mile 164.8 in the east). The Project includes the proposed addition of new tracks, four (4) proposed GO Station locations (station building to be delivered under the Transit Oriented Community development), bridge modifications and new construction, at-grade crossing upgrades, and modifications to existing structures and utilities to facilitate the Project.

The Project has been completed using the Transit Project Assessment Process under Ontario Regulation 231/08 made under the Environmental Assessment Act, Transit Projects and Metrolinx Undertakings.

Please refer to the attached Notice of EPRA for more details and for your records. This Notice will be mailed out to residents and businesses within approximately 800m of the project footprint as well as posted digitally at www.durhamregion.com and www.thestar.com newspapers starting on October 5th, 2023.

If you have any questions or comments about the Project, or wish to be removed from the Project mailing list, please feel free to contact me directly.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation



Notice of Environmental Project Report Addendum

Oshawa to Bowmanville Rail Service Extension

In 2011, Metrolinx completed an Environmental Project Report (EPR) for the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Project, now referred to as the Oshawa to Bowmanville Rail Service Extension (the Project), which assessed installation of additional track to extend the existing GO Lakeshore East rail service from Corbett Creek along the existing Canadian Pacific (CP) railway corridor to Bowmanville, construction of new GO stations along the way, a new rail maintenance facility, and a new layover facility. The EPR was completed in accordance with the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08*.

The EPR Addendum

Since completion of the 2011 EPR, Metrolinx has advanced the design of the Project through additional feasibility studies and proposed changes to the Project, which includes changes to:

- Track alignment starting at Durham College Oshawa GO Station and terminating in Bowmanville
- Bridge, at-grade crossing and culvert requirements
- Relocation of proposed Thornton's Corners East GO Station
- Relocation of Rundle Road Layover to Bowmanville GO Station

Please refer to Figure 1 on the right for a general overview of the alignment we are assessing.

An addendum to the 2011 EPR is required to address these Project refinements and revisions to the design approach that were not previously considered in the EPR.

This EPR Addendum has been prepared for the following purposes:

- Determine significant changes from the 2011 EPR resulting from Project refinements and revisions;
- Document the findings of the existing environmental conditions;
- Assess potential environmental impacts of the preferred alignment and determine associated mitigation and monitoring requirements;
- Engage and consult with stakeholder and public consultation; and
- Develop commitments to future work associated with the design, construction, and operation of the Project, including required permits, licenses and approvals.

30-day Public Review Period

The EPR Addendum is now available for a 30-day public review period starting October 5, 2023 and ending November 6, 2023 at www.metrolinx.com/bowmanville. Interested persons are encouraged to review this document and provide comments by **November 6, 2023** to:

Metrolinx

Tel: 416-202-3900 | email: DurhamRegion@metrolinx.com | website: www.metrolinx.com/bowmanville

10 Bay Street, Toronto, ON M5J 2W3

There are circumstances where the Ministry of the Environment, Conservation and Parks has the authority to require further consideration of the proposed changes to a transit project or impose conditions on it. These include if the Minister is of the opinion that:

- The proposed changes to the transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- The proposed changes to the transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.



Figure 1: Project Key Map

Before exercising the authority referenced above, the Minister is required to consider any written objections to the proposed changes to the transit project that are **received within 30 days** after the Notice of EPR Addendum is first published. **If you have discussed your issues with Metrolinx and you object to the proposed changes to this Project, you can provide a written submission to the Minister of the Environment, Conservation and Parks in writing to the email or address provided below no later than November 6, 2023.** All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance (natural or cultural environment) or Aboriginal or treaty rights.

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch
Attention: Cindy Batista, Special Project Officer
Tel: 437-248-0058 E-mail: Cindy.Batista@ontario.ca
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

All personal information included in a submission – such as name, address, telephone number, email address, and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* and is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

For more information, please contact Metrolinx (contact information to the left) or the Ministry of the Environment, Conservation and Parks' Freedom of Information and Privacy Coordinator at 416-327-1434.

The Notice was first issued on October 5, 2023.



Avis d'addenda au rapport environnemental sur le projet

Prolongement du service ferroviaire d'Oshawa à Bowmanville

En 2011, Metrolinx a terminé un rapport environnemental sur le projet (REP) pour le projet d'expansion et d'entretien du service ferroviaire d'Oshawa à Bowmanville, maintenant appelé le prolongement du service ferroviaire d'Oshawa à Bowmanville (le projet), qui évaluait l'installation d'une voie supplémentaire pour prolonger le service ferroviaire existant de GO Lakeshore East du ruisseau Corbett le long du corridor ferroviaire existant du Canadien Pacifique (CP) jusqu'à Bowmanville, la construction de nouvelles gares GO le long du parcours, d'une nouvelle installation d'entretien des rails et d'une nouvelle installation de remisage. Le REP a été réalisé conformément au Processus d'évaluation des projets de transport en commun (PEPTC) en vertu du *Règlement de l'Ontario 231/08*.

L'addenda au REP

Depuis l'achèvement du REP de 2011, Metrolinx a fait progresser la conception du projet grâce à d'autres études de faisabilité et à des changements proposés au projet, parmi lesquels:

- Tracé de la voie commençant à la gare GO d'Oshawa du Collège Durham et se terminant à Bowmanville
- Exigences relatives aux ponts, aux passages à niveau et aux ponceaux
- Déplacement de la gare GO proposée de Thornton's Corners East
- Déplacement de l'installation de remisage du chemin Rundle à la gare GO de Bowmanville

Veuillez consulter la figure 1 à droite pour un aperçu général de l'alignement que nous évaluons.

Un addenda au REP de 2011 est nécessaire pour traiter ces améliorations et révisions du projet à l'approche de conception qui n'avaient pas été prises en compte auparavant dans le REP.

Le présent addenda au REP a été préparé aux fins suivantes:

- Déterminer les changements importants par rapport au REP de 2011 découlant des améliorations et des révisions du projet;
- Documenter les constatations des conditions environnementales existantes;
- Évaluer les impacts environnementaux potentiels de l'alignement préféré et déterminer les exigences connexes en matière d'atténuation et de surveillance;
- Mobiliser et consulter les intervenants et procéder à des consultations publiques; et
- Élaborer des engagements à l'égard des travaux futurs associés à la conception, à la construction et à l'exploitation du projet, y compris les permis, les licences et les approbations requis.

Période d'examen public de 30 jours

L'addenda au REP est maintenant disponible pour une période d'examen public de 30 jours commençant le 5 octobre 2023 et se terminant le 6 novembre 2023 au www.metrolinx.com/bowmanville. Les personnes intéressées sont encouragées à consulter ce document et à faire part de leurs commentaires d'ici le **6 novembre 2023** à l'une des personnes suivantes:

Metrolinx

tél : 416 202-3900 | courriel : DurhamRegion@metrolinx.com
site web: www.metrolinx.com/bowmanville
10, rue Bay, Toronto (Ontario) M5J 2W3

Dans certaines circonstances, le ministère de l'Environnement, de la Protection de la nature et des Parcs a le pouvoir d'exiger un examen plus approfondi des changements proposés à un projet de transport en commun, ou de lui imposer des conditions. Il s'agit de situations lors desquelles le ministre croit que:

- Les changements proposés au projet de transport en commun peuvent avoir une incidence négative sur une question d'importance provinciale qui se rapporte à l'environnement naturel ou qui a une valeur ou un intérêt pour le patrimoine culturel; ou
- Les changements proposés au projet de transport en commun pourraient avoir une incidence négative sur un droit ancestral ou issu de traités protégé par la Constitution.

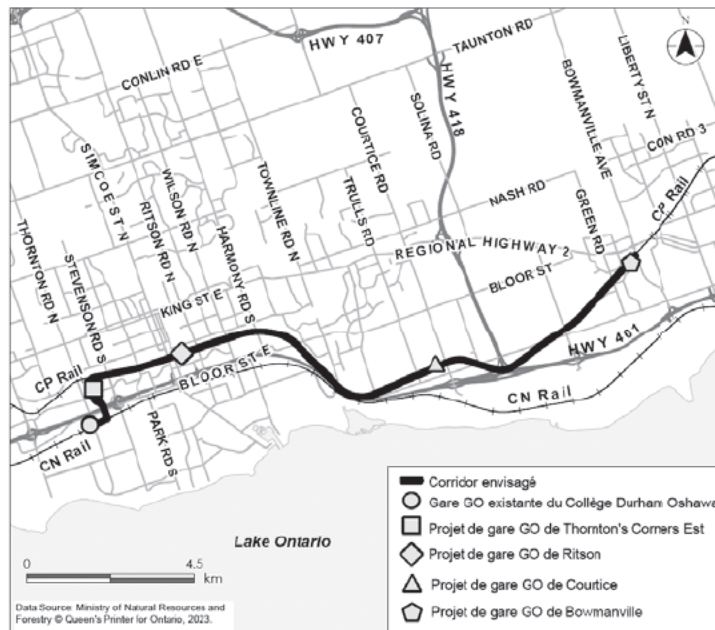


Figure 1: Carte des clés du projet

Avant d'exercer le pouvoir mentionné ci-dessus, le ministre est tenu d'examiner toute objection écrite aux changements proposés au projet de transport en commun qui sont reçues **dans les 30 jours** suivant la première publication de l'avis d'addenda au REP. **Si vous avez discuté de vos problèmes avec Metrolinx et que vous vous opposez aux changements proposés à ce projet, vous pouvez fournir une soumission écrite au ministre de l'Environnement, de la Conservation et des Parcs par écrit au courriel ou à l'adresse indiquée ci-dessous au plus tard le 6 novembre 2023.** Tous les mémoires doivent indiquer clairement qu'une opposition est présentée et décrire les répercussions négatives sur les questions d'importance provinciale (environnement naturel ou culturel) ou les droits ancestraux ou issus de traités.

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction générale de l'évaluation environnementale
À l'attention de: Cindy Batista, agente des projets spéciaux
tél: 437 248-0058
courriel: Cindy.Batista@ontario.ca
135, avenue St. Clair Ouest, 1er étage
Toronto (Ontario) M4V 1P5

Tous les renseignements personnels inclus dans une présentation - comme le nom, l'adresse, le numéro de téléphone, l'adresse de courriel et l'emplacement de la propriété - sont recueillis, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Cette information est recueillie en vertu de la *Loi sur les évaluations environnementales* et est conservée en vue de la création d'un dossier accessible au grand public, comme c'est inscrit à la section 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels feront partie d'un dossier public qui sera à la disposition du grand public, sauf si vous demandez qu'ils soient tenus confidentiels.

Pour de plus amples renseignements, veuillez communiquer avec Metrolinx (coordonnées à gauche) ou avec le coordonnateur de l'accès à l'information et de la protection de la vie privée du ministère de l'Environnement, de la Protection de la nature et des Parcs au 416 327-1434.

L'avis a été publié pour la première fois le 5 octobre 2023.

From: [Annie Gu](#)
To: [Andreas Grammenz](#)
Cc: [Firass Hamden](#); [Rowe, Steve](#); [Tena-Russell, Adrian](#); [Lindsay Prihoda](#); [Laura Filice](#); [Rachel Afonso](#); [Irfan Ahmad](#); [Jilesh Patel](#); [Annie Gu](#)
Subject: RE: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project
Date: Friday, September 29, 2023 2:22:57 PM
Attachments: [image002.jpg](#)
[image003.jpg](#)
[Mx Response CPKC Draft EPR Concept Dwgs_20230929.pdf](#)

Good afternoon Andreas,

Thank you for your team's comments on the Draft Conceptual Design Drawings for the EPR Addendum. We have made modifications and incorporated the necessary changes, where needed. Please find attached responses to the comments.

The EPR Addendum with supporting technical reports and drawings will be available for 30 day review on October 5th. A copy of the Notice of EPR Addendum with additional details will be emailed separately.

Thank you,

Annie Gu, P.Eng.

Project Coordinator, GO Line Extensions
Metrolinx | 20 Bay St | Toronto | Ontario | M5J 2W3



E: annie.gu@metrolinx.com



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation

From: Tena-Russell, Adrian [REDACTED]
Sent: August 25, 2023 10:01 AM
To: Annie Gu <Annie.Gu@metrolinx.com>; Andreas Grammenz [REDACTED] >
Cc: Rowe, Steve [REDACTED]; Laura Filice <Laura.Filice@metrolinx.com>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Irfan Ahmad <Irfan.Ahmad@metrolinx.com>; Jilesh Patel <Jilesh.Patel@metrolinx.com>
Subject: RE: BMV - Draft Conceptual Design Drawings for the Oshawa to Bowmanville Rail Service Extension Project

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning Annie,

As promised, please see below Hatch/CPKC additional comments on the draft conceptual drawings

for the EPR:


1. We would like to reiterate that CPKC is not committing to the 401 bridge as it is drawn. There are still lots of outstanding issues with the current design that need to be ironed out.
2. The same can be said about the Michael Starr Trail tunnel. CPKC hasn't agreed to have it on CPKC property, as it is indicated on the drawing.

I understand that these items can be filed under your first point below in terms of how to indicate this on the drawings, but I still feel like they deserve mention again.

Please don't hesitate to contact me should you have any further questions.

Thank you,

Adrian Tena-Russell, P.Eng.

Project Manager – Rail | Hatch | 



September 29, 2023

Attention: Andreas Grammenz

Senior Project Manager

Engineering Public Works

Canadian Pacific Kansas City (CPKC)

Sent via Email: [REDACTED]

Reference: Draft Conceptual Design Drawings - Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to CPKC Comments

Dear Mr. Grammenz:

The below responses are provided to address the comments and recommendations outlined by CPKC in the email dated August 18, 2023 from Metrolinx to CPKC regarding the Draft Conceptual Design Drawings developed for the Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Reviewer	Subject / Drawing	CPKC Review Comment (August 18, 2023)	Metrolinx Response (September 29, 2023)
1	CPKC	General	CP suggested the inclusion of a general note on each drawing indicating the designs shown are preliminary and conceptual and are subject to change as design progresses in consultation with Stakeholders (CP, Municipalities, Agencies, etc.).	Thank you for the comment. General notes on the conceptual EPR Addendum drawings have been revised to reflect this comment.
2	CPKC	General	CP suggested removing dimensions from the drawings because the designs are conceptual and subject to change through further consultation during design development phase.	The suggestion is noted. Dimensions have been removed to allow for flexibility for changes during design development.
3	CPKC	Ritson Road	CP suggested removing the profile view and modifying the plan view as road bridge overpass span is subject to continued design development consultation with CP.	The drawing plan and profiles included in the EPR Addendum are considered to be conceptual to allow for changes during design development. Metrolinx will consult with CP throughout the design development process.
4	CPKC	Green Road	CP advised to remove the label indicating "Existing CP trainman's walkway to be relocated" as proposed modification to CP	Label has been removed. The drawings included in the EPR Addendum are conceptual. Metrolinx will coordinate with CP throughout the design

Item No	Reviewer	Subject / Drawing	CPKC Review Comment (August 18, 2023)	Metrolinx Response (September 29, 2023)
			infrastructure is subject to CP approval.	development process to ensure appropriate levels of approvals are obtained.

The below response addresses the comments received from CPKC/Hatch via email on August 25, 2023.

Item No	Reviewer	Subject / Drawing	CPKC Review Comment (August 25, 2023)	Metrolinx Response (September 29, 2023)
1	Hatch	Highway 401	We would like to reiterate that CPKC is not committing to the 401 bridge as it is drawn. There are still lots of outstanding issues with the current design that need to be ironed out.	The comment is noted. The drawings included in the EPR Addendum are conceptual. Metrolinx will coordinate with CP throughout the design development process to ensure appropriate levels of approvals are obtained.
2	Hatch	Michael Starr Trail Tunnel	The same can be said about the Michael Starr Trail tunnel. CPKC hasn't agreed to have it on CPKC property, as it is indicated on the drawing.	Please refer to the preceding response to comment regarding Highway 401 bridge.

We hope the above responses address your comments and we look forward to continuing to work with CPKC.

cc: Firass Hamdan, Project Manager, Engineering Public Works, CPKC
 Steve Rowe, Senior Track Consultant, Rail, Hatch
 Adrian Tena-Russell, Project Manager, Rail, Hatch
 Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
 Laura Filice, Project Manager, Environmental Programs and Assessment, Metrolinx
 Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
 Irfan Ahmad, Manager, Project Delivery Team, Metrolinx
 Jilesh Patel, Project Manager, Project Delivery Team, Metrolinx
 Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

From: [Laura Filice](#)
To: [Hatcher, Laura \(MCM\)](#)
Cc: [Lindsay Prihoda](#); [Thomas Wicks](#); [Hamilton, James \(MCM\)](#); [Barboza, Karla \(MCM\)](#); [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Rachel Afonso](#); [Annie Gu](#); [Katie Bright](#)
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project
Date: Friday, September 29, 2023 1:23:14 PM
Attachments: [image003.jpg](#)
[image004.png](#)
[image005.jpg](#)
[Mx Response_MCM_CHR_20230929.pdf](#)

Hi Laura,

Thank you for the comments on the updated CHR. We have reviewed and incorporated the necessary changes in the report, where needed. Responses to your team's comments are attached above.

The final EPRA will be available for 30 day review on October 5th and you will see a separate email with those details sent out soon.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: July 14, 2023 1:13 PM
To: Laura Filice <Laura.Filice@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Revised Draft Environmental Project Report for Agency Review - Oshawa to Bowmanville Rail Service Expansion Project

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Hi Laura,

Thank you for providing the Revised Draft Cultural Heritage Report to MCM for review. Please find our comments attached. If you have any questions, please do not hesitate to contact me.

Regards,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism

 | email: laura.e.hatcher@ontario.ca

September 29, 2023

Attention: Laura Hatcher
Heritage Advisor
Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
Sent via Email: Laura.Hatcher@ontario.ca

Reference: Revised Draft Cultural Heritage Report for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Ministry of Citizenship and Multiculturalism Comments

Dear Ms. Hatcher:

The below responses are provided to address the comments and recommendations outlined in the email dated July 14, 2023 from the Ministry of Citizenship and Multiculturalism (MCM) to Metrolinx regarding the revised draft Cultural Heritage Report (CHR) for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Part, Chapter, Sec, Subsec, page, DWG #	MCM Review Comment (June 23, 2022)	Metrolinx Response (September 19, 2022)	MCM Follow-up Comment (October 4, 2022)	Metrolinx Response (May 5, 2023)	MCM Comment (July 13, 2023)	Metrolinx Response (September 29, 2023)
Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (prepared by Stantec and dated May 6, 2022, revised September 2, 2022 and May 2, 2023)							
22	Executive Summary Page ii	See comments 15, and 16 on the EPR, above. This report should provide more specific conservation recommendations for the PHPPS at 500 Howard Street. If that is not possible based on the information available, this report should clearly indicate that this will be further developed in a HIA. As 500 Howard Street is a PHPPS that will be directly impacted by construction of the Ritson GO Station and a TOC, an HIA will need to be prepared. The HIA can be used to inform and support Metrolinx's request for MHSTCI Minister's Consent.	The Executive Summary has been updated to include the completion of a Strategic Conservation Plan (SCP) alongside the Heritage Impact Assessment (HIA).	Accepted. Please also state that the SCP and HIA will make mitigation and conservation recommendations.	The Executive Summary has been updated to include reference to mitigation and recommendations as per the SCP and HIA.	Accepted. We note that at the time of this draft, MCM Minister's Consent had not been received for the demolition of Part 2 at 500 Howard Street. We understand the next version of this report will include an updated summary of the status of the Minister's Consent, which was issued on May 26, 2023. In the subsection entitled Cultural Heritage Evaluation Report (CHERs), the Executive Summary presents bulleted lists of properties for which CHERs have or will be prepared. There are two lists, one for properties that will be directly impacted, and one for properties that will be indirectly impacted. Following these lists, there is a description of which properties have been determined not to have CHVI and are therefore not PHPs/PHPPSs. For the next draft of the report, we recommend that these two lists be further streamlined so that they only identify the properties that are PHPs and	The issuance of Minister's Consent for Part 2 at 500 Howard Street has now been included in the Executive Summary (ES) and in the report, as applicable. The ES has been revised with subheadings that make it clear the ES contains two main recommendation sections. Section ES 2.0 describes the number of potential built heritage resources within the Project Footprint and the potential for direct impacts to these resources. This Section also notes the CHERs that were completed and lists those properties determined to be PHPs, with specific subsections to highlight Albert Street Bridge, Farewell Street Multi-Use Bridge and 500 Howard Street. Section ES 3.0 is related to indirect impacts and is included to identify those properties that were not at risk of direct impacts, and not subject to

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						PHPPSs. This will allow the Executive Summary to focus on the properties that will have conservation recommendations associated with them. The body of the report can still contain more detail on the preliminary identification and screening process and the subsequent CHERs that were prepared.	CHERS. Including this discussion was important to document the proposed mitigation recommendation would in the ES.
23	Executive Summary Page iii	See comment 13 above regarding site plan controls and revise this the last paragraph of this section as appropriate.	Wording regarding site plan controls has been removed.	Accepted.	N/A	N/A	N/A
24	3.2 Government and Agency Data Requests Table 1: Identified and Protected Built Heritage Resources and Cultural Heritage Landscapes Page 38 – 42	See comment 11 above regarding heritage recognition terminology and revise as appropriate.	The report has been updated (Section 3.2) to include the definitions of Class A and Class B listed properties in the City of Oshawa and the definitions of Primary and Heritage Merit properties in the Municipality of Clarington.	Accepted.	N/A	N/A	N/A
25	3.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes Table 2: Identified Built Heritage Resources and Cultural Heritage Landscapes Page 95	As BHR-115 (500 Howard Street) is a Provincial Heritage Property of Provincial Significance and a Statement of Cultural Heritage Value or Interest and a description of heritage attributes has been prepared, MHSTCI recommends the statement and description of heritage attributes is included in this report, either summarized in this table or as an appendix to this report.	The Statement of CHVI for 500 Howard Street is included as Appendix B. The property at 500 Howard is a Provincial Heritage Property of Provincial Significance. The heritage value of the property lies in the intact industrial brick architecture of Part 1, the property's historical associations with the OMIC, and the property's contextual relationships with Oshawa's railways and surrounding industrial area. Heritage attributes, i.e., character defining elements are contained wholly within the limits of Part 1 on 40R-28989 and include:	Accepted.	N/A	N/A	N/A

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			<ul style="list-style-type: none">• The structure's proximity to local and regional transport infrastructure, including the Canadian Pacific Railway and Grand Trunk Railway lines,• The structure's orientation and siting, creating a street wall condition along Front Street,• The structure's form and massing as a two-storey building, originally serving as the factory's principal frontage,• A material palette consistent with the OMIC Building's typology and time period, primarily red brick with the use of buff brick as ornamentation and to delineate floor levels and bays,• Stylistic details consistent with industrial architecture of the late 19th and early 20th centuries, such as segmental window arches and a bi-chrome, corbelled brick cornice,• The structure's rhythmic repetition of windows, divided by bays,• The structure's retained original interior elements such as doors and hardware,• Associated industrial artefacts that recall the property's original use, such as the iron machinery located near the exterior of the building's southeast corner,• The property's continuity as a site of both heavy and light industry.				

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26	4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures Table 3: Preliminary Impacts and Mitigation Measures Page 118	For BHR-16, BHR-22, BHR-157 it is unclear what avoidance through a buffer zone would look like given the proximity of construction to the built heritage resource (construction as close as 1-3m from the resource). Please provide more detail about how this will be achieved. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed. Given the close proximity of construction to these resources, a HIA may be required. The EPR should be updated as appropriate.	These resources will be avoided and not be directly impacted. The potential for indirect impacts has been noted as described in the alternative solution. Given the nature of potential impacts anticipated, a HIA is not anticipated to be required. Appropriate preventative measures for these BHRs include mapping of each BHR on construction maps, temporary fencing, and vibration monitoring.	The original comment is not about direct impacts, but about the feasibility of avoiding indirect vibration impacts. With construction at a distance of 3m from the heritage resources, it seems likely that vibration impacts will occur. If avoidance of vibration impacts can be achieved, please provide more detail about how this will be done. If it is known that vibration impacts can not be avoided, the "preferred option" should be removed	The "preferred option" has been removed and the requirement for vibration monitoring identified. As a total of nine properties within the ZOI were identified for indirect impacts, the "preferred option" has been removed for these properties and vibration monitoring has been recommended.	It appears that this change has not been made. Table 3 still contains a "preferred option" for properties that are within the ZOI and are identified for indirect (vibration) impacts.	Table 3 has been updated to remove reference to "preferred option" for properties within the ZOI.
27	4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures Table 3: Preliminary Impacts and Mitigation Measures Page 138	See comments 15, and 16 above. In the Mitigation Measures section for BHR-115, please be more specific about how priority can be given to avoiding impacts to the identified heritage attributes at BHR-115 (500 Howard Street). The final bullet In this section regarding Minister's consent should be updated following conversation between MHSTCI and Metrolinx regarding timing for Minister's Consent and the supporting HIA.	Noted. Further discussion on potential impacts and mitigation has been added to Section 4.2 of the CHR. More detail has also been added to the Mitigation Measures column of Table 3 of the CHR as follows: <ul style="list-style-type: none">Minister's consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. A Heritage Impact Assessment (HIA) is anticipated to be underway in late 2022, to provide the documentation and rationale for application for the Minister's consent, for the demolition of the property that does not include heritage attributes of the Provincial Heritage Property of Provincial Significance as needed for construction of the Front Street (B2 Ritson) GO Station.The Minister may grant consent, with or without	Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following bullets in the Mitigation Measures column for BHR-115: <ul style="list-style-type: none">Priority will be given to avoiding impacts to the identified heritage attributes.Metrolinx is preparing a Strategic Conservation Plan for the property, scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx's Transit Oriented Community Program.Prior to any construction on the property, an HIA is required to fully understand potential for direct impact to this cultural heritage resource, and to make specific conservation recommendations.	MCM's suggested text has been accepted and Table 3 of the CHR has been edited. MCM comment: Accepted.	N/A	N/A


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			<p>conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigation adverse effects on the property resulting from the removal, demolition or the transfer of the property. The Minister's Consent is anticipated to be approved by mid-2023.</p> <p>If new information comes available through the continued conversations with MTCS on the Ministers consent, the CHR and EPR will be updated, where applicable, prior to final EPR circulation.</p>	<ul style="list-style-type: none"> MCM Minister's Consent is required before removing or demolishing any buildings or structures on the property, or before transferring the property from provincial control. The HIA will provide the documentation and rationale for application for the Minister's consent. The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of the property. Metrolinx will request MCM Minister's Consent in mid-2023. 			
28	4.2.1 Summary of Impacts Page 148-150	<p>See comments 15, 16, and 22 above. Please make updates to the Direct Impacts subsection to be more specific about the timing for HIAs and Minister's Consent. We suggest the following is included for the two bridges that are anticipated to be replaced:</p> <p>Both the Albert Street Overpass (BHR-52) and the Farewell Street Pedestrian Overpass (BHR-156) are to be replaced as part of the proposed undertaking. Prior to any construction activity, a CHER should be completed for each</p>	<p>This edit has been implemented in the Section 4.2.1.</p> <p>The Farewell Street Multi-Use Bridge (BHR-156) is planned for replacement and the Albert Street Bridge (BHR-52) has the potential for replacement or temporary bridge removal (potential replacement at a later date) as part of the proposed undertaking. A CHER has been</p>	<p>Following conversations between MTCS and Metrolinx regarding the approach to 500 Howard Street, we recommend the following changes to the text on pages 142-143:</p> <p>The property at 500 Howard Street (BHR-115) is a provincial heritage property of provincial significance. A CHER was completed for 500 Howard Street by ERA in 2015 and determined the site to contain CHVI. A statement of CHVI (Appendix B) was prepared for the property and heritage attributes</p>	MCM's suggested edits have been incorporated into Section 4.2.1 (Summary of Impacts).	Accepted, with the understanding that this will be updated in the next draft to include the status of the MCM Minister's Consent.	Noted. The status of MCM Minister's Consent has been included.

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		<p>bridge. A CHER is required to fully understand the CHVI of the bridges and determine each bridge's level of significance. The CHER must be completed within the TPAP. If a cultural heritage resource is found to be of CHVI and will be demolished, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person during TPAP. For the summary of Impacts for 500 Howard Street, details will follow discussion between MHSTCI and Metrolinx.</p> <p>See comments 13 and 27 above and revise recommendations in the Indirect Impacts subsection regarding vibration impacts as appropriate.</p>	<p>completed for these bridges, and the Metrolinx Heritage Committee (MHC) has made an interim decision, both bridges meet criteria contained in O.Reg 9/06 (Provincial Heritage Property). If it is determined that Metrolinx will own, control or manage either property, the MHC decision will be confirmed and then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person.</p> <p>As per comment #13, references to site plan controls have been removed throughout the CHR.</p>	<p>were identified (ERA 2015; Metrolinx 2016).</p> <p>[insert paragraph break]</p> <p>As the property is a provincial heritage property of provincial significance, Metrolinx is preparing a Strategic Conservation Plan for the property, scheduled for completion in fall of 2022. The SCP will provide guidance on conserving, maintaining and using the property throughout the multi-year Ritson GO Station project, to be delivered through Metrolinx's Transit Oriented Community Program.</p> <p>Prior to any construction, an HIA is required for the property to fully understand potential for direct impact to this cultural heritage resource, and to make specific conservation recommendations.</p> <p>[insert paragraph break]</p> <p>Demolition of a portion of the building (which does not contain heritage attributes) is anticipated, as well the transfer of a portion of the property from provincial control at a later date. and request for For both of these activities, MTCS MCM Minister's Consent may will be required. Additionally, MTCS Minister's Consent is required before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The SCP and an HIA will provide the documentation and rationale for application for the Minister's Consent, should removal or demolition be required.</p> <p>[insert paragraph break]</p>			

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				The Minister may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered, including alternatives that would not adversely affect the property and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effect on the property resulting from the removal, demolition or the transfer of property.			
29	5.0 Recommendations Page 163	Comment 28 above on section 4.2.1 above applies to this section as well. Please revise as appropriate.	This edit has been implemented in the report (Section 5.0).	Please review against updated comments above and revise accordingly.	The recommendations section has been updated to reflect the previous edits to the summary of impacts section.	See comment 22 above. We recommend that in the next draft this section focus on properties that have been identified as PHP or PHPPS and properties that have been determined not to have CHVI be removed from this section. As the project design will have progressed by the time the next draft is prepared, this section should provide mitigation measures or next steps (e.g. preparation of a HIA) for the directly impacted properties.	Section 5.0 has been revised and structured as described in the response above to comment 22, providing additional clarity regarding PHPs and HIAs that are / will be progressed and indirect impacts for properties within the Zone of Influence. HIAs are being / will be prepared for Albert Street Bridge, Farewell Street Multi-Use Bridge, 356 Ritson Road South, St. Wolodymyr and St. Olha Cemetery and 2228 Baseline Road. HIAs are not required at this time for 464 Ritson Road South, 1598 Baseline Road, and 1766 Baseline Road due to the distance between the proposed undertaking and identified heritage attributes.

We hope the above responses address your questions and we look forward to continuing to work with MCM.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laura Filice".

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Katie Bright, Senior Manager, Environmental Programs and Assessment, Metrolinx
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Thomas Wicks, Project Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx
James Hamilton, Manager, Heritage Planning Unit, MCM
Karla Barboza, Team Lead, Heritage Planning Unit, MCM
Solange Desautels, Supervisor, Environmental Assessment Services Section, MECP
Cindy Batista, Project Officer, Environmental Assessment Services Section, MECP

From: [Laura Filice](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Lindsay Prihoda](#); [Desautels, Solange \(MECP\)](#); [Annie Gu](#); [Rachel Afonso](#)
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project
Date: Friday, September 29, 2023 1:37:00 PM
Attachments: [image003.jpg](#)
[image004.png](#)
[image005.png](#)
[Mx Response to MECP comments 20230929.pdf](#)

Hi Cindy,

Thank you for providing comments on the noise and vibration report. We have reviewed and incorporated the necessary changes into the report, where needed. Responses to your team's comments are attached above.

The final EPRA will be available for 30 day review on October 5th and you will see a separate email with those details sent out soon.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: August 9, 2023 11:30 AM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

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Hello Rachel.

Attached is the ministry's review of the updated noise and vibration report. Sorry for the delay in sharing this with you. I was off for 2 weeks and still getting up to speed on all of my emails. Thanks for the remainder.

Please note that we believe the date of the EPR Report of June 28, 2022 is incorrect?

Should the date be changed to June 28, 2023?

If you have any questions regarding the ministry's review, please let me know and I can put you in touch with the reviewer.

Thank you.

Cindy

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>

Sent: August 9, 2023 10:05 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>

Subject: RE: Revised Draft EPR for Oshawa to Bowmanville Rail Service Expansion project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Hope you are doing well. In Laura's absence while she is on vacation, I wanted to reach out to see if we may be expecting the Ministry's review comments on the Noise and Vibration report. Please feel free to reach out to me if there are any questions.

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx



September 29, 2023

Attention: Header Merza

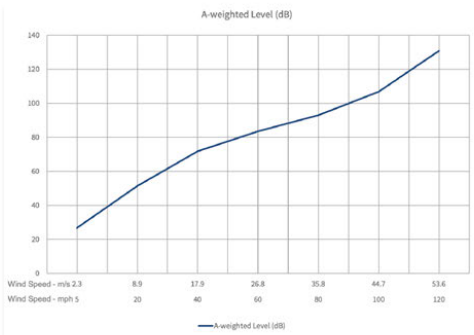
Senior Noise Engineer
Environmental Permissions Branch
135 St. Clair Avenue W
Toronto, ON M4V 1P5

**Reference: Noise and Vibration Review Comments, Oshawa to Bowmanville Rail Service
Extension Environmental Project Report, City of Oshawa & Municipality of Clarington,
Region of Durham, EPB Noise File No.: E0008-22**

Dear Header Merza:

The below responses are provided to address the comments and recommendations outlined in the letter dated August 4, 2023 from the Ministry of the Environment, Conservation and Parks Environmental Permissions Branch to Metrolinx regarding the Noise and Vibration review for the Oshawa to Bowmanville Rail Service Extension Environmental Project Report.

<u>MECP Environmental Permissions Branch comments</u>	<u>Stantec's Response</u>
Noise and Vibration Report	
Section 2.0 Project Description: include the proposed layover facility and associated fuelling station in the report text. Provide a set of figures to clearly show the project components described in this section.	A figure showing the project components has been created and included in Section 2.0.
Section 5.1.2 Baseline Results: change first bullet point to 15 km/hr (not 20 km/hr – refer to Table 102-3, Publication NPC-102).	<p>The sound measurement standard cited by the MECP, NPC-102, Table 102-3 refers to the statement under “3. General Purpose Sound Level Meter” Subsection (e). As indicated, at speeds of up to 20 km/hr, wind induced noise may be as high as 48 dBA; however, based on the published specification sheet for the Larson Davis EPS 2116 windscreen, used for ambient measurements, the impact of wind induced noise at 5.6 m/s (20.2 km/hr) is 40 dBA.</p> <p>Given that all ambient measurements provided in Table 5.2 of the report are over 10 dB higher than the potential impact of wind induced noise, Stantec has not updated analysis to exclude measured ambient levels when wind speed is between 15 km/hr and 20 km/hr.</p> <p>Reference tables and figures are provided below.</p>

NPC-102 Procedures Wind Correction		Larson Davis EPS2116 WindCorrection									
<p>TABLE 102-3</p> <p>Maximum Wind Induced Sound Level Indication Using A-weighting and Slow Response (where available)</p> <table><tr><th>Wind Speed</th><th>dBA</th></tr><tr><td>15 km/h</td><td>41</td></tr><tr><td>20 km/h</td><td>48</td></tr><tr><td>25 km/h</td><td>53</td></tr></table> <p>(e) the sound level meter, including a microphone equipped with a windscreen, shall , when operated in the presence of wind, indicate a wind-induced sound level not in excess of the relevant value listed in Table 102-3.</p>		Wind Speed	dBA	15 km/h	41	20 km/h	48	25 km/h	53		
Wind Speed	dBA										
15 km/h	41										
20 km/h	48										
25 km/h	53										
Project Ambient Noise Measurements											
Table 5.2: Measured Baseline Sound Levels											
Monitor ID	Monitor Location and Description	Measured Daytime Sound Levels (L _{eq} (16)) (dBA)	Measured Nighttime Sound Levels (L _{eq} (8)) (dBA)	Measurement Notes							
NM01	Cromwell Avenue South of ROW, approximately 4 m above grade	58	58	Elevated sound levels were due to proximity to Highway 401, other major roadways, and the existing freight line							
NM02	Keates Avenue South of ROW, approximately 4 m above grade	61	60								
NM03	Southport Road North of ROW, approximately 4 m above grade	69	67								
NM04	Courtice Road North of ROW, approximately 4 m above grade	75	70								
NM05	Holt Road adjacent to South of ROW, approximately 4 m above grade	69	70								
NM06	Bowmanville Carpool Lot North of ROW, approximately 4 m above grade	60	58								
Table 6.10: Noise Barrier Summary: provide the Easting / Northing coordinates of the end points of each listed noise barrier.		Table 6.10 has been provided to include the Easting and Northing coordinates for the end points of each listed noise barrier.									
Section 6.5 Recommendations: delete the following sentence from the second paragraph “ <i>Stantec recommends that a list of proposed monitoring locations be provided to the MECF for their review and approval prior to conducting the measurements</i> ”.		The sentence has been removed from the second paragraph of Section 6.5.									
Figure 6.7.1 Operational Noise Mitigation – Noise Wall Locations: ensure that the houses along Durham Court do not require a noise wall similar to the noise wall recommended for the nearby houses to the west along Vancouver Crescent.		These PORs are directly across (to the north) of the proposed B1 Station. They have more exposure to existing road traffic noise which is why no noise wall is recommended. The PORs which are recommended for the noise walls are to the west, which have less road traffic noise exposure.									
Figure 6.7.3 Operational Noise Mitigation – Noise Wall Locations: ensure that the houses along Crerar Avenue do not require a noise wall similar to the noise wall recommended for the houses to the south along Chaucer Avenue. The recommended noise wall for the houses along Chaucer Avenue should have it’s north face be of the absorptive type in order to minimize the noise reflections onto the houses to the north.		The track will be going south, closer to the PORs represented by 042 and 043, will have a greater potential noise change of +5/6 dBA. PORs 039, 040 and 041 are on the north side of the track. The change in noise levels for these PORs is +3 dBA unmitigated.									

Appendix F Mitigation and Monitoring Measures: correct the reference to Metrolinx Guide for Noise and Vibration Assessment (2019 not 2020).	The reference in Appendix F has been corrected to 2019.
Environmental Project Report	
The noise and vibration comments listed above are also applicable to the noise and vibration excerpts of the EPR Report, namely sections 3.6, 4.6 & 5.6; Table 5.4; and Figures 3.1.1 to 3.1.8.	Sections 3.6, 4.6, 5.6, Table 5.4 and Figures 3.1.1 and 3.1.8 have been revised as necessary.

Sincerely,



Laura Filice

Environmental Project Manager, Environmental Programs & Assessment

Metrolinx

Toronto, ON M5J 2W3

CC:

Cindy Batista, Special Project Officer, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Solange Desautels, Supervisor, Environmental Assessment Services Section, Environmental Assessment Branch, MECP

Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx

Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx

Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

From: [Laura Filice](#)
To: [Pietrusiak, Pamela \(MTO\)](#); [Bazinet, Kyle \(MTO\)](#)
Cc: [Lindsay Prihoda](#); [Annie Gu](#); [Vermilyea, Diane \(She/Her\) \(MTO\)](#); [Rachel Afonso](#)
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, September 29, 2023 2:24:04 PM
Attachments: [image003.jpg](#)
[image004.png](#)
[image005.jpg](#)
[Mx Response_MTO Policy EPRA_20230929.pdf](#)

Hi Kyle and Pamela,

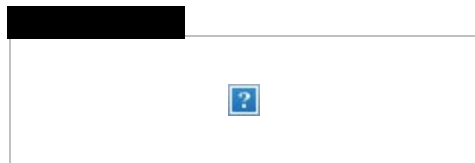
Thank you for the comments on the Draft 95% EPR Addendum. We have reviewed and incorporated the necessary changes, where needed. Responses to your team's comments are attached above.

The Final EPR Addendum will be available for 30 day review on October 5th. A separate email with those details will be sent out soon.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation

From: Pietrusiak, Pamela (MTO) <Pamela.Pietrusiak2@ontario.ca>
Sent: September 5, 2023 2:31 PM
To: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>; Vermilyea, Diane (She/Her) (MTO) <Diane.Vermilyea@ontario.ca>
Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Rachel,

Thank you for the opportunity to review the Bowmanville EPR materials. Recent feedback can be found in the attached document, highlighted in green.

Please let me know if you have any additional questions.

Thanks,

Pamela

From: Rachel Afonso <Rachel.Afonso@metrolinx.com>
Sent: September 5, 2023 9:14 AM
To: Vermilyea, Diane (She/Her) (MTO) <Diane.Vermilyea@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>; Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Subject: FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Diane,

In Kyle's absence, I am forwarding my email below. Would you be able to confirm if MTO has any further comments on the draft 95% EPR or the design drawings for the Oshawa to Bowmanville Rail Service Extension?

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx

From: Rachel Afonso
Sent: September 5, 2023 8:57 AM
To: Bazinet, Kyle (MTO) <Kyle.Bazinet@ontario.ca>
Cc: Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Annie Gu <Annie.Gu@metrolinx.com>
Subject: RE: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Good morning Kyle,

Hope you had a wonderful long weekend. I just wanted to follow-up to see if there are any comments regarding the draft 95% EPR or the conceptual design drawings.

We did receive the attached comments from Frank Mac at MTO on August 28 on the design drawings. Could you kindly confirm if there are any other comments from your team?

Thank you,

Rachel Afonso

Project Coordinator (A), Environmental Programs and Assessment
Metrolinx



September 29, 2023

Attention: Kyle Bazinet and Pamela Pietrusiak
Transit Capital Office
Ministry of Transportation
Sent via Email: Kyle.Bazinet@ontario.ca; pamela.pietrusiak2@ontario.ca

Reference: Draft 95% Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Ministry of Transportation Comments

Dear Kyle and Pamela,

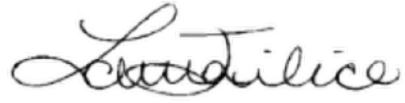
The below responses are provided to address the comments and recommendations outlined in the email dated September 5, 2023 from the Ministry of Transportation (MTO) to Metrolinx regarding the Draft 95% Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (September 5, 2023)	Metrolinx Response (September 29, 2023)
Environmental Project Report (EPR)					
1	Indigenous Relations	Donna Bigelow	Section 7.6.2 Engagement with Indigenous Communities and Nations	<p>"In 2020, the IRO became the sole point of contact for Indigenous communities and Nations within Metrolinx and, in that capacity, supports the organization in coordinating engagement and communication with Indigenous communities and Nations related to all projects and Metrolinx activities. The IRO is working to identify best practices for engagement with each Indigenous community and Nation that has Aboriginal and / or Treaty Rights and/or territorial interests where Metrolinx operates or that may have an interest in Metrolinx projects."</p> <p>MTO Explanation:</p> <ul style="list-style-type: none">MX is required to consult with Indigenous communities about the project's potential impacts to Aboriginal rights and/or treaty rights to hunt, fish, trap, gather, Indigenous archaeological resources, title rights (duty to consult).It is inaccurate to only reference treaty rights as not all communities MX has been directed to consult by MECP have treaty rights in Ontario (e.g. the Huron-Wendat Nation does not have treaty rights in Ontario but they may have Aboriginal rights to archaeological resources).In addition, pursuant to the environmental assessment process, MX is required to engage with all potentially interested parties, including Indigenous communities, about the environmental impacts of the projects. Some environmental impacts, while not impacting Aboriginal and treaty rights, may still be of interest to Indigenous	<p>Noted, thank you. The text in Section 7.6.2 has been updated to the following:</p> <p>"The IRO is working to identify best practices for engagement and/or consultation with each Indigenous community and Nation that may have aboriginal and/or Treaty Rights and/or territorial interests where Metrolinx operates and/or that may have an interest in Metrolinx projects."</p>

Item No	Discipline	Reviewer Name	Discipline, Document, Part, Chapter, Sec, Subsec, page, DWG #	MTO Review Comment (September 5, 2023)	Metrolinx Response (September 29, 2023)
				<p>communities in the project area (e.g. endangered species, bat habitat)</p> <p>Recommended Changes:</p> <ol style="list-style-type: none"> 1. “Indigenous communities and Nations” is used throughout the document. Both terms, ‘Communities’ and ‘Nations’, mean the same thing. MTO suggests using one term only so to avoid confusion; “Indigenous communities” OR “Indigenous Nations”. 2. It would be helpful to clarify early in the document the difference between consulting with Indigenous communities about potential impacts to Aboriginal rights and/or treaty rights, and engaging with Indigenous communities about general environmental impacts of the project not related to Aboriginal and treaty rights (e.g. endangered species, bat habitat). 	<ol style="list-style-type: none"> 1. The EPR has been updated to use the term "Indigenous communities" throughout. 2. The following text has been added to the Executive Summary and Section 7.6 (Engagement with Indigenous Communities): <p>"Metrolinx consults with Indigenous communities with respect to the Constitution Act of Canada (Section 35) and as part of Environmental Assessment (EA) requirements. Metrolinx’s Duty to Consult is triggered when Metrolinx is contemplating an action or decision that may have the potential to adversely impact aboriginal and/or Treaty rights, Often Metrolinx is engaging and consulting with Indigenous communities to fulfill both consultation requirements and EA requirements. Elements of fulfilling the Duty to Consult do not change based on EA requirements, and include but are not limited to: regular communication with Indigenous communities as the project progresses, meetings with leadership, members, and consultation offices within Indigenous communities, and identifying accommodation measures to avoid, mitigate and/or minimize adverse impacts on aboriginal and/or Treaty rights."</p>
2	Indigenous Relations	Donna Bigelow	Section 7.6.4.1 Summary of Feedback	<p>“On April 21, 2022, Huron-Wendat Nation confirmed they have interest in participating in <u>Arborist, Tree Inventory, Natural Environment</u>, and Stage 2 AA fieldwork and would like to complete <u>construction monitoring</u> work as needed.”</p> <ul style="list-style-type: none"> • The Huron-Wendat Nation does not have a land base or Aboriginal and treaty rights to hunt, fish, trap, gather in Ontario. They have not resided in Ontario since the mid-1600s and as such their interest in Ontario is in regards to Huron-Wendat archaeological resources that are present in Ontario. • Other First Nations that do have a land base and Aboriginal and treaty rights in Ontario may object to MX consulting/engaging with the Huron-Wendat Nation on matters beyond archaeological resources. This has been MTO’s experience. • Going forward, MX may wish to give consideration to whether the Huron-Wendat Nation should be engaged on issues such as tree inventories, construction monitoring, etc. • It would be helpful to clarify early in the document that the Huron-Wendat Nation’s participation in the project is (should be) limited to archaeology only, with an explanation. 	<p>Noted, thank you. The following text has been added to Section 7.6.4 (List of Indigenous Communities):</p> <p>"Although the Huron Wendat have no treaties in Ontario, there have been many large and significant archaeological sites that attest to their historical presence in Ontario. Huron Wendat have primary and secondary areas of interest in Huron-Sud as well as archaeological sites. The project area falls within the primary area of interest indicated by the Huron Wendat. Huron Wendat were contacted and were provided with the project information and areas of potential archaeological impact as well as summary of fieldwork findings / progression. "</p>

We hope the above responses address your questions and we look forward to continuing to work with the MTO.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laura Filice', written in a cursive style.

Laura Filice
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
Toronto, ON M5J 2W3

cc: Diane Vermilyea, Manager (Acting), Transit Capital Office, Ministry of Transportation
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx

From: [Laura Filice](#)
To: [Mac, Frank \(MTO\)](#); [Leader, Janet \(MTO\)](#); [Michalek, Martin \(MTO\)](#); [Liegler, Brenda \(She/Her\) \(MTO\)](#); [Zhou, Miao \(MTO\)](#); [Rachel Afonso](#); [Singh, Christian \(MTO\)](#)
Cc: [Kucherenko, Carly \(She/Her\) \(MTO\)](#); [Miscione, Claudette \(MTO\)](#); [Sura, Stephanie \(She/Her\) \(MTO\)](#); [Peponoulas, Lauren \(MTO\)](#); [O'Morrow, Michael \(MTO\)](#); [Annie Gu](#); [Lindsay Prihoda](#); [Kyle.Bazinet@ontario.ca](#); [Diane.Vermilyea@ontario.ca](#); [Pietrusiak, Pamela \(MTO\)](#)
Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change
Date: Friday, September 29, 2023 1:46:39 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[Mx Response MTO Draft EPR Concept Dwgs 20230929.pdf](#)

Hi Frank,

Thank you for your team's comments on the Conceptual Design Drawings. We have modified and incorporated the necessary changes, where needed. Please find attached responses to your comments.

The Final EPR Addendum with supporting technical reports and drawings will be available for 30 day review on October 5th. A copy of the Notice of EPRA with additional details will be emailed separately.

Thank you,

Laura Filice

Environmental Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3



Out-of-Office Alert: October 2 in observance of National Day of Truth and Reconciliation

From: Mac, Frank (MTO) <Frank.Mac@ontario.ca>
Sent: August 28, 2023 9:23 AM
To: Leader, Janet (MTO) <Janet.Leader@ontario.ca>; Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>; Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>; Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Cc: Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO) <Michael.O'Morrow2@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>
Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-

TPAP Addendum Footprint Change

Some people who received this message don't often get email from [frank mac@ontario.ca](mailto:frank.mac@ontario.ca). [Learn why this is important](#)

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Missed a comment. See updated below.

Frank

From: Mac, Frank (MTO)

Sent: August 28, 2023 9:00 AM

To: Leader, Janet (MTO) <Janet.Leader@ontario.ca>; Michalek, Martin (MTO) <Martin.Michalek@ontario.ca>; Liegler, Brenda (She/Her) (MTO) <Brenda.Liegler@ontario.ca>; Zhou, Miao (MTO) <Miao.Zhou@ontario.ca>; Rachel Afonso <Rachel.Afonso@metrolinx.com>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Kucherenko, Carly (She/Her) (MTO) <Carly.Kucherenko@ontario.ca>; Miscione, Claudette (MTO) <Claudette.Miscione@ontario.ca>; Sura, Stephanie (She/Her) (MTO) <Stephanie.Sura@ontario.ca>; Peponoulas, Lauren (MTO) <Lauren.Peponoulas@ontario.ca>; O'Morrow, Michael (MTO) <Michael.O'Morrow2@ontario.ca>; Annie Gu <Annie.Gu@metrolinx.com>; Laura Filice <Laura.Filice@metrolinx.com>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>

Subject: RE: DUE AUGUST 30 - FW: Project Update: Oshawa to Bowmanville Rail Service Extension-TPAP Addendum Footprint Change

Hi Janet and Rachel,

I am replying to both this email and the attached with the following MTO review comments to the latest conceptual design drawings.

Highways/Project Delivery

- As noted by Martin, our input is primarily with the Highway 401 crossing. In response to Janet's question, yes, approvals are necessary for the Highway 401 crossing design as previously communicated with Metrolinx at preliminary and 30% detailed design submission. Per the 30% Design Review meeting held April 11, 2022, MTO noted executive review approval at 30%, 60%, and 90% design milestones are required. Metrolinx has yet to schedule a 30% executive review meeting for MTO senior management endorsement, with Metrolinx noting they were not ready to present.

Electrical

- Is the cross section of the structure changing? If so, the designer will have to do lighting calculations to determine if there is a shadow along the roadway such that underpass lighting under their structure may be required to maintain the roadway lighting uniformity.

Traffic

Looking at the conceptual drawings the only thing I want to inquire about from a Traffic perspective would be staging and traffic closure hours.

Construction Oversight

- Only concern that I would have would be timing of 401 crossing work. If they do it before Park and Cubert (MTO Highway 401 bridge replacement project programmed for 2025-2028) are ready, then no problem as it is about 1.4 km from Oshawa Creek, so plenty for separation of lane closures between there and Simcoe. Would not be possible if Park and/or Cubert is active.

Thanks,

Frank Mac, P.Eng

Senior Project Engineer

Project Delivery Section – Durham/York East

Transportation Infrastructure Management Division

Ministry of Transportation of Ontario

159 Sir William Hearst Ave., 4th Floor

Toronto, ON M3M 0B7

[REDACTED]

Email: frank.mac@ontario.ca



September 29, 2023

Attention: Frank Mac

Senior Project Engineer
Project Delivery Section – Durham/York East
Transportation Infrastructure Management Division
Ministry of Transportation of Ontario
Sent via Email: Frank.Mac@ontario.ca

Reference: Draft Conceptual Design Drawings - Environmental Project Report Addendum for the Oshawa to Bowmanville Rail Service Extension Project - Responses to the Ministry of Transportation of Ontario Comments

Dear Mr. Mac:

The below responses are provided to address the comments and recommendations outlined in the email dated August 28, 2023 from the Ministry of Transportation of Ontario (MTO) to Metrolinx regarding the Draft Conceptual Design Drawings developed for the Environmental Project Report (EPR) Addendum for the Oshawa to Bowmanville Rail Service Extension Project.

Item No	Discipline	Drawing	MTO Review Comment (August 28, 2023)	Metrolinx Response (September 29, 2023)
1	Highways/Project Delivery	Highway 401	Per the 30% Design Review meeting held April 11, 2022, MTO noted executive review approval at 30%, 60%, and 90% design milestones are required. Metrolinx has yet to schedule a 30% executive review meeting for MTO senior management endorsement, with Metrolinx noting they were not ready to present.	As per email correspondence with MTO on July 10, 2023, Metrolinx has indicated that an executive review meeting will be scheduled for 60% design milestone submission. At that time, we anticipate the geotechnical investigation will be completed and there will be more information available related to constructability, construction staging and roadway protection.
2	Electrical	Highway 401	Is the cross section of the structure changing? If so, the designer will have to do lighting calculations to determine if there is a shadow along the roadway such that underpass lighting under their structure may be require to maintain the roadway lighting uniformity.	The comment has been noted. Illumination will be assessed in the design development and included in the 60% design milestone submission.
3	Traffic	Highway 401	Looking at the conceptual drawings the only thing I want to inquire about from a Traffic perspective would be	Closer to the construction implementation phase, Traffic Control and Management Plans will be prepared by the

Item No	Discipline	Drawing	MTO Review Comment (August 28, 2023)	Metrolinx Response (September 29, 2023)
			staging and traffic closure hours.	Construction Manager and shared with stakeholders. Additional information will be shared at each executive review meetings for the subsequent design milestones.
4	Construction Oversight	Highway 401	Only concern that I would have would be timing of 401 crossing work. If they do it before Park and Cubert (MTO Highway 401 bridge replacement project programmed for 2025-2028) are ready, then no problem as it is about 1.4 km from Oshawa Creek, so plenty for separation of lane closures between there and Simcoe. Would not be possible if Park and/or Cubert is active.	The comment has been noted. Metrolinx is currently developing the Project construction schedule in collaboration with the Construction Manager. The noted adjacent projects and timelines will be considered in the development of the construction schedule. Metrolinx will coordinate with MTO as the construction schedule develops throughout the development phase.

We hope the above responses address your comments and we look forward to continuing to work with the MTO.

cc: Kyle Bazinet, Team Leader, Transit Capital Office, Ministry of Transportation
Pamela Pietrusiak, Policy Advisor, Transit Capital Office, Ministry of Transportation
Diane Vermilyea, Manager (Acting), Transit Capital Office, Ministry of Transportation
Lindsay Prihoda, Manager, Environmental Programs and Assessment, Metrolinx
Rachel Afonso, Project Coordinator (A), Environmental Programs and Assessment, Metrolinx
Annie Gu, Project Coordinator, Project Delivery Team, Metrolinx