Grimsby GO Station – Transit and Rail
Project Assessment Process

Environmental Project Report

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Acronyms, Abbreviations and Measurement Units

Acronym/Abbreviation	Definition
AAQC	Ambient Air Quality Criteria
ADMGO	Air Dispersion Modelling Guideline
AODA	Accessibility for Ontarians with Disabilities Act
APEC	Areas of Potential Environmental Concern
BHRs	Built Heritage Resources
BMP	Best Management Practice
CAAQS	Canadian Ambient Air Quality Standards
Casablanca EA	Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report (Dillon, 2019)
CHLs	Cultural Heritage Landscapes
CN	Canadian National Rail
CO	Carbon Monoxide
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
COSSARO	Committee on the Status of Species at Risk in Ontario
CUT	Cultural Thicket
DICB	Double Inlet Catch Basin
DMP	Dust Management Plan
DNA	Designated Natural Area (Metrolinx)
E-bird	E-bird
EAA	Environmental Assessment Act
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECCC	Environment and Climate Change Canada
EIS	Environmental Impact Statement
ELC	Ecological Land Classification
EMP	Environmental Management Plan
EMPs	Environmental Management Plans
EPR	Environmental Project Report
ESA	Environmental Significant Area
ESA	Environmental Site Assessment
ESC	Erosion Sediment Control
ESR	Environmental Study Report
GHG	Greenhouse Gas
GTMP	Town of Grimsby Transportation Master Plan
GTHA	Greater Toronto and Hamilton Area
HVA	Highly Vulnerable Aquifer

Acronym/Abbreviation	Definition
IDF	Intensity-Duration-Frequency
iNat	iNaturalist
IPZs	Intake Protection Zones
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
MBCA	Migratory Birds Convention Act
MBR	Migratory Bird Regulation
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of Environment, Conservation and Parks
MEF	Fallow Field
MMP	Marsh Monitoring Program
MNR	Ministry of Natural Resources
MPIs	Matters of Provincial Importance
MTO	Ministry of Transportation
NAPS	National Air Pollution Surveillance Program
NHER	Natural Heritage Evaluation Report
NHIC	Natural Heritage Information Centre
NO2	Nitrogen Dioxide
NPCA	Niagara Peninsula Conservation Authority
NRTMP	Niagara Region Transportation Master Plan
NSAs	Noise Sensitive Areas
OASD	Ontario Archaeological Sites Database
OBBA	Ontario Breeding Birds Atlas
OGS	Oil Grit Separator
PAHs	Polycyclic Aromatic Hydrocarbons
PCBs	Polychlorinated Biphenyls
PHCs	Petroleum Hydrocarbons
PIC	Public Information Centre
PM10	Particulate Matter 10 micrometres
PM2.5	Particulate Matter 2.5 micrometres
PMTSA	Protected Major Transit Station Area
POR	Point of Receptors
PPS	Provincial Planning Statement
PSO	Protected Species in Ontario
PTTW	Permit to Take Water
PUDO	Pick-up and drop-off
PWQO	Provincial Water Quality Objectives
QEW	Queen Elizabeth Way

Acronym/Abbreviation	Definition
ROW	Right of Way
RTP	Regional Transportation Plan
SAP	Sampling and Analysis Plan
SARA	Species at Risk Act
SAR	Species at Risk
SCA	Species Conservation Act (Formally Endangered Species Act)
SCC	Species of Conservation Concern
SGRA	Significant Groundwater Recharge Area
SNGR	Six Nations of the Grand River
SO2	Sulphur Dioxide
SUE	Subsurface Utility Engineering
SWH	Significant Wildlife Habitat
SWM	Stormwater Management
TOC	Transit Oriented Communities
TRPAP	Transit and Rail Project Assessment Process
TVM	Ticket Vending Machine
VOCs	Volatile Organic Compounds

Measurement Units	Definition
dBA	decibels using the A-weighting filter
DBH	Diametre at Breast Height
km	kilometre
Leq	continuous sound levels for daytime
Lmax	peak noise levels
m	metre
mm/s	millimetre per second

Executive Summary

Project Overview

The Grimsby GO Station Project (the Project) is being undertaken by Metrolinx in partnership with Niagara Region to support the expansion of GO Transit rail service along the Lakeshore West corridor. The Project involves the design, construction, and operation of a new GO Transit station and associated rail infrastructure within the Town of Grimsby, Niagara Region. The Project is being carried out in accordance with Ontario Regulation 231/08 (Transit and Rail Project Assessment Process [TRPAP]), which provides a streamlined environmental assessment framework for transit projects while ensuring that potential environmental effects are identified and appropriate mitigation measures are developed.

The Project is part of broader regional transit expansion initiatives aimed at enhancing connectivity between Niagara Region and the Greater Toronto and Hamilton Area (GTHA), supporting sustainable transportation, and accommodating anticipated population and employment growth. The proposed station location in Grimsby has been identified through previous planning studies as a strategic location to improve access to regional rail service and to support transit-oriented development in proximity to the existing rail corridor and planned infrastructure improvements, including the Casablanca Boulevard and Queen Elizabeth Way (QEW) interchange.

The Project is located along the Canadian National Railway (CN) corridor within the Grimsby Subdivision, between Confederation GO Station in Hamilton and St. Catharines GO Station. The Project area includes the station site, rail corridor, access connections (including Livingston Avenue), and supporting infrastructure required for station operations. The environmental study area extends beyond the immediate footprint to capture areas where potential effects may occur.

The Project includes all components required to support a new multi-modal transit facility, including permanent station infrastructure, temporary construction works, access and road modifications, and utility relocations. The assessment considers potential environmental effects during both construction and operation across a range of disciplines, including natural heritage, cultural heritage, geotechnical conditions, hydrogeology, contamination, noise and vibration, air quality, and transportation.

The Project is informed by a comprehensive body of previous environmental studies, technical investigations, and planning documents, as well as applicable federal and provincial legislation and policy frameworks. These studies have been used to characterize existing environmental conditions and inform the design and assessment of the Project.

Overall, the Grimsby GO Station Project represents a key infrastructure investment that will enhance regional transit connectivity, support planned growth, and contribute to the development of a more integrated and sustainable transportation network within Niagara Region and the broader GTHA. The Environmental Project Report (EPR) documents the Project, existing conditions, potential environmental effects, proposed mitigation measures, and consultation activities in accordance with TRPAP requirements.

Study Process

The Grimsby GO Station Project is being assessed in accordance with Ontario Regulation 231/08 (TRPAP), a proponent-driven environmental planning process that provides a streamlined framework for assessing transit and rail projects. The TRPAP ensures that potential environmental effects are identified and evaluated, mitigation measures are developed, and consultation is carried out with Indigenous communities, regulatory agencies, and the public. Projects following the TRPAP do not require separate approval under the Environmental Assessment Act, provided all regulatory requirements are satisfied.

The study process for the Project included both pre-TRPAP activities and the formal TRPAP process. Pre-TRPAP activities focused on early engagement, preliminary environmental and technical investigations, and the initial development of mitigation measures. Consultation with Indigenous communities, agencies, municipalities, and interested parties supported the identification of key environmental sensitivities and community priorities, which informed refinements to the Project design. Technical studies were undertaken to characterize existing environmental conditions and identify potential interactions with the natural, cultural, and built environment.

The formal TRPAP commenced with the issuance of a Notice of Commencement, followed by consultation, detailed environmental effects assessment, and preparation of this EPR. The EPR documents the Project description, existing environmental conditions, assessment of potential effects, proposed mitigation measures, consultation activities, and commitments to future work. Upon completion, a Notice of Completion is issued, initiating a 30-day public review period during which interested parties may provide comments or submit objections to the Minister of the Environment, Conservation and Parks (MECP) on matters of provincial importance or potential impacts to Aboriginal or treaty rights.

Following the review period, the Minister has up to 35 days to determine whether the Project may proceed, proceed with conditions, or require additional work. If no notice is issued, the Project is permitted to proceed. Upon completion of the TRPAP, a Statement of Completion is filed, after which the Project may advance to implementation, subject to any additional permits or approvals.

The TRPAP process for the Grimsby GO Station Project has been supported by a comprehensive program of technical studies, consultation, and iterative design refinement. The EPR has been prepared to meet all requirements of Ontario Regulation 231/08 and serves as the primary document outlining the environmental assessment process, findings, and commitments associated with the Project.

Overall, the TRPAP ensures that the Grimsby GO Station Project is planned and implemented in a manner that is environmentally responsible, transparent, and responsive to community and Indigenous communities input, while supporting the expansion of regional public transit infrastructure.

Environmental Existing Conditions

The Project study area is located in a predominantly urban and agricultural setting in the Town of Grimsby, characterized by highly disturbed lands with limited natural heritage features and low ecological value. Vegetation is mainly composed of cultural meadow, thicket, and fallow fields, and no wetlands or designated natural features are present within the footprint. Wildlife is limited to common urban-tolerant species, with no Species of Conservation Concern identified. Soil and groundwater conditions are typical of the region, consisting of silty clay over shallow shale bedrock,

with groundwater flowing toward Lake Ontario. No widespread contamination has been identified, though some localized concerns and naturally elevated metals are present and can be managed through standard construction practices.

Air quality in the area is generally consistent with urban and suburban environments in southern Ontario, with most contaminants below regulatory standards; however, some pollutants such as fine particulate matter, benzene, and benzo(a)pyrene occasionally approach or exceed thresholds due to regional transportation and industrial emissions. Noise and vibration conditions are dominated by traffic on nearby roads and rail operations, producing typical suburban sound levels that remain within acceptable limits. While intermittent higher noise and vibration levels occur near major transportation corridors, these are short-term and consistent with existing infrastructure conditions.

From a socio-economic and land use perspective, the area is an auto-oriented corridor with a mix of commercial, industrial, and residential uses, and has strong potential for redevelopment and intensification. Cultural heritage assessments identified no built heritage or cultural heritage resources, though archaeological investigations confirmed some areas of potential, including one Indigenous archaeological site that will be protected. The transportation network, centered on Casablanca Boulevard and the QEW, currently supports local and regional travel but has limited transit and active transportation infrastructure. Overall, the area is being planned municipally to support future growth and the introduction of the proposed GO station.

Impact Assessment and Mitigation Measures

The assessment of potential environmental effects, mitigation measures, and commitments for the Project has been completed for all relevant environmental disciplines, including the natural environment, soil and groundwater, air quality, noise and vibration, socio-economic conditions, cultural heritage (built heritage, cultural heritage landscapes, and archaeology), traffic and transportation, and climate change and sustainability.

The impact assessment is structured according to the following Project phases:

- Pre-Construction and Construction; and
- Operations and Maintenance.

The assessment considers both direct and indirect effects of the Project based on available background information, field investigations, and supporting technical studies. The results indicate that potential effects are generally localized, temporary (during construction), and manageable through standard mitigation measures and best management practices.

Pre-Construction and Construction

Potential effects during construction include vegetation removal within previously disturbed and low-quality communities, minor wildlife disturbance, temporary impacts to soil and groundwater from excavation and dewatering, short-term air quality effects (dust and equipment emissions), and temporary increases in noise and vibration. Localized disruptions to traffic, access, and adjacent land uses may also occur. There is potential for disturbance to archaeological resources where present.

Mitigation measures will include, but are not limited to:

- Establishment of ecological buffers, limiting vegetation clearing and applying timing restrictions to protect wildlife;

- Implementation of erosion and sediment control measures and a Dust Management Plan;
- On- and off-site restoration using native species;
- Proper soil, excess soil, and groundwater management in accordance with applicable legislation;
- Spill prevention and response procedures;
- Use of well-maintained equipment and adherence to construction noise control practices;
- Implementation of traffic management and construction staging plans; and
- Avoidance of identified resources (including site AhGv-55), and implementation of archaeological mitigation and Undocumented Archaeological Resources procedures.

With the implementation of these measures, construction-related effects are anticipated to be short-term, localized, and negligible to minor in magnitude.

Operations and Maintenance

During operation, potential effects are limited and include minor increases in vehicle activity, localized air emissions, noise associated with trains, buses, and station operations, and changes in traffic patterns, particularly at the Casablanca Boulevard and Livingston Avenue intersection.

Mitigation measures include:

- Design and implementation of stormwater management systems;
- Anti-idling measures and efficient site circulation design;
- Compliance with applicable noise and vibration criteria;
- Integration of pedestrian, cycling, and transit infrastructure; and
- Ongoing protection of ecological buffers and landscaped areas.

The Project is not expected to introduce significant new sources of contamination or environmental stress. Operational effects are anticipated to be minor and within applicable regulatory standards.

No built heritage resources or confirmed cultural heritage landscapes have been identified within the study area. Any maintenance activity involving ground disturbance must be in compliance with the Ontario Heritage Act and provincial Standards and Guidelines for Consultant Archaeologists. No adverse residual effects to cultural heritage resources are anticipated.

Traffic effects associated with the revised station access configuration are expected to be localized and manageable, with potential operational refinements (e.g., signal timing adjustments) implemented, as required, to support efficient network operations.

Summary and Commitments

Overall, the Project is not anticipated to result in significant adverse environmental effects. Residual effects are expected to be negligible to minor and can be effectively managed through the identified mitigation measures.

Climate, Sustainability and Resiliency

The Climate Sustainability and Resiliency section emphasizes that climate change is already affecting the GTHA and presents increasing risks to transit infrastructure. In response, the Grimsby GO Station project integrates guidance from Metrolinx and provincial standards to ensure infrastructure is designed for both mitigation and adaptation. The project acknowledges that future climate conditions (such as rising temperatures, more intense precipitation, and extreme weather events) must be incorporated into planning and design to maintain reliable operations and minimize service disruptions. A preliminary climate risk assessment has been undertaken, with more detailed analysis to follow in later design stages using recognized frameworks to strengthen resilience.

Key climate risks identified for the project include extreme heat, heavy precipitation and flooding, drought, high winds, and lightning. These factors could affect passenger safety, infrastructure durability, and operational continuity. Design considerations therefore include managing stormwater capacity, addressing thermal stress on materials, ensuring structural stability under high winds, and mitigating exposure risks for passengers. By proactively addressing these challenges early in the design process, the project aims to enhance long-term resilience, reduce vulnerability to climate impacts, and ensure the station remains safe and functional under future climate conditions.

Consultation Summary

Consultation and engagement for the proposed Grimsby GO Station were carried out in accordance with the requirements of Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings) under the *Environmental Assessment Act*. The consultation program was designed to provide timely information, gather feedback from Indigenous communities, agencies, interested parties, and the public, and incorporate input into Project planning, design, and mitigation measures.

Indigenous consultation was undertaken in accordance with provincial direction and in coordination with the MECP. The Mississaugas of the Credit First Nation and Six Nations of the Grand River (including both the Elected Council and the Haudenosaunee Confederacy Chiefs Council) were identified for consultation. Consultation activities began during the pre-planning phase and continued through the TRPAP, and included Project introduction letters, presentations, circulation of technical materials, and meetings. Feedback received focused on archaeological resources, environmental protection (including watercourse setbacks), Project rationale, and opportunities for ongoing engagement and participation. During the TRPAP phase, formal notices and information packages were distributed, and meetings were held to present preliminary impacts and mitigation measures. Comments received were considered in the development of the EPR and will continue to inform Project advancement. Indigenous consultation will remain ongoing through detailed design and implementation.

Consultation with provincial, regional, and municipal agencies was undertaken throughout the study, including engagement with MECP, the Ministry of Transportation, the Ministry of Citizenship and Multiculturalism, the Niagara Peninsula Conservation Authority, and the Town of Grimsby. Agency input focused on stormwater management, natural heritage, cultural heritage and archaeology, infrastructure coordination, and permitting requirements. Feedback was incorporated into the technical studies and mitigation measures presented in the EPR, and coordination with agencies will continue in subsequent phases of the Project.

Consultation with interested parties and the public was conducted through a range of engagement methods, including distribution of notices, maintenance of a Project contact list, direct

correspondence, and a virtual Public Information Centre (PIC) held from March 11 to 25, 2026. A total of 133 comments were received during the PIC comment period, indicating strong overall support for the Project. Key topics raised included traffic and access, parking, noise and vibration, active transportation connections, and construction-related impacts. All feedback was reviewed and considered in refining the Project design and developing mitigation measures.

Overall, the consultation program provided multiple opportunities for participation and input. Feedback from Indigenous communities, agencies, and the public has informed the planning and design of the Project and contributed to the identification of mitigation measures.

Permits and Approvals

Although transit projects under TRPAP are exempt from Part II of the *Environmental Assessment Act*, proponents must still secure all necessary federal, provincial, and municipal permits before construction. The proposed Grimsby GO Station will require multiple approvals related to environmental protection, infrastructure, land use, and municipal services. All necessary permits will be identified and obtained during the detailed design and construction phases.

Future Commitments

The environmental assessment undertaken for the proposed Grimsby GO Station has identified potential environmental effects associated with the design, construction, and operation of the Project. In response, a comprehensive suite of mitigation measures and commitments has been developed to avoid, minimize, and manage these effects. These commitments form a key component of the EPR and will be carried forward into all subsequent phases of Project implementation.

Metrolinx will be responsible for ensuring that all environmental commitments are integrated into detailed design, construction, and operational activities. This includes incorporating mitigation measures into contract documents, developing and implementing discipline-specific Environmental Management Plans (EMPs), and adhering to all applicable federal, provincial, and municipal regulatory requirements. Additional studies and investigations (such as updated air quality, noise and vibration, and environmental site assessments) will be completed, as required, to support detailed design and permitting.

A coordinated EMP will be developed to guide implementation of environmental protection measures throughout construction and operation. The EMP will consolidate commitments across all environmental disciplines and establish clear roles, responsibilities, monitoring protocols, and reporting requirements to ensure compliance with EPR commitments and regulatory standards.

During construction, mitigation measures will be implemented to manage potential effects related to air quality, noise and vibration, natural heritage, soil and groundwater, cultural heritage, and socio-economic conditions. Environmental monitoring and site inspections will be undertaken to verify the effectiveness of these measures and to enable adaptive management, where necessary. In parallel with construction, Metrolinx will implement off-site restoration in accordance with the Metrolinx Vegetation Guide, to compensate for vegetation loss resulting from the Project.

Following construction, Metrolinx will continue to implement operational commitments to ensure the long-term effectiveness of environmental protection measures. These include maintenance of stormwater management infrastructure, landscaping and vegetation, and noise mitigation features, as well as ongoing coordination with municipal and regulatory agencies.

Engagement and consultation will remain an integral component of the Project. Metrolinx will continue to engage Indigenous communities, regulatory agencies, municipalities, and the public throughout detailed design, construction, and operation. Feedback received will be documented and considered in Project decision-making, with opportunities for continued input and collaboration.

All commitments are consolidated in a Commitments Table, which serves as a tracking and accountability tool identifying mitigation measures, monitoring requirements, implementation phases, and responsible parties. Together, these measures ensure that the Project will be implemented in an environmentally responsible manner, consistent with applicable legislation, best management practices, and the commitments established through the TRPAP.

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1 Introduction

Niagara Region has partnered with Metrolinx, the regional transportation agency for the Greater Golden Horseshoe, to advance the proposed Grimsby GO Station (the "Project") in the Town of Grimsby, located along the Lakeshore West rail corridor in the Regional Municipality of Niagara. The Project is intended to improve connectivity to the GO Transit rail network, and support planned growth within the community.

This Environmental Project Report (EPR) has been prepared in accordance with the Transit and Rail Project Assessment Process (TRPAP), as prescribed under the *Environmental Assessment Act* and Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The TRPAP provides an environmental assessment framework for transit and rail projects, ensuring that potential environmental effects are identified, assessed, and mitigated to the greatest extent practicable. For the Grimsby GO Station TRPAP, Metrolinx is the Project proponent and will be responsible for implementing mitigation measures and carrying out construction, operations and maintenance of the station.

The EPR documents the existing environmental conditions within the study area, evaluates the potential impacts associated with the construction and operation of the proposed station, and identifies measures to avoid, minimize and mitigate adverse effects, monitoring activities to confirm effectiveness of mitigation and inform any adaptive management that may be required, and commitments to future work to inform station construction and operation.

The Project is proposed to include the following key infrastructure components for opening day:

- Platform with passenger amenities (heated shelters, benches);
- Passenger pick-up and drop-off (PUDO) area;
- Surface parking facilities, including accessible spaces;
- Local transit and GO bus facilities;
- Bicycle parking (covered);
- Pedestrian and vehicle access to Livingston Avenue;
- Track and signal modifications to enable station operations;
- Utility relocations and stormwater management infrastructure; and
- Landscaping and site servicing works.

The EPR also assesses the potential of future expanded station infrastructure such as parking, including north of the rail corridor, that may introduce the need for a pedestrian connection and elevator to the platform level.

The Project aims to support sustainable transportation objectives, enhance mobility within Niagara Region, and provide long-term benefits to residents, businesses, and visitors in Grimsby and surrounding communities.

1.1 Project Overview

1.1.1 Project Brief

The Project involves the design, construction, and operation of a station and associated rail infrastructure required to enable GO Transit service in the Town of Grimsby, in Niagara Region. The Project is subject to the TRPAP under Ontario Regulation 231/08, which provides a streamlined environmental assessment process for transit projects while ensuring environmental effects are identified, assessed, and measures to avoid, minimize, and mitigate adverse effects are established, monitoring activities to measure the effectiveness of mitigation is in-place, and any commitments to future work are outlined. The Grimsby GO Station will enhance connectivity between Niagara Region and the Greater Toronto and Hamilton Area (GTHA) and support municipal growth and transit-oriented community objectives.

1.1.2 Background and Rationale

The Grimsby GO Station Project forms part of the broader regional transit expansion initiatives being implemented by Metrolinx to enhance rail service along the Lakeshore West corridor. Continued expansion of GO rail service into Niagara Region is intended to improve regional connectivity between Niagara communities and the GTHA, support sustainable transportation objectives, and accommodate anticipated population and employment growth.

The proposed station within the Town of Grimsby has been identified as a strategic location for improved passenger rail access within Niagara Region, supporting commuter travel demand and enabling transit-oriented opportunities in proximity to the existing rail corridor and the improvements being made to the Casablanca Boulevard/Queen Elizabeth Way (QEW) interchange area by Niagara Region and the Province of Ontario.

The rationale for the Project is supported by previous corridor-level environmental assessments and planning studies, including the 2011 Niagara Rail Service Expansion Environmental Study Report, which examined opportunities to expand GO rail service within Niagara Region and identified the Grimsby station area as a potential station location. Subsequent municipal and regional planning initiatives, including environmental assessments, and transportation and growth management studies, have reinforced the role of the Grimsby station area as a future transit-supportive development node.

To support the planning and development of the Grimsby GO Station, several technical investigations and background studies have been completed to characterize environmental conditions within the study area and inform Project feasibility and design considerations. These studies addressed a range of environmental disciplines including natural heritage, cultural heritage and archaeology, geotechnical conditions, hydrogeology, environmental contamination, noise and vibration, air quality, and transportation planning.

Key background studies that have informed the EPR include, but are not limited to:

- Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes (March 2010, Archaeological Services Inc.);
- Niagara Rail Service Expansion Environmental Study Report, GO Transit (April 2011, R.J. Burnside & Associates Limited);

- Phase One Environmental Site Assessment – Three Properties near Casablanca Boulevard (August 2013, DST);
- Environmental Subsurface Investigation Casablanca Property and supporting investigation recommendations (December 2014, AMEC);
- Class Environmental Assessment and Preliminary Design – Widening of Regional Road 10 (Casablanca Boulevard) (2015, AMEC);
- Phase I Environmental Site Assessment – Proposed Grimsby Station (August 2018, AECOM);
- Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station (September 2018, AECOM);
- Stage 1 Archaeological Assessment – Grimsby Station (September 2018, AECOM);
- Grimsby Station Air Quality Assessment (October 2018, AECOM);
- Grimsby Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (November 2018, AECOM);
- Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report (March 2019, Dillon Consulting);
- Livingston Avenue Extension Environmental Assessment, Environmental Study Report (May 2020, Regional Municipality of Niagara);
- Stage 1 and 2 Archaeological Assessment of the Proposed Grimsby GO/Metrolinx Transit Hub (November 2019, Archaeological Services Inc.);
- Sampling and Analysis Plan – Heavy Rail Corridor and GO Station (February 2024, Thurber Engineering Ltd.);
- Geotechnical Investigation Report – Preliminary Design for the Heavy Rail Corridor and GO Station within the Town of Grimsby (January 2025, Thurber Engineering Ltd.); and
- Preliminary Hydrogeological Investigations Report – Heavy Rail Corridor and GO Station (January 2025, Thurber Engineering Ltd.).

Additional environmental information sources were reviewed, including the Niagara Region Ecological Land Classification Mapping Project prepared in collaboration with the Niagara Peninsula Conservation Authority (NPCA) (2020), and regulatory frameworks governing environmental protection.

Relevant federal and provincial legislation and policy frameworks considered in the development of the Project include the federal *Species at Risk Act*, the provincial *Species Conservation Act* (formerly *Endangered Species Act*, 2007), the *Conservation Authorities Act*, and the *Migratory Birds Convention Act* and 2022 Regulations, including recent amendments and updates to associated species lists and regulatory requirements.

The review of these background studies and regulatory frameworks informs the environmental assessment undertaken as part of this EPR.

1.1.3 Project Location

The Project is located between Confederation Station in East Hamilton and St. Catharines GO Station, along the Lakeshore West corridor, on a portion of rail corridor owned by the Canadian National Railway (CN) within the Grimsby Subdivision near Casablanca Boulevard in Grimsby, Ontario as shown in Figure 1. The station site is situated within the Town of Grimsby and within lands identified for transit infrastructure under municipal planning policies.

The Project area includes:

- Platform with passenger amenities (heated shelters, benches);
- Passenger pick-up and drop-off (PUDO) area;
- Surface parking facilities, including accessible spaces;
- Local transit and GO bus facilities;
- Bicycle parking (covered);
- Pedestrian and vehicle access to Livingston Avenue;
- Track and signal modifications to enable station operations;
- Utility relocations and stormwater management infrastructure; and
- Landscaping and site servicing works.

The environmental study area extends beyond the immediate Project footprint to include adjacent lands where potential environmental effects may occur.

Figure 1 Grimsby GO Project Location

1.1.4 Project Scope

The Project involves the design, construction and operation of a new multi-modal GO Transit station intended to enhance local and regional transit access and connectivity within the Town of Grimsby and the broader Lakeshore West GO corridor. The proposed Grimsby GO Station will serve as an additional access point to regional commuter rail services, supporting planned growth and integration with municipal and regional transportation networks. The station is located east of the existing Confederation GO Station and west of the existing St. Catharines GO Station. Figure 2 illustrates the current concept plan for the station.

In accordance with Ontario Regulation 231/08, this EPR addresses all components of the Project, including:

- Permanent station and rail infrastructure;
- Temporary construction works and staging areas;
- Associated road and access modifications;
- Utility relocations; and
- Environmental impacts, mitigation measures, monitoring activities and commitments to future work.

The assessment considers potential environmental effects during both construction and operation, including those related to the natural environment, soil and groundwater, socio-economic conditions, cultural heritage, noise and vibration, air quality, and transportation and traffic.

The Grimsby GO Station Project represents a strategic infrastructure investment along the Lakeshore West corridor. Previous business case and feasibility analyses have identified the Project as necessary to improve regional connectivity, accommodate growth, and advance transit-oriented development objectives.

This EPR documents the existing environmental conditions, the impact assessment, proposed mitigation and monitoring measures, and the consultation undertaken in accordance with the requirements of the TRPAP.

Figure 2 Grimsby GO Station Current Concept Plan

1.2 Planning Context

The Grimsby GO Station project is being advanced within the broader provincial, regional, and municipal policy framework that supports the expansion of public transit infrastructure across Ontario. The Project aligns with the objectives of the Province of Ontario to improve regional mobility, reduce greenhouse gas emissions, support complete communities, and accommodate population and employment growth in a sustainable manner.

1.2.1 Provincial Policies and Plans

1.2.1.1 The Provincial Planning Statement, 2024 (PPS 2024)

The PPS 2024 provides province-wide land use planning policy direction under Section 3 of the *Planning Act, RSO 1990, c P.13*. It came into effect on October 20, 2024, replacing the previous Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe, and consolidating their policies into a single streamlined policy framework. The PPS 2024 sets out minimum standards that all municipal planning decisions, official plans, and planning-related matters must be consistent with when exercising authority affecting land use and development. Its goals include aligning development with infrastructure needs, protecting the natural environment and

public health and safety, supporting economic competitiveness, and engaging Indigenous communities in planning and decision-making.

The PPS 2024 contains specific policies relevant to transit-oriented growth and major transit station areas. It requires planning authorities to delineate boundaries of major transit station areas and plan for transit-supportive development with minimum density targets, and to accommodate multimodal access including active transportation and connections to key trip generators. The policy also encourages planning for intensification adjacent to frequent transit corridors, supports integration of land use and transportation planning, and emphasizes protection of natural resources and infrastructure corridors. Planning decisions for the Grimsby GO Station Project must therefore be made in a manner that is consistent with these PPS 2024 provisions, helping to support sustainable, transit-oriented community growth and integration with surrounding land uses.

1.2.1.2 Made-in-Ontario Environment Plan (2018-Present)

The Made-in-Ontario Environment Plan is Ontario's environmental policy framework introduced in 2018 to address climate change, waste reduction, air and water quality, and conservation. It emphasizes reducing greenhouse gas emissions through Ontario-focused actions (rather than a carbon tax), supporting clean technology and innovation, protecting land and water resources, and transitioning to a more circular economy by reducing waste and increasing recycling. The plan also references transportation in the context of reducing emissions and supporting transit-related investments, but it does not include detailed transit policies, routes, or service plans. Overall, it aims to balance environmental protection with economic growth, competitiveness, and affordability for Ontario residents and businesses.

This plan is relevant to the Grimsby GO Station Project because the development of new regional transit infrastructure supports Ontario's goal of reducing greenhouse gas emissions. By improving access to GO Transit rail service in Grimsby, the Project encourages a shift from private vehicle use to public transportation, which can help lower emissions and reduce traffic congestion along the QEW corridor. This aligns with the plan's emphasis on cleaner transportation options and environmentally sustainable growth, even though the plan itself does not outline specific transit projects like the Grimsby GO Station.

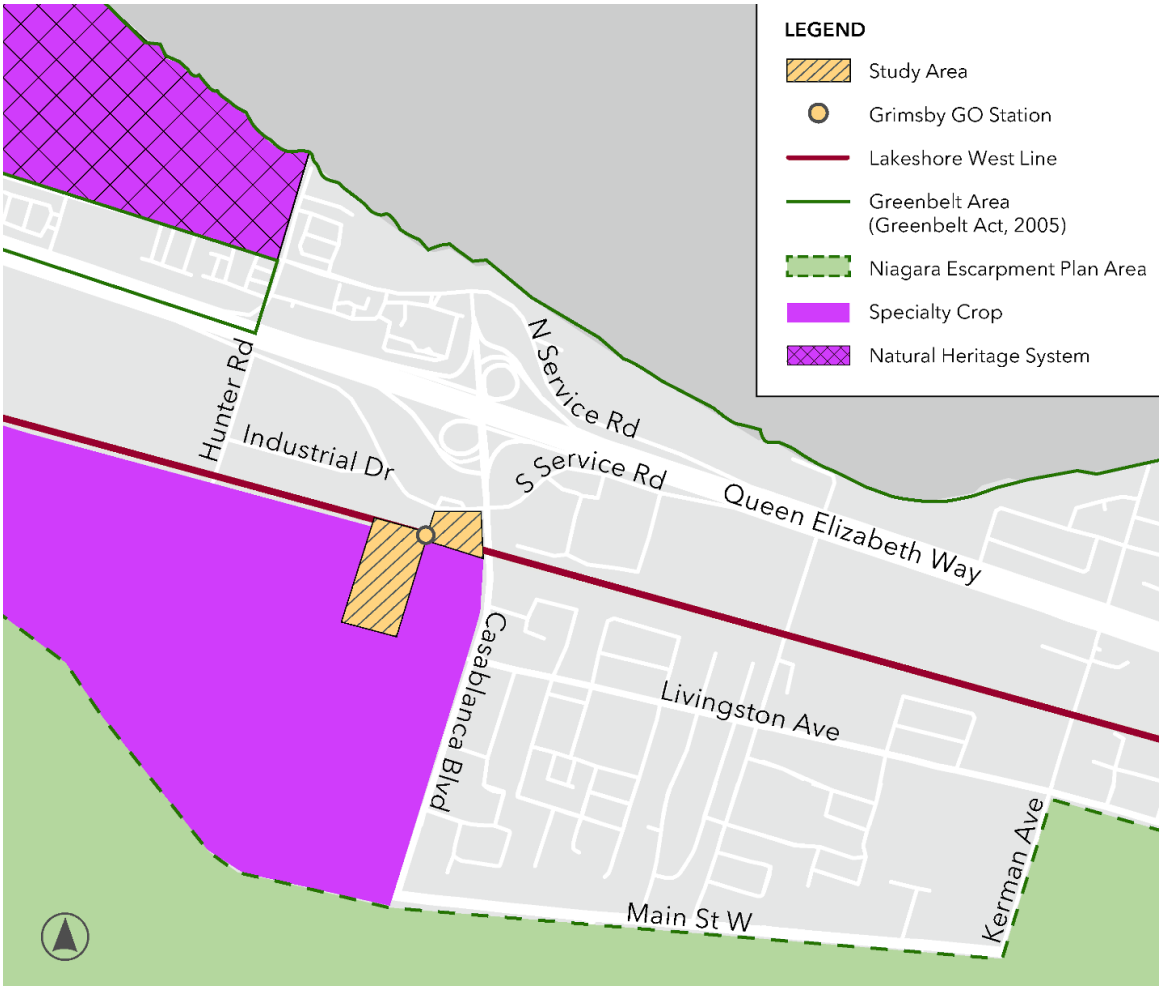
1.2.1.3 Greenbelt Plan (2017)

The Greenbelt Plan (2017), prepared under the *Greenbelt Act*, 2005, establishes a policy framework to protect agricultural lands, natural heritage systems, and water resources within the Greater Golden Horseshoe. The Plan designates lands within the Greenbelt as Protected Countryside, where development is strictly controlled to maintain ecological functions and the long-term viability of agriculture. The Town of Grimsby contains areas within the Greenbelt, including lands designated as Specialty Crop Area, which are intended to support agricultural activities such as tender fruit and grape production and to limit urban expansion into these protected landscapes.

While the Plan restricts settlement area expansion into the Greenbelt, it permits essential infrastructure, including transportation facilities, where it has been demonstrated that the project is necessary and that environmental impacts are minimized. The proposed Grimsby GO Station, part of the regional transit network operated by Metrolinx, is considered permitted infrastructure under the Greenbelt Plan. Development associated with the station is therefore required to remain consistent with Greenbelt policies, ensuring that transit infrastructure can proceed while maintaining protections

for surrounding agricultural lands and natural heritage features. Please see Figure 3 which illustrates the study area in relation to the Greenbelt Area.

Figure 3 Greenbelt Area in relation to the Study Area



1.2.1.4 #CycleON – Ontario's Cycling Strategy (2013)

The #CycleON – Ontario's Cycling Strategy (2013), developed by the Ontario Ministry of Transportation (MTO), establishes a long-term provincial vision to make cycling a safer and more convenient travel option across Ontario. The strategy promotes the integration of cycling into transportation planning, encouraging municipalities and transit agencies to develop connected cycling networks that support active transportation and reduce reliance on single-occupant vehicles. Key objectives include improving cycling infrastructure, enhancing safety through design and education, and supporting cycling as both a recreational and commuter travel mode.

In the context of the proposed Grimsby GO Station, the strategy supports the integration of cycling facilities as part of transit-supportive infrastructure. This includes providing safe cycling connections to and from the station, accommodating bicycle parking and end-of-trip facilities, and improving links between local cycling routes and regional transit services operated by Metrolinx. By promoting multimodal connections between cycling and transit, the strategy helps encourage sustainable transportation choices and improves access to the station for residents within the surrounding community.

1.2.1.5 Climate Change Strategy

The Government of Ontario issued the Climate Change Strategy which sets out the transformative change required to reduce greenhouse gas (GHG) emissions by 80 per cent below 1990 levels by 2050 (Government of Ontario 2015). The Climate Change Strategy highlights five areas of transformation:

1. A prosperous low-carbon economy with world-leading innovation, science and technology;
2. Government collaboration and leadership;
3. A resource-efficient, high-productivity society;
4. Reducing GHG emissions across sectors; and
5. Adapting and thriving in a changing climate.

Built on the foundation formed by Ontario's Climate Change Strategy (MECP 2015), Ontario's Climate Change Action Plan is a five-year plan that will help Ontario fight climate change over the long term (MECP 2016). The areas of action identified in this plan cross a wide spectrum. The action areas that are applicable to this Project include:

- Creating a cleaner transportation system by addressing GHG pollution from cars on the road today by increasing the availability of zero-emission vehicles on the road tomorrow, by deploying cleaner trucks, and making transit more available (Climate Change Action Plan, 2016, Section 4); and
- Building on progress, leading by example and acting on opportunities to make government operations carbon neutral. Ontario will achieve this by reducing GHG pollution across the government's facilities, operations, and procurement (Climate Change Action Plan, 2016, Section 4).

1.2.1.6 Consideration of Climate Change in Environmental Assessment Guide

MECP published the Consideration of Climate Change in Environmental Assessment in Ontario (guide) (October 2017) to set out the ministry's expectations for considering climate change in the preparation, execution, and documentation of environmental assessment studies and processes. The guide also outlines how environmental assessment processes and studies can incorporate climate change considerations.

The guide covers the consideration of:

- The impacts of a project on climate change;
- The impacts of climate change on a project;
- Various means of identifying and minimizing negative impacts during project implementation;
- A climate change consideration during the environmental assessment process results in an undertaking or project:
    - That has considered alternative methods to reduce its greenhouse gas emissions and negative impacts on carbon sinks; and
    - That has been planned in a manner that considers future changes in climate and the impacts a changing climate could have on the project.

1.2.2 Municipal Policies and Plans

1.2.2.1 Town of Grimsby Official Plan (2023)

The Town of Grimsby Official Plan provides the long-term policy framework guiding how land in the community will be used and developed, including in the area around the future Grimsby GO Station. It sets out a vision for managed growth, intensification, and a mix of land uses, and incorporates the Grimsby GO Transit Station Secondary Plan within it to promote transit-oriented communities with appropriate mixed-use land designations, transportation (including walking, cycling, transit, and road networks), urban design, and implementation measures that align with provincial and regional direction. This ensures development around the GO station supports broader town and policy goals for connectivity, accessibility, and sustainable growth. There is an updated draft official plan currently being developed which is not currently applicable.

1.2.2.2 Grimsby GO Transit Station Secondary Plan (2018)

The Grimsby GO Transit Station Secondary Plan (Official Plan Amendment No. 6) establishes a long-range planning framework for the area around the future Grimsby GO Station to promote transit-oriented development and intensification. It amends the Town's Official Plan to set out specific policies for land uses, transportation networks (including walking, cycling, roads and transit connections), urban design, public realm improvements, and implementation tools within the defined station area, with the goal of guiding coordinated redevelopment that supports the new station and aligns with provincial, regional, and local policy direction.

Some of the key policy objectives that guide how the Grimsby GO Station should develop and function are:

- Support Transit-Oriented Development: Establish a planning framework that encourages redevelopment and intensification with appropriate mixed-use designations to leverage the future GO station and increase ridership potential.
- Land Use Structure: Define a range of land-use categories around the station (from low-/medium-density residential to mixed-use and employment areas) to allow compatible growth while protecting existing neighbourhoods and key environmental features.
- Transportation Connectivity: Promote safe, efficient multi-modal transportation networks (including walking, cycling, road linkages, and transit connections) both within the plan area and to the broader community.
- Public Realm and Urban Design: Improve streetscapes, create new public spaces, and ensure a high quality of urban design and gateway identity near the station.
- Active Transportation: Enhance active transportation connections, including between the waterfront and the station area, to integrate local destinations with transit access.
- Transitions and Compatibility: Protect stable existing residential areas while providing appropriate transitions to more intensive or mixed-use development around the station.

These objectives collectively aim to shape the station area into a connected, transit-supportive, and well-designed community node consistent with provincial, regional, and local planning goals.

1.2.2.3 Grimsby Transportation Master Plan (2024-present)

The Town of Grimsby Transportation Master Plan (GTMP) provides a long-range policy framework to guide transportation planning and infrastructure investments with a focus on supporting the future Grimsby GO Station as a regional transit hub. The GTMP includes policies to enhance multi-modal access to the station, including pedestrian and cycling networks, local and regional road connections, and transit feeder services, ensuring safe and efficient first and last mile connections. It prioritizes integration with land-use planning and station-area growth, coordinating infrastructure improvements with anticipated development in the station precinct. The GTMP also establishes objectives for reducing congestion, improving accessibility, and supporting sustainable travel choices, reinforcing the GO station's role in fostering transit-oriented development, increasing ridership, and connecting Grimsby with the broader GTHA transit network.

1.2.2.4 Niagara Official Plan (2022)

The Niagara Official Plan (2022) establishes the long-term planning framework guiding growth, infrastructure, and environmental protection across Niagara Region to the year 2051. The plan directs population and employment growth to existing settlement areas while promoting compact, transit-supportive communities and protecting natural heritage systems and agricultural lands. It also identifies strategic growth areas and establishes policies to coordinate land use planning with transportation infrastructure and regional transit services to support sustainable development patterns.

Within the plan, the north property of the proposed Grimsby GO Station is identified as part of a Protected Major Transit Station Area (PMTSA). These areas are intended to support higher-density, mixed-use development and improved multimodal connectivity around higher-order transit stations. Policies require municipalities to plan for transit-supportive land uses, minimum density targets, and infrastructure that supports walking, cycling, and access to public transit, including facilities such as sidewalks, bicycle lanes, and commuter pick-up/drop-off areas. These policies aim to encourage transit-oriented development and improve accessibility to regional rail services operated by Metrolinx, supporting sustainable transportation and growth within the surrounding community.

1.2.2.5 Niagara Region Transportation Master Plan (2017)

The Niagara Region Transportation Master Plan (NRTMP) (2017) establishes a long-term framework for the planning, management, and development of a safe and efficient multimodal transportation system throughout the Niagara Region. The plan emphasizes the integration of regional transit, active transportation, and roadway infrastructure to support sustainable growth, reduce congestion, and improve mobility for residents and visitors. It prioritizes transit-supportive infrastructure, including higher-order transit connections, multi-use trails, and pedestrian and cycling facilities, to facilitate seamless connections between communities and key destinations. The NRTMP is currently being updated with a planning horizon to 2051.

The plan identifies Grimsby GO Station as a key regional transit node along the Metrolinx network, supporting both commuter rail and intermodal connections. The Transportation Master Plan encourages infrastructure and land use planning that improves access to the station via walking, cycling, local transit, and drop-off areas, while accommodating future growth and higher ridership. By promoting transit-oriented communities and multimodal connectivity, the plan aims to enhance the functionality of the Grimsby GO Station within the regional transportation network and support sustainable travel choices for the surrounding community.

1.2.3 Metrolinx Plans and Programs

The Grimsby GO Station is part of the broader GO Expansion Program led by Metrolinx, which aims to enhance rail service frequency, reliability, and regional connectivity across the Greater Golden Horseshoe. The Project supports long-term transportation planning objectives by improving access to commuter rail services along the Lakeshore West corridor and strengthening connections between Niagara Region and the GTHA.

1.2.3.1 Metrolinx 2041 Regional Transportation Plan (2019)

The Metrolinx 2041 Regional Transportation Plan is a long-range strategic blueprint guiding how the GTHA's transportation network should evolve through to 2041 to meet rapid population growth. It sets a clear vision for an integrated, multimodal system that connects people with frequent, reliable transit, active transportation (walking/cycling), and seamless mobility choices while shaping land use to support transit. The plan outlines five core strategies (completing existing projects, extending frequent rapid transit, optimizing the current system, integrating transportation with land-use planning, and preparing for future uncertainties such as technology and climate change) and prioritizes coordination among municipal, provincial, federal, and private partners to achieve these outcomes.

Metrolinx's 2041 Regional Transportation Plan (RTP) envisions a "transportation system that is resilient to flooding and other impacts of climate change" and notes climate change as a key influence on transportation. The 2041 RTP supports the goals to build resilience to climate change and reduce greenhouse gas emissions.

Metrolinx's Sustainability Strategy outlines the following specific goals:

- Goal 1: Become Climate Resilient;
- Goal 2: Reduce Energy Use and Emissions;
- Goal 3: Integrate Sustainability in Our Supply Chain;
- Goal 4: Minimize Impact on Ecosystems; and
- Goal 5: Enhance Community Responsibility

Metrolinx Sustainable Design Standards (October 2025), apply to GO Stations, terminals, and facilities, including this project, and are there to ensure that sustainability is implemented throughout the design process. The objective of the Sustainable Design Standards is to ensure that all buildings and facilities are cost efficient and have high life cycle sustainability performance (Metrolinx, 2021). By providing the guiding principles and technical details for designing and building GO infrastructure including climate change adaptation and mitigation, Leadership in Energy and Environmental Design (LEED) requirements.

1.2.3.2 GO Expansion Program

The GO Expansion Program is comprised of individual projects aimed at providing more comprehensive, frequent, and convenient transit service across the GTHA. Key projects relevant to Grimsby GO Station include:

- Track and signal work: Lakeshore West corridor track and signal upgrades to enable service at Grimsby GO;

- Infrastructure coordination: Planning for potential parking expansions, station accessibility improvements, and active transportation connections to enhance first and last mile access; and
- Integration with surrounding development: Coordinated land-use and transit-oriented planning around Grimsby GO Station to support mixed-use growth, pedestrian and cycling networks, and local transit connections.

1.3 Purpose of the Transit and Rail Project

The purpose of the Grimsby GO Station Project is to enhance regional rail service within the Lakeshore West corridor as part of Metrolinx's broader GO Expansion Program. The Grimsby GO Station Project will add a new GO Station between Confederation Station and St. Catharines Station offering more access to the GO Transit network in Niagara Region.

1.3.1 Objectives

The key objectives of the Project are to:

- Improve regional connectivity by supporting access to GO rail service between Niagara Region, Hamilton, Toronto and areas beyond in the GTHA;
- Create opportunities for Transit Oriented Communities (TOC) around the station area;
- Promote sustainable transportation choices by reducing reliance on single-occupant vehicles and lowering greenhouse gas emissions associated with commuting; and
- Ensure accessibility and safety in accordance with provincial accessibility standards and modern rail design requirements.

1.3.2 Needs and Justification

The necessity of the Project is driven by projected population and employment growth in the Town of Grimsby and Niagara Region increasing travel demand along the Lakeshore West rail corridor, and provincial policy direction encouraging expanded transit service and transit-supportive land use. Existing transportation infrastructure is constrained by roadway congestion and limited regional transit options. The implementation of the Grimsby GO Station will help address these constraints by providing a reliable alternative to automobile travel, improving regional mobility, and supporting economic development.

The Project is consistent with provincial transportation and growth management policies, including long-range regional transit planning undertaken by Metrolinx, and aligns with municipal planning frameworks that identify the station area as a strategic growth node. Collectively, these factors establish the Project as necessary to meet current and future mobility demands while advancing environmental sustainability and community-building objectives.

1.4 Description of the Study Area

The study area for the Grimsby GO Station Project is located within the Town of Grimsby in Niagara Region, Ontario, along the Lakeshore West rail corridor and situated south of the QEW interchange, west of Casablanca Boulevard. The study area encompasses lands required to accommodate

station infrastructure, rail corridor improvements, access works, and associated municipal servicing and transportation connections.

The study area in Figure 4 has been defined to capture the Project footprint.

Figure 4 Project Study Area Diagram

The Project footprint encompasses all lands required for the construction, operation, and maintenance of the proposed works. It defines the area within which physical activities will occur and where direct environmental effects may result from both construction and long-term operational activities.

The environmental study area extends beyond the Project footprint and varies for each technical discipline based on the subject matter being studied and to capture the geographic region where potential effects could arise in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings). The environmental study area includes:

- Adjacent residential, commercial, and industrial land uses that may experience potential effects related to noise, vibration, traffic, visual character, or air quality;
- Nearby natural heritage features, watercourses, drainage features, and regulated areas (if applicable);
- Municipal infrastructure and transportation networks that may be affected by access modifications or service integration; and

- Cultural heritage resources and archaeological potential areas within proximity to the Project boundary.

The limits of the environmental study area vary by discipline (e.g., natural environment, socio-economic environment, cultural heritage, noise and vibration) to ensure that the area of influence for each environmental factor is appropriately considered.

The delineation of the study area reflects the scale of the proposed works and is intended to ensure that all potential environmental interactions associated with the Project are identified, assessed, and appropriately mitigated in accordance with TRPAP requirements.

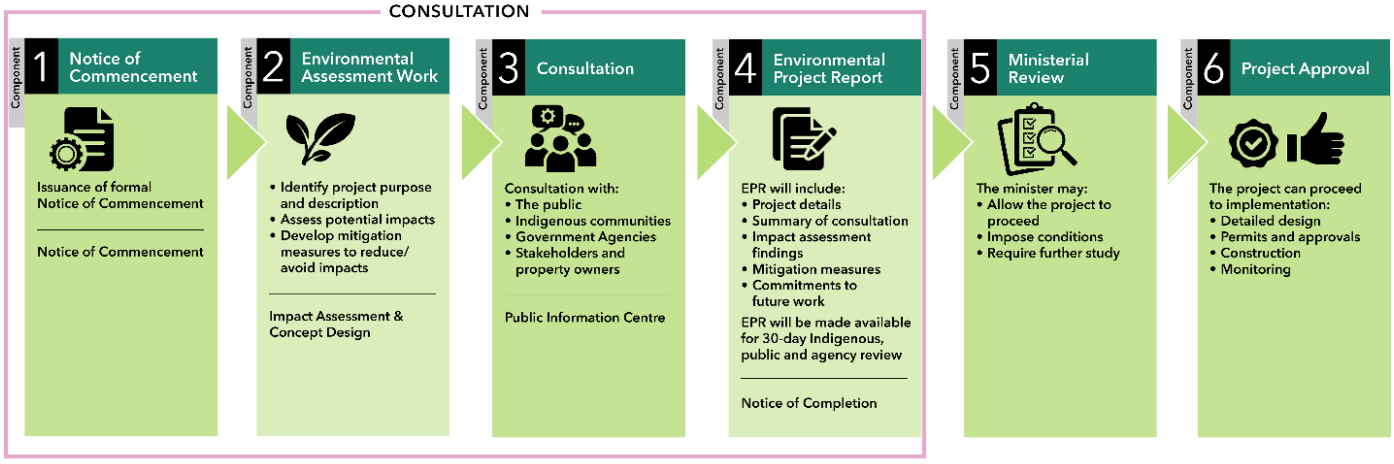
2 TRPAP Study Process

The TRPAP is a proponent driven, self-assessment environmental planning process established under O.Reg. 231/08 for designated public transit and rail projects, including the development of new stations like Grimsby GO Station. The TRPAP provides a structured, defined framework for assessing potential environmental effects of a project, documenting consultation, technical analyses, mitigation measures and commitments in an EPR. Projects that follow the TRPAP do not require separate approval by the Minister of the Environment, Conservation and Parks (Minister) under Parts II/II.1 of the *Environmental Assessment Act (*EAA*)*, provided all regulatory steps and timelines are met.

For Grimsby GO Station, the TRPAP begins with pre-planning activities, including engagement and consultation with Indigenous communities, regulatory agencies, and other interested parties and persons to identify issues and information needs. The formal process starts with issuance of a Notice of Commencement, followed by consultation, preparation of the EPR and issuance of the Notice of Completion of the EPR initiating a regulated 30 days for review and comment by the public, Indigenous communities, and agencies. During the 30-day review period, objections may be submitted to the Minister related to matters of provincial importance or protected Aboriginal/treaty rights. Following the 30-day review period, the Minister has up to 35 days to consider any objections and exercise their discretion to act and issue notice to the proponent concerning the proposed project. The Minister may give notice that the Project can proceed, proceed subject to conditions, or that the proponent must conduct additional work. If the Minister does not give notice, the Project can proceed. Once determined the Project can proceed, the proponent submits a Statement of Completion and can proceed to implementation and construction subject to any required permits and approvals.

The key steps of the TRPAP, as outlined in Ontario's Transit and Rail Project Assessment Guide (2025), are illustrated in Figure 5.

Figure 5 Overview of Steps in the Transit & Rail Project Assessment Process



2.1 Pre-TRPAP Activities

Prior to initiating the formal TRPAP under O. Reg. 231/08, a series of pre-planning activities were undertaken for the Grimsby GO Station Project to ensure regulatory readiness, early issue identification, and meaningful engagement with potentially affected parties. These activities were completed to identify potential environmental considerations, engage with key interested parties and Indigenous communities, and develop preliminary mitigation strategies. The outcomes of these activities informed the Project's scope and supported the decision to proceed with the TRPAP in accordance with the requirements of the Ontario environmental assessment framework.

The pre-TRPAP phase focused on four primary areas:

- Early consultation and engagement;
- Preliminary environmental and technical assessments;
- Identification and development of mitigation and impact management measures; and
- Preparation and documentation of supporting technical materials.

2.1.1 Consultation and Engagement

Consultation was undertaken to introduce the proposed project, gather input from interested parties, and identify potential environmental, social, and technical considerations prior to commencing the formal TRPAP.

Consultation during this stage included engagement with:

- Municipal staff and elected officials from the Town of Grimsby and Niagara Region;
- Relevant provincial agencies and authorities;
- Local interested parties and community organizations; and
- Indigenous communities with rights and potential interests in the Project area.

The purpose of the engagement was to:

- Provide preliminary information regarding the proposed GO Transit expansion in the Niagara Region;
- Identify known environmental sensitivities within the study area;
- Understand any existing Aboriginal or treaty rights that might potentially be negatively impacted by the project, as well as measures to mitigate these potential negative impacts;
- Understand community priorities related to station access, traffic, land use compatibility, and urban design; and
- Gather feedback that could be incorporated into the Project design prior to entering the formal TRPAP.

Feedback received during these discussions helped refine the Project footprint, access arrangements, and design considerations for the proposed station infrastructure. Section 7 provides a summary of the Project engagement and consultation process and how it informed the Project.

2.1.2 Preliminary Environmental and Technical Assessments

A series of preliminary environmental and technical investigations were completed to characterize existing conditions and identify potential project interactions with the surrounding environment.

These assessments included a review of available background information, field investigations where appropriate, and coordination with relevant agencies. Key environmental components considered during this phase included:

- Natural heritage features and vegetation communities;
- Species at risk and wildlife habitat;
- Soil and surface water and drainage features;
- Cultural heritage and archaeological potential;
- Land use and planning policy context;
- Air quality considerations;
- Noise and vibration considerations; and
- Transportation and traffic conditions.

The results of these assessments were used to identify potential environmental effects associated with the proposed station development and related infrastructure improvements. Where sensitivities were identified, further design refinements and mitigation approaches were explored.

2.1.3 Development of Mitigation Measures

Based on the findings of the preliminary assessments, the Project team developed an initial suite of measures intended to avoid, minimize, or manage potential environmental effects.

Mitigation strategies were developed through an iterative process involving technical specialists, planners, and engineering teams and informed by feedback from Indigenous communities, regulatory agencies, and other interested parties and persons. This process allowed environmental considerations to be incorporated into project planning and design at an early stage.

Examples of mitigation approaches considered during the pre-TRPAP phase included:

- Refinement of the Project footprint to reduce impacts to and provide setbacks from natural and cultural heritage features, where feasible;
- Incorporation of stormwater management and erosion and sediment control measures;
- Implementation of habitat protection and restoration measures;
- Consideration of noise and vibration attenuation strategies; and
- Development of construction management approaches to minimize temporary disturbances.

These measures were incorporated into the 10% conceptual design and formed the basis for the environmental effects assessment presented later in this EPR.

2.1.4 Documentation and Preparation for TRPAP

The information collected during the pre-TRPAP phase was compiled into technical memoranda, background reports, and consultation records to support the subsequent TRPAP.

This documentation served several purposes:

- Establish baseline environmental conditions within the study area;
- Document issues and opportunities identified through consultation;
- Support the identification of potential environmental effects; and
- Inform the development of mitigation measures and project design refinements.

The results of the early consultation and technical work provided the foundation for the formal TRPAP assessment and the preparation of this EPR. The findings were integrated into the environmental effects analysis and consultation program undertaken during the regulated TRPAP period.

2.2 Key Steps of TRPAP

The key steps of the TRPAP for the Grimsby GO Station Project are illustrated in Figure 5 of this EPR and are summarized below:

- Contact the Ministry of Environment, Conservation and Parks (MECP) Director to confirm a list of Indigenous communities to be consulted and a list of regulatory agencies that may have an interest in the Project;
- Publish a Notice of Commencement of the TRPAP;
- Assess environmental effects, develop mitigation measures, and consult with the public, regulatory agencies, Indigenous communities, municipalities, and other interested persons;
- Publish a Notice of Completion of the EPR within 120 days of the Notice of Commencement;
- Provide a 30-day period for the public, regulatory agencies, Indigenous communities, and other interested persons to review the EPR and submit written objections, if any;
- Allow up to 35 days for the MECP to review the EPR and respond to objections;
- The Minister gives notice that the Project can proceed, proceed with conditions, or require additional work; and

- Submit a Statement of Completion, after which construction and implementation of the Project can proceed.

The process defined above provides the proponent with the ability to complete the TRPAP for the Grimsby GO Station Project, ensuring proper consultation, regulatory review, and ministerial oversight at each key step.

2.3 Environmental Project Report Requirements

Proponents must prepare an EPR to document the TRPAP. The EPR describes how the TRPAP has been implemented and presents the potential environmental effects of the transit project, along with proposed mitigation and monitoring measures to address those effects. Table 1 summarizes the EPR requirements as set out in the Transit and Rail Project Regulation and identifies the corresponding sections within the Grimsby GO Station EPR.

Table 1 Conformance with O.Reg. 231/08 Requirements and the Corresponding Sections in EPR

Requirement	Corresponding Section within the Grimsby GO Station EPR
A clear statement of the Project's purpose and a summary of relevant background information.	Section 1.1 and 1.3
A detailed final description of the Grimsby GO Station Project, including the preferred method of carrying it out and other methods considered.	Section 3
A map showing the location and site boundaries of the Grimsby GO Station Project.	Section 1.4
A description of the existing environmental conditions in the study area.	Section 4
A summary of all studies related to the Project, including data collected, reviewed, and conclusions reached.	Section 1 and 4
The proponent's assessment and evaluation of potential environmental impacts from both the preferred method and other methods considered.	Section 5
A description of measures proposed to mitigate negative environmental impacts identified.	Section 5
If mitigation measures are proposed, a description of how the effectiveness of those measures will be monitored or verified.	Section 5 & Section 9
A description of any municipal, provincial, federal, or other approvals or permits that may be required.	Section 8
A consultation record.	Section 7
If a "time out" was taken during the transit Project assessment process, a summary of each issue including: • A description of the issue; • A description of what the proponent did to respond to the issue and the results of those efforts; and • The dates that notices for the "time out" were given to the Director and the Regional Director.	No Time-Outs were taken

2.4 Objection Process, Minister's Review and Statement of Completion

Following review of the EPR by interested parties, objections can be submitted to the MECP for the Minister to consider if a person, entity, regulatory agency, or Indigenous community has concerns that the proposed Grimsby GO Station Project may have a negative impact on:

- Matters of provincial importance that relate to the natural environment or have cultural heritage value or interest; or
- Constitutionally protected Aboriginal or treaty rights.

Persons wishing to submit an objection should provide the following information: their name, mailing address, organization or affiliation (where applicable), daytime phone number and e-mail address; the name and address of the proponent, the proponent contact name and phone number, and the proponent's agent or representative and phone number (if applicable); a brief description of the proposed project, including the location; the basis for why further study is required, including identification of negative impacts not addressed in the proponent's EPR; and a summary of how the objecting party has participated in the proponent's consultation process (for example, meetings, phone calls, notifications).

Objections must be submitted in writing and as soon as possible after the EPR Notice of Completion is published. Objections received after the 30-day review period will not be considered by the Minister. Interested parties are encouraged to also provide a copy of their objection to the MECP Regional Director and the proponent to ensure sufficient time for review. The Ministry will forward all objections to the proponent for comment, with less than one week provided for the proponent to respond. Comments should reference relevant sections of the EPR and include additional supporting information not included in the report.

A person may withdraw their objection at any time by providing written notice to the Minister. After the 30-day review period, the Minister has up to 35 days to provide a decision on whether the Project may:

- Proceed as planned;
- Proceed subject to conditions; or
- Require additional work.

If the Minister does not give notice, the Project can proceed and the proponent must submit a Statement of Completion. If the Minister requires additional work, the proponent must revise the EPR and resubmit it, after which the Minister has 30 days to provide notice. Once notice is received that the Project may proceed or proceed with conditions, the proponent submits a Statement of Completion, after which construction and implementation of the Grimsby GO Station Project can proceed.

2.5 Addendum Process

The Project presented in this EPR is not a static plan, nor is the context in which it is being assessed, reviewed, approved, constructed, and used.

This EPR identifies the impacts associated with the Project and the property envelope within which the Project can feasibly be constructed. The actual layout of Project elements (as described in

Section 3) is subject to detailed design and any variation from that shown in this EPR, unless it results in an environmental impact which cannot be accommodated within the committed mitigation measures, does not require additional approval under O. Reg. 231/08. Should additional lands be required for construction staging, storage or access the associated works will be subject to Metrolinx determination of warranted environmental due diligence, consultation and any required permits/approvals in alignment with the impact assessment, mitigation strategy and consultation approach undertaken through this EPR.

Section 15 of O. Reg. 231/08 outlines the Addendum process for transit projects. All changes that are inconsistent with the EPR require an Addendum, but not all changes require a Notice of Environmental Project Report Addendum. If the proponent is of the opinion that the proposed change is not significant, the proponent must document the reasoning behind this opinion and keep a record of the addendum to the EPR with its project file/documentation.

If an Addendum is required, it must include a description of the change and the reasons for it, an assessment of potential environmental impacts, proposed mitigation measures, and a statement from the proponent indicating whether the change is considered significant, including the rationale for that determination. If the change is deemed significant, a Notice of EPR Addendum must be provided to all interested parties, including Indigenous communities, property owners within 30 m of the change, the Director, and the Regional Director of Environment, Conservation and Parks, and must also be posted on the project website.

3 Project Description

The proposed Grimsby GO Station Project includes the development of a new commuter rail and bus station and associated infrastructure to support regional transit service along the Lakeshore West rail corridor as part of opening day requirements, and to protect for a future phased expansion of the station. The Project is intended to improve regional transit accessibility within the Town of Grimsby and provide an additional station between the recently opened Confederation Station to the west and St. Catharines to the east, as part of the broader Lakeshore West rail corridor.

The station will support regional rail and bus operations provided by GO Transit and forms part of the regional transit network managed by Metrolinx as well as local bus services provided by Niagara Region Transit. The Project includes a range of transportation and passenger facility components designed to accommodate rail operations, passenger access, and multimodal connectivity. These components include station platform, parking facilities, passenger amenities, station access infrastructure, and active transportation connections, all designed with expandability in mind.

10% conceptual site plans have been prepared to illustrate the proposed layout and key components of the station, along with supporting infrastructure (Appendix A). The EPR assesses both Opening Day infrastructure and the potential of future expanded station infrastructure such as parking, including north of the rail corridor, that may introduce the need for a pedestrian connection and elevator to the platform level.

3.1 Study Area

The proposed Grimsby GO Station is planned on properties identified as transit station lands according to the Town of Grimsby's Official Plan, Amendment 6. These include the Metrolinx-owned parcel (referred to as the North Property/Site) located north of the CN right-of-way within the

southwest quadrant of the Casablanca Boulevard and South Service Road intersection (PIN: 460060221). The station platform and associated infrastructure will be situated within the CN rail corridor, part of the Grimsby Subdivision, between mile 29.3 and mile 29.6.

The third property required for the Grimsby GO Station is currently owned by Niagara Region and is referred to as the South Property/Site (PIN: 460050005). It is located south of the CN right-of-way and is bordered by a privately owned woodlot to the west, residential homes and a thicket to the east, and existing farmland to the south. No impacts to these adjacent properties are anticipated at this stage. Access to the South Property is anticipated to be provided from Casablanca Boulevard, via Livingston Avenue.

3.2 Design Description

The design for the proposed Grimsby GO Station has undergone multiple iterations prior to establishing the preferred proposed concept. Earlier configurations explored the use of the North Property in combination with portions of the South Property for an opening-day station layout, as documented in previous technical studies; see Section 1.1.2 Background and Rationale. This configuration was ultimately deemed unfeasible due to property limitations and design constraints imposed by both CN and Hydro One. Specifically, this refers to the limitations on permanent station infrastructure within an active rail corridor or beneath high-voltage transmission facilities within an existing hydro corridor, which crosses the North Property. Consequently, the Project team advanced a concept that consolidates all required station infrastructure and amenities within the South Property, which forms the basis of the current design for Opening Day infrastructure with future expansion opportunities identified including the North Property.

Access to the Grimsby GO Station will be provided from Livingston Avenue, which is currently undergoing design development to extend further west to support station access requirements, see the Casablanca EA for further details (Casablanca EA, page 198). The proposed conceptual site plan (full figure can be seen in Appendix A) includes a single access point, from Livingston Avenue, for all station users. The internal access roads extend north into the site, where the primary station facilities are concentrated. The design proposes safe shared access roads for all station users.

The bus loop within the station is designed to accommodate three bays for Niagara Transit, two bays for GO Bus services, and an additional two bays for layovers. The layout provides sufficient pedestrian clearway widths to support accessible movement and minimize congestion. The station facilities also include a PUDO area with 12 waiting spaces and 4 loading spaces incorporating barrier-free loading zones and a dedicated taxi lane. The station will also provide a parking facility with a minimum capacity of 220 vehicles, including up to 7 accessible spaces and separate spaces for staff and service vehicles.

The proposed station house, intended primarily for transit operations staff, will be located within the northern limit of the South Property. A platform will be constructed as part of the Opening Day configuration within the CN rail corridor on the south side of the two existing tracks; however, only the north face of the platform will be operational, as there are currently no tracks to the south of the platform. Two access points will be provided for platform entry, including walk-on access from the south, enabling passengers to board and alight from the north side of the platform. Platform amenities will include passenger shelters, a canopy structure, and mini-hubs that house network infrastructure to support train operations and passenger amenities.

The current design concept reflects the Opening Day configuration for the Grimsby GO Station. The layout incorporates protection for future expansion, including the potential to approximately double the parking capacity, introduce additional station entrances, and enable full utilization of the platform through the addition of a pocket track and enclosed elevators and stairs. The concept also maintains flexibility for potential future use of the North Property.

The current concept has been developed to a 10% conceptual design level. As such, further refinement is anticipated throughout subsequent stages of the design process as additional technical information, interested parties' input, Indigenous communities' feedback, and coordination requirements are incorporated.

In addition, and as further detailed in subsequent chapters, the proposed concept integrates environmental constraints identified through supporting technical studies. These include maintaining setbacks from the adjacent woodlot and nearby unnamed drainage feature, as well as accommodating a 70.0 m (20 m archaeological site buffer and 50 m construction monitoring buffer) archaeological protection buffer around the known archaeological site located in the southwest corner of the property. Additional mitigation measures are detailed in Section 5.

3.3 Project Components

The proposed Grimsby GO Station Project consists of the following primary components:

- **In-Corridor:**
    - 1 platform (~315 m), south side of tracks; miniplatform; walk-on access;
    - Canopy to nearest access point; 3 heated shelters; ≥2 egress routes;
    - Customer info: up to 3 Passenger Information Systems + space for 3rd-party ads; and
    - Future-proofing: Space proofing for north side platform, track, access modules.
- **Off-Corridor:**
    - No customer station building, instead “Self-Serve Hub”: Ticket Vending Machine (TVM), map, Next Train screen, waste bin;
    - Fare payment devices along customer paths;
    - Ancillary: garbage storage, backup power, 3rd-party communications room, mechanical, electrical, bus operator washroom (not customer); and
    - Station Access:
        - Bus loop: 5 bays (2 GO, 3 Niagara) + 2 layovers; 2 shelters;
        - 1 PUDO: 12 waiting + 4 loading spaces;
        - Parking: 220 spaces (expandable to 480);
        - 2 covered bike shelters; and
        - Passenger Information Systems, station access road, direct walkway to platform.

Together, these components comprise a new commuter rail and bus station that enhances regional transit access within the Town of Grimsby and provides connections to the broader regional transit network.

3.3.1 Station Platform

The proposed station platform will be located within the CN Rail corridor, where trains will operate on the existing rail tracks.

The platform elements are expected to include:

- ~315 m long passenger platform;
- Platform canopy;
- Designated waiting areas, shelter and mini-hubs;
- Platform lighting, signage, and safety features;
- Passenger information systems;
- Accessibility features like a mini-platform and other features designed to meet applicable accessibility standards; and
- Space protection for future expansion infrastructure including stairwell and elevator accesses.

The platform will be designed to accommodate GO Transit commuter rail operations and to provide safe, efficient boarding and alighting for passengers, including meeting all required AODA standards.

3.3.2 Station Customer/Operations features

The station will not have a traditional customer station building; it will instead have only minimum required components for customer and operational needs including:

- No customer station building, instead “SelfServe Hub”: Ticket Vending Machine (TVM), map, Passenger Information System, waste bin;
- Fare payment devices along customer paths; and
- Ancillary: garbage storage, backup power, third-party communications room, mechanical, electrical, bus operator washroom (not customer).

All station areas will be designed to support accessible travel in accordance with applicable accessibility standards and design guidelines.

3.3.3 Parking Facilities

Commuter parking facilities will be provided to accommodate park and ride demand from residents of the Town of Grimsby and surrounding communities. As part of the phased approach, the proposed opening day layout will provide a minimum of 220 parking spaces, with the ability to expand to 480 spaces as part of the future expansion of the Grimsby GO Station.

The parking infrastructure will include, at a minimum:

- Surface parking lots;
- Accessible parking spaces;

- Pedestrian connections between parking areas and station platforms; and
- Staff and operations contractor parking.

Parking facilities will be designed to safely accommodate passenger vehicles as well as consideration to support efficient pedestrian access to the station.

3.3.4 Passenger Pick-Up and Drop-Off (PUDO) Facilities

A designated passenger PUDO area will be provided to allow passenger drop-off and pick-up.

The proposed facility will include, at a minimum:

- Dedicated PUDO loop;
- 12 waiting spaces and 4 loading spaces;
- Barrier-free drop off zone; and
- Taxi laneway.

The design of these facilities will support efficient passenger circulation while minimizing potential conflicts between pedestrian and vehicle movements.

3.3.5 Bus Loop

As part of the Grimsby GO Station Project, a designated bus loop will be constructed to support local and regional transit connections provided by Niagara Region Transit and GO Bus services. This new facility will enhance overall transit mobility within the Town of Grimsby.

The bus loop design and construction requirements will include, at a minimum:

- Three bus bays for Niagara Transit and two bus bays for GO Bus services;
- Two layover bays;
- Pedestrian access and connections between the bus loop and the station platform; and
- Signage and wayfinding elements to support seamless movement between transit facilities.

This bus loop will help promote transit use among residents and riders of both Niagara Region Transit and GO services.

3.3.6 Active Transportation Infrastructure

The Project will incorporate active transportation infrastructure to support pedestrian and cycling access to the station via Livingston Avenue as part of the opening-day requirements.

Active transportation components will include:

- Sidewalk and pedestrian pathway connections to the station site, associated infrastructure, and surrounding public roads;
- Signage, pedestrian crossings and safety features; and
- Covered bike shelters.

Improving active transportation connectivity will support multimodal access to the station and encourage sustainable travel options.

3.3.7 Road Access Improvements

Road improvements along Livingston Avenue are being planned that will provide road access to the proposed station entrance as part of the ongoing Niagara Region's Casablanca and Livingston Avenue Roads Improvement project. These works include extending Livingston Avenue further west, roadway widening and grading, utility upgrades, and new signage.

The Livingston Avenue Extension is an interfacing project delivered as part of the Casablanca and Livingston Roads Improvements led by Niagara Region. Coordination between the projects is ongoing, including finalizing roadway designs and confirming construction phasing and schedule. Proposed improvements will include:

- Extending Livingston Avenue to accommodate proposed station access and expected traffic volumes;
- Intersection improvements at key access points;
- Roadway widening or turning lanes where required; and
- Installation of traffic control devices such as signage.

These improvements are intended to ensure safe and efficient vehicle access to the station once operational.

3.3.8 Rail Corridor Infrastructure

The proposed station will utilize the existing CN Rail corridor (Grimsby Subdivision); therefore, coordination and approval from CN will be required. Planned rail corridor infrastructure is expected to support the commuter experience while meeting and balancing the standards and requirements for shared corridor access within a Class I heavy rail corridor.

Anticipated infrastructure may include, at a minimum:

- Platform integration with the existing rail tracks;
- Signal and communications systems; and
- Safety barriers and fencing.

Any rail corridor modifications will be designed to maintain safe and efficient rail operations, while also ensuring the safety of the public.

3.3.9 Utility Infrastructure

3.3.9.1 Existing Utilities

A Subsurface Utility Engineering (SUE) Level B investigation was completed as part of the 10% design requirements to confirm existing utility locations within the proposed project footprint. The results of this work confirmed the following:

- The north site has no underground utilities present;
- The south site contains an existing telecom conduit that will be relocated as part of site clearing activities in preparation for station construction; and

- The CN rail corridor contains multiple telecom utilities that will be relocated to avoid conflicts with station elements, in coordination with each third-party utility owner. Utility relocations will be refined during detailed design in consultation with each utility owner.

The North Property is located within an existing Hydro One transmission corridor, and as such, potential conflicts may exist and should be examined further during the detailed design phase for the future station expansion on the North Property.

3.3.9.2 Proposed Utilities

Proposed utility services to the site will include third party utilities such as telecom and hydro. Municipal services, including water and sanitation for the station house, will also be required. These services are expected to connect to the Town of Grimsby's systems, with connections anticipated from Livingston Avenue.

3.3.9.3 Stormwater Management

A preliminary stormwater management assessment was completed to support the 10% conceptual design. The study assessed existing drainage patterns across the Project sites to help inform proposed design and mitigation measures and ensure post-development drainage conditions remain consistent with pre-development conditions.

The site reconnaissance completed on March 6, 2026, documented the following:

- **North site:**

  Most of the site is covered by moderate to heavy cultural thicket, with a more open area in the southeast. A 56 m vegetated ditch just east of the property within the Casablanca Boulevard right of way (ROW) drains north to a double inlet catchbasin (DICB) near South Service Rd. Topographic data (Callon Dietz Inc., 2024; NPCA 2020 DTM) show shallow outward drainage (up to 2%) to the west, north, and east, with several localized low points. Overland flow moves west to the adjacent vacant lot and then north to South Service Rd; northern drainage also flows toward South Service Rd. Eastern drainage either enters the ditch or sheet-flows toward Casablanca Boulevard. SUE Level B data (T2ue, 2024) suggest the DICB connects to the Casablanca Boulevard sewer system, and available topography indicates minimal external drainage onto the site.

- **South site:**

  The site is currently covered by tall grass and brush, with historical imagery indicating former tree-farm use over a decade ago before transitioning to meadow. Topographic data (Callon Dietz Inc., 2024; NPCA 2020 DTM) show overall drainage from south to northwest at grades of roughly 0.8–1.5%. A small southeast area (~0.1 ha) drains to the ditch along the east property line, while about 25% of the site drains north toward the CN rail ditch. The remaining majority drains west toward the western property line and ultimately to the woodland watercourse. Surface undulations create several localized low points, and available topography indicates the site does not receive notable external runoff.

Given these findings and the anticipated site redevelopments, grading for both lots is expected to prevent external overland runoff while matching existing grades along the property boundaries.

Quantity control for the north site will be provided through detention storage, which may include grass swales, superpipes, and/or Low Impact Development (LID) features. For the south site,

quantity control will be achieved through an underground storage tank beneath the parking area. Although conventional above ground measures (e.g., dry ponds) were initially considered, spatial constraints led to the selection of an underground tank for the 10% conceptual design. Additional LID BMPs—such as bioswales and rain gardens—may supplement quantity control, particularly for smaller, more frequent storm events.

Stormwater quality will be addressed through a treatment-train approach combining conventional measures (e.g., oil grit separator (OGS) units) with LID infrastructure to achieve an enhanced level of protection.

At this preliminary stage, the assessment focuses on identifying on-site storage requirements and developing a conceptual stormwater management plan that meets criteria for quantity, quality, water balance, and erosion control. Subsequent design stages will refine this plan and provide detailed direction on the recommended stormwater management strategy, coordinated with other site development components.

3.4 Construction Activities

Construction of the proposed Grimsby GO Station will involve activities associated with developing new station infrastructure, station access roads, parking facilities, and related rail corridor works. At the time of preparing this EPR, detailed construction methods and schedules have not yet been finalized. Accordingly, the following section provides a general description of anticipated construction activities based on the Project's conceptual design and typical practices for commuter rail station development.

Construction activities are expected to remain within the identified Project study area.

3.4.1 Construction Phases

Construction of the proposed station is expected to occur in several phases. The order and duration of these phases may be refined during detailed design as construction methodologies, staging requirements, and coordination with other project components become more clearly defined.

3.4.1.1 Pre-Construction Activities

Pre-construction activities will occur prior to the commencement of major construction works and will prepare the site for development.

Typical activities include:

- Site surveys and geotechnical investigations;
- Utility locates and coordination with utility providers;
- Installation of construction staging areas and temporary fencing;
- Establishment of site access points;
- Installation of erosion and sediment control measures; and
- Vegetation clearing and site preparation within the Project footprint, where required.

Temporary construction offices, equipment storage areas, and materials staging areas may also be established within designated portions of the Project site.

3.4.1.2 Site Preparation and Earth Works

Following pre-construction activities, site preparation and earthworks will be undertaken to prepare the site for station and infrastructure construction.

Typical activities include:

- Clearing and grubbing within the Project limits;
- Grading and excavation to establish site elevations;
- Soil excavation, placement, and compaction;
- Installation of temporary drainage or stormwater management measures; and
- Preparation of foundations for station infrastructure.

These activities will establish the base conditions required for construction of station platforms, buildings, and parking facilities.

3.4.1.3 Roadway and Site Access

Roadway improvements will be undertaken along Livingston Avenue to support construction activities and to meet opening day requirements for safe access to the station site from surrounding roads, including Casablanca Boulevard. These improvements are being completed by Niagara Region, as part of the Casablanca Boulevard and Livingston Ave Roads Improvement project.

Activities may include:

- Construction of the Livingston Avenue extension and station access roads;
- Temporary or permanent intersection modifications;
- Installation of traffic control devices;
- Construction of sidewalks and pedestrian pathways needed for safe access; and
- Installation of cycling infrastructure where applicable.

These works will ensure safe vehicle movements during construction and provide initial pedestrian and cycling access to the station.

3.4.1.4 Rail Corridor and Platform Construction

Construction activities within the rail corridor will involve site clearing, removal and/or relocation of existing utilities, and installation of passenger platform infrastructure and related rail system elements.

Typical activities include:

- Site clearing activities;
- Utility relocations and/or removals;
- Construction of station platform foundations and platform structure;
- Installation of platform canopies and structural elements;
- Installation of lighting, signage, and passenger safety infrastructure;
- Construction of accessible platform connections; and
- Installation of fencing or barriers adjacent to the rail corridor.

Rail corridor works will be coordinated with ongoing rail operations to maintain safe train movements throughout construction, including close coordination with CN Rail to ensure all activities comply with railway safety and operational requirements.

3.4.1.5 Station House Building

Construction of the station building will follow the completion of major earthworks and structural foundation works.

Typical activities include:

- Construction of the station house building;
- Installation of mechanical and electrical systems;
- Installation of fare payment infrastructure and passenger information systems;
- Interior and exterior architectural finishes; and
- Utility service connections.

Accessibility features will also be incorporated as part of the building design.

3.4.1.6 Other Site Infrastructure

Construction of commuter parking facilities, the bus loop and associated site infrastructure will occur within areas adjacent to the station building and platform.

Typical activities include:

- Installation of stormwater management infrastructure;
- Construction of surface parking areas and bus loop;
- Construction of internal access roads and circulation routes; and
- Installation of lighting and signage.

These facilities will support park-and-ride functions and provide transit service access to the station.

3.4.1.7 Final Site Works and Commissioning

The final stage of construction will involve completion of site works and preparation of the station for operation.

Typical activities include:

- Installation of final landscaping and site restoration;
- Installation of signage and wayfinding features;
- Testing and commissioning of station systems;
- Inspection of safety and accessibility features; and
- Removal of temporary construction facilities.

Following completion of construction and system testing, the station will be prepared for operational service.

3.4.2 Construction Equipment and Materials

Construction of the proposed Grimsby GO Station will require the use of typical heavy construction equipment. Equipment that may be used during construction includes:

- Excavators and bulldozers;
- Graders and loaders;
- Dump trucks and material-haul vehicles;
- Cranes for structural installation;
- Paving equipment; and
- Concrete trucks and pumps.

Construction materials may include concrete, steel, asphalt, aggregates, and structural building materials.

3.4.3 Construction Timing and Duration

The overall duration of project implementation and timing for opening day service will depend on the progression of detailed design, procurement, and construction.

Construction activities will generally take place during standard daytime working hours. However, certain rail corridor activities may need to be scheduled outside typical hours to coordinate with rail operations within CN's corridor.

3.5 Operations and Maintenance

The proposed Grimsby GO Station will operate as part of the larger regional commuter rail network managed by Metrolinx. The station will provide passenger access to rail services along the Lakeshore West corridor and will function as a commuter rail station for residents of the Town of Grimsby and surrounding communities.

At the time of preparing this EPR, detailed operational procedures and maintenance programs have not yet been finalized. The following section therefore describes anticipated operations and maintenance activities based on typical practices for commuter rail stations within the GO Transit network.

3.5.1 Station Operations

Once operational, the proposed station will support regular passenger rail service along the Lakeshore West corridor. Rail operations will include scheduled commuter trains stopping at the station to allow passengers to board and alight.

Station operations are expected to include:

- Passenger access to rail platforms;
- Passenger boarding and alighting;
- Passenger circulation between platforms, parking areas, and station facilities;
- Use of passenger amenities such as waiting areas and ticketing infrastructure; and
- Integration with local transit services and active transportation connections.

Initially, passenger activity at the station is expected to occur primarily during weekday morning and afternoon peak commuting periods, with lower activity levels during off peak periods, evenings, and weekends, depending on rail service schedules.

Station operations will be managed in accordance with operational procedures established by Metrolinx and GO Transit.

3.5.2 Passenger Access and Circulation

The station will accommodate multiple modes of access, including automobile, transit, cycling, and pedestrian travel.

Passenger access activities may include:

- Use of commuter parking facilities;
- Passenger pick-up and drop-off activity in designated areas;
- Access by GO and local transit services;
- Pedestrian movement between the station and surrounding areas; and
- Cycling access supported by bicycle parking facilities.

Internal circulation within the station site will be managed through designated pedestrian pathways, vehicle circulation routes, and signage to support the safe movement of passengers and vehicles.

3.5.3 Maintenance of Station Facilities

Regular maintenance activities will be required to ensure the safe and reliable operation of station infrastructure and passenger facilities.

Typical station maintenance activities may include:

- Inspection and maintenance of station platforms and structures;
- Maintenance of lighting systems, signage, and passenger information systems;
- Cleaning of station building, platforms, and passenger areas;
- Snow and ice removal during winter months;
- Landscaping maintenance; and
- Inspection and maintenance of safety infrastructure such as fencing and railings.

Maintenance activities will generally be carried out by personnel responsible for the operation of the GO Transit network.

3.5.4 Maintenance of Parking and Access Infrastructure

Parking areas and station access infrastructure will also require ongoing maintenance to ensure safe and efficient use.

Typical activities may include:

- Inspection and maintenance of parking surfaces and pavement markings;
- Snow removal and winter maintenance;
- Maintenance of stormwater management infrastructure;

- Repair and maintenance of sidewalks and pedestrian pathways; and
- Inspection and maintenance of traffic control devices and signage.

These activities will help maintain safe access for station users and ensure the continued functionality of the site.

3.5.5 Rail Corridor Operations and Maintenance

Rail operations along the Lakeshore West rail corridor will continue to be managed as part of the regional rail network.

Typical rail corridor maintenance activities may include:

- Inspection and maintenance of rail tracks and ballast;
- Maintenance of signals and communications infrastructure;
- Inspection and maintenance of fencing and safety barriers; and
- Vegetation management within the rail corridor.

These activities are part of routine rail corridor maintenance and are conducted periodically to maintain safe rail operations.

3.5.6 Security and Safety Operations

Security and safety measures will be implemented to support safe station operations.

Typical measures include:

- Installation and monitoring of security cameras;
- Emergency communication systems;
- Lighting throughout passenger areas; and
- Routine security patrols where required.

Emergency response procedures will also be established in coordination with local emergency services.

4 Existing Conditions

To establish baseline conditions for assessing the Project's potential impacts, several specialist studies were conducted. These investigations included a combination of fieldwork and desktop reviews of existing data. The key areas examined are summarized in the following sections:

- Natural Environment;
- Soil and Groundwater;
- Air Quality;
- Noise and Vibration;
- Socio-Economic Environment;
- Cultural Heritage Environment; and
- Traffic and Transportation.

4.1 Natural Environment

This section describes the existing natural environmental conditions within and adjacent to the Project study area for the proposed Grimsby GO Station and associated infrastructure. The information presented herein is based on a review of existing environmental documentation and field studies, desktop screening of available open-source ecological databases and mapping resources to support the TRPAP.

The existing conditions summary integrates findings from previous studies, including the Casablanca EA, as well as more recent field investigations undertaken in 2025.

The purpose of this section is to summarize the findings and characterize aquatic and terrestrial features including known and potential presence of Species of Conservation Concern (SCC) (SCC are defined in Section 4.1.2) within the Project study area.

4.1.1 Methodology

4.1.1.1 Background Information Review

A background review of available environmental information was undertaken to identify known natural heritage features, species records, and habitat characteristics within and adjacent to the Project study area. The review incorporated findings from previous environmental studies conducted for the site and surrounding area.

Key documents reviewed included, but were not limited to:

- Environmental and ecological studies completed for the proposed Grimsby GO Station – 2018 (AECOM);
- Updated environmental gap analysis and technical studies prepared in support of the Grimsby GO Station TRPAP;
- Emergent Task #11 Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station – September 25, 2018 (AECOM);
- Preliminary Hydrogeological Investigations Report Preliminary Design for the Heavy Rail Corridor and GO Station – January 14, 2025 (Thurber Engineering Ltd.);
- Class Environmental Assessment and Preliminary Design Widening of Regional Road 10 (Casablanca Boulevard) - 2015 (AMEC);
- Niagara Rail Service Expansion Environmental Study Report – GO Transit – July 2011 (Burnside); and
- Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report – March 2019 (Dillon).

In addition to previous environmental assessments, publicly available mapping and ecological databases including agency guidelines (Metrolinx, NPCA) were reviewed to identify potential natural heritage features, species occurrences and to facilitate field methodologies and studies. Data sources included:

- Metrolinx Vegetation Guide (2025, amended);
- NPCA guidelines and recommendations (personal communication, March 2025);

- Niagara Region in collaboration with the Niagara Region Conservation Authority (2020) Ecological Land Classification Mapping Project;
- Niagara Peninsula Conservation Authority (NPCA) Watershed Explorer Public Mapping;
- Conservation Ontario Regulation Mapping Conservation Authorities (https://conservationontario.ca/);
- Ministry of Natural Resources and Forestry (MNRF) Make-a-Map: Natural Heritage Areas Application (2025) including Natural Heritage Information Centre (NHIC) (Land Information Ontario, 2025) data subsets;
- Ontario Breeding Bird Atlas (OBBA; Cadman et al., 2007);
- Ontario Reptile and Amphibian Atlas (Ontario Nature, 2021);
- E-bird and iNaturalist Citizen Science Data on-line (https://ebird.org/home & https://www.inaturalist.org/; and
- MNRF Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E.

Relevant federal and provincial legislation and policy were also reviewed to guide the assessment of natural environment features and species of conservation concern. These included:

- Federal *Species at Risk Act* (amended November 2024) including updates to the Species at Risk List (2025);
- Provincial *Species Conservation Act* (formerly Endangered Species Act, 2007) and associated amendments (Last Amendment 2025, c. 11, Sched. 9);
- Department of Fisheries and Oceans Canada (DFO) Distribution of Species at Fish and Mussel Species at Risk Mapping (2025);
- Revised mandates and Legislative updates under the *Conservation Authority Act* Ontario Regulation 41/24 (amended April 2024);
- Revised and newly added Schedule 1 Species to the *Migratory Bird Convention Act* and Regulations (MBR,22) (amended 2022); and
- MNRF Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E.

The background review informed the scope of subsequent field investigations and screening and characterization of natural heritage features.

4.1.1.2 Field Investigations

Field investigations and the existing conditions assessment were supplemented through previous work and studies relevant to the Project study area and surrounding environs. A summary of the field studies performed either for or relevant to the North and South properties is provided in Table 2**.**

Table 2 Field Survey Chronology

Date	Survey Type	Property	Staff
April 25, 2025 Spring	- Ephemerals - Ecological Land Classification (ELC) - Aquatic - Wildlife Species at Risk (SAR)/Flora SAR - Wildlife General - Wetlands - Chimney Crayfish - Amphibians - Sch1 MBR 2022 - Significant Wildlife Habitat (SWH)	North/South	HDR
June 12, 2025	Breeding Season /Wildlife Active Season Leaf on - Breeding Bird - ELC/ tree review - Aquatic - Wildlife SAR - Wildlife General - Sch1 MBR 2022 - Woodland edge - Chimney Crayfish (no habitat) - Wetlands (none) - SWH	North/South SAR grassland South Property only	HDR
June 26, 2025	Breeding Season Wildlife Active Season Leaf on - Breeding Bird - ELC/ tree review - Aquatic - Wildlife SAR/Flora SAR - Wildlife General - Sch1 MBR 2022 - SWH	North/South SAR grassland South Property only	HDR
October 22, 2025	Fall Leaf on - Woodland Staking - ELC/trees - Arborist tagging - Aquatic - Wildlife SAR - Wildlife General - Woodland edge - Sch1 MBR 2022 - SWH	North/South	HDR

Date	Survey Type	Property	Staff
May 4, 2018	Spring Leaf on - Wildlife SAR - Wildlife General - ELC/SWH - Future works - Permit needs - *No future specific field work recommended beyond updating SAR - No SAR identified	North/South	[1]AECOM - Emergent Task #11 Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station
June 8, Aug 7, October 23, 2018 Aug 26, Sept 4, 2019	- Aquatic - Wildlife SAR - Wildlife General - ELC/Botanical/Tree inventory - Breeding Birds - Amphibian - SWH	South	Dillion - Livingston Avenue Extension EA - Natural Heritage Assessment Summary
May 29, June 5, 17, 23, 25, 2014	Breeding Season /Wildlife Active Season Leaf on - Aquatic - Wildlife SAR - Wildlife General - ELC/Botanical - Breeding Birds - Amphibian	South	[2]AMEC - Class Environmental Assessment And Preliminary Design Widening Of Regional Road 10 (Casablanca Boulevard)
March/September 2010 October 2009 September 2010	- Wildlife SAR - Wildlife General - ELC/Botanical - Aquatic - SHW	North/South	[4]R.J. Burnside & Associates Ltd. Niagara Rail Service Expansion Environmental Study Report GO Transit
2020 ELC data 2006 – 2009 180 hours over the course of four years	Multi Seasons Breeding Season /Wildlife Active Season Leaf on - Wildlife SAR - Wildlife General - ELC/Botanical - Breeding Birds - Amphibian - Aquatic	South	[5]Niagara Region CA Niagara Natural Areas Inventory and ELC data [5]Niagara Natural Areas Inventory V1, NPCA, 2010 and 2020 updated ELC Data

Notes: 1 Emergent Task #11 Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station (AECOM, 2018)
2 Final Functional Station Report Niagara Extension – Grimsby GO Station. Prepared for Metrolinx (AECOM, 2017)
3 Environmental Assessment Gap Analysis Niagara Rail Service Expansion (Stantec, 2017)
4 Niagara Rail Service Expansion Environmental Study Report GO Transit (ESR; R.J. Burnside & Associates Ltd., 2011)
5 Niagara Natural Areas Inventory V1, NPCA, 2010 and 2020 updated ELC Data

4.1.1.3 Wildlife, Terrestrial and Aquatic

The approach to wildlife, terrestrial and aquatic inventories was not to re-evaluate general field assessment of existing habitat conditions but rather verification of previously identified Natural Features and to update information through the 2025 surveys. For example, the work aimed to identify possible changes in vegetation unit composition, disturbances and considerations relevant to legislation changes (re-designation or new listing for Species of Conservation Concern SCC) which could affect the evaluation, recommendations and impacts to inform the 10% design. Guidance documents considered (as appropriate to the Project and habitat conditions) included, but were not limited to, Marsh Monitoring Program (MMP) (BSC, 2009), Ecological Land Classification (ELC) for Southern Ontario: First Approximation (1998), MNRF Southern Ontario Wetland Evaluation Guide (3rd edition), Ontario Breeding Bird Atlas Guide for Participants (2001), ECCC Pileated Woodpecker nest cavity guide (2023), candidate Significant Wildlife Habitat (SWH) using the MNRF Significant Wildlife Habitat Criteria Ecoregion Schedules.

Wildlife observations of habitat characteristics (terrestrial and aquatic) and SCC flora/fauna were documented following industry general methods, visual observations (e.g. auditory, visual with aid of binoculars), with targeted wildlife surveys only being completed for breeding birds. Flora inventories built on the previous work, which included a detailed tree inventory with SCC flora review conducted along the woodland edge only. Breeding birds (surveys, habitat affinities) focused on the fallow field habitats and woodland edge only. Tree inventories included both properties, which also included a detailed assessment of the SCC flora during all site visits. Dedicated surveys for herpetofauna (turtles and amphibians) through the initial field scoping were not deemed appropriate due to lack of habitat. Aquatic (fisheries) assessments were completed for features specifically identified as requiring additional review; no electrofishing was conducted (as existing information was determined to be fulsome).

4.1.1.4 Tree Inventory/Woodland Staking

Tree inventory surveys included a review for SCC flora which were completed in conjunction with the arborist review and concurrent with other field investigations. Guidance documents utilized to support the tree inventory work included the Metrolinx Vegetation Guideline (2025), industry standards for arboriculture assessments and Municipal and Regional Tree-bylaws (Niagara Region Tree and Forest Conservation Bylaw). The woodland edge staking was conducted with the Region of Niagara in accordance with their policies.

4.1.2 Species of Conservation Concern and Significant Wildlife Habitat Screening

Species that are designated federally or provincially as Endangered, Threatened or Special Concern, and which are of regional or local interest (e.g., rare to the watershed or municipality) are collectively identified for the purposes of the EPR as Species of Conservation Concern (SCC). Bird species under the *Migratory Birds Convention Act* (MBCA) and aquatic species federally listed on Schedule 1 of the *Species at Risk Act* (SARA) are also included in this category.

Given the scope of this assessment, a habitat-based approach was applied to evaluate the potential for SCC to occur within the Project footprint and adjacent lands. An SCC list was compiled from all available resources such as previous SCC screenings and desktop studies, regional occurrence records, previous environmental studies, and ecological database including from other reporting and assessments, and scoped the SCC review to only species of known occurrence or habitat relevance

in the context of both project footprints. The screening included bioculturally significant species and updated designations from SARA and Protected Species in Ontario (PSO) List. The screening also included pending designations (proposed for 2026), including current MECP guidelines *Clients Guide to Preliminary Screening for Species at Risk (Draft 2019*), to identify potential candidate species to be included in this assessment.

Species from the screening list were then evaluated based on the presence of suitable habitat characteristics. Where habitat attributes aligned with COSEWIC and COSSARO reports, field investigations were used to confirm the presence or absence of species and habitat features, where appropriate.

4.1.3 Existing Natural Environment Conditions

4.1.3.1 Overview of Study Area

The Project study area is located within a predominantly urban and agricultural landscape surrounding the existing CN rail corridor in the Town of Grimsby. The lands considered for the proposed GO Station include properties on both the north and south sides of the rail corridor.

Existing land uses in the immediate area include transportation infrastructure, agricultural lands, residential development, and fragmented natural features, such as woodlots and drainage features. The South property is a former tree farm/cultivated land use (interpreted through aerial imagery) where, due to absence of maintenance, transitioned to fallow meadow.

Previous ecological studies and the 2025 field investigations identified that most of the lands within the Project study area are highly disturbed or previously cultivated, with limited and isolated natural features present.

For the purpose of the EPR following Metrolinx's Vegetation Guideline, 2025, natural features (features such as woodlands, wetlands, Species at Risk Habitats, linkages, areas intended to provide connectivity [regional or site level] or features provincially and federally designed (Areas of Natural and Scientific Interest, Provincially Significant Wetlands)) are collectively referred to as Designed Natural Area (DNA).

4.1.3.2 Natural Heritage Feature (DNA) Summary

An overview of the findings of the existing natural heritage features is provided in the sections below.

Vegetation communities within the Project study area primarily consist of cultural meadow, cultural thickets, fallow agricultural field, and disturbed anthropogenic habitats. ELC units previously identified in earlier studies were confirmed during the 2025 field investigations.

There are no federally or provincially designated features or wetlands within the Project footprint.

Table 3 provides feature overview/characterization with feature characterization provided on Figure 6. The purpose of terrestrial characterization is to refine understanding of existing conditions within the Project footprint regarding vegetative cover, flora and fauna, and ecosystem contribution on the landscape.

Figure 6 Feature Characterization

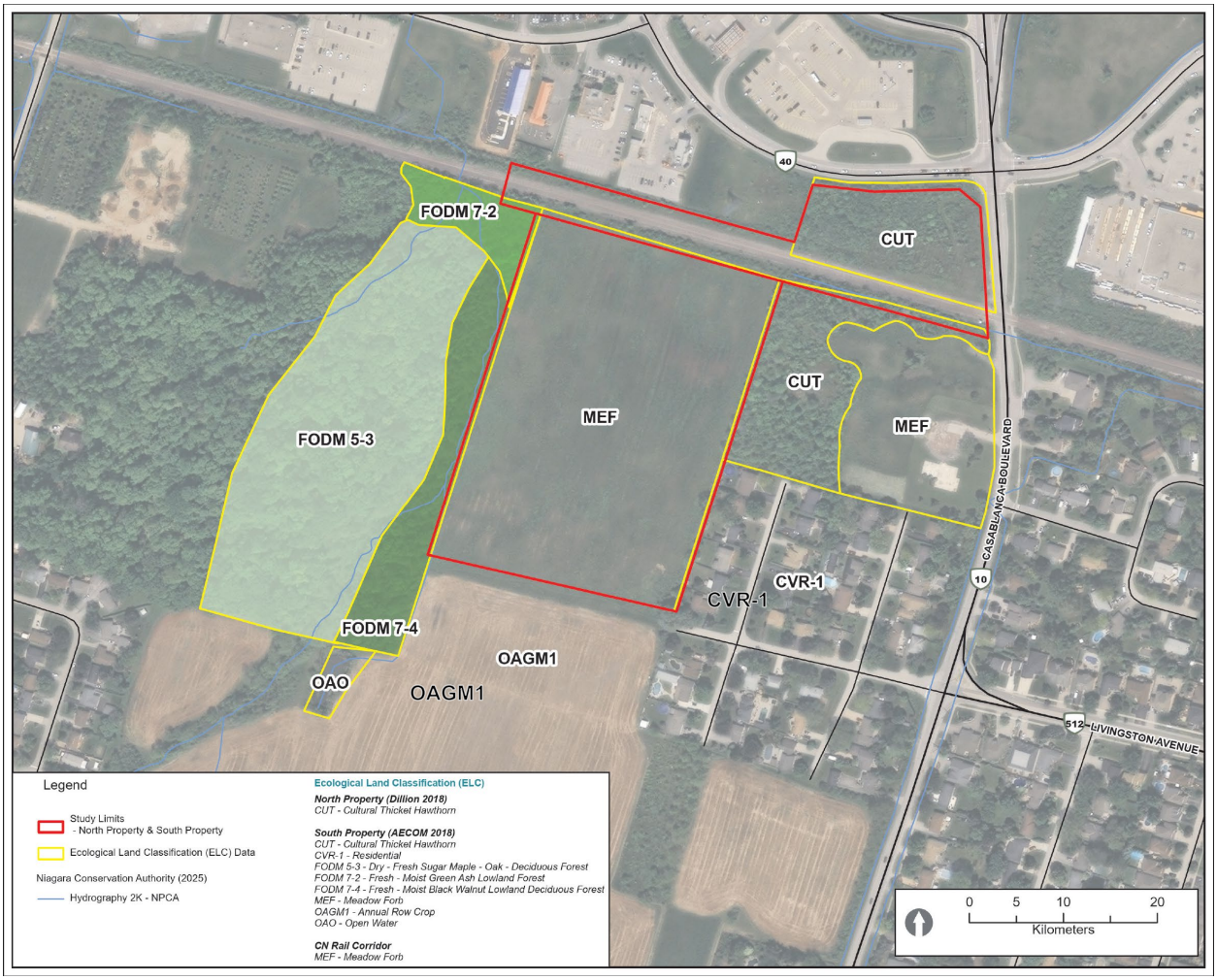
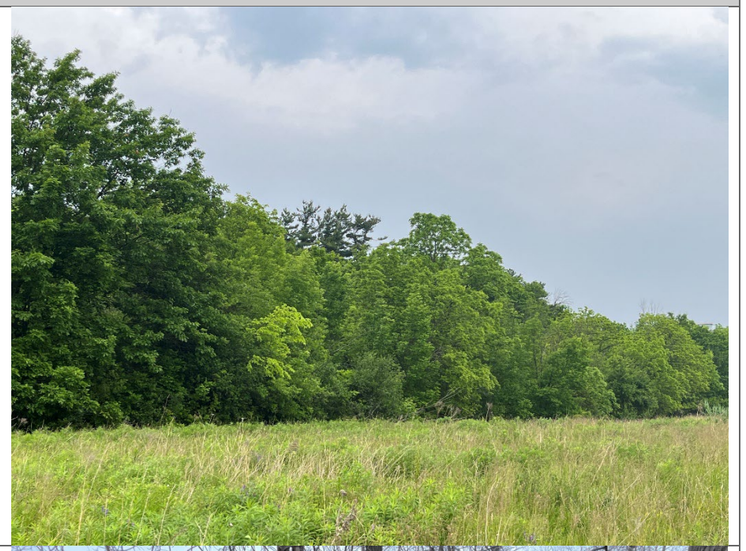


Table 3 Feature Overview and Characterization

Feature ID ELC Ecosite Type	ELC Description	Source & Verification	Environmental Characteristics	Representative Photograph
North Property				
CUT/ THDM2-11& THDM2-4 (same community CUT with different code used others)	Cultural Hawthorn Deciduous Shrub Thicket Gray Dogwood Deciduous Shrub Thicket	Amec, 2014 Dillion, 2018 AECOM, 2018 NPCA, 2020 HDR, 2025	Limited mature trees and generally restricted to the edges near the road. Hawthorn, buckthorn and shrubs comprise the community with inclusion of CUM (meadow) which is intermixed within the community and along the edges. Some wet pockets occur (past disturbances) with evidence of dumping. Composition: Multiflora Rose, Tatarian Honeysuckle, Gray Dogwood Buckthorn with White Ash occurs occasionally. Ground cover is sparce and limited with a mix of native and non-native species for example Garlic Mustard, various grasses, Common Dandelion, Common Teasel. Urban and opportunistic wildlife opportunities exist.	
South Property				
CUM/MEF (same community CUM with different code used others & Rail Corridor	Cultural Meadow (Meadow Forb) anthropogenically disturbed cultural meadows	Amec, 2014 Dillion, 2018 NPCA, 2022 HDR, 2025	The South Property is characterized by fallow fields which were once agricultural and have past and present disturbances associated with former and abutting agricultural use. Vegetation in these areas is dominated by herbaceous species typical of disturbed environments intermixed with invasive species. Composition: mix of grasses, goldenrods asters (native, non-native) with numerous areas of open bare ground. Limited tree cover occurs within the field areas, generally consisting of scattered regenerating trees and shrubs. Where present, tree species include Manitoba Maple, Black Walnut, and White Ash, along with shrubs such as Common Buckthorn and Staghorn Sumac. Provides opportunities for tolerant field species such as songbirds (sparrows, finches) nesting and foraging. No SAR observed in 2025.	

Feature ID ELC Ecosite Type	ELC Description	Source & Verification	Environmental Characteristics	Representative Photograph
Abutting - South Property				
FOD 7-2 FOD 7-4 FOD 5-3	Fresh-moist Green Ash Lowland Forest Fresh-Moist Black Walnut Lowland Deciduous Forest Dry-fresh Sugar Maple Ironwood Deciduous Forest	Amec, 2014 Dillion, 2018 NPCA, 2022 HDR, 2025	Deciduous woodland features occur adjacent to the western boundary of the South Property. Mixed polygon units of low-lying Ash along the rail corridor to Black Walnut along the edge transition with evidence of past disturbances and informal access laneways. Composition: Woodland is a mix of hardwood deciduous with the occasional coniferous. The woodland edge black walnut, occasional Red Oak, Shagbark Hickory, Sugar Maple. Understory is low lying with Buckthorn, Multiflora rose and Tartarian Honeysuckle persistent along the edge. Herbaceous is typical of disturbed edges with Garlic Mustard, Riverbank Grape, Woodland Strawberry, Poison Ivy. Wildlife opportunities for various woodland species (e.g. mammals, woodpeckers, owls) nesting, general habitat.	
Aquatic Features	Drainage Feature C1 Watercourse	Amec, 2014 Dillion, 2018 HDR, 2025	Small, shallow, defined and ditched in areas. Generally <5cm to no more than 20 cm in depth in some areas with limited pools, flats and runs. Linear and modified historically. Unstable banks with some undercutting observed. Limited instream cover, wood debris noted, along banks (rosa spp.) and buckthorn prolific. No fish observed or recorded during past surveys.	

Feature ID ELC Ecosite Type	ELC Description	Source & Verification	Environmental Characteristics	Representative Photograph
CUT	Cultural Hawthorn Deciduous Shrub Thicket	Amec, 2014 Dillion, 2018 HDR, 2025	Similar to the North Property which extends south of the track. Areas along the South Property eastern edge have no mature trees. Where trees are present typically under 20 cm DBH (average 10 cm) along the edge where present. Large areas are disturbed with overgrown asphalt and open cleared areas near Casablanca Blvd. Urban and opportunistic wildlife opportunities (e.g. foraging) exist.	
Off site in Proximity				
OAO	Constructed Pond	Amec, 2014 Dillion, 2018 HDR, 2025	Constructed pond (approximately 30 m southwest). Generally offline (full evaluation not completed). Algae and limited emergent vegetation. Likely to provide some limited opportunities for amphibians (e.g. green frogs) and wildlife (foraging).	

Feature ID ELC Ecosite Type	ELC Description	Source & Verification	Environmental Characteristics	Representative Photograph
OAGM1	Agricultural Annual Row Crops	Amec, 2014 Dillion, 2018 HDR, 2025	Maintained and Active	
CVR-1	Anthropogenic Residential	HDR, 2025	Isolated planted and residential trees. Some occur at and abutting the property line. Averaging 20-30 cm DBH.	

North Property

There were no notable ecological features observed in the North Property. The area lacked wetland characteristics, drainage features, amphibian habitat, and SAR habitat features (grasslands, ephemeral ponds, mature trees, etc.). The North Property was disturbed, with evidence of recent (2024) clearing activity. Additionally, there were remnants of makeshift anthropogenic shelters, that appeared inactive. The wildlife observed consisted of primarily urban tolerant species such as American Robin (*Turdus migratorius*). White-tailed Deer (*Odocoileus virginianus*) tracks were observed with limited browsing and no evidence of deer yarding. Spring Ephemerals were very limited with no woodland flora species observed. However, a notable presence of Garlic Mustard (*Alliaria petiolate*) was observed.

South Property

No notable ecological features were identified on the South Property. The habitats are common with fallow fields typical of rural and urbanized landscapes. No SCC flora or fauna were observed in 2025. The habitat units are too small to be classified as SWH although it is recognized that foraging Barn Swallow habitat and Milk Weed (host plant for Monarch Butterfly) were observed generally for the area (not just restricted to the fallow areas). Historical mapping data identified an extension of the woodland as an Environmentally Significant Area (ESA) unverified. During the 2025 site visit and confirmatory review there was no feature extension beyond the woodland dripline as staked with the Region into the agricultural land or fallow field area

Notable features occur associated with the mature woodland located along the western boundary of the South Property, with varied tree composition and an edge drainage feature. The woodland exhibits a defined transitional edge, which has been disturbed and altered along the interface with the fallow field and adjacent watercourse. Approximately 20-30 m inward, this edge transitions into a more mature interior woodland. Past studies have recorded Red-headed Woodpecker with historical notes by NHIC for Cucumber Tree and Eastern Flowering Dogwood (location and details unknown) identified generally for the 10 ha woodland. Other SCC designated as Endangered, Threatened or Special Concern such as bats and woodland birds (e.g. Wood thrush) may use the woodland. The woodland provides habitat characteristics which may provide opportunities for foraging, roosting or nesting.

Potential impacts (direct/indirect) on vegetation are discussed in Section 5.

A compiled inventory of flora observed for both properties from past works and 2025 confirmatory review is provided in Appendix E.

4.1.3.3 Tree Inventory

Trees inventoried for both the North and South properties include mostly isolated trees small in stature (i.e. typically less than 25 cm DBH). Larger trees (residential woodland trees) occur along the south property line. Residential trees consist of planted landscape trees (Silver Maple, Poplar) and woodland trees, mostly Black Walnut with the occasional Red Oak and Shagbark Hickory. Details of the tree inventory (tree table and location map) are provided in Appendix F).

Potential impacts (direct/indirect) on trees are discussed in Section 5.

4.1.3.4 Aquatic Features

There are no Aquatic features within the North Property or South Property.

Abutting the South Property Project footprint within the woodland edge along the western boundary, an unnamed drainage feature (identified as C1 watercourse in past studies) occurs. The drainage feature is within the NPCA Lake Ontario 39 Subwatershed. The feature originates from the south (headwaters within the Niagara Escarpment approximately 1.5 km) and flows north, discharging to Lake Ontario. In proximity to the Project footprint just beyond the CN rail corridor (near the parking lot of the commercial plaza at Industrial drive) the feature disappears under pavement, characterizing the portion abutting the Project footprint as a confined system based on observations from the field (requires confirmation at detailed design). Results for this system (Dillion 2018) suggest that it is used for flow conveyance and does not provide suitable fish habitat.

Electrofishing activities and assessment by others upstream of the Project footprint resulted in no catch and no critical habitat features. No fish (baitfish) were incidentally observed in the section abutting the Project footprint.

4.1.3.5 Other Features

There were no Headwater Drainage Features (HDF) within the Project footprint.

A constructed agricultural pond located approximately 30 m south of the Project footprint is in proximity to the South Property and is offline (i.e. not connected) to the drainage feature.

Potential impacts (direct/indirect) on aquatic features are discussed in Section 5.

4.1.3.6 Wildlife and Species of Conservation Concern

Both the North and South properties provide foraging and nesting opportunities for a variety of urban tolerant wildlife. The following is a summary of known and potential wildlife and SCC habitat opportunities:

North Property

- North Property vegetation was reconfirmed as not having suitable SCC habitat characterization or indicators present. This is consistent with previous fieldwork.
- Breeding evidence (as characterized by the OBBA) for species generally protected under the MBCA occur (e.g. America Robin, American Goldfinch).
- No Raptor nests or Stick nests or colonial species (e.g. heronries) were observed.

South Property

- No SCC species of interest were heard /observed.
- Milkweed host plant for Monarch Butterfly was observed. Herbaceous species provide habitat opportunities for pollinators.
- The South Property fields provide foraging habitat for Barn Swallow. It is important to note that foraging habitat is not restricted to the South Property and occurs more broadly to the large context of the area.

Abutting Woodland

- No SCC species of interest were heard/observed along the woodland edge or within the woodland (10 m).
- No Red Headed woodpecker evidence was seen or heard for trees along the woodland edge (10 m).
- No Pileated Woodpecker (Sch 1 MBCA) nesting cavity evidence was seen or heard for trees along the woodland edge (10 m) at the time of the survey. Evidence of old feeding cavities were observed further away from the woodland edge with a Pileated male heard interior to the woodland during the 2025 spring review. Nesting cavity evidence will be refined as part of detailed design (where applicable) for trees to be removed.
- No Raptor nests or Stick nests or colonial species (heronries) were observed along the woodland edge. However, habitat for a variety of nesting Owls (e.g. Eastern Screech Owl) is expected for the woodland generally.

Potential impacts (direct/indirect) on wildlife, vegetation and SCC are discussed in Section 5.

A compiled inventory of fauna observed for both properties from past works and 2025 confirmatory review is provided in Appendix E.

Table 4 Species of Conservation Screening

Species	Scientific Name	SARA (Sch 1)	Protected Species in Ontario List (PSO,) (SCA, 2025) Formally ESA, 2007	MBCA Sch 1	Occurrence Potential Based on Habitat Attributes/ Confirmatory Studies	Preliminary Legislative Requirements Evaluation
Considered previous studies by AECOM Canada Ltd (2018), R.J. Burnside & Associates Ltd. (2011) Amec Foster Wheeler (2015), Dillion (2018)						
Several Species were considered such as Chimney Swift, American Chestnut, Western Chorus Frog but were not observed through previous surveys and considered not present/identified as Low Potential (woodland only). It is recognized natural tree cavities may provide habitat for Chimney Swift; however, documentation is very limited of natural use and are only considered to use Chimneys. Western Chorus Frog (Great Lakes Pop) population (south and west of Toronto) is not designated only the population east and north of Toronto is designed and is outside of the study area.						
Fish and Mollusks - None						
Avian						
Grassland/Cultural Meadows						
Barn Swallow	*Hirundo rustica*	THR Sch1 Under consideration for status change	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection	No nests observed. Nesting structures (anthropogenic buildings etc.) are not present within either the north or South Property. May occur in future (for example broader area adjacent residences). Foraging habitats present in the South Property.	No permitting expected as nest habitat is not present
Bobolink	*Dolichonyx oryzivorus*	THR Sch1	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection	Not Observed, no indicators of breeding/ nesting during the 2025 confirmatory surveys. Species may occur as a foraging vagrant due to the proximity (Niagara region) where farmlands and Lake Ontario occurs long the migration path. Suitable habitat affinities are marginal (Grassland).	No permitting or Self Registration expected.
Eastern Meadowlark	*Hylocichla mustelina*	THR Sch1	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection		
Grasshopper Sparrow	*Ammodramus savannarum*	SC	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection		
Short Eared Owl	Asio flammeus	SC Under consideration for status change	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection		
Woodland/Treed Features						
Red-headed Woodpecker	*Melanerpes erythrocephalus*	END Sch1	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	Sc1 – cavities	Not Observed, no indicators of breeding/nesting during the 2025 confirmatory surveys. For the woodland edge. Species may occur generally and cannot be discounted for the woodland (due to size and past observations). Suitable habitat affinities are present.	Impacts to woodlands trees are not anticipated. SARA permitting may be required for Red-headed Woodpecker if species is found in subsequent years and impacts (tree removals) to habitat within woodland are required.
Eastern Wood-Pewee	*Contopus virens*	SC	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection	Heard interior woodland. Species may occur generally and cannot be discounted for the woodland (due to size and past observations).	Impacts to woodland trees are not anticipated. No permitting or Self Registration expected.
Wood Thrush	*Hylocichla mustelina*	THR Sch1	As of 2026 all SCC Migratory Birds are now under SARA Jurisdiction	General protection	Not Observed, no indicators of breeding/nesting during the 2025 confirmatory surveys. For the woodland edge. Species may occur generally and cannot be discounted for the woodland (due to size and past observations).	Impacts to woodland trees are not anticipated. Permitting may be required if found in subsequent years and impacts to habitat within woodland are required.
Pileated Woodpecker	*Dryocopus pileatus*	n.a	n.a	Sc1 – cavities	Not Observed, no indicators of breeding/nesting during the 2025 confirmatory surveys. For the woodland edge. Species may occur generally and cannot be discounted for the woodland (due to size and past observations).	Impacts to woodlands trees are not anticipated. Permitting may be required if found in subsequent years and impacts (tree removals) within woodland or to trees where nest cavities are present are required.

Species	Scientific Name	SARA (Sch 1)	Protected Species in Ontario List (PSO,) (SCA, 2025) Formally ESA, 2007	MBCA Sch 1	Occurrence Potential Based on Habitat Attributes/ Confirmatory Studies	Preliminary Legislative Requirements Evaluation
Herpetofauna						
Snapping Turtle	*Chelydra serpentina*	SC Sch1	SC	n.a	Off-site pond may provide limited habitat Occurs in a variety of habitats (generalist). Known to travel distances.	Impact to pond not anticipated.
Milksnake	*Lampropeltis t. triangulum*	SC Sch1	Not at Risk		Potential to occur. Variety of habitats (generalist). Rock Piles (off property) may provide hibernation habitat. If rock features extend below the frost line.	Species is protected under the Fish and Wildlife Act.
Flora						
Butternut	*Juglans cinerea*	END Sch1	END	n.a	None observed during 2025 initial surveys or past surveys.	No permitting or Self Registration expected.
Black Ash	*Fraxinus nigra*	END Under consideration for addition to Sch1	END	n.a	None observed during tree inventory. Habitat too dry (typically prefer wetter environments).	No permitting or Self Registration expected.
Cucumber Tree	*Magnolia acuminata*	END	END	n.a	Not observed along the woodland edge, typically exclusive to Southern Ontario (Lake Erie) recorded from NHIC within 1-2 km woodland. Habitat preferences are mid-age to mature deciduous or mixed forests full sun moist to wet soils.	No permitting or Self Registration expected.
Eastern Flowering Dogwood	*Cornus florida*	END	END	n.a	Not observed along the woodland edge, may occur within mid-age to mature deciduous or mixed forests.	No permitting or Self Registration expected.
Pin cherry	*Prunus pensylvanica*	N/A	NA		Locally Rare in Niagara Region Not observed along the woodland edge, may occur within mid-age to mature deciduous or mixed forests.	No permitting or Self Registration expected.
Mammals						
Acoustic verification can be challenging for some species and depends on the expertise of the vetted expert, software and detection method used						
Little Brown Myotis	*Myotis lucifugus*	END Sch1	END	n.a	Potential to occur. Variety of habitats. Tree habitats, cavities and leaf foliage. Critical habitat for the North Property is not expected due to the presence of dense and extensive buckthorn and Hawthorn thicket (canopy and understory).	Impacts to woodlands trees are not anticipated. No permitting or Self Registration expected.
Northern Myotis	*Myotis septentrionalis*	END Sch1	END	n.a		
Tri-colored Bat	*Perimyotis subflavus*	END Sch1	END	n.a		
Eastern Small footed Myotis	*Myotis leibii*	Not listed	END	n.a		
Hoary Bat	Lasiurus cinereus	Under consideration for addition to Sch1 - END	END	n.a		
Silver Hair Bat	*Lasionycteris noctivagans*	Under consideration for addition to Sch1 - END	END	n.a		

Species	Scientific Name	SARA (Sch 1)	Protected Species in Ontario List (PSO,) (SCA, 2025) Formally ESA, 2007	MBCA Sch 1	Occurrence Potential Based on Habitat Attributes/ Confirmatory Studies	Preliminary Legislative Requirements Evaluation
Eastern Red Bat	*Lasiurus borealis*	Under consideration for addition to Sch1 - END	END	n.a		
Insects						
Extensive bumble bee surveys in southern Ontario that have identified observations to specific locations in southern Ontario more broadly, not specific to the NPCA Lake Ontario 39 Subwatershed. Understanding of occupancy is evolving.						
Monarch	*Danaus plexippus*	END Sch1	SC	n.a	Potential to occur. Host Plant Milk Weed is present through the fallow fields	Not provincially regulated under the Species Conservation Act.
Rusty-patched Bumble Bee	*Bombus affinis*	END Sch1	END	n.a	No specific recommendation. Habitat generalist: often overlooked. No records of the species in Canada since 2009 (Pinery) despite significant search effort since 2010. Most often nest and overwinter underground, likely in wooded areas with well-drained soil. Pollinator plants and wooded habitats.	No permitting or Self Registration expected.
Yellow-banded Bumble Bee	*Bombus terricol*a	SC Sch1	SC	n.a	No specific recommendation. Habitat generalist: often overlooked. meadows, prairies, farms and croplands, urban areas.	No permitting or Self Registration expected.
American Bumble Bee	*Bombus pensylvanicus*	SC Sch1	SC	n.a	No specific recommendation. Habitat generalist: farms meadows, grasslands. Usually, nests above ground Mats of long grasses, known to nest in abandoned rodent burrows, bird nests high above the ground.	No permitting or Self Registration expected.
Nine-spotted Lady Beetle	*Coccinella novemnotata*	END Sch 1	END	n.a	In Ontario, all records are considered to be historical. No new records since 1990's. No specific recommendation. Habitat generalist: agricultural areas, suburban gardens, parks, coniferous forests, deciduous forests, prairie grasslands, meadows, riparian areas, and isolated natural areas.	No permitting or Self Registration expected.
Transverse Lady Beetle	Coccinella *transversoguttata*	SC Sch 1	END	n.a	In Ontario, all records are considered to be historical. No new records since 1990's. No specific recommendation. Habitat generalist.	No permitting or Self Registration expected.
END – Endangered, THR- Threatened, SC- Special Concern						
Source: Natural Heritage Information Centre (NHIC), HDR expertise (HDR), E-bird (ebird), iNaturalist (iNat)						

4.1.3.7 Significant Wildlife Habitat and Wildlife Linkages

Significant Wildlife Habitat (SWH) (candidate or confirmed) excludes anthropogenic or constructed features. Neither the North or South Property consist of wildlife habitats, including vegetation communities, which are ecologically important in terms of features, functions, representation or amount, which contribute to the broader landscape context quality and or diversity of an identifiable geographic area or a Natural Heritage System. Rather, both the North and South Properties support local habitat opportunities with habitat communities that are small and highly disturbed. A summary of each site is provided below.

North Property

SWH candidate (for example Waterfowl Areas, Bat Maternity, Reptile Hibernaculum, Stopover Areas, Rare Vegetation, Seeps Springs, Amphibian Breeding) was not observed for the North Property. Shrub Early succession was evaluated; however, the property is small (<10 ha) with no indicator species observed.

South Property

Candidate SWH (for example, Bat Maternity, Reptile Hibernaculum, Stopover Areas, Rare Vegetation, Terrestrial Crayfish, Amphibian Movement, Butterfly Stopover) was not observed for the South Property. Candidate Open Country Breeding Bird, and Special Concern and Rare Wildlife Species were considered. Candidacy for SWH (Open Country) is for vegetation communities greater than 30 ha. While indicator species were observed (e.g. vesper sparrow), all factors must be considered together, not isolated. Similarly, while foraging habitat (Barn Swallow SC) and Milkweed (Host Plant Monarch) were present, these features alone do not elevate the ecological function and representation must be considered for the broader watershed/Niagara Region. Rather, the South Property supports local habitat opportunities with habitat communities that are small and highly disturbed.

Abutting Woodland

It is recognized that several candidate SWH features are likely to be present in the abutting woodland. This includes but is not limited to; Bat Maternity, Special Concern and Rare Wildlife Species, Woodland Raptor Nesting Habitat, Reptile Hibernaculum as examples. The woodland does not provide a direct linkage towards Lake Ontario and opportunities for southern connections to the Niagara Escarpment Natural Heritage System are fragmented. The woodland will be retained with an ecological buffer.

Potential impacts (direct/indirect) on natural features are discussed in Section 5.

4.2 Soil and Groundwater

4.2.1 Methodology

The assessment of existing soil and groundwater conditions for the proposed Grimsby GO Station Project was undertaken through a review of available background environmental studies and historical environmental information for the Project area. The primary sources of information reviewed for this EPR included:

- Phase I Environmental Site Assessment prepared by DST Consulting Engineers (2013);

- Environmental Subsurface Investigation – Casablanca Property, 325 South Service Road, Grimsby, Ontario prepared by AMEC Foster Wheeler (2014);
- Phase I Environmental Site Assessment – Proposed Grimsby Station, Grimsby, Ontario prepared by AECOM (2018);
- Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report prepared by Dillon Consulting (2019);
- A Sampling and Analysis Plan (SAP) prepared by Thurber Engineering Ltd. in 2024;
- A Geotechnical Investigation Report prepared by Thurber Engineering Ltd. in 2025; and
- A Hydrogeological Investigation Report prepared by Thurber Engineering Ltd. in 2025.

These investigations collectively provide information regarding site geology, soil stratigraphy, groundwater conditions, and potential environmental contamination within the study area.

Existing soil and groundwater conditions were established through a combination of:

- Desktop review;
- Subsurface investigations; and
- Groundwater investigations.

An updated Phase I ESA will be completed post TRPAP and prior to construction to address the gaps in previous assessments which did not include the south property of the study area and, therefore, do not fully capture existing conditions across the full site.

4.2.2 Desktop Review

A desktop review of historical environmental reports and available geological and hydrogeological mapping was undertaken to characterize regional conditions and identify potential areas of environmental concern.

The Phase I ESAs included a review of historical aerial photographs, regulatory databases, previous land uses, and potentially contaminating activities within the site and surrounding properties.

The review identified several Areas of Potential Environmental Concern (APECs) associated with activities such as:

- Railway operations;
- Fuel storage and handling at nearby properties;
- Pesticide or herbicide applications associated with historical agricultural uses; and
- Isolated spill events.

These findings informed the subsequent sampling and analysis program.

4.2.3 Investigations

The following investigations were conducted by Thurber Engineering Ltd.:

- Geotechnical investigation; and
- Hydrogeological Investigation.

Groundwater samples were analyzed for typical parameters and results were compared against Ontario Regulation 153/04 Soil and Groundwater Standards, Provincial Water Quality Objectives (PWQO), and municipal sewer discharge criteria.

4.2.4 Study Area

The soil and groundwater study area includes a Project Footprint and an extended area of 250 m to characterize existing subsurface environmental conditions that may influence the design and construction of the proposed works, and to identify potential contamination that could affect the management of excavated materials and groundwater during construction.

The soil and groundwater study area (Figure 7) includes lands historically used for agricultural purposes, and lands which have been developed for residential, commercial and transportation uses.

The soil and groundwater study area was established to:

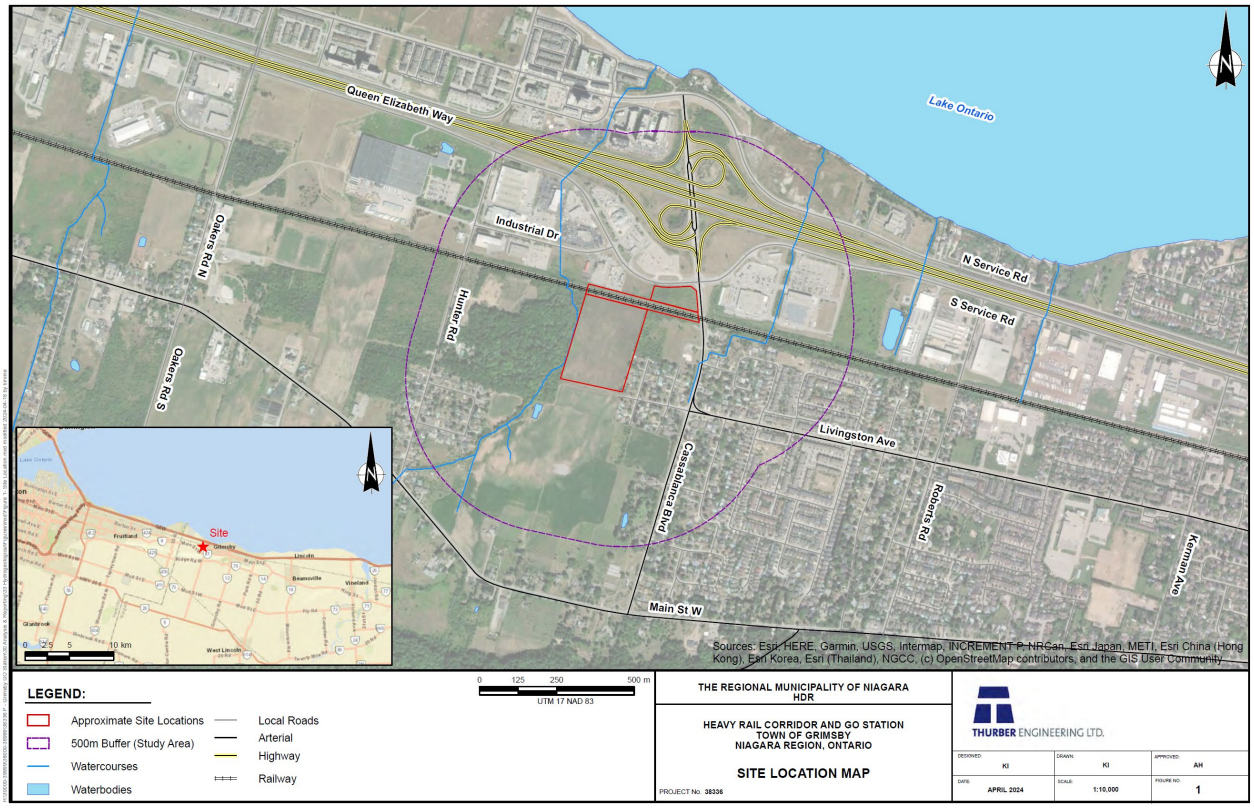
- Identify APECs within or near the Project footprint;
- Evaluate whether off-site contaminant sources could influence soil or groundwater conditions within the Project area;
- Characterize geological and hydrogeological conditions relevant to excavation, dewatering, and infrastructure construction; and
- Support the identification of potential construction-phase environmental risks associated with contaminated soil or groundwater.

The study area boundaries reflect the potential for contaminant migration through soil or groundwater pathways, as well as the availability of environmental records and previous environmental investigations completed within the area.

The soil and groundwater study area includes lands within the Town of Grimsby generally bounded by:

- The CN Rail corridor to the north;
- South Service Road and adjacent commercial properties;
- Casablanca Boulevard and surrounding transportation infrastructure; and
- Adjacent commercial, industrial, and transportation-related land uses.

Figure 7 Phase 1 Soil and Groundwater Study Area



4.2.5 Existing Soil Conditions

4.2.5.1 Regional Geology

The study area is located within the Iroquois Plain physiographic region, which was formed during the late Pleistocene by glacial Lake Iroquois. Regional geological mapping indicates that the area is underlain by Paleozoic bedrock of the Queenston Formation, consisting primarily of red shale and siltstone.

Surficial deposits surrounding the site include glaciolacustrine clay and silt deposits derived from shale bedrock. The study area is located within the Iroquois Plain physiographic region, which was formed during the late Pleistocene by glacial Lake Iroquois.

4.2.5.2 Site Stratigraphy

Subsurface investigations (Thurber Engineering Ltd., 2024) identified the following generalized stratigraphy across the site:

- Topsoil: A thin layer of organic topsoil was encountered at the surface;
- Silty Clay: Beneath the topsoil, a deposit of silty clay was encountered across most boreholes. The material generally ranged from stiff to hard consistency;
- Till/Shale Complex: In some locations, the silty clay grades into a very dense to hard silty clay till containing shale fragments; and

- Bedrock: Shale bedrock of the Queenston Formation was encountered at depths ranging from approximately 2.6 m to 4.6 m below ground surface.

The shallow bedrock conditions are typical for the Niagara Peninsula region and will influence foundation design and excavation methods for the proposed infrastructure.

4.2.6 Existing Groundwater Conditions

4.2.6.1 Regional Hydrogeology

The regional hydrostratigraphy consists of:

- A fine-grained overburden aquitard composed primarily of silty clay or clayey silt till; and
- An underlying bedrock aquifer within the weathered and fractured shale bedrock.

Groundwater flow at the regional scale generally trends north to northeast toward Lake Ontario. The study area is not located within a wellhead protection area, as municipal drinking water in the Niagara Peninsula is derived from surface water sources. Source water protection in the area is instead focused on Intake Protection Zones (IPZs) associated with Lake Ontario; the Project footprint is not anticipated to be within a sensitive IPZ; however, this should be confirmed during detailed design. The study area lies within the Niagara Region Source Protection Area and is therefore subject to the Niagara Peninsula Source Protection Plan. It is situated within two designated vulnerable areas [a Significant Groundwater Recharge Area (SGRA) and a Highly Vulnerable Aquifer (HVA)]. However, no policies within the Niagara Peninsula Source Protection Plan are applicable to these vulnerable area designations at this location.

A review of available well records identified 19 water wells within a 500 m radius of the study area. These are predominantly associated with observation/monitoring purposes and test holes, reflecting site investigation activities rather than active water use. One water supply well was identified within the study area. Given the availability of municipal servicing in the area, it is anticipated that the majority of properties within the study area are connected to the municipal water supply system. There is no active Permit to Take Water (PTTW) for construction dewatering and no active Environmental Activity and Sector Registry (EASR) water taking registration within the study area.

4.2.6.2 Groundwater Levels

Groundwater monitoring conducted between March and April 2024 by Thurber Engineering recorded groundwater levels in the bedrock monitoring wells ranging from approximately:

- 2.1 m to 3.1 m below ground surface; and
- Corresponding to groundwater elevations of approximately 85.9 m to 87.6 m above sea level.

One monitoring well screened within the silty clay overburden was observed to be dry during monitoring events, suggesting limited groundwater presence within the upper soil units. Groundwater levels may fluctuate seasonally due to precipitation, snowmelt, and changes in recharge conditions.

4.2.6.3 Hydraulic Conductivity

Slug testing conducted on April1st, 2024 by Thurber Engineering in bedrock monitoring wells produced estimated hydraulic conductivity values ranging from approximately 8.5×10^{-7} m/s to 1.0×10^{-5} m/s.

These values indicate low to moderate permeability within the fractured shale bedrock, which is consistent with regional hydrogeological conditions.

4.2.7 Soil and Groundwater Quality

4.2.7.1 Soil Quality

The Sampling and Analysis Plan (Thurber Engineering Ltd., 2024) identified several APECs related to historical land uses and nearby activities. Potential contaminants of concern included petroleum hydrocarbons (PHCs), BTEX compounds, metals and inorganics, polycyclic aromatic hydrocarbons (PAHs), and pesticides or herbicides related to past agricultural use. These findings informed the environmental sampling program undertaken for the investigation. A complete list of APECs is provided in Table 5.

Table 5 Summary of Areas of Potential Environmental Concern

APEC ID	Location Relative to Study Area	Potential Contaminating Activity (PCA)	Potential Contamination of Concern (PCOCs)	Source
APEC-1	Hydro corridor/right-of-way crossing portions of the study area	Historical herbicide and pesticide application for vegetation control along the hydro corridor	Metals, pH, herbicide/pesticide residues	DST Phase I ESA (2013)
APEC-2	Adjacent CN Rail corridor north of the study area	Railway operations including fuel storage, equipment maintenance, and historical rail activities	Metals, petroleum hydrocarbons (PHCs), polycyclic aromatic hydrocarbons (PAHs)	DST Phase I ESA (2013)
APEC-3	Petro-Canada gas station at 424 South Service Road (~50 m north of site)	Retail fuel storage and dispensing with underground storage tanks	PHCs, BTEX, PAHs	DST Phase I ESA (2013) and AECOM Phase I ESA (2018)
APEC-4	Refuelling gas station north of the site along South Service Road	Fuel storage and dispensing activities	PHCs, BTEX	DST Phase I ESA (2013)
APEC-5	Sewage pumping station and stormwater infrastructure east-central portion of the study area	Potential leakage or seepage from municipal sanitary infrastructure and associated ponds	Metals, inorganics, nutrients, petroleum hydrocarbons, microbiological parameters	DST Phase I ESA (2013)
APEC-6	Former orchard lands historically present within the study area	Agricultural pesticide and herbicide use	Pesticides, metals (e.g., arsenic), organochlorines	AECOM Phase I ESA (2018)

APEC ID	Location Relative to Study Area	Potential Contaminating Activity (PCA)	Potential Contamination of Concern (PCOCs)	Source
APEC-7	Pole-mounted transformer along South Service Road	Electrical transformer potentially containing dielectric fluids	PCBs, petroleum hydrocarbons	AECOM Phase I ESA (2018)
APEC-8	Imported fill associated with historical drainage/creek modifications west of the site	Placement of undocumented fill material	Metals, PHCs, PAHs, general fill contaminants	AECOM Phase I ESA (2018)
APEC-9	Automotive service and dealership operations in surrounding commercial area	Vehicle maintenance, fluid storage, and repairs	PHCs, solvents, metals	AECOM Phase I ESA (2018)

4.2.7.2 Groundwater Quality

Groundwater samples collected by Thurber Engineering (on March 25, 2024) from monitoring wells were analyzed for a range of chemical parameters. Results indicate that groundwater generally meets municipal sanitary and storm sewer discharge criteria, suggesting it may be suitable for discharge during construction; however, several parameters (including aluminum, phosphorus, cobalt, iron, and uranium) exceeded Provincial Water Quality Objectives (PWQO) or interim PWQO limits. Table 6 shows the summary of exceedances to the PWQO and Interim PWQO Limits. Dissolved vanadium also exceeded O.Reg. 153/04 Table 1 standards, likely due to elevated detection limits and naturally high concentrations. No exceedances of O.Reg. 153/04 Table 2 or Table 3 standards for organic contaminants were identified. Overall, exceedances are considered to reflect naturally occurring geochemical conditions within the shale bedrock rather than site-related contamination. These results can be seen in Table 7.

Table 6 Summary of Exceedances to PWQO and Interim PWQO Limits

Sample ID	Parameter	Unit	Measured Concentration	PWQO	Interim PWQO
NR-02	Phosphorus	mg/L	0.0301	-	0.01
	Phosphorus (dissolved)	mg/L	<0.5 [1]	-	0.01 [2]
	Aluminum	mg/L	1.03	-	0.075
	Cobalt	mg/L	0.00093	-	0.0009
	Cobalt (dissolved)	mg/L	<0.001 [1]	-	0.0009 [2]
	Iron	mg/L	1.72	0.3	-
CN-02	Aluminum	mg/L	0.153	-	0.075
	Uranium	mg/L	0.00779	-	0.005
	Uranium (dissolved)	mg/L	0.00732	-	0.005

Notes: [1] Detection limit raised due to high concentration of test analysis
[2] Detection limit above limit

Table 7 Summary of Exceedances to the O.Reg 153/04 Limits

Sample ID	Parameter	Unit	Measured Concentration	O.Reg. 153/04 Table 1	O.Reg. 153/04 Table 2	O.Reg. 153/04 Table 3
NR-02	Vanadium (dissolved)	mg/L	<0.005 [1]	0.0039 [2]	0.0086	0.0086

Notes: [1] Detection limit raised due to high concentration of test analysis
[2] Detection limit above limit

4.3 Air Quality

4.3.1 Methodology

Existing air quality conditions for the proposed Grimsby GO Station Project were characterized through a review of available background studies, regional air quality monitoring information, and applicable regulatory standards. The assessment approach was developed in accordance with guidance associated with the Ontario TRPAP and relevant air quality requirements administered by the MECP.

The review considered applicable provincial and federal air quality benchmarks, including standards established under Ontario Regulation 419/05: Air Pollution – Local Air Quality and the Canadian Ambient Air Quality Standards (CAAQS) as well as Ambient Air Quality Criteria (AAQC) . These standards provide health-based thresholds for common air contaminants and are typically referenced when characterizing baseline air quality conditions for transportation infrastructure projects.

Information used to describe existing conditions was compiled from a review of previously completed environmental and technical studies relevant to the Project area. Key background documents reviewed include:

- Grimsby Station Air Quality Assessment (October 2018) prepared by AECOM; and
- Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report (March 2019) prepared by Dillon Consulting.

These reports provide baseline information regarding existing emission sources, regional air quality conditions, and transportation-related air contaminant levels within the vicinity of the proposed station location. Findings from these background studies were reviewed and summarized to characterize existing air quality conditions within the study area.

The review focused on air contaminants commonly associated with transportation and urban environments, including nitrogen dioxide (NO_2), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), and other combustion-related pollutants.

Updated air quality studies will be completed post TRPAP and prior to construction to address the gaps in previous assessments which did not include the south property of the study area and therefore do not fully capture existing conditions across the full site.

4.3.2 Study Area

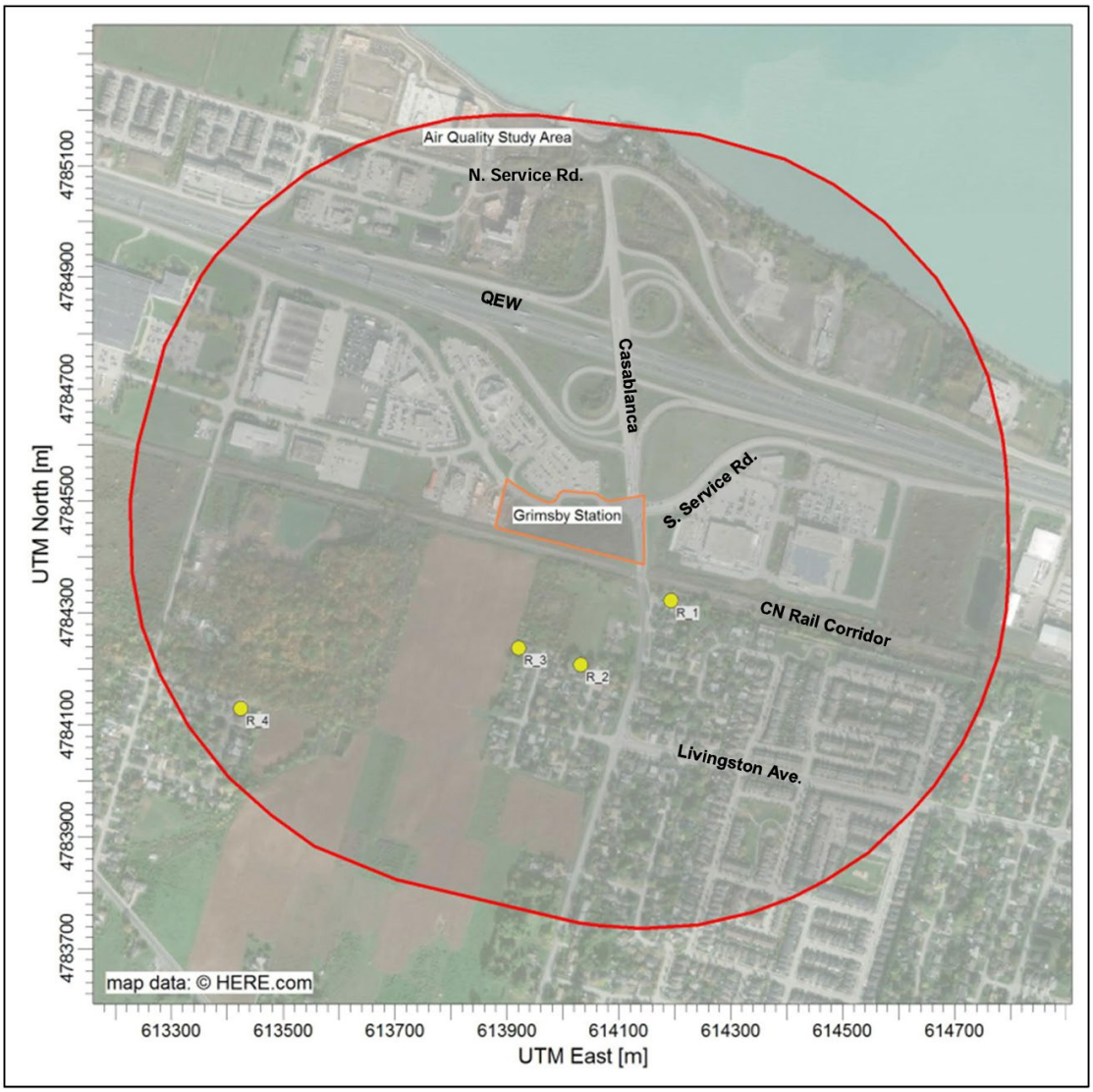
The air quality study area includes the proposed Grimsby GO Station Project footprint and the surrounding lands located near Casablanca Boulevard and the adjacent rail corridor within the Town

of Grimsby, Ontario. The study area encompasses the immediate station footprint as well as nearby lands (500m radius) that may be influenced by existing transportation-related emissions.

The surrounding area is characterized by a mix of transportation infrastructure, commercial uses, and residential neighbourhoods. Key transportation features influencing air quality conditions in the study area include the rail corridor used for regional rail service and nearby arterial roadways that provide access to the station area.

Sensitive receptors within the broader study area include residential dwellings along Casablanca Boulevard, nearby commercial properties, community facilities, and outdoor spaces that may experience exposure to ambient air contaminants. These receptors were considered in the characterization of existing air quality conditions. See Figure 8 for the Air Quality study area as well as the location of the sensitive receptors.

Figure 8 Air Quality Study Area and Sensitive Receptor Locations (AECOM 2018)



4.3.3 Existing Air Quality Conditions

Baseline ambient air quality conditions within the study area were characterized using publicly available historical monitoring data from provincial and federal air quality monitoring networks. The most recent monitoring data available at the time of the assessment (April 2018) were used to represent existing ambient air quality conditions within the air quality study area.

Ambient air quality data were obtained from monitoring stations within the National Air Pollution Surveillance Program (NAPS), which is jointly administered by Environment and Climate Change Canada (ECCC) and provincial environmental agencies. Six monitoring stations located within the broader regional area were selected as representative of ambient air quality conditions in the Project study area. These stations included Toronto West (NAPS ID 60430), Etobicoke South (NAPS ID 60435), Hamilton Downtown (NAPS ID 60512), Hamilton Mountain (NAPS ID 60513), St. Catharines (NAPS ID 61302), and Simcoe (NAPS ID 62601).

The selected stations represent urban monitoring locations within the GTHA and Niagara Region that capture regional air quality conditions influenced by transportation activity, urban emissions sources, and broader atmospheric conditions. Data collected at these stations include measurements for common transportation-related pollutants such as nitrogen dioxide (NO_2), carbon monoxide (CO), sulphur dioxide (SO_2), fine particulate matter ($PM_{2.5}$), particulate matter (PM_{10}), and various volatile organic compounds including benzene and 1,3-butadiene.

Ambient monitoring data were used to establish background concentrations for relevant contaminants using statistical methods consistent with standard air quality assessment practices. Short-term background concentrations (including 1-hour, 8-hour, and 24-hour averaging periods) were derived from the 90th percentile of hourly measurements recorded at the representative monitoring stations. Annual background concentrations were calculated using mean annual values from the available monitoring years.

The review of monitoring data indicated that regional background concentrations for most contaminants were below the applicable provincial and federal air quality standards established under Ontario Regulation 419/05: Air Pollution – Local Air Quality and the Canadian Ambient Air Quality Standards. Pollutants such as nitrogen dioxide, carbon monoxide, sulphur dioxide, and particulate matter generally exhibited concentrations that were within applicable regulatory limits.

However, the background data indicated that certain contaminants, including fine particulate matter ($PM_{2.5}$), benzene, and benzo(a)pyrene, approached or exceeded applicable regulatory benchmarks for specific averaging periods. These exceedances are consistent with trends observed across urban areas within southern Ontario and are typically associated with regional atmospheric conditions and cumulative emissions from transportation, residential, and industrial sources. This can be seen in Table 8.

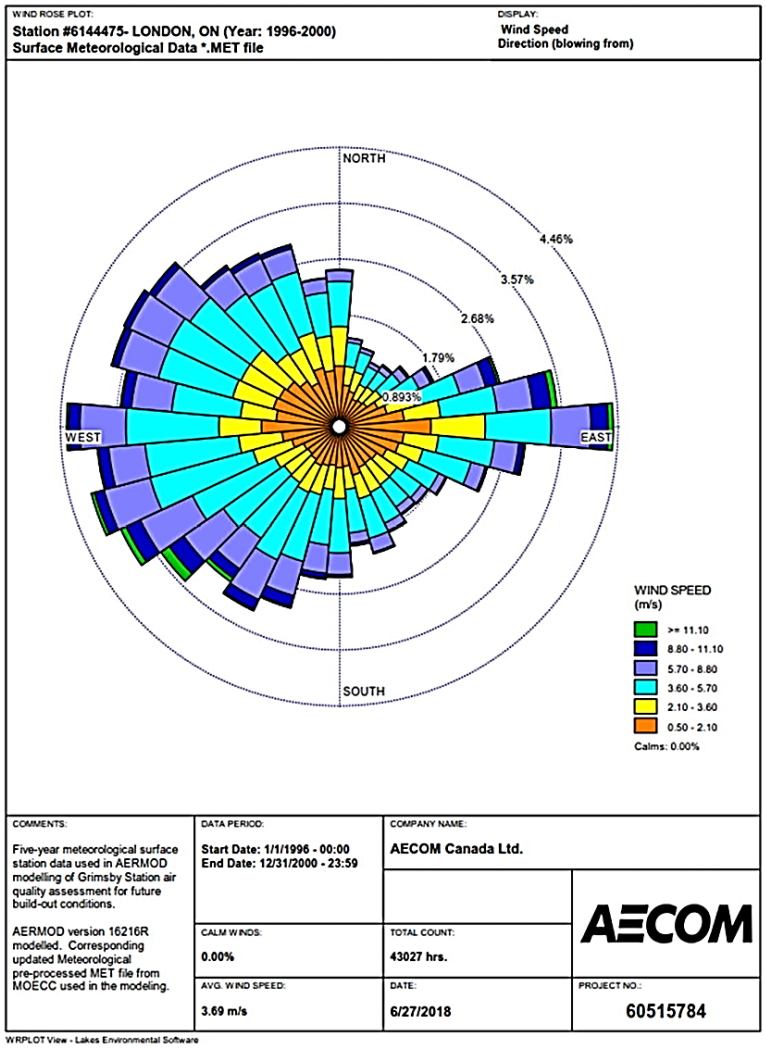
Table 8 Comparison of Background Ambient Air Quality Data to Criteria

Contaminant	Averaging Period (hr)	Background Concentration (µg/m^3)	AAQC Standard (µg/m^3)	Source of Standard	% of AAQC/ CAAQS Standard
NO2	1 (2025)	59	79	CAAQS	75%
	24	48	200	AAQC	24%
	Annual	16	22.6	CAAQS	71%
CO	1	457	36200	AAQC	1%
	8	419	15700	AAQC	3%
SO2	1 (2023)	3.9	100	AAQC	4%
	24	3.7	275	AAQC	1%
	Annual (2025)	2.1	10	CAAQS	20%
PM10	24	38	50	AAQC	76%
PM2.5	24 (2020)	21	27	CAAQS	78%
	Annual	12	8.8	CAAQS	136%
Acetaldehyde	24	0.665	500	AAQC	0%
Acrolein	1	0.026	4.5	AAQC	1%
	24	0.026	0.4	AAQC	7%
Benzene	24	0.731	2.3	AAQC	32%
	Annual	0.502	0.45	AAQC	111%
Benzo(a)pyrene	24	0.001	0.00005	AAQC	1600%
	Annual	0.325	0.00001	AAQC	3246893%
1,3-Butadiene	24	0.060	10	AAQC	1%
	Annual	0.041	2	AAQC	2%
Formaldehyde	24	1.761	65	AAQC	3%

Notes: (1) Exceedances to Air Quality thresholds are shown in red

Meteorological conditions influencing air dispersion in the study area were also reviewed as part of the background assessment. Regional meteorological data indicate that prevailing winds within the region generally originate from the northwest and west sectors, which is consistent with typical wind patterns observed across southwestern Ontario and the Lake Ontario shoreline. See Figure 9 for the wind direction and speed.

Figure 9 Wind Rose for West Central Region



Overall, the baseline air quality conditions within the study area are representative of urban and suburban environments within the Niagara and Hamilton regions and are influenced primarily by regional transportation activity and broader atmospheric conditions. These background conditions were used as the basis for evaluating potential air quality effects associated with the construction and operation of the proposed project.

The Casablanca EA also considered existing environmental conditions in the vicinity of the proposed station and access improvements. The report indicated that existing air quality conditions in the Town of Grimsby are generally representative of mid-sized communities within the Niagara Region and are primarily influenced by transportation activities and regional atmospheric conditions.

4.4 Noise and Vibration

4.4.1 Methodology

The characterization of existing noise and vibration conditions in the study area was based on a review of available technical studies and background reports prepared for the Grimsby GO Station Project, as well as applicable guidance for transportation projects under the TRPAP.

Key background studies reviewed include:

- Grimsby Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (2018) prepared by AECOM; and
- Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report (March 2019) prepared by Dillon Consulting.

The methodology for both assessments mentioned above included:

- Identification of representative sensitive receptors within the study area, including residential, commercial, and institutional land uses;
- Review of historical and measured noise levels reported in prior assessments;
- Evaluation of typical noise sources associated with the existing transportation network, including road traffic, rail operations, and nearby stationary noise sources; and
- Consideration of vibration exposure from existing rail operations and construction activities.

Existing conditions were summarized in terms of equivalent continuous sound levels (Leq) for daytime and nighttime periods, peak noise levels (Lmax), and vibration levels where available, following standard procedures outlined in the MECP Noise Guidelines for Transit Projects.

Updated noise and vibration studies will be completed post TRPAP and prior to construction to address the gaps in previous assessments which did not include the south property of the study area and therefore do not fully capture existing conditions across the full site.

4.4.2 Study Area

The noise and vibration study area encompasses the proposed Grimsby GO Station site, the adjacent rail corridor, surrounding roadways, and nearby sensitive receptors that could be affected by existing operations.

Sensitive receptors within the study area include:

- Residential dwellings along Casablanca Boulevard and surrounding streets;
- Commercial properties and community facilities; and
- Schools and recreational areas located in proximity to the proposed station and rail corridor.

The study area shown in Figure 10 was defined to capture all receptors potentially influenced by existing noise and vibration sources and to ensure a comprehensive understanding of baseline conditions.

Figure 10 Noise and Vibration Study Area and Receptor Location (AECOM 2018)

4.4.3 Existing Noise and Vibration Conditions

4.4.3.1 Noise

Existing ambient noise levels in the study area are influenced primarily by road traffic along Casablanca Boulevard, rail operations within the adjacent corridor, and localized stationary sources such as commercial and municipal facilities.

Based on the Grimsby Station Operations Acoustic Assessment (2018), typical daytime ambient noise levels at sensitive receptor locations range from approximately 50–60 dBA Leq, while nighttime levels are slightly lower, ranging from 45–55 dBA Leq. Peak noise events, including passing trains and occasional heavy vehicles, can result in momentary noise levels (Lmax) exceeding 70 dBA at some receptors closest to the rail corridor or major roadways.

The Casablanca Boulevard and GO Station Access EA (2019**)** corroborates these findings, indicating that noise levels along primary access routes are representative of urban/suburban environments in the Niagara Region, with road traffic as the dominant contributor to ambient sound levels.

The existing acoustic environment is characterized by transportation-related noise sources. The predominant regional contributor is traffic along the nearby QEW, which establishes the prevailing

background sound levels across much of the study area. Additional contributions to the ambient noise environment include vehicular traffic on Casablanca Boulevard and surrounding municipal roadways.

Noise Sensitive Areas (NSAs) identified within the Casablanca EA study area in Figure 11 consist primarily of residential land uses, including single-detached dwellings located adjacent to Casablanca Boulevard and on nearby local streets. These receptors were selected as representative assessment points for the evaluation of existing and future roadway traffic noise conditions. Receptor locations were considered at approximately 3 m away from the façade of the dwellings most exposed to the highway. A receptor height of 1.2 m above ground was considered as per the Guide. The full description of the point of receptors as well as the baseline noise levels can be found in Table 9.

Table 9 POR Descriptions and Baseline Noise Levels (dBA) (Dillon 2019)

POR !D	POR Description	Baseline (2018)
POR1	Single storey backsplit type residential dwelling on Main St W and Casablanca Blvd intersection	61.67
POR2	Two-storey residential dwelling on west of Casablanca Blvd	61.74
POR3	Single storey residential dwelling on east of Casablanca Blvd	57.24
POR4	Single-storey residential dwelling on east of Casablanca Blvd	56.99
POR5	Two-storey residential dwelling on west of Casablanca Blvd	58.06
POR6	Two-storey residential dwelling on east of Casablanca Blvd	57.5
POR7	Single storey backsplit type residential dwelling on Southwest corner of Casablanca and Livingston intersection	61.15
POR8	Single storey residential dwelling on Southeast corner of Casablanca and Livingston intersection	61.26
POR9	Single storey residential dwelling on northwest corner of Casablanca and Livingston intersection	62.71
POR10	Two-storey residential dwelling on northeast corner of Casablanca and Livingston intersection	61.64
POR11	Single-storey residential dwelling on east of Casablanca Blvd	62.01
POR12	Church on west of Casablanca Blvd	59.75

Point of Receptors (POR) identified in the Grimsby Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (2018) can be found in Table 10. A church was previously included in this table; however, it has since been demolished.

Table 10 POR IDS and Descriptions (Aecom 2018)

POR ID	POR Description
R01_POW	Facade of one storey house, at a height of 1.5 m
R01_Out	Front yard of dwelling, at a height of 1.5 m
R02A_POW	Facade of two-storey house, at a height of 4.5 m
R02A_Out	Back yard of dwelling, at a height of 1.5 m
R03_POW	Facade of two-storey house, at a height of 4.5 m
R03_Out	Front yard of dwelling, at a height of 1.5 m
R04_POW	Facade of two-storey house, at a height of 4.5 m
R04_Out	Back yard of dwelling, at a height of 1.5 m

Figure 11 Noise Sensitive Receptors

Existing sound levels are representative of a suburban transportation corridor situated in proximity to a major provincial highway. Background sound levels are elevated in locations closer to the QEW, with comparatively lower but still traffic-influenced ambient noise levels observed at receptors located farther from the highway corridor. These baseline conditions were used to inform the comparative analysis of future “build” and “no-build” traffic noise scenarios in accordance with applicable provincial environmental noise assessment guidance.

Overall, existing noise conditions in the study area are consistent with those typically experienced in communities located adjacent to active transportation infrastructure.

4.4.4 Vibration

Vibration levels in the study area are primarily associated with rail operations. Measurements and assessments from the 2018 AECOM study indicate that ground-borne vibration from existing train operations is generally below thresholds of concern for residential structures as defined by the MECP guidelines (approximately 0.3–0.5 mm/s peak particle velocity for continuous vibration).

Occasional freight or maintenance rail movements may generate short-term vibration events detectable within the study area; however, these events are intermittent and largely confined to properties immediately adjacent to the rail corridor.

Construction-related vibration is not considered under existing conditions, as no major construction activities are ongoing; baseline characterization focuses on natural background and operational sources.

While vibration may occasionally be perceptible at receptors located closest to the rail corridor, the magnitude and duration of these events are generally low and occur intermittently. As a result, existing vibration conditions within the study area are considered typical for locations situated near an active rail corridor and do not represent a significant concern under current operating conditions.

4.5 Socio-Economic and Land Use

4.5.1 Methodology

The characterization of existing socio-economic and land use conditions for the proposed Grimsby GO Station Project was undertaken through a review of available background documentation and applicable municipal planning policies. The assessment was intended to identify existing land uses, community features, and planning policy directions that may influence the design and implementation of the proposed transit infrastructure.

The methodology included:

- A desktop review of the Casablanca Boulevard and GO Station Access Environmental Assessment (2019) prepared by Dillon Consulting Limited for the Regional Municipality of Niagara.
- A review of relevant municipal planning policy documents, including Official Plan Amendment No. 6 – Grimsby GO Transit Station Secondary Plan adopted by the Town of Grimsby.
- Review of available mapping, aerial photography, and land use schedules within the municipal Official Plan.
- Consideration of regional growth planning directions associated with transit-oriented communities and future GO rail service along the Lakeshore West Line.

The review focused on lands surrounding the proposed station area located generally south of the QEW and west of Casablanca Boulevard, including lands identified within the Grimsby GO Transit Station Secondary Plan Area.

Information was reviewed to identify existing land uses, community features, transportation infrastructure, and socio-economic characteristics within the study area. The review focused on identifying sensitive land uses, community facilities, and economic activities that may be influenced by the proposed project. Additional information regarding land use planning and development within the Town of Grimsby was considered to provide context for existing and planned land uses surrounding the station area.

4.5.2 Study Area

The socio-economic and land use study area includes lands within and surrounding the proposed Grimsby GO Station site, including areas along the Casablanca Boulevard corridor and adjacent properties that may interact with the proposed station and associated transportation infrastructure.

The study area is located within the Town of Grimsby in the Regional Municipality of Niagara and is situated south (approximately 280m) of the QEW near the Casablanca Boulevard interchange. The area is characterized by a mix of residential neighbourhoods, commercial uses, transportation infrastructure, and emerging development associated with growth along the Lake Ontario waterfront.

4.5.3 Existing Conditions

4.5.3.1 Land Use

The existing land use pattern within the study area reflects a transitional landscape shaped by highway infrastructure, commercial uses, and nearby residential neighbourhoods.

Lands immediately surrounding the proposed station location include a mix of:

- Highway-oriented commercial uses;
- Employment and light industrial uses;
- Service commercial and retail establishments;
- Transportation infrastructure associated with the QEW interchange; and
- Pockets of residential development.

These uses are generally oriented toward automobile access due to the presence of the provincial highway interchange and associated service roads. The commercial uses in the area often serve regional travelers and highway traffic, including retail, service stations, and hospitality-related establishments.

Established residential neighbourhoods are located to the south and east of the station area. These areas are predominantly designated Low Density Residential, which is intended to maintain ground-oriented housing forms such as single-detached and semi-detached dwellings.

To the north of the highway, lands along the waterfront have experienced recent redevelopment, including higher-density residential projects associated with the Winston neighbourhood area. The highway corridor currently forms a significant physical barrier between these waterfront developments and the station area.

The rail corridor located adjacent to the proposed station site represents a long-standing transportation use within the area. Casablanca Boulevard functions as a key north–south arterial roadway connecting the QEW with the Lake Ontario waterfront and supporting regional and local traffic movements.

Overall, the station area contains a mix of commercial, employment, and residential land uses with varying levels of redevelopment potential.

Lands associated with the Grimsby GO Station fall within the Greenbelt Plan Area, a portion of which are designated Urban Area, reflecting their identification for urban development within the Town of Grimsby, while the south property is within the Protected Countryside of the Greenbelt Plan, linear transportation and ancillary uses to linear transportation facilities are permitted.

4.5.3.2 Community Features and Urban Form

The built form within the study area reflects its historic development pattern centred around highway access. Commercial buildings are typically low-rise and set back from the roadway with surface parking. Streetscapes along Casablanca Boulevard and the adjacent service roads are characterized by wide roadway cross-sections and limited pedestrian amenities.

Planning policies identify opportunities to enhance the urban form of the corridor through:

- Streetscape improvements;

- Enhanced pedestrian and cycling infrastructure;
- New public spaces and community facilities; and
- Development that establishes a more active street edge along key corridors.

These improvements are intended to support the transformation of the area from an auto-oriented corridor into a more urban, transit-supportive environment.

The surrounding area also includes residential neighbourhoods and recreational areas. Residential properties represent the primary sensitive land use within the broader study area, particularly those located in proximity to the Casablanca Boulevard corridor and adjacent transportation infrastructure. The study area also includes pedestrian and cycling routes that provide connections between residential areas, commercial destinations, and the Lake Ontario waterfront.

The proposed station location is intended to enhance regional transit accessibility while integrating with the surrounding community and existing transportation network.

4.5.3.3 Socio-Economic Context

The Town of Grimsby has experienced continued growth and development in recent years, driven in part by its location within Niagara Region and its connectivity to the GTHA transportation network.

Historically, the lands surrounding Casablanca Boulevard developed as an automobile-oriented commercial and employment area due to their proximity to the QEW interchange. Businesses within the corridor provide services to both local residents and regional travellers, contributing to the local economy and employment base.

Recent development trends within the broader community have been characterized by:

- Increasing residential growth associated with Niagara Region population forecasts;
- Redevelopment pressure along the waterfront corridor; and
- Demand for improved transit connectivity between Niagara Region and employment centres in the GTHA.

The introduction of GO rail service and the development of a new station are expected to influence long-term socio-economic patterns by improving regional connectivity, supporting population growth, and facilitating transit-oriented redevelopment within the Secondary Plan area.

The Town of Grimsby is a growing community within Niagara Region, characterized by steady population growth and relatively strong household income levels. Population growth in the Town of Grimsby increased by approximately 7.9% between 2011 and 2016, exceeding both provincial and national averages, and is expected to continue increasing over the coming decades. The Town of Grimsby has a population of approximately 28,883 (2021), reflecting its role as a mid-sized community within commuting distance of larger urban centres such as Hamilton and Toronto. Available commuting data indicates that a significant proportion of Grimsby residents travel daily to employment centres in Hamilton and the Greater Toronto Area, while current transit mode share remains very low, reflecting limited service availability. Together, these trends suggest strong latent demand for improved regional transit infrastructure, including GO rail service. The community demonstrates moderate density and continued residential development, including the addition of new housing units, supporting its function as a residential and commuter-oriented municipality.

From a socio-economic perspective, the Town of Grimsby exhibits relatively high household income levels and a stable economic base. The median household income is approximately $79,036, with an average household income of approximately $92,038, indicating a generally affluent community compared to many municipalities of similar size (Town of Grimsby, n.d.). Additional data indicates strong labour force participation and a well-educated workforce, with many residents commuting to employment centres across Niagara Region and Greater Golden Horseshoe. In the context of the Grimsby GO Station, these characteristics support demand for regional transit services, as the station will serve a growing commuter population and facilitate access to employment opportunities while supporting sustainable transportation options.

4.6 Cultural Heritage Environment

4.6.1 Cultural Heritage - Built Heritage and Cultural Heritage Landscapes

4.6.1.1 Methodology

Existing conditions related to built heritage resources and cultural heritage landscapes were characterized through a review of available background studies, municipal heritage inventories, and applicable cultural heritage policies. Acknowledgment is given to the fact these lands have been home to Indigenous peoples since time immemorial and for whom these lands continue to have great importance. The data used in this assessment has been primarily informed using Western science and values and may not be representative of Indigenous people's perspectives.

The primary sources of information for this assessment was the Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes, prepared by Archaeological Services Inc. for Dillon Consulting as Appendix G to the Casablanca EA, which provides supplementary background on cultural heritage resources in the study area. The study evaluated cultural heritage resources within the corridor associated with improvements to Casablanca Boulevard and related access routes to the proposed Grimsby GO Station, as well as the *Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes* (March 2010) prepared by Archaeological Services Inc. for R.J. Burnside and Associates Limited as Appendix C5, which provides a broader corridor-level inventory and evaluation of built heritage resources and cultural heritage landscapes associated with the Niagara Rail Expansion study, including historical context, methodology, and identification of potential heritage resources within and adjacent to the Grimsby study area. Additionally, a review of the Town of Grimsby Municipal Heritage Register was conducted to verify whether any designated or listed built heritage resources are present within the study area.

The Cultural Heritage Resource Assessment followed accepted provincial evaluation practices consistent with the Ontario Heritage Act and the Ontario Heritage Tool Kit. The methodology included:

- Review of historical mapping, aerial photography, and archival documentation;
- Review of municipal heritage registers and planning policy documents;
- Background research to identify historically significant land uses and development patterns;
- Field review to identify and document potential built heritage resources and cultural heritage landscapes within the study area; and
- Review and search of the Town of Grimsby Heritage Register.

Resources were evaluated to determine whether they demonstrate potential cultural heritage value or interest based on established heritage evaluation criteria.

4.6.1.2 Study Area

The cultural heritage study area corresponds generally with the transportation corridor evaluated in the Casablanca EA.

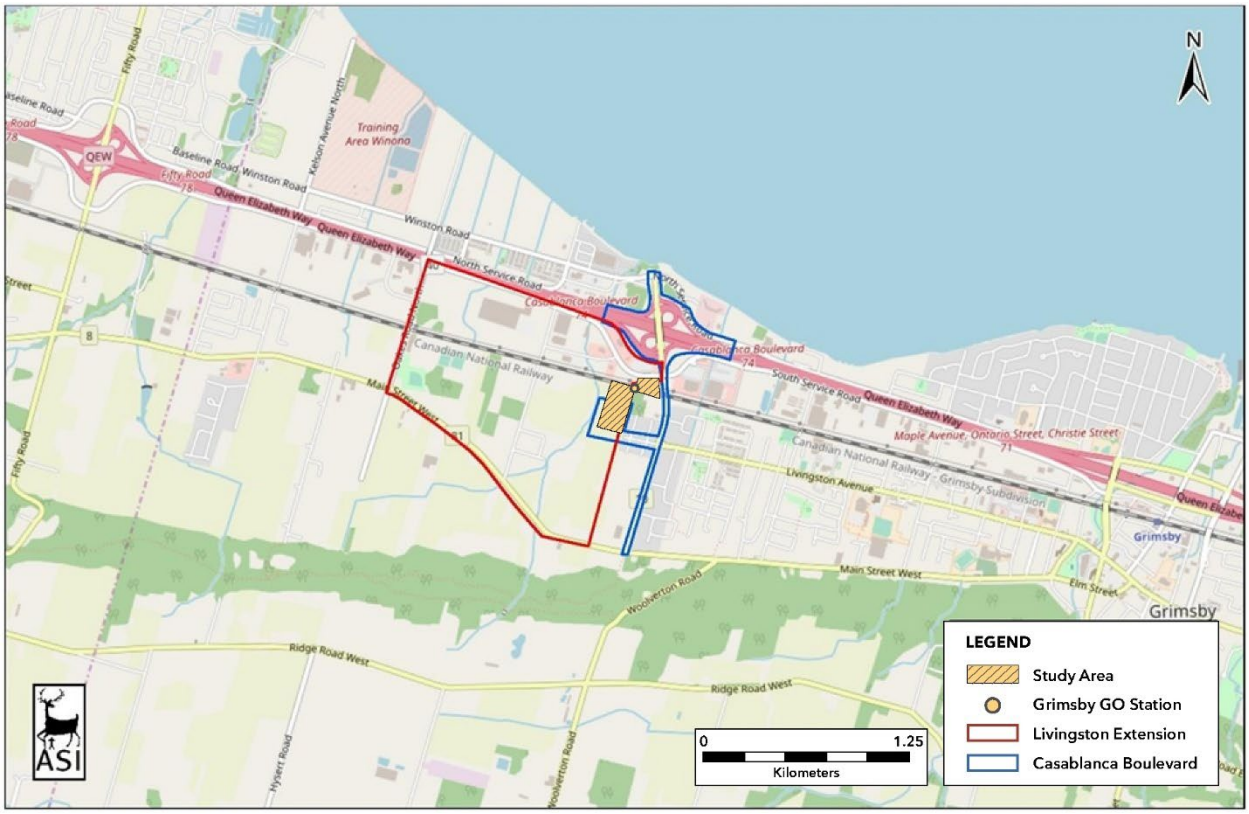
The study area shown in Figure 12, includes the corridor along Casablanca Boulevard between the North Service Road and Main Street West, as well as portions of:

- South Service Road;
- Livingston Avenue; and
- Lands adjacent to the Canadian National Railway corridor.

The study area is located within the Town of Grimsby in the Regional Municipality of Niagara. Areas previously screened for built heritage resources (BHRs), cultural heritage landscapes (CHLs), and archaeological resources as part of the earlier Environmental Assessment [Appendix C5 (2010)] encompass a broader corridor that overlaps substantially with the current project study area. The current study area has been refined from this larger previously assessed area and is situated entirely within, or directly adjacent to, lands that were subject to prior cultural heritage screening. As such, the majority of lands within the current project limits have already been reviewed to identify potential cultural heritage value or interest.

Specifically, the previously screened areas included the full extent of the Casablanca Boulevard corridor and surrounding lands where improvements and access modifications were contemplated, including adjacent transportation corridors and undeveloped or agricultural parcels. The current project study area represents a subset of these lands, focused on the refined footprint of proposed works. Consequently, the cultural heritage considerations identified through earlier screening remain applicable and provide a basis for confirming the presence or absence of BHRs, CHLs, and archaeological potential within the current study limits. The corridor historically formed part of an agricultural landscape associated with early settlement and agricultural development in the Niagara Peninsula and this broader historical context continues to inform the evaluation of cultural heritage resources within the current project study area.

Figure 12 Cultural Heritage Study Area



4.6.1.3 Existing Conditions

A Cultural Heritage Resource Assessment was completed for the GO Service Extension to the Niagara Peninsula Environmental Assessment by Archaeological Services Inc. (ASI) in 2010. This assessment identified a total of 40 cultural heritage resources within or adjacent to the study areas, but none of which are located within the current Grimsby GO Station TRAPAP study area.

The Cultural Heritage Resource Assessment was completed by Dillon in 2018 to support the Casablanca EA. The assessment identified one BHR and no CHLs adjacent to the Casablanca Boulevard study area, and seventeen BHRs and no CHLs adjacent to the Livingston Avenue study area. None of these identified resources are located within the Grimsby GO Station TRPAP study area.

In addition, a recent review of the Town of Grimsby Municipal Heritage Register (2023) was completed to confirm the presence or absence of designated or listed built heritage resources within the study area. This review determined that there are no designated or listed built heritage resources within the proposed Grimsby GO Station study area. Within the broader study area (approximately 500 m to 1 km), the nearest identified heritage resources are located more than 580 m from the proposed station site. These include:

- Smith–Geddes House, 390 Main Street West – listed on the municipal heritage register and protected by an Ontario Heritage Trust conservation easement (approximately 580 m south of the proposed station); and
- Smith Family House, 382 Main Street West – listed on the municipal heritage register (approximately 616 m south of the proposed station).

More historically significant heritage properties within the Town of Grimsby are generally concentrated within the historic downtown area along Main Street, outside the immediate transportation corridor associated with the proposed station improvements.

Cultural heritage landscapes are defined as geographic areas that may have been modified by human activity and that possess cultural heritage value or interest due to the relationships between built, natural, and spatial elements. The Cultural Heritage Resource Assessments considered the potential presence of cultural heritage landscapes within the study area, including historic agricultural landscapes and transportation corridors.

Historically, the lands surrounding the study area formed part of a broader agricultural landscape associated with fruit farming and rural settlement patterns characteristic of the Niagara Peninsula. A review of the Town of Grimsby Municipal Heritage Register (2023) identified the presence of a broader historic fruit-growing cultural heritage landscape located south of the proposed Grimsby GO Station site. This landscape is generally bounded by Main Street West to the south, Casablanca Boulevard to the east, Hunter Road to the west, and the Lakeshore West rail corridor and QEW to the north. This area forms part of what the Town of Grimsby identifies as the “Garden of Canada” agricultural cultural heritage landscape, representing a historic tender-fruit farming district associated with the Niagara Escarpment and historically known for peach and cherry orchards.

Although agricultural land uses remain present in portions of the surrounding region, the immediate corridor along Casablanca Boulevard has been substantially modified by roadway infrastructure, highway interchanges, and associated development. As such, the identified broader cultural heritage landscape is located outside the Project study area and is not anticipated to be directly impacted by the proposed works.

Through engagement and consultation with Six Nations of the Grand River (SNGR), they have identified the adjacent woodlot (comprised of forest lands and a watercourse) as culturally significant from SNGR’s perspective. The woodlot is addressed in the Natural Environment existing conditions Section 4.1. Further details can be found in Appendix B.

Figure 13 illustrates the location of identified BHRs and CHLs in relation to the current study area. Mitigation measures and recommendations to address potential impacts to cultural heritage resources and landscapes are provided in Section 5.6.

Figure 13 Location of identified BHRs and CHLs

4.6.2 Cultural Heritage – Archaeology

4.6.2.1 Methodology

Existing archaeological conditions within the study area were characterized through a review and synthesis of previously completed archaeological investigations undertaken for projects within or adjacent to the study area. These are included in Section 4.6.2.2.

4.6.2.2 Previous Archaeological Assessments

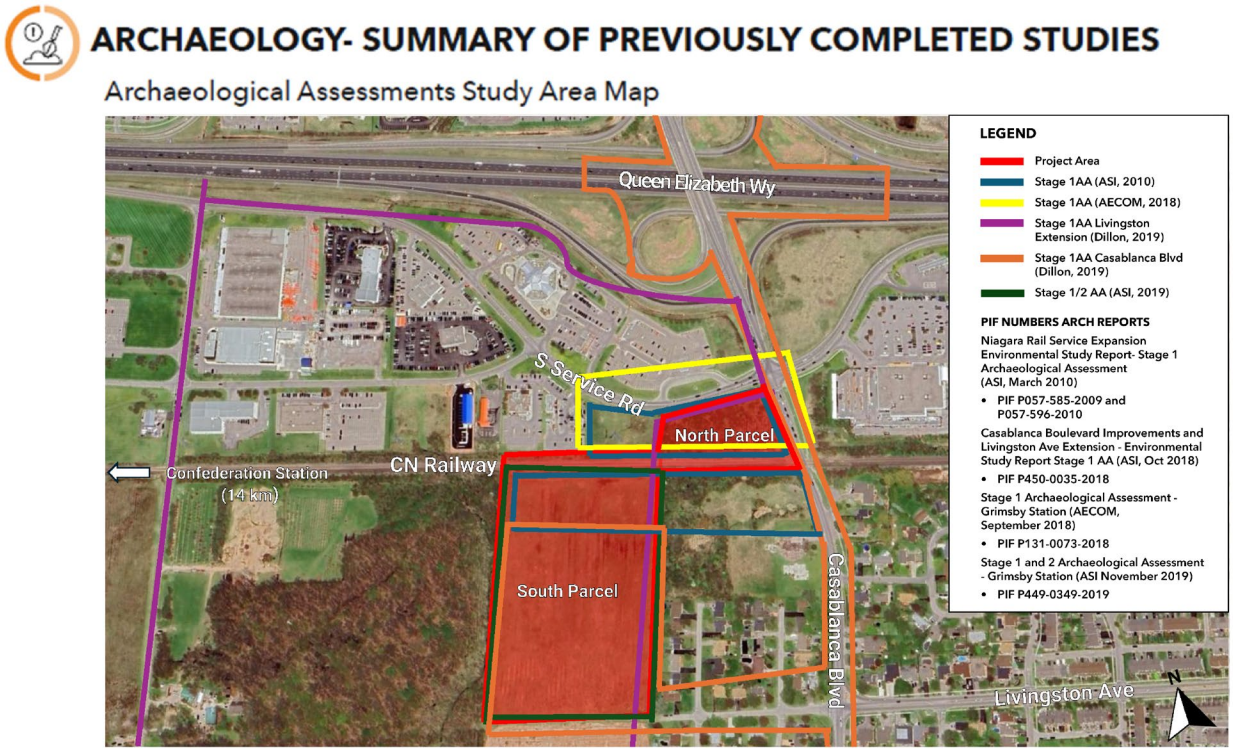
Consistent with the provincial standards, the Stage 1 assessments included the following components:

- Background research reviewing previously registered archaeological sites within a defined radius using the Ontario Archaeological Sites Database (OASD);
- Review of historical mapping and aerial photography to identify past settlement features or land uses;
- Review of previous archaeological reports completed within or near the study area;
- Assessment of physiographic conditions, including proximity to water sources and topographic features associated with archaeological potential; and
- Visual property inspection to evaluate existing land disturbance and confirm areas of archaeological potential.

Where archaeological potential was identified and land conditions permitted, Stage 2 field investigations were conducted. These investigations typically consisted of pedestrian survey of ploughed fields at systematic intervals (e.g., 2.5 m transects) to identify surface artifacts or archaeological deposits.

Figure 14 illustrates all study areas associated with previous archaeological investigations.

Figure 14 Previous Archaeological Assessments Study Area



Niagara Rail Service Extension Environmental Assessment (ASI 2010, Robert Phil) – PIF # P057-585-2009 and P057-596-2010

A Stage 1 archaeological assessment completed as part of the GO Rail Service Extension to the Niagara Peninsula evaluated multiple potential station locations, including the Grimsby-Casablanca Boulevard area. This assessment determined that portions of the study area located south of the rail corridor retained archaeological potential and recommended Stage 2 archaeological assessment for those areas. A Stage 1-2 archeological assessment was completed by ASI (2019) for south property of the Grimsby GO TRPAP study area.

Casablanca Boulevard Improvements and Livingston Avenue Extension (ASI 2018, Sarah Jagelewski) – PIF# P450-0035-2018

A Stage 1 archaeological assessment completed for the Casablanca Boulevard Improvements project encompassed a large study area extending from Winston Road to Main Street West and from Oakes Road South to Casablanca Boulevard. The review determined that while some lands had been disturbed by previous development, portions of wooded and agricultural lands retained archaeological potential and warranted Stage 2 assessment prior to development. A Stage 1-2 archaeological assessment completed by ASI (2019) within the south property of the Grimsby GO TRPAP study area is captured below.

Grimsby GO Station – Stage 1 Archaeological Assessment (Aecom 2018, Adria Grant) – PIF # P131-0073-2018

AECOM conducted a Stage 1 assessment for the proposed Grimsby GO Station located near the intersection of Casablanca Boulevard and South Service Road. The study area included previously disturbed lands associated with transportation infrastructure and commercial development.

The background review identified no registered archaeological sites within 1 km of the study area, although several sites were recorded within a broader two km radius. Following a property inspection and evaluation of the existing conditions, the study concluded that the lands within the study area no longer retained archaeological potential and therefore no further archaeological assessment was recommended for that specific Project footprint.

Stage 1-2 Archaeological Assessment – Grimsby GO/MX Transit Hub (ASI 2019, Robb Bhardwaj) – PIF # P449-0349-2019

ASI conducted Stage 1 and Stage 2 archaeological assessments for lands associated with the proposed Grimsby GO/MX Transit Hub. The Stage 1 assessment determined that the property retained potential for both Indigenous and Euro-Canadian archaeological resources based on environmental conditions and regional settlement history. Stage 2 fieldwork was undertaken through a systematic pedestrian survey at 2.5 m intervals across the property. Representatives from Mississaugas of the Credit First Nation and Six Nations of the Grand River were present for the Stage 2 field work. This investigation documented:

- Two isolated Indigenous findspots, each consisting of a single lithic artifact; and
- One Indigenous archaeological site (AhGv-55) containing 15 lithic artifacts within a small area near a watercourse.

The isolated findspots were determined not to represent significant archaeological deposits and may be considered free of any archaeological concern. However, Site AhGv-55 was identified as having cultural heritage value or interest, and a Stage 3 site-specific assessment was recommended to fully evaluate the extent and significance of the deposit. The report recommended partial clearance to allow for access to portions of the study area with no further archaeological concern. The report recommends a 20 m protective/fence buffer shall be established under the supervision of a licensed archaeologist and must be fenced during any on-site activity to adequately protect the archaeological site from construction impacts. In addition, a 50 m construction monitoring buffer beyond the 20 m fenced buffer, shall be maintained, where all construction and earth-moving activities must be supervised by a licensed archaeologist.

Mitigation measures and recommendations to address potential impacts to archaeological resources are provided in Section 5.6.

4.7 Traffic and Transportation

4.7.1 Methodology

Existing traffic and transportation conditions within the study area were characterized through a review of available background transportation studies, municipal planning documents, and publicly available transportation network information.

The primary background document reviewed for this EPR was the Casablanca EA. This study evaluated existing and future transportation conditions along the Casablanca Boulevard corridor and identified infrastructure improvements required to support access to the proposed Grimsby GO Station.

The study included an assessment of:

- Existing roadway network characteristics;

- Traffic volumes and intersection operations;
- Pedestrian and cycling infrastructure;
- Transit services operating within the study area; and
- Transportation connectivity between the proposed station site and the surrounding road network.

Information from the ESR was reviewed to summarize the existing transportation network, identify key transportation corridors and access routes, and characterize current travel patterns within the study area.

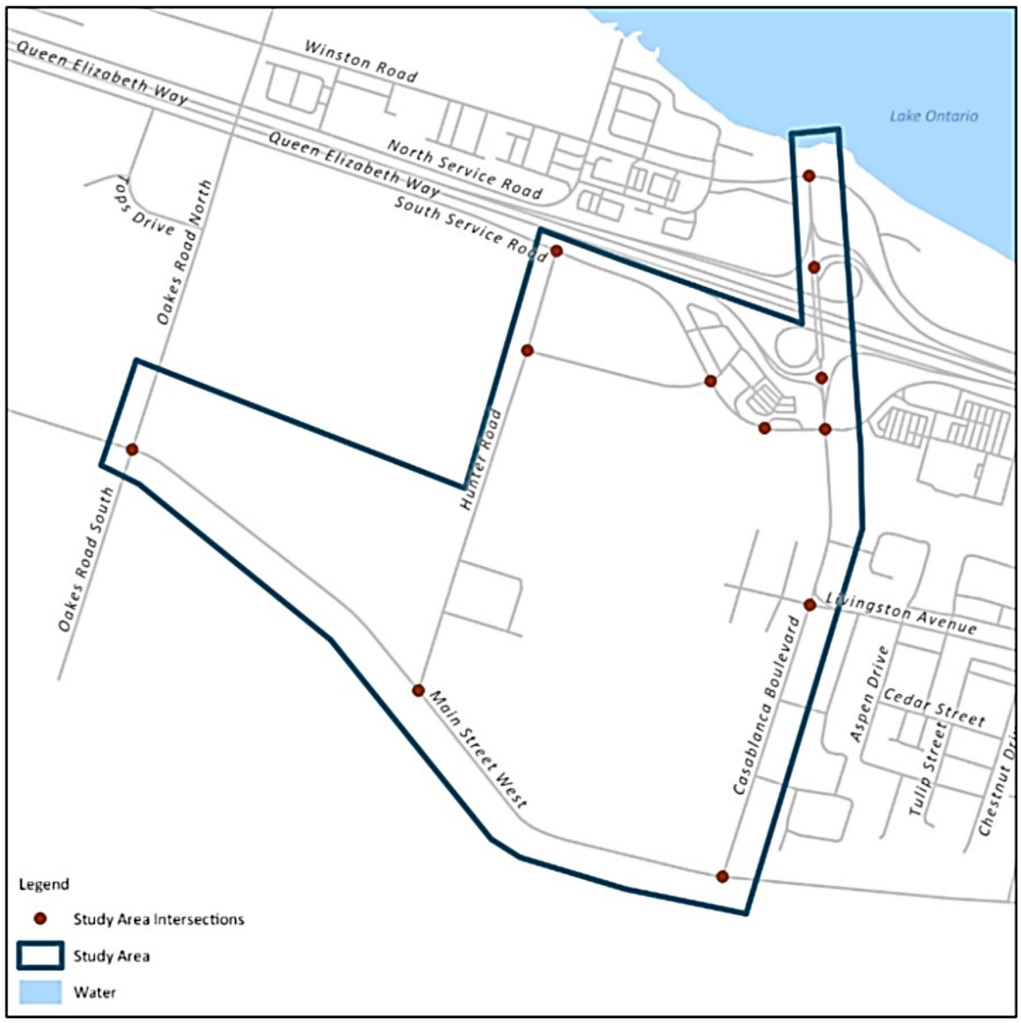
4.7.2 Study Area

The traffic and transportation study area illustrated in Figure 15 includes the roadway network surrounding the proposed Grimsby GO Station site, with a focus on the Casablanca Boulevard corridor and nearby intersections that provide primary access to the station area.

The study area is located within the Town of Grimsby in the Niagara Region and includes lands near the interchange between the QEW and Casablanca Boulevard. Casablanca Boulevard functions as a primary north–south arterial roadway connecting the QEW with residential and waterfront areas to the north.

The study area generally corresponds to the transportation network evaluated in the Casablanca EA. This network includes Casablanca Boulevard, the South Service Road corridor, and surrounding local roads that provide access to the proposed station location.

Figure 15 Traffic and Transportation Study Area



4.7.3 Existing Conditions

4.7.3.1 Road Network

The existing road network within the study area is centered on Casablanca Boulevard, which serves as a key north–south transportation corridor within the Town of Grimsby. Casablanca Boulevard connects the QEW interchange with residential neighbourhoods and waterfront areas north of the rail corridor.

The roadway network within the study area also includes the North Service Road and South Service Road corridors, which run parallel to the QEW and provide east–west connectivity within the community. These roads support both local and regional traffic movements and provide access to commercial and residential properties in the area. Casablanca Boulevard currently accommodates a mix of commuter traffic, local traffic, and commercial vehicle movements associated with nearby development and the QEW interchange.

4.7.3.2 Traffic Volume and Operations

Traffic volumes within the study area are influenced by the proximity of the QEW interchange and the role of Casablanca Boulevard as a key access route within the Town of Grimsby.

Peak traffic volumes generally occur during weekday morning and afternoon commuter periods, when the corridor accommodates both local traffic and regional travel associated with commuting to and from the GTHA.

The transportation assessment conducted identified several intersections along the Casablanca Boulevard corridor that currently experience moderate traffic activity and that may require improvements to support future transportation demand associated with the proposed station.

4.7.3.3 Transit Services

Public transit service within the study area is currently limited but includes local bus service connecting Grimsby with neighbouring municipalities within the Niagara Region.

Regional transit connectivity is primarily provided through the regional highway network and nearby GO Transit services operating within the broader Greater Golden Horseshoe region. The proposed Grimsby GO Station is intended to improve regional transit access by providing a new rail transit connection within the community.

The introduction of a GO Station at this location is expected to significantly enhance transit accessibility for residents of the Town of Grimsby and surrounding communities.

4.7.3.4 Active Transportation

The Casablanca Boulevard and Livingston Avenue improvements include active transportation elements intended to establish a safe, continuous, and accessible walking and cycling connection through the corridor. The primary component is a separated multi-use path along Casablanca Boulevard, creating a north–south spine that links neighbourhoods, commercial areas, and the future Grimsby GO Station.

In addition to the multi-use path, the ongoing projects being completed by Niagara Region, support improved pedestrian continuity along Livingston Avenue, addressing existing gaps and enhancing accessibility within the broader network.

Together, these active transportation elements form a foundational multimodal connection in west Grimsby, improving safety, supporting transit access, and strengthening overall network connectivity in the area.

5 Impact Assessment and Mitigation Measures

5.1 Natural Environment

The potential environmental effects of the Project on the natural environment were evaluated based on the existing conditions information compiled through background review, field investigations, and previous environmental assessments completed for the study area as noted in above Sections 1

(1.1.2, 1.2) and 4. The assessment considered potential effects from both indirect and direct impacts from construction and operations with input from other project elements and team disciplines.

Effects were evaluated for the following natural environment components:

- Vegetation and wildlife habitat;
- Species of Conservation Concern (SCC); and
- Aquatic Habitat (fisheries resources).

Potential mitigation measures were identified, recognizing that as design progresses, measures to avoid or minimize potential environmental effects may be refined.

The assessment of impacts to natural environmental features also considered features of Provincial importance (Provincially significant wetlands, Areas of Natural and Scientific Interest) related to the protection of ecological systems, biodiversity, and water resources. The evaluation of impacts and identification of corresponding mitigation measures for vegetation communities, wildlife habitat, species of conservation concern, and aquatic resources supports provincial interest in conserving natural heritage features and maintaining ecological features within developed landscapes.

5.1.1 Potential Effects

5.1.1.1 Direct Impacts

Vegetation Removal and Site Grading

The proposed GO Station, rail infrastructure improvements, and associated access works have the potential to affect natural environmental features within or adjacent to the Project study area.

Direct impacts for the North Property include removal of approximately 0.8 ha of low-quality cultural thicket (CUT). Isolated and scattered trees (10-25 cm DBH) generally consisting of Red/Green Ash, ornamental Cherry, Hawthorn and smaller shrubs will be removed. No mature, heritage or SCC significant flora or fauna (species/habitat) were identified and therefore will not be impacted.

The west woodland (FODM7-7/FODM5-3, FODM 7-4), located at the west property limit of the South Property will not be encroached upon, with no removal of vegetation or tree removal proposed within or along the woodland edge. It is recognized that a small encroachment of the northerly limits of the woodland edge at the CN corridor may be required for future works and will be refined at detailed design.

Similarly, the abutting cultural thicket (CUT) to the east of the north portion of the south property will be retained along its vegetated edge. As the detailed design progresses, encroachment to facilitate site grading for design implementation will be confirmed.

Along the residential edge (east limits), several larger trees (25-40 cm DBH) occur. It is anticipated that direct impacts from construction (tree roots) can be avoided with the proposed design which will be confirmed through detailed design. The Tree inventory and locations of trees assessed are provided in Appendix F.

The fallow field (MEF) which represents the majority of the vegetation community within the South Property is a mixture of native and non-native herbaceous species which will be removed to accommodate the platform, parking and bus loop footprint. Approximately 4.0 ha will be removed. Approximately 1.5 ha (which forms the archaeological and ecological buffer to the woodland) will be

retained. The design has been developed to limit edge effects along the woodland to retain portions of the fallow field along the transitional interface. Mitigation and buffers are discussed in Section 5.1.2. Isolated and scatted trees (generally 10 cm DBH or smaller) consisting of Black Walnut, Red/Green Ash and smaller shrubs (buckthorn) generally located along the northern peripheral edge and scattered throughout the central community will be removed.

No federally or provincially significant species will require removal as a result of the planned design. Some herbaceous vegetation and bioculturally significant trees observed within the ELC community (MEF/CUT) which may be of interest and importance to Indigenous communities were observed and include, for example:

- Milkweed sp. (ganǫ́ʔgwaʔhihs/kanon'tinekens);
- Hawthorn sp. (ohíkdagó:wah (thorn tree)/ohiktehs);
- Staghorn Sumac (otgóʔdaʔ/Aiénhne);
- Red Osier Dogwood (Red Whip) (Roo neh ga neht/Ohǫ':da'/Onekwénhtara Niwatahtsherò:ten);
- White Ash (Kaneron);
- Red/Green Ash (Kanerohon);
- Black Walnut (dzo:nyó'gwa:k/Tsyohsokwak/Kayanase Interest Product);
- Clover – Red and White (Tionerahtoken'kó:wa, Tionerahtó:ken Katsi'tsarà:ken, Tionerahtó:ken);
- Common Dandelion (Kahonro'tótha Otsì:tsa);
- Common Mullein (Kén:reks Aotáshon); and
- Common Thistle (onöni'da, ohíkdaʔ).

Indigenous communities will be informed of known or anticipated bioculturally significant plant species prior to removal and will have the opportunity to inform mitigation measures where feasible. Mitigation measures are detailed in Section 5.1.2.

Impacts to Terrestrial Wildlife and Their Habitats

Species of Conservation Concern

Bat and Bat Habitat

Science and direction regarding bat habitat are evolving especially as several new bat species have been added to the PSO list and included as SCC. Furthermore, the definition of habitat under the new Species Conservation Act is also changing from a regulatory application. Potential bat habitat (tree roosts, insect foraging) within the CUT and MEF communities to be removed is extremely limited (limited to small trees (~ <10 cm and shrubs) with tree roost habitat opportunities focused on the woodland/drainage feature with foraging opportunities in association with the constructed pond (e.g. insect foraging) located off site which will be retained. Foraging opportunities will not be directly impacted as the watercourse and the ecological buffer will continue to provide food source opportunities for insects and are not exclusive to the Project footprint. Treed habitat for bats will continue to be available. Evaluation of wildlife priority trees was included as part of the tree inventory

and are generally restricted to the woodland and trees abutting the Project footprint and on residential properties which will be retained.

Monarch Butterfly Significant Wildlife Habitat

Several isolated pockets of Milkweed were observed within the fallow field. Monarchs make use of the host plant (Milkweed) as a vital component of their lifecycle. While a portion of the field which supports the host plant will be removed, a large area associated with the ecological buffer will be retained providing opportunities for the host plant and pollinator habitat. The greatest impact will arise from the construction stage disturbances. Direct impacts can be avoided by conducting grading and vegetation removal outside of their active period (typically mid to late June through to August and mid-October (laying eggs/larva/Chrysalis stage) and when they migrate). It is expected that monarchs will persist as long as the host plant is available. Mitigation is discussed in Section 5.1.2 which includes recommendations for incorporating milkweed into native seed mixes and plant plugs through restoration opportunities within the ecological buffer and preferring timing windows for vegetation clearing.

Given construction is proposed wholly outside of the woodland areas, the potential for impacts to SCC utilizing the woodland is limited.

Other Wildlife

Wildlife species that occur within the Project area specifically in the CUT and MEF communities being impacted are common and ubiquitous on the landscape and are adapted to or have been habituated to urban environments (e.g. sparrows, finches, raccoons, deer). The majority of habitat opportunities occur in association with the adjacent woodland which will be retained. This includes MBR Sch 1 species such as Pileated woodpecker. The CUT and MEF lands to be directly impacted are highly altered and ecologically disturbed, and do not provide important habitat functions. Furthermore, none of the observed species for these culturally disturbed communities to be removed are area-sensitive, intolerant of human occupied landscapes, or require interior forest environments. The proposed ecological buffer will provide for continued opportunities over the long term such as localized nesting and foraging as part of the broader landscape not restricted to the Project footprint. Mitigation discussed in Section 5.1.2 includes recommendations for maintaining herbaceous vegetation within the ecological buffer, thus minimizing dense deciduous and coniferous plantings to support meadow habitat within the ecological buffer. There is, however, potential for flora and fauna to be impacted by vegetation clearing and other activities during construction. Flora and fauna may be impacted through displacement, injury, or removal from contact with heavy equipment during clearing and grading activities and loss of general wildlife habitat and/or disturbance to wildlife as a result of noise associated with construction activities, particularly during breeding periods. Short-term indirect disturbances to wildlife species may also occur (refer to Section 5.1.1.2).

Mitigation measures are detailed in Section 5.12.

Ecological Linkages

With the retention of the woodland and incorporation of an ecological buffer, north-south linkages (albeit limited) to marginal habitats northerly beyond the rail corridor and southerly (by way of a small, constructed pond and hedgerow) will be preserved. The existing landscape, current development, roads, rail corridor residential/ commercial plazas and QEW situates the woodland as a somewhat isolated feature on the landscape. While the fallow field within the property provides a limited transition to the east, this is again isolated and truncated by dense residential homes and

Livingston Avenue. Linkage opportunities (where feasible) should focus on the north-south opportunities connecting the woodland to the ecologically important Niagara Escarpment. Considerations for the north-south connection as part of the independent study for the Casablanca Livingston Road Improvements (by others) east should consider maintaining this connection including any future GO station connections. No direct impacts are anticipated as part of the current design plan for the Project footprint.

Mitigation measures are detailed in Section 5.12.

Impacts to Fish and Aquatic Habitats

The drainage feature in the north-west section of the south property will be retained. Short-term disturbances may occur during construction to facilitate minor construction elements (to be further refined at detailed design) which may be required to connect the SWM facilities (e.g. outlet pipe). It is anticipated that these areas of grading encroachment to install the facility infrastructure will be available for post-construction ecological restoration. The existing information for the drainage feature does not suggest the feature is a marginal or important fisheries resource, nor provides critical fisheries habitat (for example, critical habitat as defined by ECCC for the application of SCC).

Additional potential impacts to this feature may include, but are not limited to:

- Reduced water quality and degradation of downstream habitat; and,
- Disturbance to, or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil.

Impacts on the drainage feature are anticipated to be negligible with appropriately designed SWM facilities, surface water management and robust sediment and erosion controls during construction. Mitigation measures are detailed in Section 5.12.

5.1.1.2 Indirect Impacts

Indirect impacts on natural features and wildlife habitat are those that do not always exhibit visible stressors in the core development area but include stressors adjacent to the lands of the Project footprint. Once construction is complete, the operational phase of the GO Station is expected to result in minimal indirect effects on natural environmental features.

Potential indirect effects may include:

- Minor increases in noise and vibration associated with rail operations.
- Increased human activity and lighting associated with station operations.
- Anthropogenic disturbance and colonization of non-native and/or invasive species.

However, the surrounding area is already characterized by transportation infrastructure, urban development, and agricultural land uses, which limits the overall sensitivity of the site.

With the establishment of ecological buffers from natural areas, BMPs during construction and appropriately planned design elements (e.g. wildlife friendly lighting), the above-noted indirect impacts can be mitigated/reduced. It is not anticipated that the proposed GO Station parking, platforms and associated facility infrastructure will have a negative impact on natural features. Refer to Section 5.1.2.1 for mitigation recommendations related to buffers.

5.1.2 Mitigation Measures, including Restoration and Enhancement

Industry standards and generally acceptable construction mitigation measures and best management practices will be implemented. The following provides a summary of mitigation measures to be implemented to avoid or minimize potential effects on natural environmental features

- An Erosion and Sediment Control (ESC) Plan will be developed at the detailed design stage and installed prior to construction. Fencing type to consider potential wildlife entrapment (no internal mesh) and double as wildlife exclusion fencing and tree preservation fencing during construction. Machinery access routes and travel paths shall be clearly defined and shall avoid natural features. Maintenance of machinery during construction shall occur at a designated location away from the natural areas on-site (for example minimum 30 m from watercourse, following the Clean Equipment Protocol during construction, and prohibiting release of deleterious materials to the watercourse).
- Limit vegetation clearing to the minimum area required for construction, clearly delineating ecological buffers and woodland/watercourse protection areas.
- Establishment of native vegetation species within and adjacent to the disturbed feature edge, with the ecological buffer focusing on herbaceous species (limiting caliper trees) keeping existing natural vegetation intact. Herbaceous pollinator plant species (Milkweed) and native flora to the Carolinian (Niagara) growing zone should be used. On-site ecological restoration /compensation will be provided conceptually (under separate cover) as part of the 10% design with planting details and specific elements provided within a future Landscape Plan during the detailed design stage.
- An updated assessment of non-native/invasive species growth (priority invasives of interest) should be completed within the ecological buffer at detailed design. Efforts should be focused on adaptive management and feasibility of implementation. Based on these results, an Invasive Species Management Plan targeted at the non-native/invasive species at issue should be developed and incorporated into the detailed landscape and restoration plan.
- Bioculturally significant plant species of interest should be confirmed with Indigenous communities and appropriately mitigated for. The feasibility of transplanting or salvaging plants or seeds from the impacted areas should be considered and included in the onsite landscape restoration plan using the proposed ecological buffer.
- Incorporating exclusion fencing (chain-link) or other means of prohibiting access within the ecological buffer (to be evaluated based on Metrolinx operational standards in consultation with the Region at detailed design) to limit access to the woodland through unwanted usage. The intent is to protect the ecological buffer as an extension of the ecological function of the woodland, while still considering wildlife passage post-construction.
- Incorporate wildlife friendly design lighting and deterrents, where feasible. For example low mounted fixtures, using light sources which are less disruptive to and bird-friendly decals on glass surfaces to reduce the risk of bird strikes, into the parking lot design and structures while maintaining operational and public safety objectives.
- Dedicate snow storge locations outside of and away from the ecological buffer. This not only reduces compaction on native vegetation from heavy snow loads but also reduces possible leachate and compounding salt impacts which damage soil (vegetative growing medium) and

damaging plants over the long-term. These elements shall be incorporated into a Salt Management Plan (see Section 5.2.2).

- Tree removal compensation will follow the Metrolinx Vegetation Guideline (2025). Tree compensation (as required) is recommended to be incorporated into both the station landscaping and ecological buffer. Compensation for trees will be further refined during the detailed design stage.
- Metrolinx will be responsible for implementing off-site compensation for the fallow field (MEF) and cultural thicket (CUT) communities where on-site compensation is not feasible due to design and operational constraints.
- Tree/vegetation removal should not occur from April 1st to October 1st as defined by Metrolinx and outlined in the Metrolinx Vegetation Guideline 2025. Vegetation removal should not occur in naturalized, large and/or complex habitats during this timeframe. Bird nest surveys are only appropriate in simple habitats. For example, simple habitats as described by Environment and Climate Change Canada includes anthropogenic structures, urban areas made mostly of manicured lawn with few and isolated trees, or areas with sparse vegetation. If tree/vegetation removals must occur within simple habitats, additional consideration and consultation with agencies for avoidance measures and/or presence and absent surveys or permitting may be required.
- All equipment and machinery left idle for extended periods or overnight within the work area are to be visually inspected prior to re-ignition to ensure wildlife generally are not present (some species like snakes tend to hide under tires or hot spots). The inspection should include all lower components of the machinery, including operational extensions and running gear.
- During construction, cover or fence exposed soils/piles to discourage wildlife usage for example opportunistic usage by turtles (if present in the broader area).
- Implement contractor environmental awareness training, including wildlife encounter procedures (develop and implement wildlife encounter protocol to allow animals to disperse on their own if encountered) and reporting, to be developed in coordination with Metrolinx for use during construction.

5.1.2.1 Buffers

There are many ways to define and establish ecological buffers. The application and purpose require consideration of several factors including but not limited to:

- Policy and legislative directives;
- Known critical habitats for provincial and federal SCC;
- Feature composition and contribution (e.g. old growth forest, unique or uncommon vegetation communities) significant wildlife habitat, significant wetlands, significant woodlands, significant Valley lands, etc.;
- Wildlife species and habitat tolerances, etc.;
- Compounding stressors on the ecological footprint (woodland); and
- Future end use, etc.

Not one factor should be considered alone, rather collectively reviewed and evaluated based on background resources, existing site conditions, results of the field findings and policy direction. An Ecological Buffer Guideline Review prepared by Beacon Environmental Ltd (2012) prepared under a consortium of Conservation Authority representatives provides a review of ecological buffers and implementation. Specifically, Beacon outlines, "*The prime purpose of a buffer zone is to insulate areas where biodiversity conservation is the primary objective from potentially damaging external influences, and particularly from those caused by inappropriate forms of land use."* Further, they state, *"Buffers in and of themselves cannot protect a feature from broader landscape scale effects that relate to the distribution, presence and productivity of many species, and thereby reduce or remove an individual natural area's ability to support certain species …. There is increasing agreement that the amount of habitat on the landscape is the key driver for many species… For example, no buffer will protect area-sensitive forest breeding birds from fragmentation effects if there is an inadequate level of overall forest cover in the given landscape (e.g., Donnelly and Marzluff 1994, Donnelly and Marzluff 2006). This is not because buffers are unable to mitigate stressors, such as light or noise, but because the buffer itself cannot compensate for the overall reduction or loss of forested habitat"* (Beacon, 2012).

Considering the above, ecological buffer recommendations for the Project are based on the following:

Applicable Policy/Guidance

- Minimum 10 m buffer measured from the Woodland Dripline in accordance with Region of Niagara standards.
- 15 m setback measured from the Stable Top of Bank of the drainage feature, in accordance with Ontario Regulation 41/24.
- Includes a *"naturally vegetated buffer zone a minimum 30 m wide measured from each side of the stream for watercourses containing critical fish habitat (as defined by the Ministry of Natural Resources) for watercourse within the Greenbelt Plan Area. Outside of the Greenbelt a naturally vegetated buffer zone a minimum 30 m wide measured from the stable top of bank generally required for watercourses adjacent to critical fish habitat (as defined by the Ministry of Natural Resources) or a minimum 15 m wide from the stable top of Bank adjacent to important or marginal fish habitat (as defined by the Ministry of Natural Resources). A narrow buffer can be considered where the EIS has demonstrated that it will not harm fish or fish habitat but at no case be less than 15 m adjacent to Critical fish habitat"* (Town of Grimsby Official Plan Section 3.1.).
- 20 m from Significant Woodlands and 10 m from other woodlands for lands outside of settlement areas on all natural heritage features (Sch G and H) and 15 m wide vegetation protection zone applies to certain key hydrologic features in parts of the Greenbelt Plan area in accordance with the policies of the Greenbelt Plan. October 2025 Draft (not yet enforced) Town of Grimsby Envision, Grimsby Official Plan.
- A minimum 15 m vegetation protection zone is established between the building or structure and the permanent or intermittent stream. October 2025 Draft (not yet enforced) Town of Grimsby Envision, Grimsby Official Plan.

Woodland and drainage feature existing conditions and landscape context

- No unique or highly sensitive woodland habitat features (heritage trees, unique forest or old growth habitats) are located within proximity of the Project footprint based on a woodland edge evaluation.
- The drainage feature and its riparian linear woodland edge is designated as Significant Woodland, Environmental Protection and woodland generally as Environmental Conservation (Grimsby Official Plan, Region OP).
- Linkages are not present or extremely limited to the North property where an increased buffer would further enhance these linkages or ecological functions. Rather, marginal linkages occurring to the South (outside of the Project footprint) should be preserved due to the connection to the Niagara Escarpment Natural Heritage System.
- Species:
    - Tree and Vegetation SAR or SAR habitat (if observed) for example, Red-headed woodpecker, Black Ash, Cucumber tree, bats are confined to the existing woodland.
    - There are no SARA or PSO critical habitat definitions (COEWIC) which would define a specific buffer distance.
    - Wildlife general – elements like bald eagle nests, raptor nests, heron rookeries etc., are not present along the edge which may warrant extended buffers.
- Use of existing BMP's and generally accepted standards, as outlined in Section 5.1.2 are anticipated to protect and maintain existing habitat and reduce or eliminate introduced stressors within the local context of the woodland/drainage feature on the landscape.

Considering all the above, the recommended ecological buffer to the woodland/drainage feature for the Project includes[1]:

- 15 m ecological buffer; and
- 30 m applied buffer (Project site is within the Greenbelt Plan, buffer is inclusive of the 15 m and not in addition) in response to input from Indigenous community consultation and consideration of other contributing project factors.

Buffers may be further evaluated at detailed design in the context of the definition of critical, important or marginal fish habitat definitions (MNRF) and stable top of bank geolocation considerations.

Appendix A provides the conceptual buffer locations in the context of the design overlay of the Project footprint.

- An Archaeological buffer of 70 m beyond the archaeological site is to be implemented as required by the Stage 1 and 2 archaeological assessments completed by ASI.

While separate, the archaeological buffer is abutting the 15 m ecological and 30 m applied buffer at the south end of the South Property. This is linked to archaeology and as a result of function of the buffer as it will further extend the natural environmental buffer.

[1] 15 m ecological buffer is measured from the inferred approximate stable top-of bank as evaluated in the field. The 30 m buffer is measured not from the extending side of the drainage feature edge, but the watercourse centerline (NPCA watercourse layer 2025), due to limitation in survey information. Slight changes may occur as measurements are inferred based, aerial photo interpretation and field evaluations. It is recommended that at detailed design these features be surveyed and geolocated.

While the ecological and applied buffer establishes the limits of the permanent impermeable GO station facilities (operational use), it is recognized that to construct the necessary SWM facilities which require an outlet to the creek and anticipated grading to address site topography, temporary encroachment is necessary and will be further evaluated during detailed design. With appropriate and carefully designed SWM facilities with minor intrusions, naturally restored and enhanced, the intended function of the ecological buffer is not anticipated to be compromised.

The proposed buffers are anticipated to lessen the impacts of human activity and land disturbance in proximity to the woodland and drainage feature associated with the Project works. Importantly, the ability of the woodland to continue to support many riparian and woodland birds will continue to function while creating additional habitat and corridor linkages.

5.2 Soil and Groundwater

The assessment also considered Matters of Provincial Importance related to the protection of water resources, environmental quality, and public health as identified under the Planning Act and reflected in the policy direction of the Provincial Planning Statement.

5.2.1 Potential Effects

Potential effects to soil and groundwater resources associated with the Project were assessed for both the construction phase and the operations phase. Based on the environmental investigations completed for the Project, potential effects are expected to be localized and can be effectively managed through the implementation of standard mitigation measures.

5.2.1.1 Construction Phase

Construction activities associated with the proposed improvements, including road works, grading, utility installation, and other subsurface construction activities, have the potential to interact with soil and groundwater resources. Potential effects during construction may include:

- Disturbance of Potentially Impacted Soil: Excavation activities required for road reconstruction, underground services, drainage infrastructure, and other project components may disturb soils within the Project Footprint. Environmental site assessments identified several APECs within or adjacent to the study area associated with historical land uses such as transportation infrastructure, historical agricultural activities, and nearby commercial uses. As a result, construction activities may encounter soils containing contaminants at concentrations exceeding applicable provincial standards.
- Generation of Excess Soil: Earthworks activities may generate excess soil that requires off-site management. Depending on the quality of the excavated material, some soils may require management, reuse, or disposal in accordance with provincial regulations governing excess soil.
- Groundwater Encountered During Excavation: Groundwater may be encountered during excavation activities for infrastructure installation. Dewatering may therefore be required to facilitate construction. Where groundwater is extracted, it may require appropriate management prior to discharge.
- Potential Migration of Contaminants: Excavation and dewatering activities could potentially create pathways for the movement of contaminants through soil or groundwater if impacted

materials are encountered. Improper handling of excavated materials could also lead to localized redistribution of contaminated soils.

- Accidental Spills and Leaks: Construction equipment and materials may include fuels, lubricants, and other hazardous substances. Accidental spills during equipment operation, storage, or refuelling could result in localized contamination of soil or groundwater if not effectively managed.
- Shale Bedrock Constraints**:** Subsurface construction activities may encounter shale bedrock, which can exhibit variable strength and may be susceptible to weathering, fracturing, and softening when exposed to moisture. Excavation in shale may result in unstable sidewalls or over-excavation where the material is weak or highly fractured. Additionally, the presence of bedding planes may create preferential pathways for groundwater movement, potentially complicating dewatering efforts and increasing the risk of slope instability. These conditions may require modified excavation methods, temporary support measures, or specialized foundation design.

5.2.1.2 Operational Phase

Potential effects to soil and groundwater during the operations phase are expected to be limited, as the Project primarily involves transportation infrastructure and does not introduce significant new sources of contamination. Potential operational effects may include:

- Minor Spills from Vehicle Traffic: Routine vehicle operation along the roadway may result in minor releases of petroleum products or other automotive fluids. These releases are typically small in volume and are generally contained within the roadway drainage system.
- Stormwater Runoff Infiltration: Stormwater runoff from paved surfaces may contain trace concentrations of contaminants associated with roadway use, such as hydrocarbons, metals, and suspended solids. Where stormwater infiltration occurs, these constituents could enter underlying soils or shallow groundwater. However, the Project includes stormwater management features designed to control runoff and maintain water quality.
- Maintenance Activities: Routine maintenance activities, such as equipment servicing or winter maintenance operations, could introduce small quantities of contaminants if spills occur. These activities are typically conducted in accordance with established municipal operational procedures that minimize environmental risk.

Overall, operational effects on soil and groundwater are expected to be minimal.

5.2.2 Mitigation Measures

Mitigation measures will be implemented during detailed design and construction to minimize or avoid potential adverse effects to soil and groundwater resources. These measures will be carried out in accordance with applicable provincial legislation and regulatory requirements, including, where applicable, registrations on the Environmental Activity and Sector Registry (EASR), Environmental Compliance Approvals (ECAs), and permits from the Niagara Peninsula Conservation Authority (NPCA) (for regulated features only) or other applicable regulatory bodies.

5.2.2.1 Construction Phase Mitigation

The following mitigation measures will be implemented during construction:

- Environmental Site Management: Environmental information from the Phase I Environmental Site Assessments (previous and the post-TRPAP) and subsurface investigations will be reviewed during detailed design to inform construction planning. Where appropriate, additional targeted environmental investigations may be undertaken to further characterize subsurface conditions in areas of significant excavation.
- Soil Handling and Management: Excavated soils will be managed in accordance with applicable provincial legislation and best management practices, including the requirements of the Environmental Protection Act and Ontario Regulation 406/19 (On-Site and Excess Soil Management), where applicable. Key measures will include:
    - Preparation of reports required under Ontario Regulation 406/19 e.g. Soil and Excavated Material Management Plan;
    - Characterization of excavated soil where required;
    - Segregation of impacted and non-impacted soils;
    - Temporary storage of soils in designated areas with appropriate containment; and
    - Transportation of excess soil to approved reuse locations or licensed disposal facilities
- Groundwater Management: Where groundwater is encountered during construction, appropriate groundwater management measures will be implemented. These may include temporary dewatering systems and management of extracted groundwater prior to discharge. If dewatering activities meet prescribed criteria under Ontario Regulation 63/16 (Registrations Under Part II.2 of the Act – Water Taking) and Ontario Regulation 631/20 (Discharging Groundwater), the activity will be registered under the EASR for dewatering. Where discharge to the natural environment or municipal systems requires approval, an ECA or municipal discharge agreement will be obtained, as applicable. All discharged water will be treated, monitored, and managed to meet applicable water quality criteria.
- A Salt Management Plan will be developed and implemented during the construction phase to minimize the release of salts and other deleterious substances to surrounding soils, groundwater and natural environment. The plan will include measures for the proper storage, handling, application, and disposal of salt-containing materials, as well as monitoring and contingency procedures to prevent and respond to accidental releases, with additional mitigation measures to protect adjacent vegetation and sensitive natural features from salt-related impacts.
- Spill Prevention and Response: Standard spill prevention practices will be implemented, including:
    - Proper storage and handling of fuels and hazardous materials;
    - Refueling in designated areas where feasible;
    - Availability of spill response kits on-site ; and
    - Immediate containment and clean-up of spills in accordance with regulatory requirements under the Environmental Protection Act, where applicable.

- Construction Environmental Monitoring: If potentially contaminated soil or groundwater is encountered during construction, work in the affected area will be temporarily suspended and a qualified environmental professional will be consulted to determine appropriate management procedures.
- Shale Bedrock Mitigation**:** Where shale bedrock is anticipated or encountered, a geotechnical investigation should be completed in advance of construction to characterize bedrock conditions, including strength, degree of weathering, and fracture patterns. Excavation activities should be carried out using appropriate methods to minimize disturbance and over-excavation, and temporary stabilization measures (e.g., shoring, benching, or sloping) should be implemented where required to maintain excavation stability. Exposed shale surfaces should be protected from prolonged moisture exposure to reduce the potential for softening or degradation. Groundwater management measures, such as controlled dewatering and drainage controls, should be implemented to limit water infiltration along bedding planes and fractures. Where necessary, foundation and subgrade designs should be adapted to account for variable shale conditions, which may include the use of engineered fill, geotextiles, or deep foundation elements. Construction personnel should be made aware of the potential for variable subsurface conditions, and a qualified geotechnical professional should be available to provide field review and recommendations if unexpected conditions are encountered.

5.2.2.2 Operational Phase Mitigation

Operational mitigation measures will focus on maintaining the long-term protection of soil and groundwater resources through appropriate infrastructure design and maintenance practices.

- Stormwater Management: Stormwater management infrastructure associated with the Project will be designed to collect and convey runoff from paved surfaces in a controlled manner, reducing the potential for contaminants to infiltrate into underlying soils or groundwater. Stormwater works will be designed in accordance with provincial standards and may require registration under the EASR for stormwater management systems or an ECA, as applicable.
- Routine Maintenance Procedures: Maintenance procedures will continue to be implemented to ensure proper storage and handling of fuels, lubricants, and other materials during maintenance activities.
- Spill Management: In the event of accidental spills during operation, standard municipal spill response procedures will be followed to contain and remediate any released materials.

5.3 Air Quality

Assessment was undertaken with consideration of provincial regulatory requirements administered by the Ontario Ministry of the Environment, Conservation and Parks, including air quality standards established under Ontario Regulation 419/05: Air Pollution – Local Air Quality. The Project also considers federal air quality objectives established through the Canadian Ambient Air Quality Standards as well as Ambient Air Quality Criteria (AAQC).

These frameworks establish concentration limits and guidelines for key air contaminants such as nitrogen dioxide (NO_2), particulate matter ($PM_{2.5}$), carbon monoxide (CO), and sulphur dioxide (SO_2). In addition, provincial planning policies encourage transportation infrastructure projects that

support sustainable mobility and reduce long-term transportation emissions through improved access to public transit.

By providing expanded commuter rail access within the Town of Grimsby, the Project supports broader provincial objectives related to sustainable transportation, improved regional mobility, and reduced reliance on private automobile travel.

5.3.1 Air Quality Potential Effects

Potential effects on air quality associated with the proposed Grimsby GO Station Project were evaluated for both the construction phase and operation phase of the Project. The assessment considered potential changes in emissions associated with construction activities, traffic movements, and ongoing station operations relative to the existing baseline conditions described in Section 4.3. Further air quality modelling and analysis will be undertaken following the completion of the EPR to help confirm and refine the preliminary findings of this assessment.

5.3.1.1 Construction Effects

Construction of the proposed station and associated infrastructure has the potential to generate temporary emissions of air contaminants. These emissions are typically associated with equipment operation, construction vehicle traffic, and the disturbance of exposed soils and materials.

Common construction-related air emissions may include:

- Exhaust emissions from construction equipment and vehicles;
- Fugitive dust generated from earthworks, grading, and material handling;
- Dust associated with movement of vehicles on unpaved or disturbed surfaces; and
- Emissions associated with construction material delivery and hauling activities.

Sensitive receptors in the vicinity of the Project area may experience short-term increases in airborne dust or combustion-related pollutants during periods of active construction. However, these effects are expected to be temporary, localized, and limited to the duration of construction activities.

5.3.1.2 Operational Effects

During operation of the proposed Grimsby GO Station, potential air quality effects are expected to be associated primarily with vehicle activity within the station area and ongoing rail operations in the adjacent corridor.

The primary sources of operational emissions may include:

- Idling passenger vehicles within the passenger pick-up and drop-off (PUDO) area;
- Vehicle activity within the Park-n-Ride parking areas;
- Vehicle movements entering and exiting the station property; and
- Idling or operating transit buses serving the station within the bus loop.

Operational emissions are primarily associated with nitrogen oxides (NO_x), fine particulate matter ($PM_{2.5}$), benzene, and benzo(a)pyrene produced by vehicle exhaust and idling activities. The assessment of idling passenger vehicles within the PUDO and Park-n-Ride areas represents a

conservative assumption, as actual emissions will depend on finalized train and bus schedules as well as future ridership levels.

Bus operations associated with GO Transit service are not expected to change significantly relative to existing service levels.

The background ambient air quality review confirms that many of the contaminants evaluated are already present under existing conditions, with regional background concentrations contributing to predicted concentrations within the study area. As a result, any incremental changes associated with station operations are expected to be relatively minor within the broader regional air quality context.

Based on the findings of the Grimsby Station Air Quality Assessment (2018) prepared by AECOM, predicted operational air quality effects at nearby sensitive receptors are expected to remain within applicable criteria established by the MECP.

5.3.2 Air Quality Mitigation Measures

A range of standard mitigation measures and best management practices will be implemented during Project construction and operation to minimize potential effects on air quality. These measures are consistent with commonly applied environmental protection practices and applicable regulatory requirements administered by the Ontario MECP. Construction and operational mitigation measures will be implemented in accordance with applicable Ontario MECP requirements, including:

- Ontario Regulation 419/05 – Air Pollution – Local Air Quality, which requires that contaminant concentrations at points of impingement not exceed applicable air quality standards;
- The MECP Air Dispersion Modelling Guideline (ADMGO), which requires the use of appropriate emission controls and best practices to minimize impacts; and
- Applicable ECA requirements under the Environmental Protection Act, which obligate proponents to include mitigation measures to prevent or minimize adverse effects.

5.3.2.1 Construction Mitigation

Exposure to construction-related emissions will be minimized through the implementation of the following measures, consistent with regulatory permits:

- Ensuring all mobile equipment is in good condition, properly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines;
- Ensuring all machinery is maintained and operated in accordance with manufacturer specifications;
- Locating stationary equipment (e.g., generators and compressors) as far from sensitive receptors as practical;
- Minimizing unnecessary equipment and vehicle idling and posting signage to discourage idling within the construction site;
- Limiting construction activities to daytime working hours whenever possible based on construction schedule;

- Implementing an Air Quality and Dust Management Plan (DMP) for the duration of the construction phase, including practices to minimize particulate emissions associated with equipment operation, materials handling, and wind erosion; and
- Promoting vegetative planting or stabilization in areas most susceptible to particulate generation to reduce cumulative particulate impacts.

Construction site supervisors will monitor weather conditions, including wind direction, to help minimize potential impacts to nearby sensitive receptors. Where winds are consistently blowing toward sensitive receptors, high dust-generating activities may be reduced or modified. Site supervisors will also monitor for visible fugitive dust and take corrective action to address the source of emissions. Specific procedures for monitoring and response will be outlined within the Project DMP.

Where practical, mitigation measures identified in “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities” (March 2005) prepared by ECCC will also be implemented during construction.

5.3.2.2 Operational Mitigation

Operational mitigation measures will focus primarily on minimizing emissions associated with vehicle and rail activity within the station area and will be implemented in accordance with applicable permits. Key measures include:

- Implementing anti-idling measures within station parking areas and pick-up/drop-off areas, including posted signage to discourage prolonged vehicle idling;
- Designing station circulation areas to minimize congestion and unnecessary vehicle queuing;
- Incorporating vegetation and tree planting within the station site to help reduce localized particulate concentrations and improve overall environmental conditions; and
- Encouraging the use of fuel-efficient and low-emission vehicles;
- Optimizing train scheduling and dwell times, where feasible, to reduce unnecessary locomotive idling at platforms;
- Utilizing newer, lower-emission locomotives or transitioning to alternative propulsion technologies (e.g., electrified rail or hybrid systems) as they become available; and
- Implementing regular maintenance programs for locomotives to ensure efficient fuel combustion and reduced exhaust emissions.

Over the longer term, broader shifts toward electric vehicles and other low-emission transportation technologies are expected to contribute to reductions in criteria air contaminants and greenhouse gas emissions associated with passenger vehicles accessing the station. Similarly, advancements in rail technology, including potential electrification and cleaner locomotive standards, are expected to further reduce emissions associated with train operations. Electrification of mobility is expected to play an increasing role in reducing transportation-related emissions and may further reduce potential operational air quality effects.

5.4 Noise and Vibration

Assessment considered applicable guidance and environmental noise criteria established by the MECP, including policies related to transportation noise and stationary noise sources. These policies provide recommended sound level limits and assessment procedures intended to protect sensitive land uses such as residential areas, schools, and other community facilities.

In addition, provincial planning policies encourage infrastructure development that supports sustainable transportation while minimizing potential nuisance effects such as noise and vibration. The proposed station is expected to improve regional mobility while ensuring that noise and vibration impacts remain within acceptable limits through appropriate design and mitigation measures.

5.4.1 Potential Effects

5.4.1.1 Construction Noise and Vibration

Construction activities associated with the proposed Grimsby GO Station may result in temporary increases in noise and vibration levels within the study area. Potential sources of construction-related noise include the operation of heavy equipment such as excavators, loaders, cranes, compactors, generators, and construction vehicles. Additional noise may be generated during activities such as site preparation, earthworks, foundation construction, utility installation, and track or platform works.

Construction noise levels may periodically exceed existing ambient conditions, particularly at sensitive receptors located closest to the construction area. These effects are expected to be temporary and localized, occurring primarily during daytime construction periods. Further noise analysis will be undertaken following the completion of the EPR to further confirm and refine the preliminary findings of this assessment.

Construction vibration may occur during activities such as excavation, compaction, or potential use of vibratory equipment. Based on typical construction practices and findings from the Grimsby Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (2018**)** prepared by AECOM, vibration effects are expected to be intermittent and short-term. If heavy compaction equipment or similar machinery is used near sensitive receptors, vibration may be perceptible but is not anticipated to exceed structural damage thresholds identified in provincial guidance.

5.4.1.2 Operational Noise

The assessment of operational noise and vibration presented herein and Section 5.4.1.3 is based on the currently proposed track configuration and station design. While the station layout includes provision for a potential future pocket track (including associated crossovers), this infrastructure is not part of the present project scope and has therefore not been included in the noise and vibration analysis. Should the pocket track be implemented in the future, a separate assessment would be required to evaluate any incremental noise and vibration effects associated with additional train movements, switching activities, and crossover operations.

Once operational, the proposed station may introduce new or modified noise sources within the study area. These may include:

- Passenger train arrivals and departures;

- Station public address systems;
- Passenger activity on platforms;
- Bus and vehicular traffic within the station access and parking areas;
- Idling or maneuvering of buses and passenger vehicles; and
- Maintenance activities associated with station operations.

Train movements within the corridor are already an existing noise source in the study area; however, the introduction of station infrastructure and increased passenger activity may result in minor changes to the existing acoustic environment.

Based on the findings of the Grimsby Station Operations Acoustic Assessment (2018**)** prepared by AECOM, predicted operational noise levels at nearby sensitive receptors are expected to remain within applicable criteria established by the MECP for stationary and transportation noise sources.

5.4.1.3 Operational Vibration

Operational vibration associated with the proposed station will primarily be related to train movements within the rail corridor. As train operations already occur within the corridor, vibration conditions are expected to remain generally consistent with existing conditions.

The addition of station infrastructure and passenger operations is not anticipated to result in significant changes to vibration levels experienced at nearby receptors. Vibration events will continue to be intermittent and associated with train pass-by events.

Based on the findings of the background acoustic assessment prepared by AECOM, predicted vibration levels associated with ongoing rail operations are expected to remain below applicable thresholds for residential structures and human perception identified by the MECP.

5.4.2 Mitigation Measures

Mitigation measures will be implemented, where required, to minimize potential noise and vibration impacts during both construction and operation of the Project. These measures will be developed and implemented in accordance with applicable municipal, provincial, and any required regulatory approvals, permits, and authorizations for the site (e.g. ECAs and noise by-law exemptions).

5.4.2.1 Construction Phase Mitigation

Construction activities will be carried out in accordance with applicable municipal and provincial requirements. Typical mitigation measures that may be implemented include:

- Limiting construction activities to daytime working hours whenever possible based on construction schedule. During periods when construction must take place outside regular hours including evenings, overnight and/or weekends, area residents will receive notifications well in advance regarding the type of construction and anticipated timeline.
- Ensuring construction equipment is properly maintained and fitted with appropriate mufflers.
- Requiring construction equipment to comply with applicable provincial noise emission standards, including NPC-115 and NPC-118, where applicable.
- Using broadband (white noise) backup alarms on construction equipment, where feasible, to reduce tonal noise disturbance.

- Locating stationary equipment (e.g., generators or compressors) away from sensitive receptors where practicable.
- Utilizing generators and similar stationary equipment equipped with acoustic enclosures or silencers.
- Installing temporary construction hoarding or barriers with sufficient surface density to function as effective noise barriers, where warranted.
- Avoiding unnecessary idling of equipment and construction vehicles.
- Implementing best management practices for construction vibration control.
- Development of a Construction Noise and Vibration Management Plan.

If vibration-generating activities are required in proximity to sensitive receptors, contractors will be required to use appropriate equipment and construction methods to minimize vibration levels. Specific mitigation measures will be confirmed through subsequent Noise and Vibration assessment, including the development of Zone of Influence (ZOI) mapping to identify areas potentially affected by construction-related vibration.

5.4.2.2 Operational Phase Mitigation

Operational noise associated with the station is expected to be consistent with existing transportation-related noise levels in the area. Nevertheless, mitigation measures may include:

- Designing station infrastructure and equipment to meet applicable provincial noise criteria;
- Orienting or shielding stationary noise sources where practical;
- Ensuring public address systems are designed to provide adequate coverage without excessive sound levels; and
- Implementing operational procedures to minimize unnecessary vehicle idling within station areas.

These measures will assist in maintaining noise levels within applicable provincial guidelines.

5.5 Socio-Economic and Land Use

In evaluating the socio-economic and land use effects of the proposed Grimsby GO Station, Matters of Provincial Importance (MPIs) were considered in accordance with the Provincial Planning Statement (PPS, 2024). The Project aligns with provincial policies promoting:

- Efficient land use patterns that integrate transit and support active transportation;
- Transit-supportive development and intensification near existing and planned transit corridors;
- Improved regional mobility and connectivity; and
- Economic growth through enhanced access to employment, services, and regional infrastructure.

By expanding regional transit access and supporting transit-oriented communities, the proposed station contributes to provincial objectives for sustainable growth and transportation planning.

5.5.1 Potential Effects

5.5.1.1 Construction Phase

Construction activities associated with the proposed Grimsby GO Station may result in temporary effects on the surrounding socio-economic environment and land uses. These effects are expected to be localized, short-term and primarily associated with site preparation, earthworks, road modifications, and construction of station infrastructure.

Potential construction-related effects may include:

- Temporary disruption to local access and circulation, including potential changes to traffic patterns along Casablanca Boulevard, Livingston Avenue and nearby roads;
- Temporary noise, dust, and visual disturbances associated with construction equipment and activities;
- Short-term disruptions to nearby residents, businesses, and community users located within the broader study area;
- Temporary reductions in on-street parking or access points during certain phases of construction; and
- Construction staging areas and equipment storage, which may temporarily alter the appearance or use of portions of the Project area.

The Casablanca EA identified the need for improvements to the local road network to support access to the proposed station. Construction activities associated with both the station and supporting infrastructure may result in temporary disruptions to nearby residents, businesses, and road users.

However, these effects are expected to occur primarily during the construction period and are typical of infrastructure projects of this scale.

5.5.1.2 Operational Phase

During the operational phase, the proposed Grimsby GO Station is expected to provide improved regional transit access and may influence land use and socio-economic conditions within the surrounding area.

Potential operational effects may include:

- Increased pedestrian, bicycle, and vehicular activity in the vicinity of the station;
- Changes to local travel patterns as transit users access the station;
- Increased demand for parking and passenger drop-off areas near the station; and
- Potential stimulation of future development or redevelopment within the station area.

Improved transit connectivity associated with the proposed station may support broader municipal planning objectives related to intensification, transit-oriented communities, and improved regional mobility.

Overall, operational effects are expected to be positive and associated with improved accessibility and connectivity for residents and businesses within the Town of Grimsby.

5.5.2 Mitigation Measures

A number of mitigation measures will be implemented during construction and operation of the Project to minimize potential effects on the socio-economic environment and surrounding land uses.

5.5.2.1 Construction Phase Mitigation

During construction, the following measures will be implemented where appropriate:

- Developing and implementing a construction management plan to coordinate construction activities and minimize disruption to nearby properties;
- Maintaining safe and continuous access to adjacent properties, businesses, and community facilities where feasible;
- Implementing traffic management and detour plans to maintain the safe movement of vehicles, pedestrians, and cyclists;
- Providing clear signage and wayfinding for local businesses and community facilities during construction;
- Implementing dust control measures and other environmental management practices to minimize construction-related nuisance effects; and
- Communicating construction schedules and activities to nearby residents and businesses in advance of major construction activities.

These measures will help reduce temporary disruptions associated with construction activities.

5.5.2.2 Operational Phase Mitigation

Operational mitigation measures will focus on ensuring that the station integrates effectively with the surrounding community and transportation network. These measures may include:

- Designing station access points and circulation areas to accommodate pedestrians, cyclists, transit users, and vehicles safely and efficiently;
- Providing appropriate parking facilities, passenger pick-up and drop-off areas, and transit connections;
- Incorporating pedestrian and cycling infrastructure to improve connectivity between the station and surrounding neighbourhoods; and
- Coordinating with municipal planning initiatives to support appropriate land use integration and transit-supportive development.

These measures will support the long-term functionality of the station and enhance accessibility for surrounding communities.

5.6 Cultural Heritage Environment

5.6.1 Cultural Heritage - Built Heritage and Cultural Heritage Landscapes

The assessment of potential effects on cultural heritage resources also considers matters of provincial importance related to the conservation of cultural heritage resources, including built

heritage resources, cultural heritage landscapes, and archaeological resources. These interests are identified under the Planning Act and supported through the policy direction of the Provincial Planning Statement (2024). Cultural heritage resources associated with the Project are assessed and managed in accordance with applicable provincial legislation, including the Ontario Heritage Act, to ensure that any resources with cultural heritage value or interest are appropriately identified, evaluated, and protected during the planning and implementation of the Project.

5.6.1.1 Potential Effects

Construction and operation of the proposed Grimsby GO Station and associated station access improvements have the potential to affect built heritage resources and cultural heritage landscapes within the study area.

Based on the findings of the Cultural Heritage Resource Assessment prepared as Appendix G to the Casablanca EA, no built heritage resources or confirmed cultural heritage landscapes with identified cultural heritage value or interest were identified within the defined study area. As a result, the potential for direct impacts to recognized heritage resources is considered low.

Based on the findings of the Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes prepared as Appendix C5 to the Niagara Rail Expansion Environmental Study Report (Archaeological Services Inc., 2010), background research, municipal heritage inventory review, and field investigations identified a number of built heritage resources and cultural heritage landscapes within and adjacent to the broader study corridor. In total, approximately 40 cultural heritage resources were documented across the various alternative station and layover sites but several individual study areas were found to contain no identified cultural heritage resources. However, none of the individual areas assessed that documented any cultural heritage resources fall within the current study area. As a result, while the potential for direct impacts to recognized heritage resources may be present in certain locations, it is considered low in the current study area for this EPR.

Based on the review of the Town of Grimsby's Heritage Register and available heritage screening information for the study area, no properties listed or designated on the Register were identified within the defined project limits. Accordingly, no built heritage resources or cultural heritage landscapes with recognized cultural heritage value or interest are anticipated to be directly affected. As a result, the potential for adverse impacts to known heritage resources within the study area is considered low.

Through engagement and consultation with Six Nations of the Grand River (SNGR), SNGR has identified the adjacent woodlot (comprised of forest lands and a watercourse) as culturally significant from SNGR's perspective. Section 5.1 addresses effects assessment and mitigation related to the woodlot.

Construction Phase

During the construction phase, potential effects could include:

- Alteration or removal of heritage structures or landscape features;
- Changes to the setting or context of nearby heritage resources; and
- Temporary visual or physical disturbances associated with construction activities.

However, because no designated or listed built heritage resources or identified cultural heritage landscapes are located within the Project area, these types of impacts are not anticipated.

Operational Phase

During operation of the station, potential long-term effects related to cultural heritage could include:

- Changes to the visual character of the surrounding landscape; and
- Increased development pressure associated with improved transit accessibility.

Given the absence of identified heritage resources within the study area, the operational phase of the Project is not expected to result in adverse effects to built heritage resources or cultural heritage landscapes.

5.6.1.2 Mitigation Measures

No built heritage resources or cultural heritage landscapes were identified within the study area and therefore no mitigation measures are anticipated to be implemented.

Project design and construction activities will be carried out in accordance with applicable provincial legislation and heritage conservation policies, including those under the Ontario Heritage Act.

5.6.2 Cultural Heritage – Archaeology

The assessment of potential effects on archaeological resources also considers matters of provincial importance related to the conservation of cultural heritage resources and archaeological resources as identified under the Planning Act. Protection and management of archaeological resources for the Project is undertaken in accordance with the Ontario Heritage Act and the policy direction provided through the Provincial Planning Statement (2024).

5.6.2.1 Potential Effects

Construction Phase

Construction of the Project has the potential to result in adverse effects on archaeological resources through ground disturbance associated with activities such as site grading, excavation, infrastructure installation, road works, and construction of station or transit facilities. Ground disturbance may result in the displacement, damage, or destruction of archaeological deposits or artifacts where such resources are present within the Project footprint.

Background research conducted as part of previous archaeological assessments indicates that the broader study area possesses characteristics associated with archaeological potential, including proximity to Lake Ontario and associated tributaries, favourable soil conditions, and historic settlement activity within the Town of Grimsby. These environmental and cultural factors have historically supported both Indigenous land use and Euro-Canadian agricultural settlement in the region.

A Stage 1 Archaeological Assessments undertaken for the proposed Grimsby Station by Aecom in 2018 (PIF# P131-0073-2018) and Stage 1 Archaeological Assessment for the Niagara Rail Service Expansion Environmental Study Report completed by ASI in 2010 (PIF# P057-585-2009 and P057-596-2010) identified that, although the environmental and historical context suggested high potential for both pre-contact Indigenous and 19th-century Euro-Canadian archaeological resources,

extensive landscape disturbance related to grading, commercial development, and road construction had removed archaeological potential across the study area. Where intact soils remain, additional archaeological investigation (e.g., Stage 2 assessment) may be required prior to construction to mitigate potential impacts. This was found through the Stage 1 Archaeological Assessment for the Casablanca Boulevard Improvements and Livingston Avenue Extension (PIF# P450-0035-2018).

Similarly, background review conducted as part of the Stage 1–2 Archaeological Assessment for the proposed Grimsby GO/MX Transit Hub (PIF# P449-0349-2019) identified no registered archaeological sites within a one km radius of the subject property. However, the Stage 2 pedestrian survey identified two Indigenous findspots and one Indigenous archaeological site (registered as *AhGv-55*) within the surveyed property. The site was determined to possess cultural heritage value or interest and was recommended for further investigation through a Stage 3 site-specific assessment.

Given these findings, the primary potential effect associated with the Project would occur if construction activities were to disturb previously identified archaeological resources or undiscovered archaeological deposits within areas that retain archaeological potential. Any disturbance to the registered archaeological site AhGv-55 outside of a licensed archaeological assessment would constitute a violation of Part VI of the Ontario Heritage Act and could result in regulatory enforcement actions, including potential charges. Accordingly, all work within or in proximity to registered archaeological resources must be undertaken in compliance with applicable legislative requirements and under the direction of a licensed archaeologist.

In addition, there remains the possibility that previously undocumented archaeological materials may be encountered during construction activities.

Operational Phase

No adverse effects on archaeological resources are anticipated during the operation of the Project, as operational activities will not involve ground disturbance. However, in the event that future maintenance, repair, or upgrade activities require subsurface work, there remains a potential for previously unidentified archaeological resources to be encountered. Any such activities would be subject to applicable legislative requirements, including the need for archaeological assessments where warranted.

5.6.2.2 Mitigation Measures

Mitigation measures for archaeological resources are guided by the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists (2011), administered by the Ministry of Citizenship and Multiculturalism (MCM).

The following mitigation measures will be implemented to avoid or minimize potential effects to archaeological resources:

Construction Phase

Protection or Documentation of Archaeological Sites

For archaeological sites determined to possess cultural heritage value or interest, mitigation measures may include avoidance and protection of the site within the Project design where feasible or controlled archaeological excavation and documentation prior to construction activities.

For the case of the AhGv-55 site, avoidance and protection is the preferred mitigation strategy. This will include the installation of a protective barrier, consisting of non-intrusive fencing, to be installed 70 m from the archaeological site during construction. A licensed archaeologist will monitor the installation of the fence and prepare the required documentation for Metrolinx review prior to submission to, and approval by, Ministry of Citizenship and Multiculturalism (MCM).

It is noteworthy that Niagara Region is separately completing archaeological assessment and warranted mitigation and consultation for Niagara Region's Livingston Road Extension project that is adjacent the Grimsby GO Station South Property.

Completion of further Archaeological Assessments, if needed

Where archaeological potential has been identified within the Project limits, archaeological assessments have been undertaken or will be completed prior to construction in accordance with the provincial Standards and Guidelines for Consultant Archaeologists (MCM 2011). The Stage 1-2 archeological assessment (under PIF# P449-0349-2019) recommended Stage 3 site-specific archeological assessment be completed for archaeological site AhGv-55 which has been identified as having cultural heritage value or interest to determine the extent, cultural heritage value, and appropriate treatment of the site. Should ground disturbance be proposed within the vicinity of the site AhGv-55 in the future, refer to the recommendations of the Stage 1-2 archaeological assessment (ASI 2019) for required next steps to either avoid and protect or further investigate the site.

Archaeological Monitoring and Undocumented Archaeological Resources Procedures

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act.

The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Operational Phase

No adverse effects on archaeological resources are anticipated during the operation of the Project, as operational activities will not involve ground disturbance. However, in the event that maintenance, repair, or upgrade activities require subsurface work within areas of archaeological potential, the following mitigation measures will apply:

- Work will be conducted in compliance with the Ontario Heritage Act and the provincial Standards and Guidelines for Consultant Archaeologists.

- Licensed archaeologists will be engaged to provide assessment or monitoring if previously unidentified archaeological resources are encountered.
- Archaeological Undocumented Archaeological Resources Procedures will be implemented to ensure proper management of any discoveries during operational activities.
- Any human remains or burial features encountered during operational activities will be managed in accordance with the Funeral, Burial and Cremation Services Act, 2002.

5.7 Traffic and Transportation

A targeted Traffic Impact Assessment (TIA) is currently underway to evaluate how relocating the proposed Grimsby GO Station access from the North Property to the South Property may influence traffic operations within the study area. The assessment is focused on the Casablanca Boulevard and Livingston Avenue intersection, as well as Livingston Avenue westward toward the proposed station site. This work is intended to complement—rather than replicate—the Transportation Assessment completed as part of the Casablanca EA. The purpose of the targeted assessment is to understand localized operational impacts specifically associated with the revised access location at Casablanca Boulevard and Livingston Avenue.

It should be noted that the Dillon (2019) study evaluated the road network based on the station access configuration available at the time, which placed greater emphasis on traffic movements at the Casablanca Boulevard and South Service Road intersection. Since the release of that study, the Casablanca Boulevard and South Service Road intersection has been redesigned and is scheduled for imminent construction. Given the timing of these works and the subsequent decision to relocate the station access to the South Property, there is potential that the intersection design may now exceed what is required under the revised access plan, reflecting assumptions from the earlier configuration, however, the proposed design will be implemented, ensuring the intersection is built for any potential build out of the station on the North Property and in anticipation of transit oriented development on properties in the vicinity of the intersection.

5.7.1 Potential Effects

Relocating the proposed Grimsby GO Station access to the South Property is expected to change how traffic distributes and interacts with key intersections in the area. While overall station-related demand remains the same, the revised access location shifts where vehicles enter the network and how they move through the surrounding corridors. The following summarizes the preliminary anticipated effects.

- Change in Intersection Hierarchy

  With the revised access location, Casablanca Boulevard and Livingston Avenue becomes the primary intersection of interest for station-related activity. As a result, the Casablanca Boulevard and South Service Road intersection is expected to see lower station-related traffic than originally assumed.

- Rail Crossing

  The South Property access is not expected to materially affect the rail crossing, as most station-bound traffic will now originate from or be directed toward the residential areas south of the corridor. Any remaining north–south movements are tied to general network circulation rather than station access.

- Network Circulation South of the Rail Corridor

  Traffic associated with the station will be accommodated along Livingston Avenue, following established circulation patterns and avoiding the need for cross-corridor movements..

- Localized Impacts at Casablanca Boulevard & Livingston Avenue

  Higher turning volumes and peak-hour activity are expected at this intersection due to its role as the main access point. Potential impacts include increased queues, signal timing adjustments, and changes in pedestrian activity.

5.7.2 Mitigation Measures

The following outlines potential mitigation measures that may be considered under the revised access configuration. These are general considerations only, and the targeted TIA may provide broader context for how such measures align with local conditions.

- Rail Crossing

  Monitoring during peak periods may be considered to ensure queues continue to clear the rail corridor under the revised access configuration. If any unexpected queuing were to emerge, adjustments to upstream signal timing could be explored to help maintain adequate storage between the crossing and adjacent intersections.

- Network Circulation South of the Rail Corridor

  Minor operational refinements may be considered if post-opening conditions suggest any localized circulation issues within the south-side network. These could involve small adjustments, such as clarifying lane markings or adding wayfinding signage, to help support smoother vehicle movements through the area.

- Casablanca Boulevard & Livingston Avenue Intersection

  The impact assessment may highlight opportunities for operational refinements at this intersection, if warranted. Potential measures could include updates to signal timing and phasing to reflect revised turning movements and peak-hour demand. If queueing patterns point to it, minor geometric adjustments—such as refining turn-lane lengths or channelization—may also be considered. Pedestrian crossing timing may be reviewed to support increased pedestrian activity, with wayfinding helping guide vehicles into the station entrance.

- Construction Staging and Traffic Management

  During construction, traffic management and staging plans may be implemented to help maintain safe and efficient operations within the surrounding road network. Measures could include maintaining access to adjacent properties, providing temporary detour routes and signage where required, and coordinating construction activities to minimize disruption to road users, transit operations, pedestrians, and nearby businesses. Ongoing communication with interested parties may also be undertaken throughout construction to help address emerging issues and provide updates on planned activities.

Taken together, the considerations outlined above reflect the anticipated traffic implications of the revised access configuration. The targeted TIA will provide additional context as it reviews expected

operating conditions within the focus area and supports a broader understanding of how traffic may operate once the station is in service.

5.8 Climate Change and Sustainability

5.8.1 Positive Impacts (Beneficial Effects)

5.8.1.1 Reduction in Transportation-Related GHG Emissions

The Project is expected to result in a net positive impact on climate change by supporting a modal shift from single-occupant vehicles (SOVs) to lower-carbon transportation modes, including regional rail, buses, and active transportation. The following points outline the primary mechanisms through which these benefits will be achieved:

- Reduced reliance on private vehicles will decrease per-capita greenhouse gas (GHG) emissions.
- Electrification of rail and bus fleets will further reduce emissions intensity over time.
- Decreased congestion along key corridors (e.g., QEW) will contribute to reduced idling and fuel consumption.

5.8.1.2 Sustainable Site and Building Design

The Project incorporates sustainable design strategies targeting LEED Silver certification, contributing to:

- Reduced operational energy demand through high-performance building systems.
- Lower lifecycle emissions via material selection and efficient design.
- Improved stormwater management and reduced urban heat island effects.

5.8.1.3 Enhancement of Carbon Sinks (Post-Construction)

Although vegetation removal is required, the site currently has limited ecological value. Planned landscaping and revegetation will:

- Replace or exceed existing carbon sequestration capacity.
- Improve biodiversity through native and pollinator-friendly species.
- Provide long-term ecological resilience.

5.8.2 Negative Impacts (Adverse Effects)

5.8.2.1 Construction-Related GHG Emissions (Embodied Carbon)

- Emissions from material production (e.g., concrete, steel).
- Fuel use from construction equipment and transportation.
- Land disturbance and vegetation removal.

5.8.2.2 Operational Emissions

- Energy use for heating, cooling, lighting, and station operations.
- Bus-related emissions (prior to full electrification).

5.8.2.3 Loss of Existing Vegetation (Temporary Carbon Sink Reduction)

- Removal of scattered trees and shrubs reduces existing carbon storage.
- Temporary loss until vegetation is re-established.

5.8.2.4 Climate Change Risks and Vulnerability

Potential risks include:

- Increased stormwater runoff due to added impervious surfaces.
- Extreme weather events (heatwaves, heavy rainfall).
- Long-term climate stress on infrastructure and vegetation.

5.8.3 Mitigation Measures

Construction Phase

These measures focus on reducing short-term GHG emissions, limiting ecological disturbance, and supporting efficient resource use during site preparation and construction.

5.8.3.1 Reducing Construction and Embodied Carbon

- Specify low-carbon construction materials, including concrete with supplementary cementitious materials (SCMs) and high recycled-content steel and building components.
- Prioritize locally sourced materials to reduce transportation-related emissions.
- Optimize structural design to minimize material quantities.
- Incorporate design-for-disassembly principles to enable future reuse.

5.8.3.2 Construction Emissions Management

- Implement an Environmental Management Plan (EMP) addressing GHG emissions.
- Minimize idling of construction equipment and vehicles.
- Use fuel-efficient or low-emission equipment, including electric equipment where feasible.
- Optimize logistics to reduce material transport trips.

5.8.3.3 Vegetation and Carbon Sink Management

- Limit clearing to the minimum required footprint.
- Protect retained vegetation through tree protection measures.
- Undertake compensatory planting in accordance with the Metrolinx Vegetation Guideline.
- Initiate early revegetation of disturbed areas to restore carbon sequestration capacity.

5.8.3.4 Waste and Materials Management

- Implement construction waste diversion programs.
- Maximize reuse and recycling of construction materials.
- Reduce waste sent to landfill through source separation.

Operational Phase

These measures address long-term emissions reduction, climate resilience, and sustainable site operation.

5.8.3.5 Minimizing Operation GHG Emissions

- Maintain all-electric building systems to avoid on-site fossil fuel use.
- Install high-efficiency HVAC, lighting, and electrical systems.
- Utilize smart building controls to optimize energy use.
- Design for future renewable energy integration (e.g., solar-ready roof).

5.8.3.6 Supporting Low-Carbon Transportation

- Facilitate modal shift through efficient transit integration.
- Provide infrastructure for active transportation (walking, cycling).
- Design pick-up/drop-off areas to minimize vehicle idling.
- Support bus fleet electrification through future-ready infrastructure.

5.8.3.7 Enhancing Carbon Sinks and Biodiversity

- Implement native and drought-tolerant landscaping.
- Ensure no net loss or net gain of vegetation where feasible.
- Conduct post-planting monitoring (up to 10 years).
- Replace failed plantings through adaptive management.

5.8.3.8 Stormwater Management and Climate Resilience

- Incorporate Low Impact Development (LID) features such as bioswales, permeable paving and infiltration systems.
- Reduce runoff and enhance climate resilience to extreme rainfall events.
- Integrate passive design strategies (solar orientation, natural ventilation).

5.8.3.9 Water Efficiency

- Install low-flow fixtures with automated controls.
- Eliminate potable water use for irrigation via native planting strategies.
- Reduce long-term water consumption and operational costs.

Climate Change Adaptation and Resilience Measures

In addition to mitigation, the Project incorporates forward-looking climate resilience strategies based on both:

- Current climate data (Ontario Building Code); and
- Projected future climate conditions (Pacific Climate Impacts Consortium, RCP 8.5 scenario).

These measures are to be considered early in design and refined in later stages.

5.8.3.10 Air Temperature (Extreme Heat)

To address increasing temperatures and extreme heat events:

- Use high-albedo (solar-reflective) materials for roofs, cladding, and pavements.
- Design cooling systems for projected 2050 loads, with allowance for future expansion (2080 conditions).
- Maximize shade along pedestrian routes and waiting areas.
- Reduce urban heat island effects through:
    - Vegetation
    - Material selection
    - Shade structures

5.8.3.11 Precipitation and Stormwater Management

To address increased rainfall intensity and runoff:

- Design in accordance with applicable standards, including:
    - MECP Stormwater Management Manual (2003)
    - MTO Drainage Management Manual (2008)
    - TRCA Criteria (2012)
    - Metrolinx Sustainable Design Standards (2025)
- Incorporate Low Impact Development (LID) measures.
- Develop a detailed Stormwater Management (SWM) Plan prior to construction.
- Use climate-adjusted Intensity-Duration-Frequency (IDF) curves to:
    - Size infrastructure
    - Manage increased runoff under future climate scenarios
- Incorporate runoff volume control targets consistent with updated provincial guidance.

5.8.3.12 Drought Conditions

To address increased drought frequency:

- Install water-efficient fixtures.
- Consider greywater and stormwater reuse systems.

- Implement water metering for indoor and outdoor use.
- Use drought-resistant native vegetation.
- Integrate planting within bioswales/self-watering systems.

5.8.3.13 Wind

To address changing wind patterns and extreme events:

- Design structures and cladding for climate-adjusted wind loads (1:25 and 1:50 year events).
- Orient buildings and shelters to:
    - Reduce exposure to prevailing winter winds (west/southwest)
    - Minimize snow drifting
    - Capture cooling summer breezes from the lake
- Select and maintain vegetation to:
    - Reduce wind risk
    - Prevent hazards (e.g., falling branches)

5.8.3.14 Lightning

- Provide protected refuge areas for users during lightning events.
- Consider lightning protection systems integrated into shelters and station design.

5.9 Impact and Commitments to Future Work Summary

Table 11 presents the relationship between impacts, mitigation measures and future commitments, linking each mitigation measure to specific impacts and will serve as a key reference document during subsequent Project phases and will be used to track the implementation of environmental commitments identified through the TRPAP.

Table 11 Potential Effects, Mitigation Measures and Commitments to Future Work

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
Natural Environment	Construction (Direct Impacts)	Vegetation Wildlife and Habitat: • Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property • Disturbance to Wildlife from construction activities (e.g. noise, light, dust) • Limited bat habitat (e.g. individual day roost, foraging) loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife Migratory bird nests harmed due to vegetation clearing Fish and Aquatic Habitat: • Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) • Reduced water quality and degradation of downstream habitat (site grading, earthworks, development) • Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	An Erosion and Sediment Control (ESC) Plan will be developed at the detailed design stage and installed prior to construction. Fencing type should consider potential wildlife entrapment (no internal mesh) and double as wildlife exclusion fencing and tree preservation fencing during construction. Machinery access routes and travel paths shall be clearly defined and shall avoid natural features. Maintenance of machinery during construction shall occur at a designated location away from the natural areas on-site (for example a minimum 30 m from watercourse, following the Clean Equipment Protocol during construction prohibiting release of deleterious materials to the watercourse). Limit vegetation clearing to the minimum area required for construction and clearly delineating ecological buffers and woodland/watercourse protection areas. Establishment of native vegetation species within and adjacent to the disturbed feature edge located within the ecological buffer, focusing on herbaceous species (limiting caliper trees) keeping existing natural vegetation intact. Herbaceous pollinator plant species (Milkweed) and native flora to the Carolinian (Niagara) growing zone should be used. On-site Ecological restoration/compensation will be provided conceptually (under separate cover) as part of the 10% design with planting details and specific elements provided within a future Landscape Plan during the detailed design stage. An updated assessment of non-native/invasive species growth (priority invasives of interest) should be completed within the ecological buffer at detailed design. Efforts should be focused on adaptive management and feasibility of implementation. Based on these results, an Invasive Species Management Plan targeted at the non-native/invasive species at issue should be developed and incorporated into the detailed landscape and restoration plan. Bioculturally significant plant species of interest should be confirmed with relevant indigenous communities and appropriately mitigated for. The feasibility of transplanting or salvaging plants or seeds from the impacted areas should be considered and included in the onsite landscape restoration plan using the proposed ecological buffer. Incorporating exclusion fencing (chain-link) or other means of prohibiting access within the ecological buffer (to be evaluated based on Metrolinx operational standards in consultation with the Region at detailed design) to limit access to the woodland. The intent is to protect the purpose of the ecological buffer as an extension of the ecological function of the woodland. Incorporate wildlife friendly design lighting and deterrents where feasible (e.g. low mounted fixtures, using light sources which are less disruptive to wildlife, bird-friendly decals on glass surfaces to reduce the risk of bird strikes, decals) into the parking lot design and structures while maintaining operational and public safety objectives. Dedicate snow storge locations outside of and away from the ecological buffer. This not only reduces compaction on native vegetation from heavy snow loads but also reduces possible leachate and compounding salt impacts which damage soil (vegetative growing medium) and damaging plants over the long-term. Tree removal compensation will follow the Metrolinx Vegetation Guideline (2025). Tree compensation (as required) is recommended to be incorporated into both the station landscaping and ecological buffer. Compensation for trees will be further refined during the detailed design stage.
	Operations (Indirect Impacts)	Minor disturbance from noise, lighting, and human activity associated with station operations. Introduction or spread of invasive species. Impacts from snow storage and runoff.	

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			Metrolinx will implement off-site compensation where on-site is not feasible due to design and operational constraints. Tree/vegetation removal should not occur from April 1st to October 1st as defined by Metrolinx and outlined in the Metrolinx Vegetation Guideline 2025. Vegetation removal should not occur in naturalized, large and/or complex habitats during this timeframe. Bird nest surveys are only appropriate in simple habitats. For example, simple habitats as described by Environment and Climate Change Canada includes anthropogenic structures, urban areas made mostly of manicured lawn with few and isolated trees, or areas with sparse vegetation. If tree/vegetation removals must occur within simple habitats, additional consideration and consultation with agencies for avoidance measures and/or presence and absent surveys or permitting may be required. All equipment and machinery left idle for extended periods or overnight within the work area are to be visually inspected prior to re-ignition to ensure wildlife generally are not present (some species like snakes tend to hide under tires or hot spots). The inspection should include all lower components of the machinery, including operational extensions and running gear. During construction, cover or fence exposed soils/piles to discourage wildlife usage. For example, opportunistic usage by turtles (if present in the broader area). Implement contractor environmental awareness training, including wildlife encounter procedures and reporting, to be developed in coordination with Metrolinx for use during construction. Develop a Salt Management Plan with consideration for restorations planting and protection of ecological buffers (see Soil and Ground Water). Develop a Wildlife Encounter Protocol and Monitoring Plan. Woodland and unnamed drainage feature adjacent to the west side of the Project Footprint must be protected during construction including the respective 15 m ecological buffer and 30 m applied buffer (inclusive) will be established at a minimum. Review of the buffer extent will be confirmed during detailed design. Routine environmental site inspections and site monitoring by qualified environmental personnel.
Soil and Groundwater	Construction	Disturbance of potentially impacted soils during excavation; generation of excess soil; groundwater encountered during excavation requiring dewatering; potential migration of contaminants; accidental spills and leaks; and challenges associated with shale bedrock (e.g., instability, groundwater pathways).	Complete an updated Phase I Environmental Site Assessment (ESA) to identify and refine Areas of Potential Environmental Concern (APECs) within and adjacent to the Project Footprint to address data gaps. Undertake additional subsurface investigations, where required, to delineate soil and groundwater conditions. Review environmental site information from Phase I ESAs and subsurface investigations to inform construction planning. Where appropriate, additional targeted environmental investigations may be undertaken to further characterize subsurface conditions in areas of significant excavation. Incorporate findings of geotechnical and hydrogeological investigations into detailed design (e.g., excavation methods, dewatering requirements). Develop a Soil and Excavated Material Management Plan. Excavated soils will be managed in accordance with applicable provincial legislation and best management practices, including the requirements of the Environmental Protection Act and Ontario Regulation 406/19 (On-Site and Excess Soil Management), where applicable. Key measures will include: • Preparation of reports required under Ontario Regulation 406/19 e.g. Soil and Excavated Material Management Plan;

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			• Characterization of excavated soil where required; • Segregation of impacted and non-impacted soils; • Temporary storage of soils in designated areas with appropriate containment; and • Transportation of excess soil to approved reuse locations or licensed disposal facilities. Develop a Soil and Groundwater Management Plan to guide construction activities and include strategies to address potential contamination during construction. Where groundwater is encountered, appropriate groundwater management measures will be implemented. These may include temporary dewatering systems and management of extracted groundwater prior to discharge. If dewatering activities meet prescribed criteria under Ontario Regulation 63/16 (Registrations Under Part II.2 of the Act – Water Taking) and Ontario Regulation 631/20 (Discharging Groundwater), the activity will be registered under the EASR for dewatering. Where discharge to the natural environment or municipal systems requires approval, an ECA or municipal discharge agreement will be obtained, as applicable. All discharged water will be treated, monitored, and managed to meet applicable water quality criteria. Characterize soil and groundwater quality in areas of identified APECs prior to construction. Develop an Erosion and Sediment control plan, Stormwater Management Plan and Designated Substances and Hazardous Materials Management Plan. Develop a Salt Management plan to minimize the release of salts and other deleterious substances to surrounding soils, groundwater and natural environment. Develop a Spill Prevention and Response plan containing standard spill prevention practices which will be implemented, including: • Proper storage and handling of fuels and hazardous materials; • Refueling in designated areas where feasible; • Availability of spill response kits on-site; and • Immediate containment and clean-up of spills in accordance with regulatory requirements under the Environmental Protection Act, where applicable. Construction Environmental Monitoring: If potentially contaminated soil or groundwater is encountered during construction, work in the affected area will be temporarily suspended and a qualified environmental professional will be consulted to determine appropriate management procedures. Shale Bedrock Mitigation: Where shale bedrock is anticipated or encountered, a geotechnical investigation should be completed in advance of construction to characterize bedrock conditions, including strength, degree of weathering, and fracture patterns. Excavation activities should be carried out using appropriate methods to minimize disturbance and over-excavation, and temporary stabilization measures (e.g., shoring, benching, or sloping) should be implemented where required to maintain excavation stability. Exposed shale surfaces should be protected from prolonged moisture exposure to reduce the potential for softening or degradation. Groundwater management measures, such as controlled dewatering and drainage controls, should be implemented to limit water infiltration along bedding planes and fractures. Where necessary, foundation and subgrade designs should be adapted to account for variable shale conditions, which may include the use of engineered fill, geotextiles, or deep foundation elements. Construction personnel should be made aware of the potential for variable

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			subsurface conditions, and a qualified geotechnical professional should be available to provide field review and recommendations if unexpected conditions are encountered. Develop a dewatering plan, including discharge criteria and treatment requirements, if required. Obtain any necessary permits or approvals related to dewatering and discharge. Establish contingency measures for potential contaminated soil or groundwater encounters. Maintain long-term protection of soil and groundwater through proper infrastructure design and maintenance practices. Implement stormwater management to collect and convey runoff in a controlled manner, reducing infiltration of contaminants into soils or groundwater. Follow routine maintenance procedures for proper storage and handling of fuels, lubricants, and other materials. Apply municipal spill response procedures in the event of accidental spills to contain and remediate released materials.
	Operations	Minor spills from vehicle traffic; potential infiltration of stormwater runoff containing trace contaminants; minor risks associated with maintenance activities.	Stormwater management infrastructure associated with the Project will be designed to collect and convey runoff from paved surfaces in a controlled manner, reducing the potential for contaminants to infiltrate into underlying soils or groundwater. Stormwater works will be designed in accordance with provincial standards and may require registration under the EASR for stormwater management systems or an ECA, as applicable. Routine Maintenance Procedures: Maintenance procedures will continue to be implemented to ensure proper storage and handling of fuels, lubricants, and other materials during maintenance activities. Spill Management: In the event of accidental spills during operation, standard municipal spill response procedures will be followed to contain and remediate any released materials. Maintain long-term protection of soil and groundwater through proper infrastructure design and maintenance practices.
Air Quality	Construction	Temporary emissions from construction equipment and vehicles (e.g., NO_2, CO, $PM_{2.5}$), and fugitive dust from grading, excavation, and material handling, potentially affecting nearby sensitive receptors.	Complete updated air quality assessment to address gaps in previous studies, including the south property of the study area. Ensure all air quality assessments are consistent with Ontario TRPAP guidance and MECP requirements. Apply applicable standards (Ontario Regulation 419/05 and Canadian Ambient Air Quality Standards) in assessments and design considerations. Incorporate findings from updated air quality studies into Project design and mitigation planning. Consider sensitive receptors (residential, commercial, and community uses) in refining design and mitigation measures. Use representative regional monitoring data and accepted statistical methods to establish background air quality conditions for modelling. Ensuring all mobile equipment is in good condition, properly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines. Ensuring all machinery is maintained and operated in accordance with manufacturer specifications.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			Locating stationary equipment (e.g., generators and compressors) as far from sensitive receptors as practical. Minimizing unnecessary equipment and vehicle idling and posting signage to discourage idling within the construction site. Limiting construction activities to daytime working hours whenever possible based on construction schedule. Implementing an Air Quality and Dust Management Plan (DMP) for the duration of the construction phase, including practices to minimize particulate emissions associated with equipment operation, materials handling, and wind erosion. Promoting vegetative planting or stabilization in areas most susceptible to particulate generation to reduce cumulative particulate impacts. Construction site supervisors will monitor weather conditions, including wind direction, to help minimize potential impacts to nearby sensitive receptors. Where winds are consistently blowing toward sensitive receptors, high dust-generating activities may be reduced or modified. Site supervisors will also monitor for visible fugitive dust and take corrective action to address the source of emissions. Specific procedures for monitoring and response will be outlined within the Project DMP. Where practical, mitigation measures identified in “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities” (March 2005) prepared by ECCC will also be implemented during construction.
	Operations	Minor emissions from vehicle activity (idling, circulation, parking) and transit operations, including NO_x, $PM_{2.5}$, and other exhaust-related contaminants; incremental increases relative to background conditions.	Implementing anti-idling measures within station parking areas and pick-up/drop-off areas, including posted signage to discourage prolonged vehicle idling. Designing station circulation areas to minimize congestion and unnecessary vehicle queuing. Incorporating vegetation and tree planting within the station site to help reduce localized particulate concentrations and improve overall environmental conditions. Encouraging the use of fuel-efficient and low-emission vehicles. Optimizing train scheduling and dwell times, where feasible, to reduce unnecessary locomotive idling at platforms. Utilizing newer, lower-emission locomotives or transitioning to alternative propulsion technologies (e.g., electrified rail or hybrid systems) as they become available. Implementing regular maintenance programs for locomotives to ensure efficient fuel combustion and reduced exhaust emissions.
Noise and Vibration	Construction	Temporary increases in noise and vibration from construction equipment, vehicles, and activities (e.g., excavation, compaction), with potential short-term effects on nearby sensitive receptors.	Complete updated noise and vibration assessment to include all areas of the study site, including the south property. Identify and map sensitive receptors, including residential, commercial, institutional, and recreational areas. Apply applicable provincial noise guidelines (MECP Noise Guidelines for Transit Projects) in assessment and design. Incorporate findings from updated studies into mitigation planning for design and construction.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			Evaluate potential vibration impacts from rail operations and future construction activities and integrate mitigation measures into design. Development of a Construction Noise and Vibration Management Plan. Implement noise and vibration control measures, such as equipment selection, scheduling, barriers, and localized mitigation measures, to minimize impacts on sensitive receptors as in the Noise and Vibration Management Plan. Limiting construction activities to daytime working hours whenever possible based on construction schedule. During periods when construction must take place outside regular hours including evenings, overnight and/or weekends, area residents will receive notifications well in advance regarding the type of construction and anticipated timeline. Ensuring construction equipment is properly maintained and fitted with appropriate mufflers. Requiring construction equipment to comply with applicable provincial noise emission standards, including NPC-115 and NPC-118, where applicable. Using broadband (white noise) backup alarms on construction equipment, where feasible, to reduce tonal noise disturbance. Locating stationary equipment (e.g., generators or compressors) away from sensitive receptors where practicable. Utilizing generators and similar stationary equipment equipped with acoustic enclosures or silencers. Installing temporary construction hoarding or barriers with sufficient surface density to function as effective noise barriers, where warranted. Implement long-term permanent noise barriers if warranted based on noise and vibration impacts. Avoiding unnecessary idling of equipment and construction vehicles. Implementing best management practices for construction vibration control. Monitor construction noise and vibration levels at representative receptor locations where necessary. Adjust construction practices to address any unexpected noise or vibration exceedances promptly.
	Operations	Minor changes in noise levels from train operations, station activities (e.g., PA systems, passenger activity), and vehicle/bus movements; vibration from train pass-by events expected to remain consistent with existing conditions.	Designing station infrastructure and equipment to meet applicable provincial noise criteria. Orienting or shielding stationary noise sources where practical. Ensuring public address systems are designed to provide adequate coverage without excessive sound levels. Implementing operational procedures to minimize unnecessary vehicle idling within station areas. Maintain long-term permanent noise barriers if construction warranted. Implement long-term permanent mitigation measures if warranted that operational noise or vibration impacts exceeds thresholds. Ensure station and associated infrastructure operations comply with MECP noise guidelines and regional environmental policies.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
Socio-Economic and Land Use	Construction	Temporary disruptions to local access, traffic patterns, and circulation; noise, dust, and visual disturbances; short-term impacts to nearby residents, businesses, and community uses; temporary changes to parking and site use.	Developing and implementing a construction management plan to coordinate construction activities and minimize disruption to nearby properties. Maintaining safe and continuous access to adjacent properties, businesses, and community facilities where feasible. Implementing traffic management and detour plans to maintain the safe movement of vehicles, pedestrians, and cyclists. Providing clear signage and wayfinding for local businesses and community facilities during construction. Implementing dust control measures and other environmental management practices to minimize construction-related nuisance effects. Communicating construction schedules and activities to nearby residents and businesses in advance of major construction activities. Minimize temporary disruption to local access and circulation, parking, and property use through careful staging and planning.
	Operations	Increased pedestrian, cyclist, and vehicular activity; changes to travel patterns; increased demand for parking and drop-off areas; potential for transit-oriented development and economic growth.	Designing station access points and circulation areas to accommodate pedestrians, cyclists, transit users, and vehicles safely and efficiently. Providing appropriate parking facilities, passenger pick-up and drop-off areas, and transit connections. Incorporating pedestrian and cycling infrastructure to improve connectivity between the station and surrounding neighbourhoods. Coordinating with municipal planning initiatives to support appropriate land use integration and transit-supportive development. Support increased regional mobility and accessibility for residents, businesses, and community facilities. Enable potential stimulation of future development or redevelopment within the station area, supporting economic growth and transit-oriented communities.
Cultural Heritage - Built Heritage and Cultural Heritage Landscapes	Construction	No anticipated adverse effects given lack of built heritage and cultural heritage resources within the project lands.	No mitigation required given the absence of built heritage and cultural heritage resources within the project lands.
	Operations	No anticipated adverse effects given lack of built heritage and cultural heritage resources within the project lands.	No mitigation required given the absence of built heritage and cultural heritage resources within the project lands. Continue to adhere to applicable heritage legislation and provincial heritage policies in any future site modifications.
Cultural Heritage – Archaeology	Construction	Ground disturbance could potentially affect archaeological resources, including previously identified sites (e.g., AhGv-55) or undocumented deposits within areas of archaeological potential.	For the AhGv-55 site, avoidance and protection is the preferred mitigation strategy. This will include the installation of a protective barrier, consisting of non-intrusive fencing to be installed 70m from the archaeological site during construction. A licensed archaeologist will monitor the installation of the fence and prepare the required documentation for Metrolinx review prior to submission to, and approval by, Ministry of Citizenship and Multiculturalism (MCM). Should ground disturbance be proposed within the vicinity of the site AhGv-55 in the future, refer to the recommendations of the Stage 1-2 archaeological assessment (ASI 2019) for required next steps to either avoid and protect or further investigate the site. Implement Archaeological Undocumented Archaeological Resources Procedures.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			Comply with the Ontario Heritage Act and provincial Standards and Guidelines for Consultant Archaeologists (2011). Develop and implement Archaeological Risk Management Plan. Ensure all archaeological work is conducted by a licensed archaeologist in accordance with the Ontario Heritage Act and provincial Standards and Guidelines for Consultant Archaeologists (MCM 2011). Provide contractor training to recognize and respond appropriately to potential archaeological resources. Follow requirements under the Funeral, Burial and Cremation Services Act, 2002, if human remains or burial features are encountered.
	Operations	No ground disturbance is anticipated; potential for encountering previously unidentified archaeological resources only during subsurface maintenance or upgrades.	Conduct any maintenance, repair, or upgrade activities involving ground disturbance in compliance with the Ontario Heritage Act and provincial Standards and Guidelines for Consultant Archaeologists. Engage licensed archaeologist for assessment or monitoring if previously unidentified archaeological resources are encountered during operations. Follow Archaeological Undocumented Archaeological Resources Procedures to ensure proper management of any discoveries during operational activities. Follow Funeral, Burial and Cremation Services Act, 2002 if human remains are encountered.
Traffic and Transportation	Construction	Temporary disruptions to traffic flow, access, and circulation due to construction activities; potential lane closures, detours, increased congestion, and changes to pedestrian and cyclist movements.	Implement traffic management and staging plans; maintain access to properties; provide detour routes and signage; coordinate construction activities to minimize disruption; communicate with interested parties. Implement revised station access from South Property to Casablanca Boulevard and Livingston Avenue. Coordinate with ongoing construction works at Casablanca Boulevard & South Service Road intersection to align timing and design. Conduct targeted Traffic Impact Assessment (TIA) to evaluate localized operational impacts from revised access.
	Operations	Redistribution of traffic patterns due to revised station access; increased turning movements and peak-hour activity at Casablanca Boulevard & Livingston Avenue; potential for localized congestion, queuing, and changes in pedestrian activity; minimal impact to rail crossing operations.	Optimize signal timing and phasing; consider minor geometric improvements (e.g., turn lanes); implement wayfinding signage; monitor and refine circulation patterns; review pedestrian crossing timing; maintain capacity at key intersections. Monitor rail crossing during peak periods to ensure queues clear effectively under revised access. Adjust upstream signal timing if queuing at the rail crossing impedes circulation. Refine network circulation south of the rail corridor, including lane marking clarification and wayfinding signage, if localized issues are observed. • Implement operational refinements at Casablanca Boulevard & Livingston Avenue intersection, including: - Signal timing and phasing updates - Minor geometric adjustments (turn-lane lengths, channelization), if required - Pedestrian crossing timing adjustments - Wayfinding for vehicle access Review and adapt operational measures based on actual station traffic patterns once in service.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
Climate Sustainability	Construction	Short-term increase in GHG emissions from material production (embodied carbon), construction equipment, and transportation; temporary loss of vegetation and associated carbon sequestration capacity; minor increases in waste generation and resource use.	Use low-carbon and locally sourced materials, including concrete with supplementary cementitious materials (SCMs) and high recycled-content steel and building components. Optimize design to reduce material use. Incorporate design-for-disassembly principles for future reuse. Implement an Environmental Management Plan (EMP). Minimize equipment idling and use fuel-efficient/low-emission equipment. Implement construction waste diversion program and maximize reuse/recycling. Reduce waste sent to landfill through source segregation. Optimize logistics to reduce material transport trips. Limit vegetation clearing to minimum required footprint. Protect retained vegetation with tree protection measures. Undertake compensatory planting and initiate early revegetation to restore carbon sequestration. Implement construction waste diversion programs and maximize reuse/recycling. Reduce waste sent to landfill through source separation. Design infrastructure and stormwater systems using climate-adjusted IDF curves. Incorporate Low Impact Development (LID) measures for stormwater management. Consider climate-adjusted designs for wind, extreme heat, and lightning protection.
	Operations	Ongoing GHG emissions from building energy use and bus operations (prior to full electrification); minor contribution to urban heat island effects and resource consumption.	Maintain all-electric building systems to avoid fossil fuel use. Install high-efficiency HVAC, lighting, and electrical systems. Utilize smart building controls to optimize energy use. Design for future renewable energy integration (e.g., solar-ready roof). Facilitate modal shift through efficient transit integration. Provide infrastructure for active transportation (walking, cycling). Design pick-up/drop-off areas to minimize vehicle idling. Implement water efficiency measures and sustainable site design (e.g., LEED-based strategies). Support bus fleet electrification through future-ready infrastructure. Integrate LID features (bioswales, permeable paving, infiltration systems) to reduce runoff and enhance climate resilience. Integrate passive design strategies (solar orientation, natural ventilation). Install low-flow fixtures and eliminate potable water use for irrigation. Design cooling systems for projected 2050 and future 2080 loads; use solar-reflective materials. Maximize shade along pedestrian routes; reduce urban heat island effects.

Discipline	Project Phase	Potential Effects	Mitigation Measures and Commitments to Future Work
			Orient buildings and vegetation to reduce winter wind exposure, minimize snow drifting, and capture summer breezes. Monitor and adapt operations to ensure continued reduction of transportation-related GHG emissions over time.
	Operation – Positive Effects	Reduction in regional transportation-related GHG emissions due to modal shift from single-occupant vehicles to transit and active transportation; improved energy efficiency and reduced lifecycle emissions; enhanced carbon sequestration through landscaping.	Facilitate transit integration and active transportation infrastructure. Implement native and drought-tolerant landscaping; ensure no net loss/gain of vegetation. Conduct post-planting monitoring and adaptive management. Incorporate sustainable design features to reduce long-term emissions.
	All Phases – Climate Resilience	Potential risks associated with climate change, including extreme heat, increased precipitation and runoff, drought, and extreme weather events affecting infrastructure performance and user comfort.	Incorporate climate-resilient design measures, including high-albedo materials, shading, and passive cooling. Design stormwater management systems using climate-adjusted criteria and Low Impact Development (LID) features. Implement drought-tolerant landscaping and water-efficient systems. Design structures for future wind and climate loads. Provide safe refuge areas for extreme weather events (e.g. lightning).
Stakeholder Consultation	Construction	Potential impacts to adjacent properties and stakeholders, including properties north of the CN corridor, related to construction activities, access, noise, vibration, and temporary disruption of existing assets.	Future phases impacting properties north of the CN corridor will require consultation with affected stakeholders and mitigation of impacts to existing HONI assets. Design review coordination with stakeholders, as warranted.
Indigenous Community Consultation	All Phases	Potential impacts to Aboriginal and Treaty Rights and/or species of biocultural significance related to construction and operations of the Project.	Opening Day and Future phases of the Project will require consultation with Indigenous communities. This will include the continuation of regular monthly meetings with Mississaugas of the Credit First Nation and Six Nations of the Grand River, in addition to the distribution of Project information as available for review and input. It is anticipated that Consultation activities will be completed at the following major Project milestones for Opening Day, at a minimum: • Post-TRPAP fieldwork and site preparation activities, as confirmed, will include but is not limited to an invitation to participate in installation of archaeological mitigation measures (i.e. fence installation). • 60% Detailed Design. • Initial Restoration Planning. The Project's consultation approach will remain flexible to best meet the needs of Indigenous communities and ensure information is shared in a timely manner.

6 Climate, Sustainability and Resiliency

Metrolinx's 2041 Regional Transportation Plan, published in 2018, notes, the "GTHA is already experiencing the impacts of climate change." Since then, the risk posed by climate change to transit infrastructure has only become more apparent. Thus, the need to assess the potential impact of climate change, design for adaption, and mitigation of climate change to support operational continuity has only become more critical. Metrolinx's 2018 Climate Adaptation Strategy recognized that climate resilient infrastructure is key to "keep the trains, buses and LRTs running on time." The following section describes how the Environmental Project Report incorporates guidance from the Metrolinx's 2018 Climate Adaptation Strategy, Sustainable Design Standard, Climate Change Informed Data standard, along with the Ministry of Environment, Conservation and Parks (MECP)'s guidance for considering climate change in environmental assessments, with a focus on climate change mitigation and adaptation.

The proposed approaches to considering and addressing climate change in the Grimsby GO Station Project are provided in the following section.

6.1 Climate Adaptation and Resiliency

It is recognized that climate change is already underway and can be anticipated to affect the construction and operations of the Project. Therefore, the station will be constructed and operated with future climate change projections in mind, so construction delays and service interruptions due to extreme weather events will be minimized.

There is general agreement that the Great Lakes Basin will see increases in temperature, precipitation, drought, wind gust events, and freezing rain by the end of this century; however, the level of confidence and quality of supporting evidence for these Projections vary considerably (Metrolinx, Planning for Resiliency: Towards a Corporate Climate Adaptation Plan, 2017d). Table 12 shows the current consensus predictions for climate change in the Great Lakes Basin.

Table 12 Current Consensus Predictions for Climate Change in the Great Lakes Basin

Climate Parameter	Threshold	Annual Probability		Probability of Occurrence for Period (2015-2050)	PIEVC Scoring		
		Historical	2050s		Annual: Historical	Annual: 2050s	Study Period (35 year)
Extreme Temperatures	40°C	~0.01 per year	1-7 days per year	~100%	1	7	7
	32°C	6.5 days per year	27.5 days per year	1	7	7	7
	-30°C	0.05 days per year	<0.01 days per year	<70%	2	0-1	5-6
	-23°C	1.1 days per year	0.1 days per year	1	7	3	7
Temperature Ranges	60°C in one year	0.1 days per year	<0.01 events per year	<90%	3	0-1	6
Reduced Visibility (e.g. fog,	400 m	49 hours per year, 15.1 days per year	strong trend ↓, stable recent period	1	7	6-7	7

Climate Parameter	Threshold	Annual Probability		Probability of Occurrence for Period (2015-2050)	PIEVC Scoring		
		Historical	2050s		Annual: Historical	Annual: 2050s	Study Period (35 year)
blowing snow)	200 m	33 hours per year, 11.9 days per year	strong trend ↓, stable recent period	1	7	6-7	7
Frost Penetration	1.2 m or below	0.17 per year	Trend ↓ but some conflicting factors	>90%	4	3	6-7
High Winds (Gusts)	90 km/h	2 per year	>2.5 per year	1	7	7	7
	120 km/h	0.05 days per year	Likely ↑	85% or higher	2	2	6-7
Tornadoes	EF1+	1-in-6,000	Unknown	~0.6%	0	0	0-1
Overland Flood/Heavy Rainfall	≥25 mm in 2 hours	~ 0.8 events per year	Very likely ↑	1	6	6	7
	≥60 mm in 2 hours	≤ 0.03 events or less per year	Very likely ↑	~70%	1-2	2	6
Freezing Rain	≥ 10 mm	~ 0.2 days per year	~ 0.3 days per year	~100%	4	4-5	7
	≥ 25 mm	0.06 days per year	>0.09 days per year	>95%	2	3	7
Snow	Blowing snow	7.8 days per year	Trends not significant to scoring	1	7	7	7
	≥ 20 cm in one day	0.1 days per year	Conflicting trends, likely remaining similar	>95%	3	3	6-7
Hail	"Golf ball" / 45 mm or larger	0.07 per year	Unknown	>90%	2-3	unknown	6
Horizontal Rain	Gusting 50km/h + >25 mm rain	1.8 days per year	Slight trend ↑	1	7	7	7
Lightning	Direct strikes	~ 0.3% per year	Likely ↑	>99%	1	unknown	3

Based on the climate change expected for the Great Lakes as noted in Table 13 above and an early specific site and building type assessment the following consideration of effects of climate change are areas of key focus for the Project. As the design is progressed additional and more detailed Climate Risk and Vulnerability assessment using the PIEVC method and conduct their assessment using the PIEVC Vulnerability Assessment templates, or ISO 14091, to be completed in the 30% to 60% Design phase. The following represents a preliminary assessment to identify key challenges and opportunities at an early design stage to improve climate resiliency.

6.1.1 Air Temperature

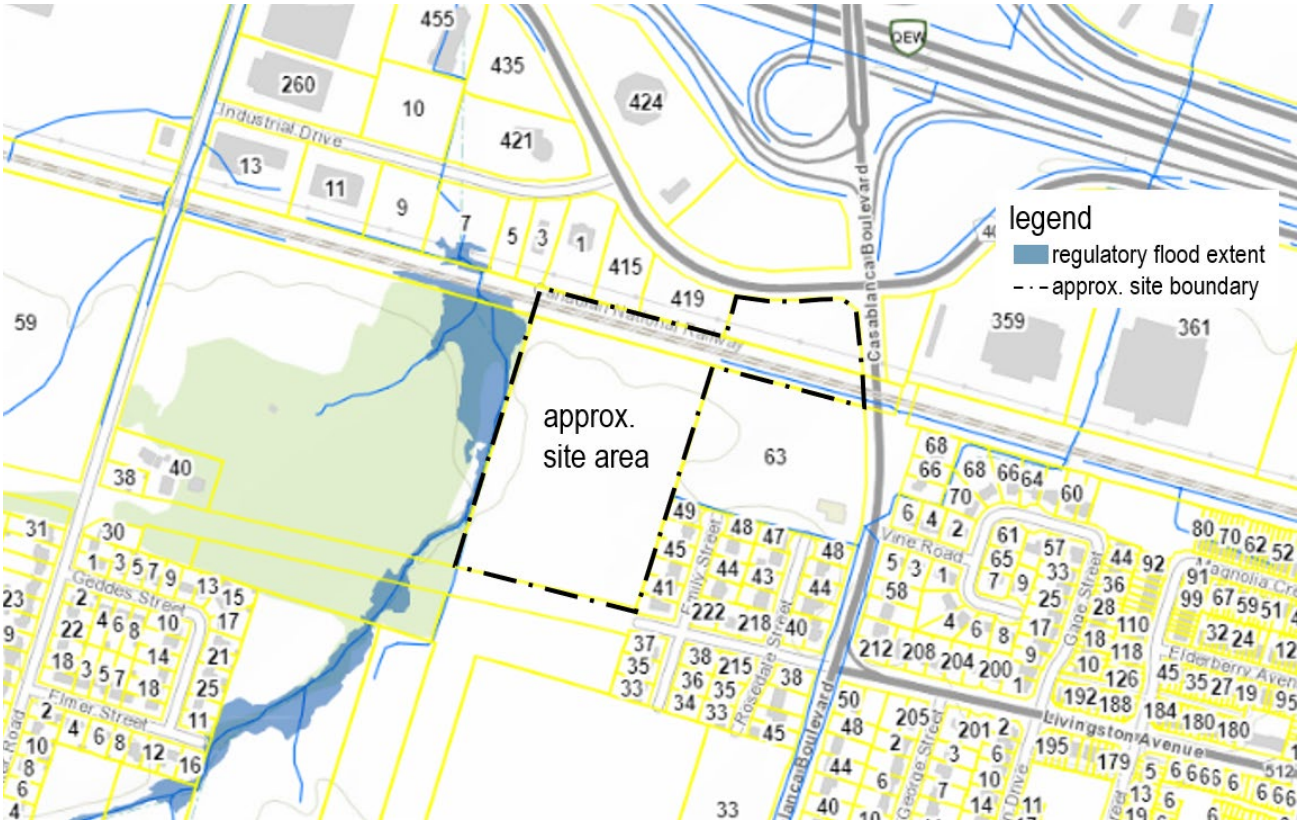
Increasing summer temperatures and the effects of extreme heat will impact users of the system and staff as outdoor temperatures can exceed comfortable levels and become dangerous, especially if strenuous outdoor labour is required. The building envelope and structures will also be impacted as thermal movement of materials will increase and could cause buckling or even immediate or long-term failure.

6.1.2 Precipitation

Precipitation, whether it is rainfall, snowfall, or other forms of frozen/liquid water, is the key climate and weather-related variable of concern. As a result of climate change, storm events are predicted to

become more intense in the GTHA, which can result in larger volumes of precipitation at one time (see McDermid, et al., 2015, as outlined in Table 12). These larger and even localized high volume precipitation events can quickly overwhelm storm water systems for a site like this with large areas of hard surface, resulting in flooding. This site is adjacent to a creek and while the site is outside the regulated flood plain flooding from the creek should be considered a risk.

Figure 16 Niagara Peninsula Conservation Authority Regulatory Flood Extent Map



6.1.3 Drought

As summarized in Table 12, the Great Lakes Basin is projected to see increases in frequency and extent of drought. This could impact on the availability of potable water, issuance of water bans, and plant material survival and increased maintenance requirements.

6.1.4 Winds

High velocity gusting or sustained winds can cause system user discomfort and can become dangerous if combined with very cold winter temperatures or at very high velocities. Wind chill can be a major concern even as average temperatures increase, as occurrences of polar vortexes can still occur and some modeling suggestions will become more common. Sustained or gusting winds can put acute or chronic stress on structures and trees that could see building cladding or other elements of the structure collapse or become airborne represent a risk to passengers waiting in the vicinity. Trees can fall or lose branches, also representing a risk. On this site winter winds generally come off the escarpment from the west and south-west with north-east summer breezes from over the lake.

6.1.5 Lightning

Increase in lightning strikes poses a particular risk to passengers waiting on the relatively open site that lacks natural forms of shelter.

7 Engagement and Consultation Process

7.1 Indigenous Communities Engagement and Consultation

7.1.1 Pre-Planning Indigenous Consultation

At the start of the Pre-Planning consultation phase, the Project team notified the MECP of its intent to begin consultation on the Project and requested information about which Indigenous communities were required to be consulted during this phase of the Project. In a letter dated July 3, 2025, the MECP advised for the following Indigenous communities to be consulted:

- Mississaugas of the Credit First Nation; and
- Six Nations of the Grand River (both the Elected Council and the Haudenosaunee Confederacy Chiefs Council).

Prior to the launch of the TRPAP, the Project team reached out to Indigenous communities on the following occasions:

- Project Introduction Letter – This communication on February 3, 2026 informed the Mississaugas of the Credit First Nation, Haudenosaunee Confederacy Chiefs Council and Six Nations of the Grand River Elected Council about the Grimsby GO Station Project, provided an overview of the previously completed archaeological assessments, invited the community to attend planned spring natural environment fieldwork and extended the opportunity for the communities to provide feedback.
- Grimsby GO Presentation – This presentation was provided to Mississaugas of the Credit First Nation on February 17, 2026 as part of regularly scheduled meetings with the community's Department of Consultation and Accommodation and to Six Nations of the Grand River First Nation Elected Council on February 24, 2026. The presentation provided an overview of the Project, details of the upcoming consultation under the TRPAP, a summary of the existing conditions and extended the opportunity for the communities to provide feedback.

During the Pre-Planning Indigenous consultation phase, Metrolinx received the following feedback:

- Mississaugas of the Credit First Nation:
  - Requested confirmation on what engagement, if any, was completed with Indigenous communities by Niagara Region on the previous archaeological assessments;
  - Expressed a preference for the type of fencing used to protect the archaeological site during future construction; and
  - Expressed interest in participating in any environmental fieldwork.

- Six Nations of the Grand River:
    - Requested more information on why this location was chosen for the Grimsby GO Station, and to have previous assessments shared; and
    - Requested that Metrolinx consider increasing the setback from the watercourse on the western edge of the south property line to 60 m from the proposed 30 m.
- Expressed interest in more information on procurement opportunities, review the Environmental Project Report and have additional meetings to discuss the Project.
- Haudenosaunee Confederacy Chiefs Council:
    - No response was received during the pre-planning stage.

A log of the Pre-Planning communication with Indigenous communities, including email correspondence as well as a full summary of the meetings above is found in Appendix B.

7.1.2 Transit and Rail Project Assessment Process Indigenous Consultation

As part of the TRPAP, Metrolinx has a duty to consult with Indigenous communities that may have an interest in or may potentially be affected by the Project. The communities consulted included:

- Mississaugas of the Credit First Nation; and
- Six Nations of the Grand River (both the Elected Council and the Haudenosaunee Confederacy Chiefs Council).

Two letters were sent to all communities, and meetings were held with Six Nations of the Grand River and Mississaugas of the Credit First Nation to follow-up on letters shared and to address questions raised during the pre-planning phase.

- Correspondence #1 Notice of Commencement – On March 5, 2026 Metrolinx sent a formal letter via email to Indigenous communities notifying that on March 6, 2026 the TRPAP would formally commence via issuance of the Notice of Commencement. The Indigenous communities who received this letter were those identified by MECP as potentially having an interest in the Grimsby GO Station Project. The email included a copy of the Notice of Commencement as well as copies of the natural environment and cultural heritage background reports completed in relation to the Project site.
- Grimsby GO TRPAP Presentation – On March 27, 2026 Metrolinx met with Six Nations of the Grand River to provide an overview of the information shared in the March 5, 2026 letter and the preliminary impacts and mitigation measures. Metrolinx sent a follow up correspondence to Six Nations of the Grand River on April 2, 2026 providing additional information.
- Correspondence #2 Preliminary Impacts and Mitigation Measures summary – on March 30th and 31st Metrolinx sent a formal letter via email outlining the preliminary impacts and mitigation measures proposed for the Project related to natural environment and cultural heritage to solicit feedback for consideration. Additionally, Metrolinx outlined the Project's early restoration planning goals.

- Correspondence #3 **–** On April 8, 2026 Metrolinx shared the draft Environmental Project Report (EPR) via email for review. A high-level summary of the draft EPR was included in a covering letter.
- Grimsby GO Draft EPR Presentations – On March 31, 2026 Metrolinx presented to Six Nations of the Grand River an overview of the EPR that was later shared on April 8, 2026. The same EPR presentation was given to Mississaugas of the Credit First Nation on April 9, 2026. A subsequent meeting was scheduled with Six Nations of the Grand River on April 13, 2026 to facilitate dialogue regarding the draft EPR and general project related questions.
- Grimsby GO Draft EPR Workshop – On April 24, 2026 Metrolinx held an in-person workshop with Mississaugas of the Credit First Nation to provide a fulsome review of the draft EPR and solicit feedback.
- Grimsby GO TRPAP Update Presentation - On May 6, 2026 Metrolinx presented to Six Nations of the Grand River an update on the TRPAP next steps and project timelines. The same presentation was given to Mississaugas of the Credit First Nation on May 11, 2026.

During the TRPAP consultation phase, Metrolinx received the following comments:

- Mississaugas of the Credit First Nation:
  - Responded to the letter sharing the Notice of Commencement requesting confirmation of capacity funding. MCFN sent a letter April 10, 2026 and expressed concerns with the requested deadline for comments on the draft EPR and an interest in reviewing previous technical studies. The concerns were resolved by an extension of the deadline, increased capacity funding and extending deadlines related to other Metrolinx projects.
- Six Nations of the Grand River:
  - Six Nations of the Grand River had concerns with the location selected for the Grimsby GO Station and sufficiency of environmental due diligence. A subsequent meeting was held with Six Nations of the Grand River to provide additional details related to their concerns, including a summary of due diligence activities completed to date relative to the proposed site. Concerns related to potential impacts to archaeological resources were addressed. Increased capacity funding, and deadline extension was provided to Six Nations of the Grand River. Six Nations of the Grand River re-iterated their concern related to proximity of infrastructure to the watercourse. To mitigate potential impacts to the watercourse, an ecological buffer will be implemented into the station design.
- Haudenosaunee Confederacy Chiefs Council:
  - There was no response to either correspondence.

Indigenous community consultation will continue as the Project advances into the next phases of design, construction and into implementation. A log of the TRPAP consultation with Indigenous communities including email correspondence and meeting summaries above are found in Appendix B.

7.2 Interested Parties Engagement and Consultation

Consultation with interested parties and the public was undertaken as part of the TRPAP in accordance with Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act (Ontario). The purpose of the engagement program was to provide

information about the proposed Grimsby GO Station, obtain feedback from interested parties, elected officials and the public, and incorporate comments into the Project design, where feasible.

Interested Parties identified for consultation included local residents, businesses, property owners, community organizations, and institutional interested parties within the study area. Consultation activities were coordinated between Niagara Region and Metrolinx.

Engagement activities undertaken during the TRPAP included:

- Development of a master contact list;
- Distribution of Project notices (notice of commencement and completion) to residents and property owners, within and beyond the minimum 30 m regulatory requirement to ensure broader community awareness;
- Publication of notices on social media and on Project websites;
- Direct correspondence with identified interested parties and agencies;
- Opportunities for written submissions and comments; and
- Public Information Centre (virtual, March 11-25, 2026)

The consultation process provided opportunities for interested parties to review information regarding the proposed station location, conceptual design, anticipated construction activities, and potential environmental effects.

Comments received from interested parties generally related to:

- Local traffic and transportation connections;
- Station access and parking;
- Noise and vibration considerations;
- Pedestrian and cycling connectivity; and
- Property access and construction impacts.

Feedback received during consultation was reviewed by the Project team and considered during the refinement of the station design and the development of mitigation measures. There were 133 comments received during the PIC comment period, reflecting strong overall support for the Project. Responses were provided to individuals who submitted comments and requested follow-up. A summary of the PIC, including an overview of comments received and corresponding responses, is provided in Appendix D.

7.3 Agency Consultation

Consultation was undertaken with a range of provincial, regional, and municipal agencies. Agencies consulted during the preparation of the EPR included, but were not limited to:

- Ontario Ministry of the Environment, Conservation and Parks
- Ontario Ministry of Transportation
- Ontario Ministry of Citizenship and Multiculturalism
- Niagara Peninsula Conservation Authority

- Town of Grimsby
- Canadian National Rail
- Hydro One (HONI)
- Bell
- Rogers

Agency consultation activities included circulation of Project notices, review of draft technical studies, and opportunities to provide comments on environmental conditions and proposed mitigation measures.

Key topics raised during agency consultation included:

- Stormwater management and drainage;
- Natural heritage features and vegetation management;
- Archaeological assessment requirements;
- Transportation integration and municipal infrastructure; and
- Potential permitting requirements.

Agency feedback (Appendix C) was considered in the preparation of technical studies and in the development of mitigation measures and commitments outlined in this EPR. This feedback was received through emails, meetings, and coordination calls. A summary of key input is provided below.

Ministry of Natural Resources (MNR)

On March 16, 2026, MNR provided an information package outlining its role as a commenting agency and identifying areas of interest related to environmental assessment within its mandate. The Project team reviewed the materials to inform the study approach.

MNR also requested the addition of an additional contact (Sam Short) to the Project mailing list, which has been incorporated.

Ministry of Citizenship and Multiculturalism (MCM)

On March 17, 2026, MCM issued an initial Project letter providing guidance on the consideration of cultural heritage resources in accordance with applicable requirements under O.Reg. 231/08.

The correspondence outlined expectations for:

- Integration of cultural heritage considerations during pre-planning activities;
- Completion of technical studies with appropriate level of detail; and
- Documentation of outcomes and recommendations within the Environment Project Report (EPR).

MCM further advised that the EPR should:

- Include identification of cultural heritage resources;
- Provide summaries of completed archaeological assessments; and

- Include clear commitments and timelines for any recommended additional archaeological work.

For built heritage resources and cultural heritage landscapes, MCM recommended reviewing the Town of Grimsby's Municipal Heritage Register to validate study findings. The Project team has incorporated these requirements into the EPR.

On April 14, 2026, MCM provided comments on the draft EPR. The Project team has incorporated these comments into the EPR.

Niagara Peninsula Conservation Authority (NPCA)

On March 16, 2026, a coordination meeting was held with NPCA to discuss the Project and PIC. Based on current information, NPCA indicated no significant concerns, noting that the proposed works are located outside regulated features, hazards, and allowances.

Key input provided by NPCA includes:

- No permit is anticipated to be required for the Project;
- Recommendation to include NPCA regulated features, hazards, and allowances within Project figures using available open data resources;
- Guidance from NPCA Engineering that any proposed storm sewer outlets to regulated watercourses must be designed to control erosion and avoid negative impacts; and
- Recommendation from NPCA Planning Ecology to submit a formal natural feature information request, if not already completed.

On April 13, 2026, Metrolinx met with NPCA staff to discuss opportunities for restoration to offset vegetation removal required for the Project site. The team presented restoration goals and criteria and discussed the requirements according to the Vegetation Guide. The parties committed to continuing discussion to advance the restoration planning post TRPAP.

Ontario Provincial Police (OPP)

On March 11, 2026, the OPP provided an additional contact for inclusion in the Project mailing list. The contact list has been updated accordingly.

Town of Grimsby

On March 6, 2026, a discussion was held with Project Team staff regarding the Notice of Commencement. Follow-up engagement occurred on March 19, 2026, through a Project introduction meeting.

The Town indicated that a list of staff will be provided to support ongoing coordination and future design review processes.

Ministry of Municipal Affairs and Housing (MMAH)

On March 6, 2026, MMAH provided an updated contact, noting that the previous contact is no longer with the Ministry. The Project contact list has been updated accordingly.

Transport Canada (TC)

On March 11, 2026, Transport Canada advised that it does not require receipt of all environmental assessment-related notifications and that the proponent may proceed with a self-assessment of the Project.

The Project team has acknowledged this direction and will proceed accordingly.

Hydro One

On March 30, 2026, Hydro One (HONI) contacted the Project team via email requesting a discussion regarding the proposed development. Hydro One indicated that it has existing assets within the Project area and would like to review the planned installations prior to providing formal comments. On April 9, 2026 Metrolinx met with HONI. During the meeting, HONI identified that the easement within north property includes restrictions on building developments. Future phases impacting properties north of the CN corridor will require extensive consultation and mitigation of impacts to existing HONI assets. HONI provided a letter for the EA record which can be found in Appendix C.

Ministry of Environment, Conservation and Parks (MECP)

On March 27, 2026 MECP provided direction to Metrolinx to support the consultation record meeting information requirements informing MECP review.

On April 17, 2026 and April 21, 2026, MECP provided comments on the draft EPR. The Project team has incorporated these comments into the EPR.

Additional Engagement Activities

The following engagement activities were also undertaken as part of agency consultation:

- February 25, 2026 – MECP Project Walkthrough
- March 3, 2026 – MCM Project Introduction Presentation
- March 4, 2026 – Elected Officials Briefing
- March 6, 2026 – Notice of Commencement issued to agencies
- March 16, 2026 – NPCA coordination meeting
- March 19, 2026 – Town of Grimsby Project introduction meeting
- March 27, 2026 - MECP Review of Indigenous Consultation Record

The draft EPR was circulated to participating agencies via email on April 8, 2026 for review and comment. The circulation included a covering letter summarizing key aspects of the Project, including anticipated existing conditions, proposed mitigation measures, and commitments. Agencies were provided with a defined review period to submit comments.

Agency feedback on the draft EPR was received through email correspondence and focused on:

- Requests for clarification or refinement of technical content, including stormwater management, air quality, noise and vibration, natural heritage, and cultural heritage;
- Confirmation of regulatory requirements, approvals, and permitting considerations; and
- General comments to improve the clarity and completeness of the document.

The Project team reviewed all comments received and responded directly to agencies, as appropriate. In response to agency input:

- Technical sections of the EPR were updated to incorporate clarifications and additional detail;
- Commitments and mitigation measures were refined to reflect agency guidance; and
- Ongoing coordination requirements were identified and documented.

All agency comments and corresponding responses related to the draft EPR have been documented and are included in Appendix C.

7.4 Public Consultation Summary

Public consultation formed an important component of the TRPAP for the proposed Grimsby GO Station. Public notices were issued to inform residents and interested parties of key Project milestones, including the commencement of the TRPAP and the availability of the EPR.

Public consultation activities included:

- Distribution of notices to residents, businesses and interested parties within and beyond the minimum 30 m regulatory requirement to ensure broader community awareness;
- Publication of notices in social media;
- Online posting of Project materials onto Project website; and
- Opportunities to submit comments via email, written correspondence, or public information session.

Members of the public were invited to review Project information and provide feedback on the proposed station design and anticipated environmental effects.

Key themes raised during public consultation included:

- Access to the station and integration with local transportation networks;
- Traffic operations and potential congestion near station access points;
- Noise and vibration associated with rail operations and construction;
- Impacts to nearby properties and neighbourhood character; and
- Opportunities for pedestrian and cycling connections.

The Project team reviewed all comments received and considered them during the refinement of the Project design. Where feasible, design modifications and mitigation measures were incorporated to address concerns raised by the public.

A detailed record of consultation activities, including copies of notices, correspondence, and summaries of comments received, is provided in Appendix D to this EPR.

8 Permits and Approvals

Although transit projects carried out under the TRPAP pursuant to the *Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act (Ontario) are exempt from the requirement to obtain approval under Part II of the Environmental Assessment Act, proponents are still required to obtain all applicable federal, provincial, and municipal permits and approvals prior to construction and operation of the undertaking.

The proposed Grimsby GO Station will therefore be subject to a number of regulatory approvals, permits, and agency review processes. These approvals relate primarily to environmental protection, infrastructure construction, land use planning, and municipal servicing.

All required permits and approvals will be confirmed during detailed design and will be obtained if required. Table 13 provides a summary of the applicable permits and approvals the applicability of which is subject to refinement.

Table 13 Summary of Applicable Permits and/or Approvals

Jurisdiction	Project Phase	Approval/ Permit	Trigger/Purpose	Lead Agency
Provincial	Design/Planning OR Construction	EASR Registration - Stormwater Management	Required for certain stormwater systems that meet prescribed criteria (instead of full Environmental Compliance Approval)	MECP
Provincial	Design/Planning	Environmental Compliance Approval - Stormwater Management	Operation of SWM/sewage systems	MECP

9 Future Commitments

9.1 Commitments and Future Work

The environmental investigations undertaken as part of the TRPAP for the proposed Grimsby GO Station identified potential environmental effects associated with the design, construction, and operation of the Project. Mitigation measures have been developed to avoid, reduce, or manage these potential effects.

The commitments identified in this EPR will be carried forward into subsequent phases of the Project and implemented by Metrolinx and its contractors during detailed design, construction, and operation of the Project.

The commitments outlined in this section are based on the findings of the environmental studies conducted for the Project, applicable regulatory requirements, consultation with regulatory agencies and Indigenous communities, and industry best management practices.

Metrolinx is committed to ongoing consultation and engagement throughout subsequent phases of the Project, including detailed design, construction, and operation. This includes continued engagement and consultation with Indigenous communities maintaining opportunities for input as the project progresses.

In addition, Metrolinx will continue to engage with the public, interested parties, and regulatory agencies to communicate Project updates, refine mitigation measures where required, and address any emerging issues. Consultation activities may include ongoing correspondence, meetings, and the sharing of Project information through appropriate channels. Feedback received will be documented and considered in Project decision-making, and where appropriate, incorporated into Project design and implementation.

9.1.1 Commitments During Detailed Design

During the detailed design phase, Metrolinx will refine the design of the proposed station and integrate environmental mitigation measures identified through the TRPAP, as well as ensure compliance with all applicable post-EPR commitments and monitoring requirements (e.g., Air Quality, Noise and Vibration, Natural Heritage, Surface Water and Stormwater Management). Activities during this phase may include:

- Refinement of the station layout and access configuration to minimize environmental impacts, including consideration of sensitive receptors, natural features, and cultural heritage resources identified in the EPR, including full avoidance of identified archaeological resources and natural heritage features and establishment of appropriate construction buffers;
- Incorporation of environmental mitigation measures into final design drawings, specifications, and contract documents including those related to air quality, noise and vibration, vegetation, wildlife, water resources, and cultural heritage protection;
- Development and integration of project-specific environmental management plans (EMPs), including but not limited to:
    - Archaeological Risk Management Plan;
    - Contamination and Excess Soil Management Plan (including soil and excavated materials handling in accordance with applicable regulations);
    - Groundwater Management and Dewatering Plan;
    - Spill Prevention and Response Plan;
    - Construction Air Quality and Dust Management Plan;
    - Noise and Vibration Management Plan;
    - Erosion and Sediment Control (ESC) Plan;
    - Designated Substances and Hazardous Materials Management Plan;
    - Tree Removals, Restoration and Landscape Plan; and
    - Invasive Species Management Plan.

- Confirmation of required permits and approvals from relevant federal, provincial, and municipal authorities, including any conditions related to post-EPR compliance, monitoring, and reporting;
- Completion of additional environmental studies or field investigations (e.g., updated noise and air quality assessments) where required to support detailed design, permitting, and development of management plans;
- Preparation of detailed stormwater management (SWM) and drainage designs including refinement of SWM requirements to meet municipal, regional, and conservation authority criteria, and to align with EPR commitments;
- Development of vegetation management, tree protection plans and restoration/compensation plans, including both on-site and off-site restoration, in accordance with applicable guidance (e.g., Metrolinx Vegetation Guideline, 2025) and natural heritage commitments;
- Refinement of construction staging, access and methodology plans to minimize temporary impacts (e.g., dust, noise, runoff) and to support implementation of mitigation measures and environmental management plans;
- Development of environmental monitoring programs, including protocols for tracking, reporting, and addressing exceedances or non-compliance during construction and operation;
- Continued engagement with Indigenous communities regarding Project implementation and environmental protection measures, monitoring programs, archaeological resource protection, and opportunities for participation in post-EPR activities;
- Completing a Phase I ESA to identify any potential environmental concerns within the study area prior to construction activities;
- Completing an Air Quality assessment to evaluate potential impacts on local air quality during both construction and operation of the proposed station; and
- Completing a Noise and Vibration assessment to evaluate potential impacts on local noise and vibration during both construction and operation of the proposed station.

Post-EPR, the Project Proponent will implement compliance monitoring and reporting programs, as required, to demonstrate adherence to EPR commitments and applicable standards (e.g., air quality, noise and vibration, natural heritage, and water resources). Monitoring results, including implementation of management plans and any corrective actions, will be documented and reported to the appropriate regulatory agencies in accordance with permit conditions and legislative requirements.

Coordination will also continue with municipal and regional authorities, including the Town of Grimsby and Niagara Region, as well as with the NPCA where applicable, to ensure alignment with local requirements, stormwater management criteria, permitting conditions, and environmental objectives.

9.1.2 Commitments During Construction

Construction of the proposed station and associated infrastructure will be undertaken in accordance with environmental protection measures identified in this EPR in Section 5.

Environmental monitoring will be conducted during construction to ensure that mitigation measures are effectively implemented and that environmental commitments are met.

9.1.3 Commitments During Operations

Following completion of construction, the station will be operated and maintained by Metrolinx as part of the regional commuter rail system.

Operational commitments may include:

- Maintenance of stormwater management facilities and drainage infrastructure;
- Maintenance of landscaping and vegetation associated with the station site;
- Maintenance of station lighting and infrastructure to minimize off-site impacts;
- Monitoring and maintenance of noise mitigation measures where applicable; and
- Ongoing coordination with municipal agencies regarding station access and servicing infrastructure.

Routine maintenance and inspection activities will ensure that environmental protection measures implemented during design and construction continue to function effectively throughout the operational life of the project.

9.1.4 Commitments Table

To ensure consistency and completeness, the environmental commitments associated with the Project are summarized within the Potential Effects, Mitigation Measures Summary and Future Commitments Table provided in Table 12 of this EPR.

The Commitments Table consolidates information regarding:

- Potential environmental effects identified during the assessment;
- Mitigation measures to address those effects;
- Monitoring requirements where applicable;
- The phase of implementation (design, construction, or operation); and
- The responsible party for implementation.

The Commitments Table will serve as a key reference document during subsequent Project phases and will be used to track the implementation of environmental commitments identified through the TRPAP.

9.2 Environmental Management Plan

An Environmental Management Plan (EMP) will be developed during subsequent stages of the Project to guide the implementation of environmental protection measures during construction and operation of the proposed Grimsby GO Station. This single plan integrates all disciplines to ensure coordinated environmental management throughout the Project.

The EMP will outline both general environmental protection measures and project-specific mitigation strategies based on:

- Best management practices for environmental protection and construction management;
- Applicable federal and provincial legislation and regulatory requirements;
- Input received from regulatory agencies and municipalities;
- Feedback received through consultation with Indigenous communities; and
- Mitigation measures identified in the Commitments Table included in this EPR.

The EMP will typically address environmental considerations such as:

- Erosion and sediment control;
- Stormwater management and drainage;
- Vegetation protection and restoration;
- Wildlife and habitat protection;
- Noise, vibration, and air quality management during construction;
- Spill prevention and emergency response procedures;
- Archaeological and cultural heritage protection; and
- Environmental inspection, monitoring, and reporting procedures.

The EMP will also define roles and responsibilities for environmental management during construction and outline procedures for monitoring compliance with environmental commitments and regulatory requirements.

Implementation of the EMP will ensure that environmental commitments identified during the TRPAP are carried forward into subsequent phases of the Project and effectively implemented during construction and operation of the proposed station.

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Town of Grimsby. (2023). Municipal heritage register. https://www.grimsby.ca/parks-recreation-and-culture/history-and-heritage/heritage-properties/.

Appendix A. 10% Conceptual Design – Proposed Site Plan

May 15, 2026

Working Draft

METRIC

ALL DIMENSIONS SHOWN ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE NOTED.

(IMPROVEMENT BY OTHERS)

S SERVICE RD

CASABLANCA BLVD

PROPERTY LINE (TYP.)

NORTH PROPERTY - PROPOSED FUTURE GRIMSBY GO STATION

HYDRO EASEMENT

EXISTING HYDRO TOWER

315.0 (LENGTH OF PLATFORM)

FUTURE PLATFORM

CONSTRUCTION DEBRIS AND JUNK

CLF 1.85M TALL

WATER SPIGOT AT FENCE POST

FUTURE STAIR ENTRANCE

FUTURE ELEVATOR ENTRANCE

MINI-HUB 03

PASSENGER SHELTER 03

PASSENGER SHELTER 02

MINI-HUB 02

FUTURE ELEVATOR ENTRANCE

FUTURE ENTRANCE

MINI-HUB 01

PASSENGER SHELTER 01

MINI-PLATFORM

ENTRANCE 1

ENTRANCE 2

FUTURE POCKET TRACK ALIGNMENT (BY OTHERS)

FUTURE SECONDARY STATION ENTRANCE

FUTURE GENERATOR &BOILER ROOM

STATION HOUSE

EXISTING NORTH TRACK

EXISTING SOUTH TRACK

FUTURE POCKET TRACK ALIGNMENT (BY OTHERS)

FUTURE SECURE BIKE ROOM

2 SERVICE VEHICLE PARKING

PLAZA

FUTURE STATION HOUSE

BARRIER-FREE DROP OFF ZONE

12.00 THROUGH LANE

7.00

6.00

3 STAFF PARKING STALLS

PUDO LANE (12 SPACES)

TAXI LANE (3 SPACES)

THROUGH LANE

VEHICLE LOADING AREA (4 SPACES)

1.8m WIDTH WALKWAY

1m CAR OVERHANG (TYP.)

5.50

11.00

5.00

6.00 3.00

2 – SMALL COVERED BIKE RACK SHELTER

15m REGULATORY ALLOWANCE BUFFER FROM EXISTING STABLE TOP OF SLOPE (APPROX.)

1.00

4.50

UNHEATED PASSENGER SHELTER

NEW FENCE

NEW FENCE

EXISTING TOP OF SLOPE (APPROX.)

UNHEATED PASSENGER SHELTER

1m CAR OVERHANG (TYP.)

EXISTING CREEK

CURB CUTS

GARBAGE ENCLOSURE

NEW FENCE CONNECT WITH EXISTING FENCE

75m ARCHEOLOGY PROTECTION BUFFER

30m BUFFER OF CREEK EDGE

PROPERTY LINE (TYP.)

EMILY ST

ROSEDALE ST

3.0m MULTI-USE PATH (TYP.)

SITE ARCHAEOLOGY AREA

70m ARCHEOLOGY PROTECTION BUFFER

NEW FENCE CONNECT WITH EX FENCE

20m ARCHEOLOGY PROTECTION BUFFER

3.0%

2.5%

21.0 19.0 28.0

LIVINGSTON AVE. IMPROVEMENTS BY OTHERS. WESTWARD EXTENSION TO BE COORDINATED WITH NIAGARA REGION

LIVINGSTON AVE

To UNION STATION

To NIAGARA FALLS

METROLINX PROJECT NO. 213701

REFERENCE DRAWINGS		ISSUE			REVISIONS		
		01	2026-04-13	ISSUED FOR 10% DESIGN SUBMISSION			
DWG NO.	TITLE	NO.	DATE	ISSUED FOR	REV.	DATE	

DRAWN BY: | DESIGNED BY:

CHECKED BY: | APPROVED BY:

SCALE: 1:500 (0 5 10 15 20m)

Niagara Region PUBLIC WORKS

METROLINX

HDR

HDR PROJECT NO. 10385866

GRIMSBY GO STATION

PROPOSED STATION

CIVIL

DAY ONE SITE PLAN

CONTRACT NO. | DWG. NO. | REV. 01 | SHEET XX/XX

Apr 01, 2026, 4:29pm Login name: JUWU
Drawing Name: C:\pwworking\canada01\d0320868\10385866-CV1-00003-ROLL.dwg

Appendix B. Indigenous Community Consultation

May 15, 2026

From: [redacted]
To:
Cc:

Subject: Grimsby GO Station - Project Introduction (Project ID #213701)
Date: February 3, 2026 12:18:40 PM
Attachments: MCFN 2026-02-03 Project Introduction Grimsby GO.pdf
image001.png

Dear Megan,

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby and to invite feedback about this project and participation in Spring 2026 fieldwork.

Metrolinx values our relationship with Mississaugas of the Credit First Nation and is committed to ensuring you have an opportunity to bring concerns and input forward to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes your feedback on the Project and/or upcoming anticipated field surveys and studies. Additionally, the Grimsby GO Station project will be discussed at the upcoming February 17th monthly meeting.

If you require additional information or if you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Kind regards,
Arantxa

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com

METROLINX

February 3, 2026

[redacted]
Mississaugas of the Credit First Nation
[redacted]
Delivered by Email

Dear Ms. DeVries,

RE: Grimsby GO Station - Project Introduction (Project ID #213701)

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby and to invite feedback about this project and participation in Spring 2026 fieldwork.

Project Overview

Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor (Grimsby Subdivision) beyond Hamilton into Niagara Region to better connect communities across the Greater Toronto and Hamilton Area. This will include enhancements to the track and facilities, including the proposed development of a new GO Station in the Town of Grimsby located between Confederation GO and St. Catharines GO Station.

Study Area

The Project site is situated south of the interchange of the Queen Elizabeth Way (QEW) provincial highway and west of the regional arterial Casablanca Boulevard (**Figure 1**). The land to the east of Casablanca Boulevard is largely developed, with retail stores on the north side of the Canadian National (CN) Railway tracks and residential properties on the south side. The proposed new Grimsby GO Station will be situated to the west of Casablanca Boulevard within the north and south parcels adjacent to the CN Corridor on land that is currently undeveloped.

Figure 1: Grimsby GO Station Study Area

Project Scope

The Project is proposed to be delivered in phases with Opening Day infrastructure focused on the south parcel and anticipated Future State infrastructure located within portions of the north and south parcels to accommodate anticipated growth and demand in the surrounding area. The scope of project assessment will encompass both parcels (**Figure 1**).

To support the design of the Project, a review of existing reports and background information for the area is being undertaken to consider the anticipated environmental impacts of the scope of work and next steps.

Anticipated Field Surveys - Spring 2026

The scope and timing of field investigations will be subject to factors such as site access, permitting, and weather conditions.

Natural environment surveys will be undertaken in Spring 2026 to inform ecological and physical conditions with surveys anticipated to commence as early as March 2026.

The surveys will build on existing information including natural environment surveys and Species at Risk screenings Niagara Region completed within the 2025 seasonal windows to document existing site conditions and to support a multi-season survey approach. Consolidated findings will be shared with Mississaugas of the Credit First Nation for review and input, once available.

METROLINX

Archaeological Assessment

All relevant archaeological work previously completed in the vicinity of the Study Area is summarized in **Appendix 1**. No additional archeological assessments are anticipated to support the scope of work.

As noted in Appendix 1, one previously completed Stage 1-2 AA (ASI, 2019) identified an archaeological site (AhGv55) within the south parcel (see **Appendix 2**). That report identified a 20m protection buffer and a 50m construction buffer which will be implemented to protect the archaeological site through design and construction (see **Appendix 3**).

Participation

Metrolinx values our relationship with Mississaugas of the Credit First Nation and is committed to ensuring you have an opportunity to bring concerns and input forward to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes your feedback on the Project and/or upcoming anticipated field surveys and studies. Additionally, the Grimsby GO Station project will be discussed at the upcoming February 17th monthly meeting.

Please let us know at your earliest convenience if Mississaugas of the Credit First Nation is interested in scheduling a site visit or attending the upcoming Spring 2026 fieldwork.

Please note that the completion of **Personal Track Safety (PTS)** and **CN Contractor Safety Orientation training** is required prior to attending the site.

Closing

Metrolinx would welcome the opportunity to meet with you in-person or virtually to provide more information and discuss any interests or questions that you may have regarding these next steps for the Grimsby GO Station. Please let us know how best to support your consultation regarding this work. We look forward to you sharing with us your important perspective.

If you require additional information or if you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be

subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: [redacted]

Appendix 1 – Summary of Previously Completed Archaeological Assessments
Appendix 2 – Location of Findspots and Archeological Site AhGv-55
Appendix 3 – Protection and Construction Buffers illustrated for Archeological Site AhGv-55

Appendix 1. Summary of Previously Completed Archaeological Assessments

Assessment Completed	Description of Study Area	Findings
Stage 1 Archeological Assessment - March 2010 (Archaeological Services Inc.)	Stage 1 assessed the impact of the proposed alternative station and layover facility locations within 500m of an alternative site. The site is located on the north and south sides of the CN rail tracks.	Lands north of the rail right-of-way (ROW) (including the rail ROW) and the southwest corner of Casablanca Boulevard do not exhibit archeological site potential. Lands immediately west of the recreational fields contain archeological potential based on their proximity to an unnamed tributary and early historical transportation routes.
Stage 1 Archaeological Assessment Concurrence Letter – April 14, 2011 (Ministry of Tourism and Culture)	Stage 1 assessed the impact of the proposed alternative station and layover facility locations within 500m of an alternative site. The site is located on the north and south sides of the CN rail tracks.	The then Ministry of Tourism and Culture reviewed the Stage 1 Archeological Review Report and concurred that a Stage 2 Archeological Assessment must be conducted if the proposed project impacts the Grimsby – Casablanca Boulevard site.
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Stage 1 and 2 Archaeological Assessment of the proposed Grimsby GO – November 14, 2019 (ASI)	Stage 1 and 2 assessed the south side of CN rail tracks.	The Stage 1 background assessment considered the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has

Assessment Completed	Description of Study Area	Findings
		concluded that the property is within an area with potential for both Indigenous and Euro-Canadian archaeological resources. The Stage 2 field assessment was conducted by means of a pedestrian survey at 2.5 m intervals across the entire property. During this work, two Indigenous findspots (P2 and P3) and one archeological site (AhGv-55) were documented. These spots represent isolated material which does not reflect loci of prolonged activity or occupation. Archeological site AhGv-55 comprises 15 non-diagnostic artifacts recovered from a 33 m by 15 m pedestrian survey area with a visible concentration of artifacts within the southern portion of the site. If this area will be impacted, a comprehensive Stage 3 Site-Specific Archaeological Assessment is recommended. The archaeological site location AhGv-55 is provided in **Appendix 2**, while **Appendix 3** illustrates the required buffers: a 20-metre protective buffer that must be fenced during any on-site activity within the delineated area and a 50-metre monitoring buffer where all construction and earth-moving activities must be supervised.

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METROLINX

Appendix 2. Location of Findspots and Archaeological Site AhGv-55

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

METROLINX

Appendix 3 – Protection and Construction Buffers illustrated around Archeological Site AhGv-55

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

[redacted]

Subject: Grimsby GO Station - Project Introduction (Project ID #213701)
Date: February 3, 2026 12:18:48 PM
Attachments: image001.png
SNGR 2026-02-03 Project Introduction Grimsby GO.pdf

Dear Lonny and Team,

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby and to invite feedback about this project and participation in Spring 2026 fieldwork.

Metrolinx values our relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns and input forward to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes your feedback on the Project and/or upcoming anticipated field surveys and studies. Additionally, the Grimsby GO Station project will be discussed at the upcoming February 24th monthly meeting.

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Kind regards,
Arantxa

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com

February 3, 2026

[redacted]
Six Nations of the Grand River
[redacted]
Delivered by Email

Dear Mr. Bomberry,

RE: Grimsby GO Station - Project Introduction (Project ID #213701)

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby and to invite feedback about this project and participation in Spring 2026 fieldwork.

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Figure 1: Grimsby GO Station Study Area

Project Scope

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METROLINX

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Closing

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Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

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cc: [redacted]

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METROLINX

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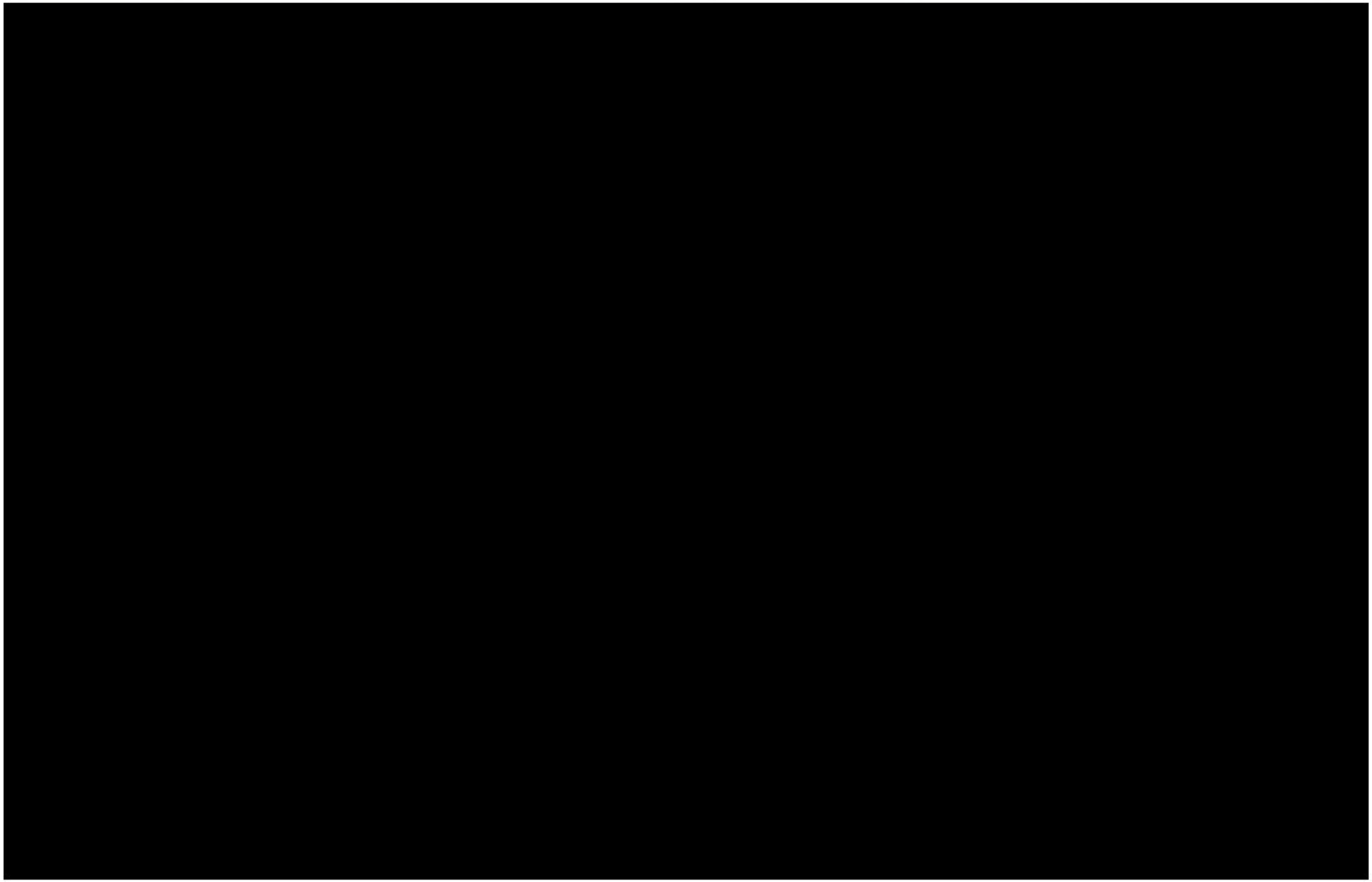
METROLINX

Appendix 2. Location of Findspots and Archaeological Site AhGv-55

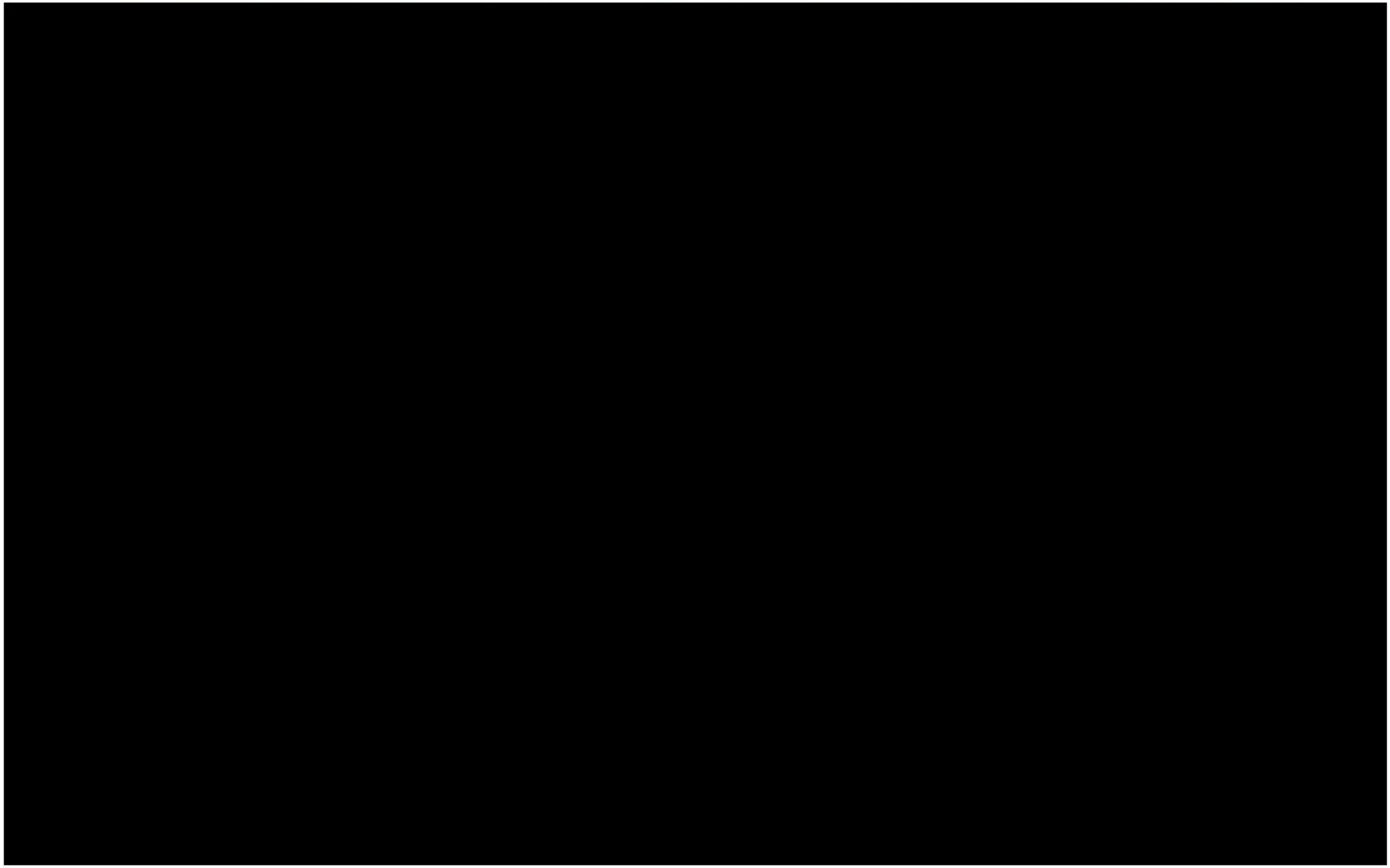


10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

METROLINX

Appendix 3 – Protection and Construction Buffers illustrated around Archeological Site AhGv-55



10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

[redacted]

Subject: RE: Grimsby GO Station - Project Introduction (Project ID #213701)
Date: February 9, 2026 11:39:29 AM
Attachments: image002.png
image003.png

[redacted]

Thank you for confirming MCFN's interest in the participation and review of any environmental assessments and field participation on any archaeology work regarding the Grimsby GO station.

Metrolinx will also be presenting information regarding the Grimsby GO station at our upcoming February 17th touchpoint, if you have any additional questions or feedback for the project team.

Take care.

[redacted]

[redacted]

Some people who received this message don't often get email from megan.devries@mncfn.ca. Learn why this is important

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.

Good morning,

Thank you for the notification.

MCFN-DOCA would like to participate in and review any environmental assessments related to this project. Please keep us updated.

When fence installation and construction monitoring is required for AhGv-55, please make arrangements for field participation with our Archaeology Unit.

Kind regards,
Megan.

[redacted]

[redacted]

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

[redacted].com>

Subject: Grimsby GO Station - Project Introduction (Project ID #213701)

Dear Megan,

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby and to invite feedback about this project and participation in Spring 2026 fieldwork.

Metrolinx values our relationship with Mississaugas of the Credit First Nation and is committed to ensuring you have an opportunity to bring concerns and input forward to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes your feedback on the Project and/or upcoming anticipated field surveys and studies. Additionally, the Grimsby GO Station project will be discussed at the upcoming February 17th monthly meeting.

If you require additional information or if you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Kind regards,
Arantxa

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com

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.

Grimsby GO Station

(Project ID #213701)

Project Introduction

Mississaugas of the Credit First Nation (MCFN)

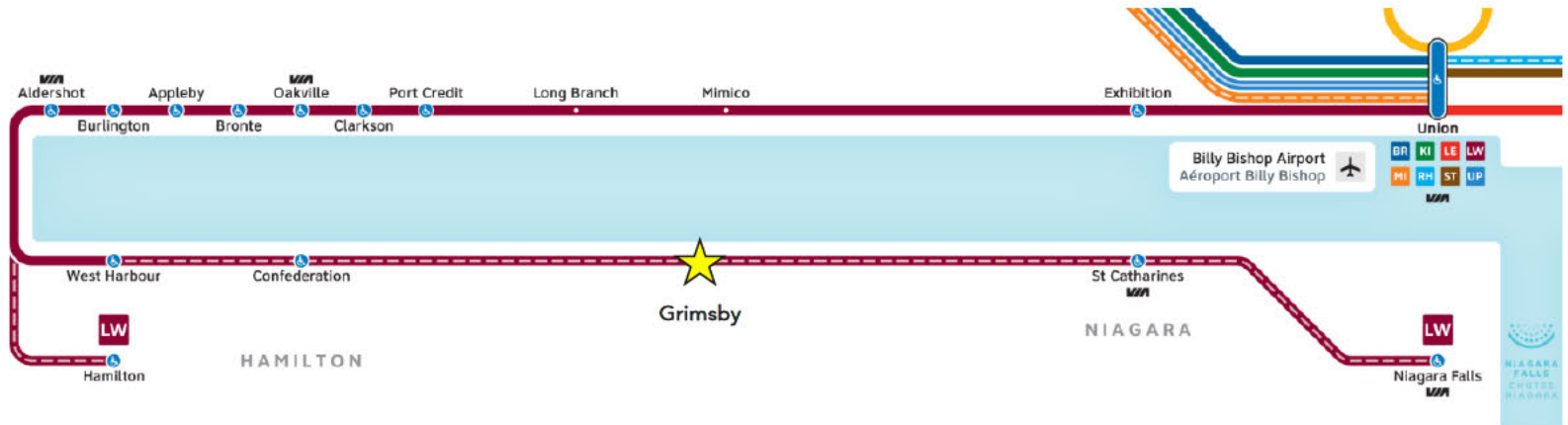
February 17, 2026

AGENDA

- Team Introductions
- Project Introduction and Background
- Transit and Rail Project Assessment Process (TRPAP)
- Environmental Studies Update
  - Natural Environment
  - Archaeology
  - Cultural Heritage
- Endangered Species Act Authorization
- Early Restoration Planning
- Next Steps and Discussion

GRIMSBY GO STATION

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.
- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.
- The project is proposed to be delivered in phases:
    - Opening Day Infrastructure (portions of the south parcel)
    - Future State Infrastructure (portions of the north & south parcels)
        - To accommodate anticipated growth and demand in the surrounding area



GRIMSBY GO STATION – PROJECT AREA

- The Project Area is 6.7 ha

- **South Parcel** is 5.7 ha
  - A portion of the property to be disturbed to support Opening Day with provisions for future phases
  - Meadow Forb (MEF)
  - A watercourse feature within an Environmental Protection Area is present on the west border outside of the Project Area.

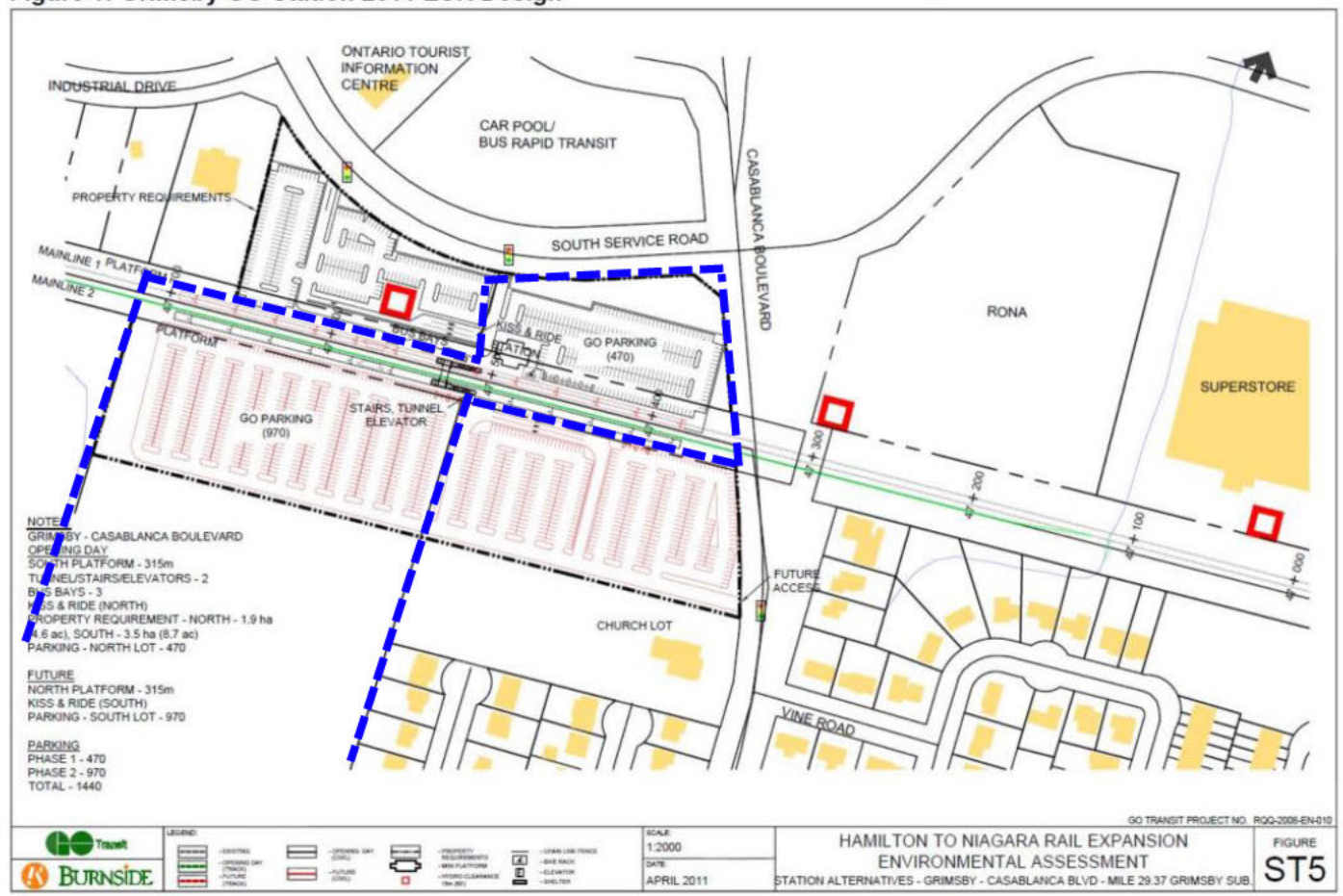
- **North Parcel** is 1 ha
  - Anticipate a portion to be disturbed to support future phases for expansion
  - Cultural Thicket Hawthorn (CUT)

GRIMSBY GO STATION – BACKGROUND

- A portion of the new Grimsby GO Station was previously assessed under the GO Transit Class Environmental Assessment (EA) Environmental Study Report (ESR) in 2011
  - North parcel was slated for Opening Day and south parcel for future phases

- As the project limits and station design have changed since the 2011 GO Transit Class EA – a new assessment is warranted.

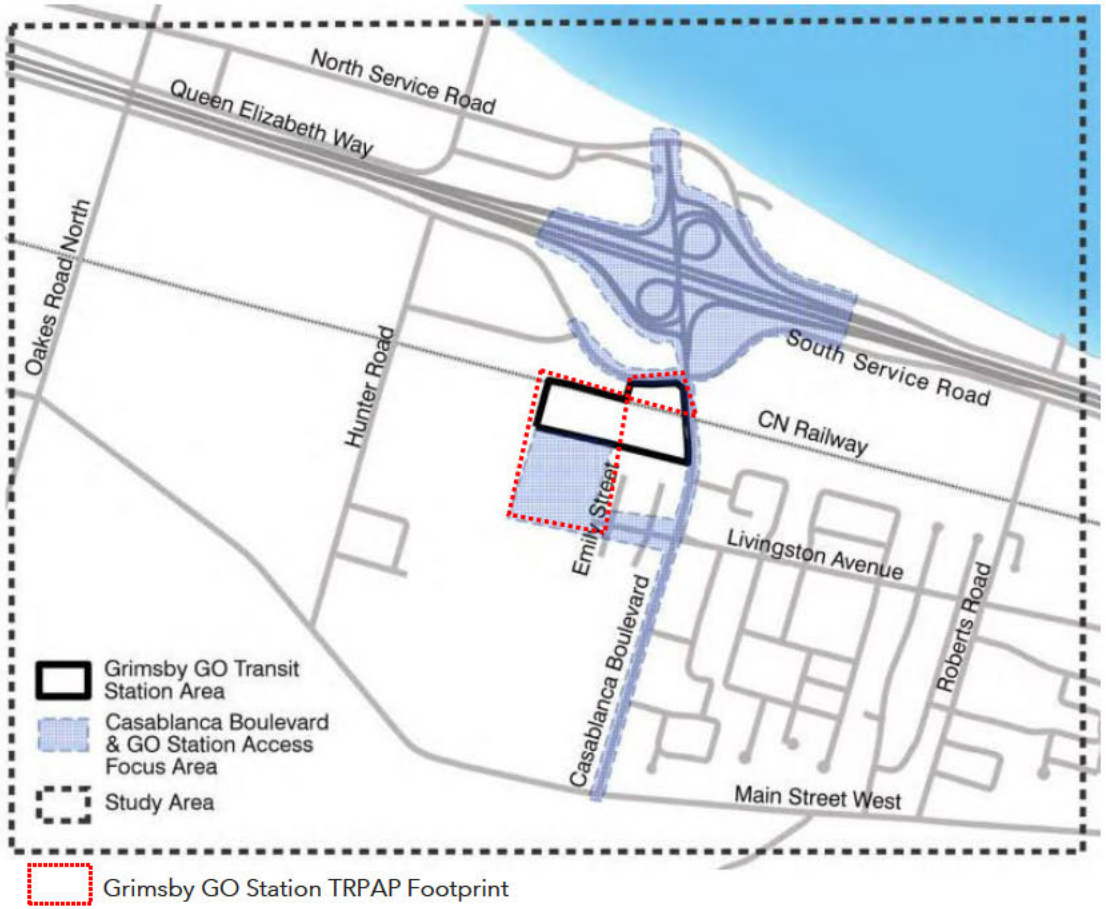
Figure 1: Grimsby GO Station 2011 ESR Design

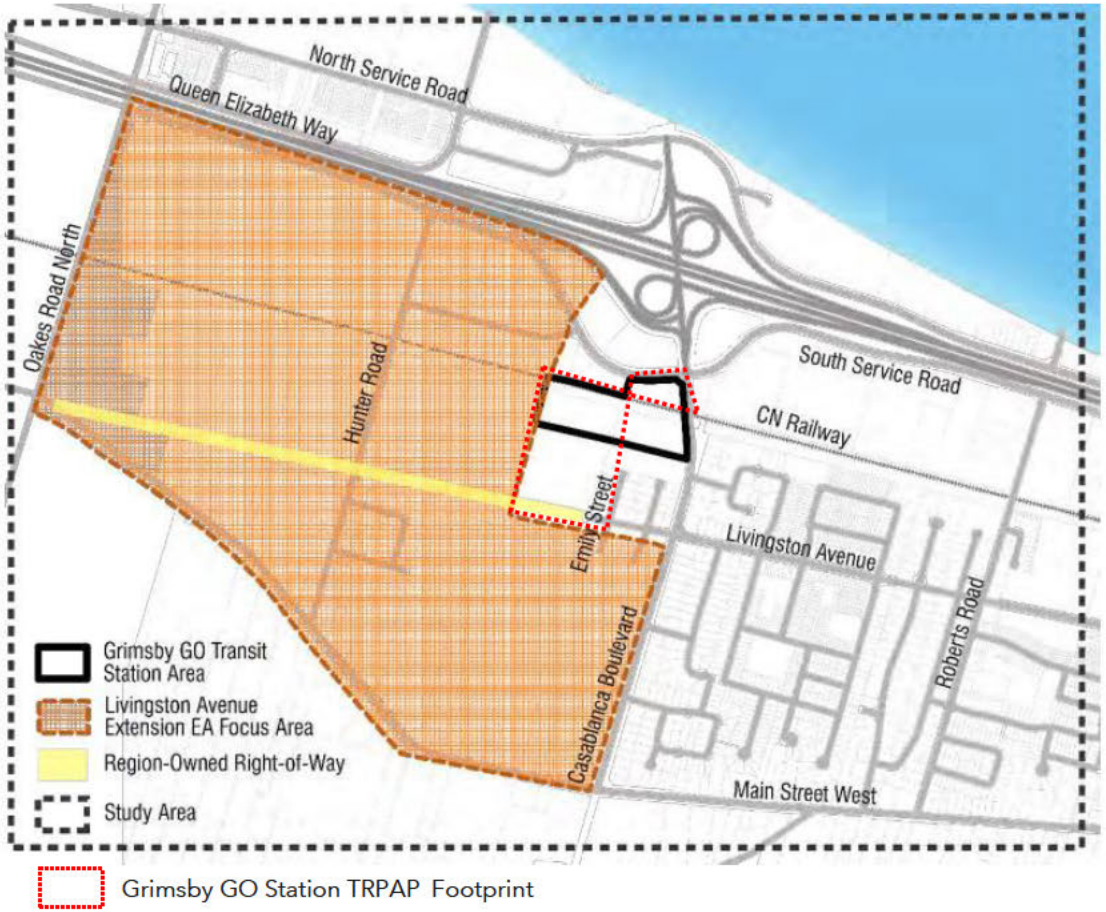


Grimsby GO Station TRPAP Footprint

GRIMSBY GO STATION – BACKGROUND

- Previous Municipal Class Environmental Assessments completed by the Niagara Region
  - Casablanca Blvd and GO Station Access EA (2019)
  - Livingston Avenue Extension EA (2020)





Transit and Rail Project Assessment Process (TRPAP)

GRIMSBY GO STATION TRPAP

The project will follow the Transit and Rail Project Assessment Process (TRPAP) under O. Reg. 231/08, to fulfill its obligations under the Environmental Assessment Act for transit and rail infrastructure.

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The TRPAP will ensure that natural, social, cultural and economic environments are assessed, protected and any potential adverse effects from proposed infrastructure are either avoided, mitigated, or minimized.

Air Quality

Archaeology

Natural Environment

Noise & Vibration

Cultural Heritage

Traffic & Transportation

Socio-Economic and
Land Use Characteristics

The assessment will be informed by available information and commitments to future work will be made as warranted.

Environmental Studies Update

NATURAL ENVIRONMENT

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Feature Characterization – North & South Properties

Monarch (Milkweed) host plant
*general to ELC polygon

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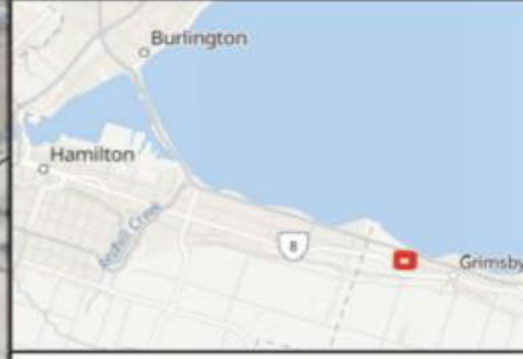
Owl Nesting Box (currently occupied by Eastern Screech Owl

Snake Feature (Placed Rockpiles) A and B

Red-Headed Woodpecker Observation general location (2014)

Eastern Meadowlark (2014)

South Pond (off-line & constructed)



Legend

- Study limits - North Property & South Property
- Meadowlark (2014)
- Monarch (Host Plant - Milkweed)
- Snake Feature A
- Snake Feature B
- South Pond
- Owl Box
- Red headed Woodpecker (2014)

Niagara Conservation Authority (2025)

- Hydrography 2K - NPCA
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Grimsby GO
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- Meadow Forb (MEF) area
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Overview of fallow field

Adjacent & Abutting Features

- A small constructed pond occurs off-site (beyond property boundary) and woodland with a watercourse present, but not within the Project Area south parcel
- The woodland is expected to provide habitat for a variety of wildlife. The edge is altered, but transitions to a more mature interior (20 to 30 m inward). No SoCC were observed or heard within the woodland edge (10 m) or interior (within 100 m) during 2025 work
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- Property is not a wetland or meadow marsh
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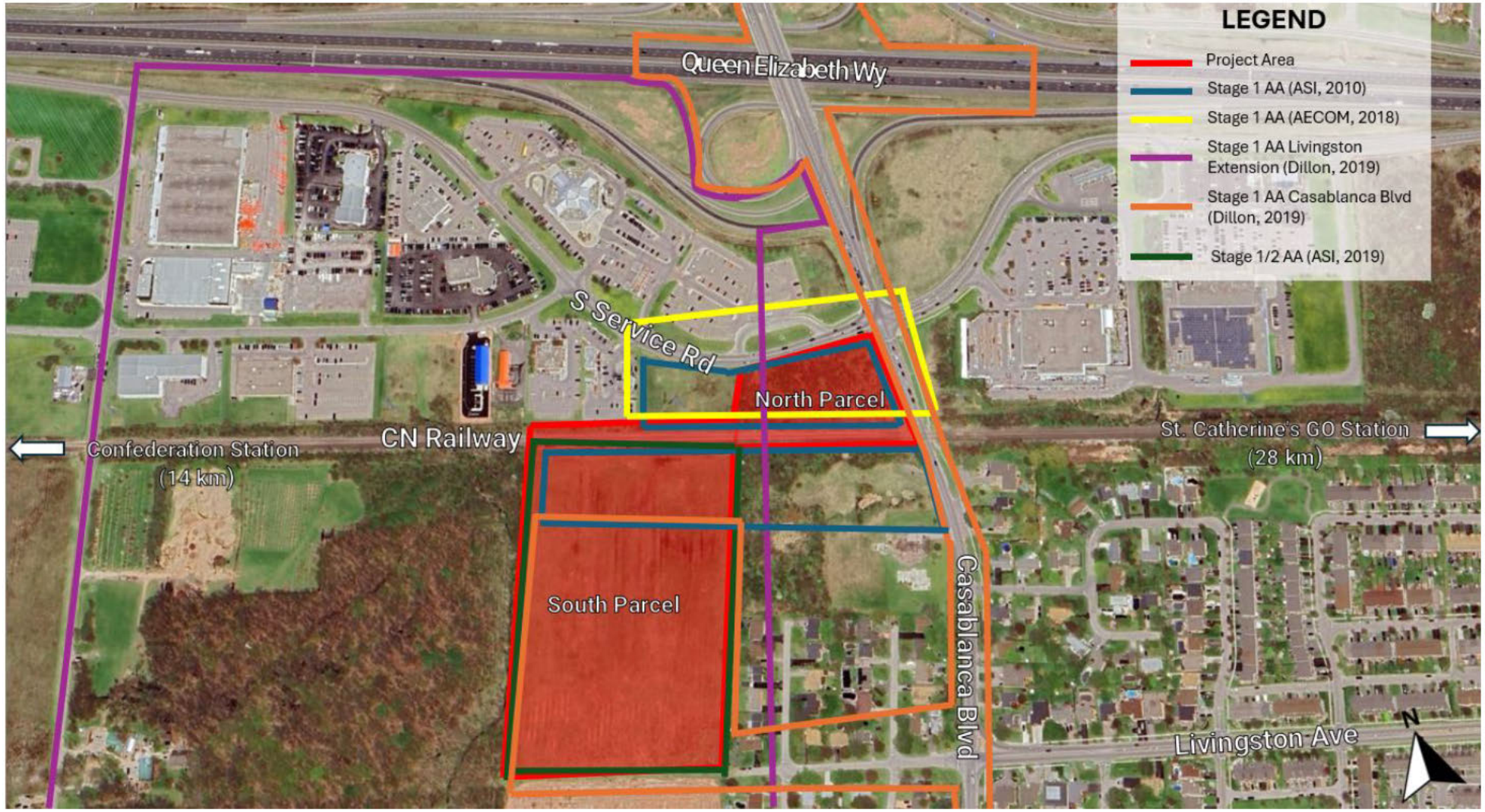
ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Archaeological Assessments Study Area Map



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- **Overall Finding:** The southern portion of the site has the potential for the recovery of archaeological resources and a Stage 2 AA must be completed.

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ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

- The Stage 1 background assessment identified potential for Indigenous and Euro-Canadian resources based on environmental setting and historic settlement trends.
- Representatives from MCFN and SNGR were present during the Stage 2 field assessment.
- The Stage 2 field assessment identified two Indigenous findspots and one Indigenous site. [redacted]
- Archaeological site AhGv-55 [redacted]
- If this area will be impacted a Stage 3 Site-Specific Archaeological Assessment is required.
- To protect the site, a 20-metre protective/fence buffer shall be established and must be fenced during any on-site activity. In addition, a 50-metre construction monitoring buffer beyond the 20 m fenced buffer, shall be maintained, where all construction and earth-moving activities must be supervised by a licensed archaeologist.

The 20 m protection buffer and 50 m construction buffer will be implemented to protect the archeological site through the station design and any future potential construction activities.

[redacted]

CULTURAL HERITAGE - SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Project area shaded in red.

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)

- No cultural heritage resources have been identified within or adjacent to the Grimsby-Casablanca Boulevard site study area.

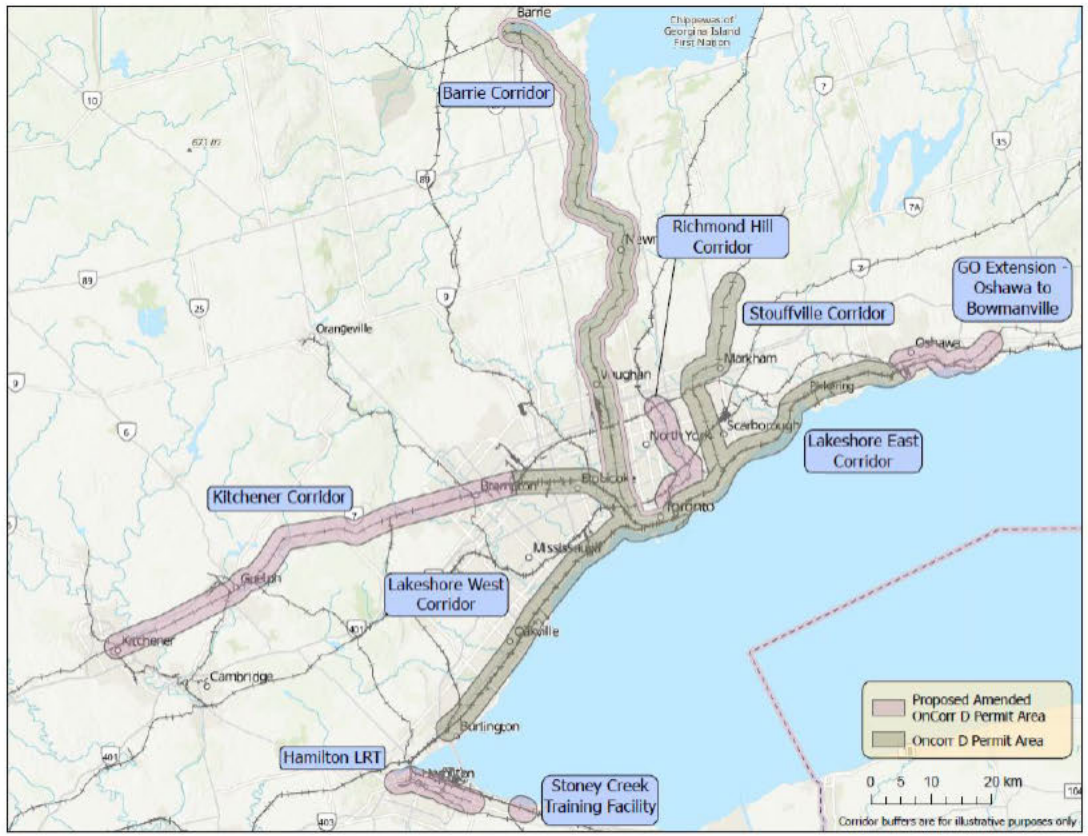
Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)

- One cultural heritage resource is located adjacent to the Casablanca Boulevard Improvements study area, and 17 cultural heritage resources are located adjacent to the Livingston Avenue Extension study area.
- No specific mitigation is required as the built cultural heritage resources are all on Main Street which is not in proximity to the site and the project will not impact these resources.

Endangered Species Act Authorization

ENDANGERED SPECIES ACT AUTHORIZATION

- The OnCorr ESA permit amendment was issued by MECP in Dec 2025
- The geographic range of the permit does not currently include Grimsby GO Station
- The permit will need to be updated to include the additional scope
- Species at risk habitat that may be impacted includes:
  - Bobolink
  - Eastern Meadowlark
  - SAR bats
- Metrolinx will provide more information as discussions with MECP progress



Early Restoration Planning

RESTORATION PLANNING

- Compensation for the project will be based on the 2025 Metrolinx Vegetation Guideline.
- Natural environment studies will inform avoidance/minimization in our initial designs, where possible.
- Restoration opportunities will be informed by natural environment studies and anticipated ecological impacts.
- Metrolinx plans to involve Indigenous owned businesses wherever possible in restoration planning.
- Restoration opportunities and Restoration Plans will be shared with MCFN when available.

Next Steps and Discussion

UPCOMING PROJECT MILESTONES

Activity	Estimated 2026 Timelines*
Natural Environment Fieldwork	Spring 2026
TRPAP Notice of Commencement	February/March 2026

Please advise if there is interest in having monitors participate in these upcoming surveys and logistic details can be shared once works are scheduled.

DISCUSSION

- Would there be an interest in a site visit this spring?

METROLINX

Grimsby GO Meeting with Mississaugas of the Credit First Nation

TOPICS: Grimsby GO TRPAP

DATE OF MEETING: Tuesday, February 17, 2026

LOCATION OF MEETING: Virtual Teams Meeting

ATTENDEES:

Mississaugas of the Credit First Nation (MCFN):

[redacted]

Metrolinx (Mx):

[redacted]

MEETING PURPOSE

To share project updates and receive feedback and input from Mississaugas of the Credit First Nation (MCFN) on the Metrolinx (Mx) Grimsby GO project.

MEETING SUMMARY

TOPIC 1: Grimsby GO TRPAP

[redacted] joined the call.

- The team provided introductions and reviewed the background project information.
- Mx is planning to construct a new GO station in the Town of Grimsby to better connect communities across the GTA and Hamilton area. It will be location between Confederation GO and St. Catharine's GO Station, along the Lakeshore West Corridor.
- Project will be delivered in phases and that the land is currently vacant.

- South Parcel consists of a Meadow Forb, with a watercourse feature within an Environmental Protection Area in an adjacent property outside the new station footprint.
- North Parcel is a cultural Thicket Hawthorn area.
- In 2011, a portion of the new station footprint was assessed under the GO Transit Class EA Study Report, and a new study is needed. Casablanca Blvd and GO Station Access EA were undertaken in 2019.
- Transit and Rail Project Assessment Process (TRPAP) is needed to fulfill the Environmental Assessment required for transit and rail infrastructure. The TRPAP schedule will be moving quickly.
- Mx is the project proponent, but in partnership with Niagara Region.
- Mx will be sharing the draft environmental project report(s) and the Archaeology Assessment with MCFN as they are ready.
- **Natural Environment Surveys:**
    - Will be undertaken in spring 2026
    - The surveys will build on existing information including natural environment surveys and Species at Risk screenings Niagara Region completed within the 2025 seasonal windows to document existing site conditions and to support a multi-season survey approach.
    - Findings from all field surveys will be summarized and consolidated into the draft Environmental Project Report (EPR) for review, once available.
    - MCFN asked if the area is not considered a wetland, but has a water feature? Mx indicated that this is correct. The area is not a classified wetland but has an unnamed water feature on the property adjacent to the South parcel.
- **Archaeology**
    - Stage 1 and 2 archaeological assessments (AA) were completed in the South Parcel by ASI in 2019
    - There have been multiple AA that have been undertaken within the area since 2010
        - Post-meeting note:
            - Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010) project Notices and Public information materials were sent to MCFN.
            - Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018) Mx presented findings to MCFN on Aug 14, 2018 - MCFN responded Aug 28, 2018, with no concerns.
            - **ACTION: Mx to confirm with Niagara region Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019) was circulated to MCFN.**

    - Stages 1 and 2 AA Grimsby GO identified potential for archaeological resources. MCFN and SNGR had monitors on-site.
    - Stage 2 AA work identified two Indigenous findspots and one Indigenous archaeological site, that are considered isolated materials.
    - If this site is to be impacted by construction, a 20-m buffer shall be established and will be fenced in addition to a 50m construction monitoring buffer.
    - MCFN asked what type of fencing will be used to protect the site. MCFN would like a sturdy fence for protection of the site, rather than snow fencing that is sometimes used. Mx thanked MCFN for this input and will take it back.
        - Post-meeting note:
            - fencing is planned to only be installed prior to construction and will be removed after construction
    - **ACTION: Mx to share MCFN's fencing preference with the design team prior to installation.**
- **Cultural heritage**
    - Two Cultural heritage reports previously been completed in the project area
        - Cultural Heritage Assessment Report of March 2010
        - Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report from March 2019
    - The 2010 report did not identify any cultural resources
    - The 2019 report identified one resource near Casablanca Blvd. and 17 resources by the Livingston Avenue Extension study area.
    - No mitigation required, as no anticipated impacts to the Cultural Heritage is anticipated due to the distance from the proposed GO station footprint.
- **Endangered Species Act Authorization**
    - Metrolinx received an Endangered Species Act (ESA) permit amendment by Ministry of the Environment, Conservation and Parks (MECP) in December 2025, but it does not include the proposed Grimsby GO station footprint. The Permit will need to be updated to include this project area or Mx will need to get a new permit for the Grimsby GO Station; discussions with MECP are active
    - Potential for SAR in the south parcel includes:
        - Bobolink
        - Eastern Meadow Lark
        - SAR bats
    - Will be confirmed during spring fieldwork
- **Restoration Planning**
        - Restoration will be based on the 2025 Vegetation Guideline
        - Restoration plans will be shared with MCFN as available.
- **Project Milestones**

    - Fieldwork Spring 2026
    - TRPAP Notice of Commencement February/March 2026
- MCFN would be interested in receiving notification and invitation to participate in the Spring fieldwork.
- **ACTION: Mx will invite MCFN to participate in the Spring fieldwork.**
- No additional comments or questions from MCFN.

	Action	Owner(s)	Response and Delivery Date	Status
Grimsby GO TRPAP				
1	Mx to share fencing preference with the design team prior to installation.	Mx	The fencing preference has been shared with the design team	Closed
2	Mx will invite MCFN to participate in the Spring fieldwork.	Mx	As fieldwork and fence installation dates are scheduled, invitations to participate will be shared with MCFN.	Open
3	Mx to confirm with Niagara region Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019) was circulated to MCFN.	Mx	Due to a change of hands at Niagara Region it could not be confirmed whether the Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019) was circulated to MCFN. However, Niagara Region can confirm they will be initiating the Phase 2 work (outside of the Grimsby GO Station project) and will invite Indigenous communities to attend their projects fieldwork in Spring 2026.	Closed March 5, 2026

Grimsby GO Station

(Project ID #213701)

Project Introduction

Six Nations of the Grand River

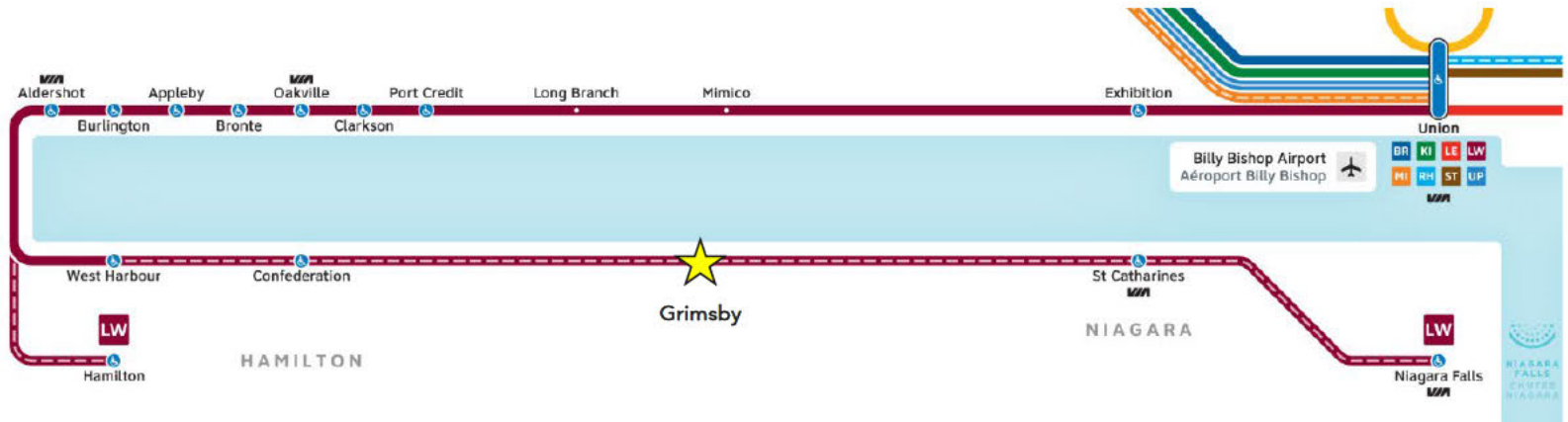
February 24, 2026

AGENDA

- Team Introductions
- Project Introduction and Background
- Transit and Rail Project Assessment Process (TRPAP)
- Environmental Studies Update
  - Natural Environment
  - Archaeology
  - Cultural Heritage
- Endangered Species Act Authorization
- Early Restoration Planning
- Next Steps and Discussion

GRIMSBY GO STATION

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.
- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.
- The project is proposed to be delivered in phases:
    - Opening Day Infrastructure (portions of the south parcel)
    - Future State Infrastructure (portions of the north & south parcels)
        - To accommodate anticipated growth and demand in the surrounding area



GRIMSBY GO STATION – PROJECT AREA

- The Project Area is 6.7 ha

- **South Parcel** is 5.7 ha
  - A portion of the property to be disturbed to support Opening Day with provisions for future phases
  - Meadow Forb (MEF)
  - A watercourse feature within an Environmental Protection Area is present on the west border outside of the Project Area.

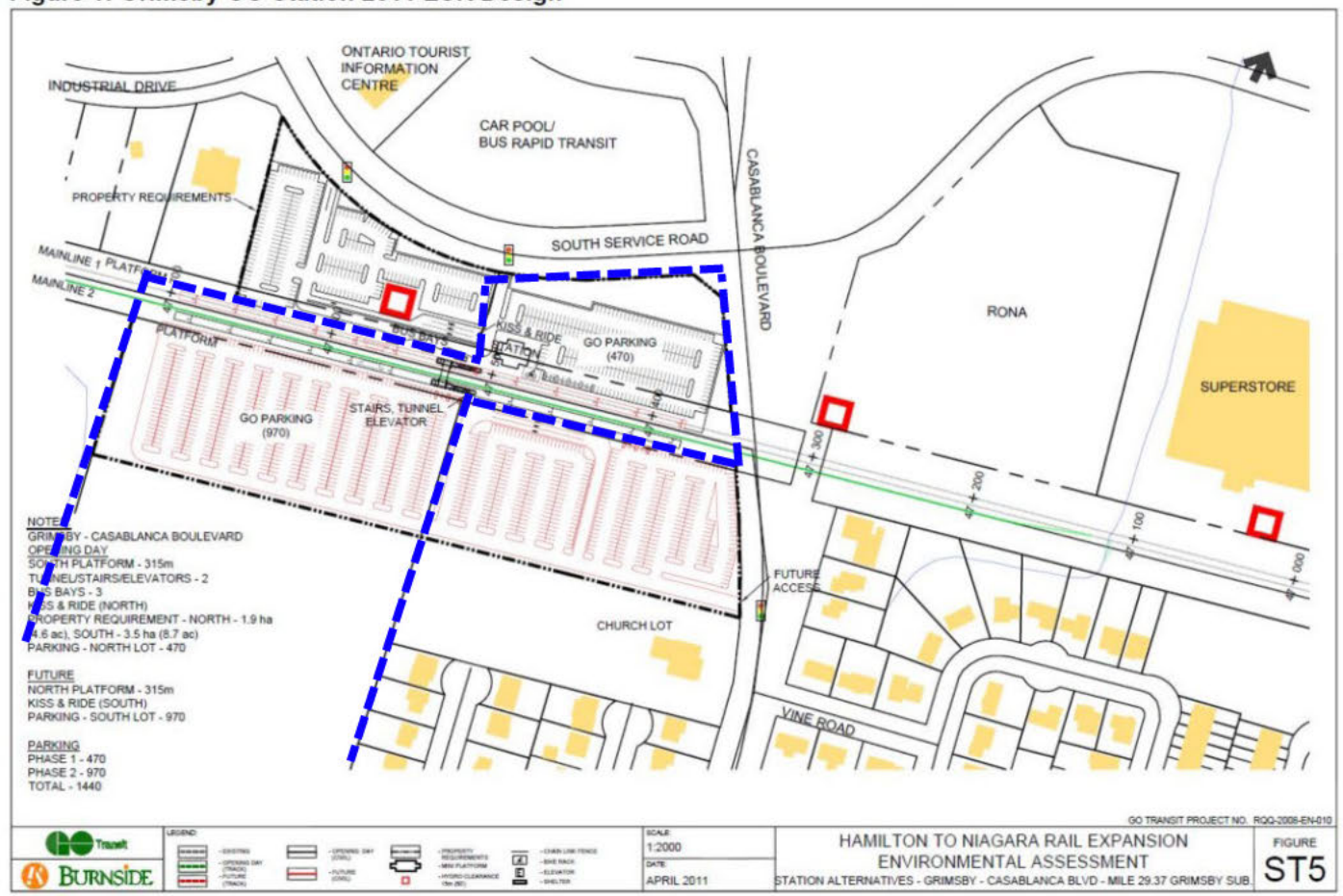
- **North Parcel** is 1 ha
  - Anticipate a portion to be disturbed to support future phases for expansion
  - Cultural Thicket Hawthorn (CUT)

GRIMSBY GO STATION – BACKGROUND

- A portion of the new Grimsby GO Station was previously assessed under the GO Transit Class Environmental Assessment (EA) Environmental Study Report (ESR) in 2011
  - North parcel was slated for Opening Day and south parcel for future phases

- As the project limits and station design have changed since the 2011 GO Transit Class EA – a new assessment is warranted.

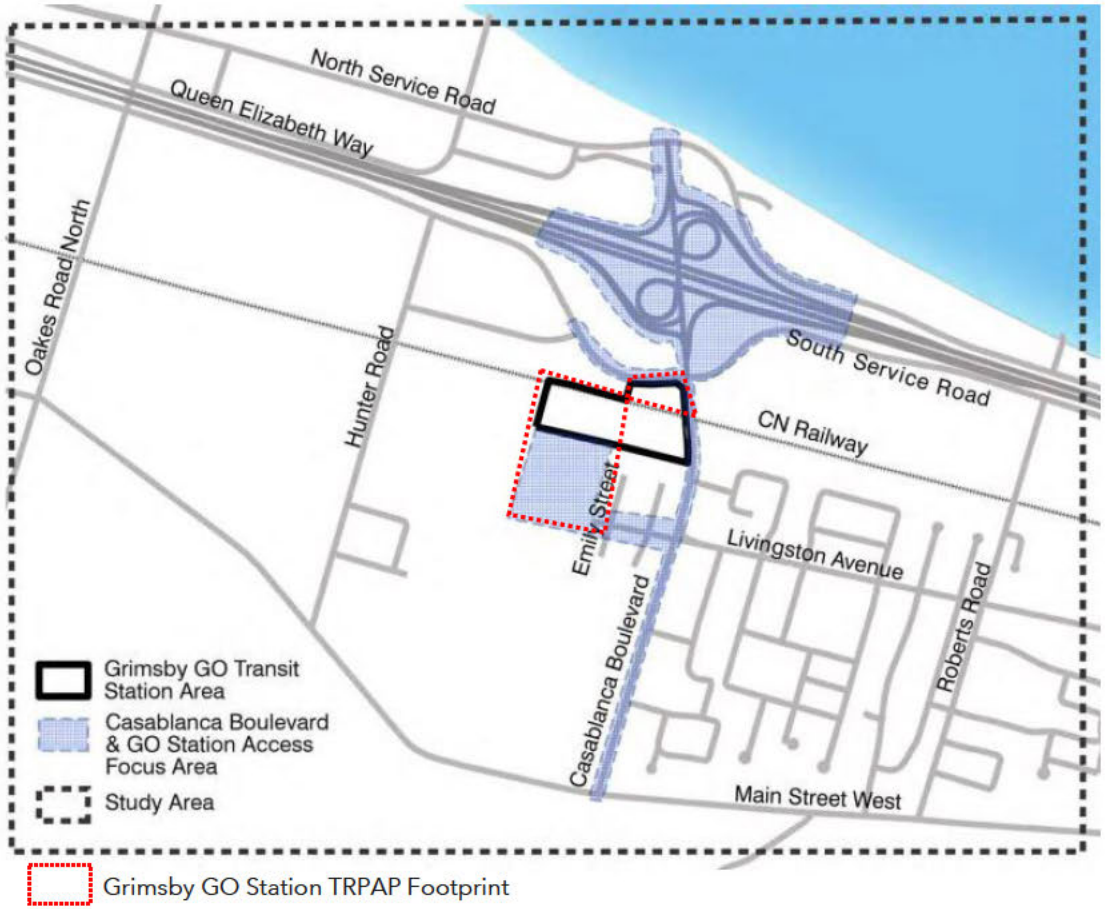
Figure 1: Grimsby GO Station 2011 ESR Design

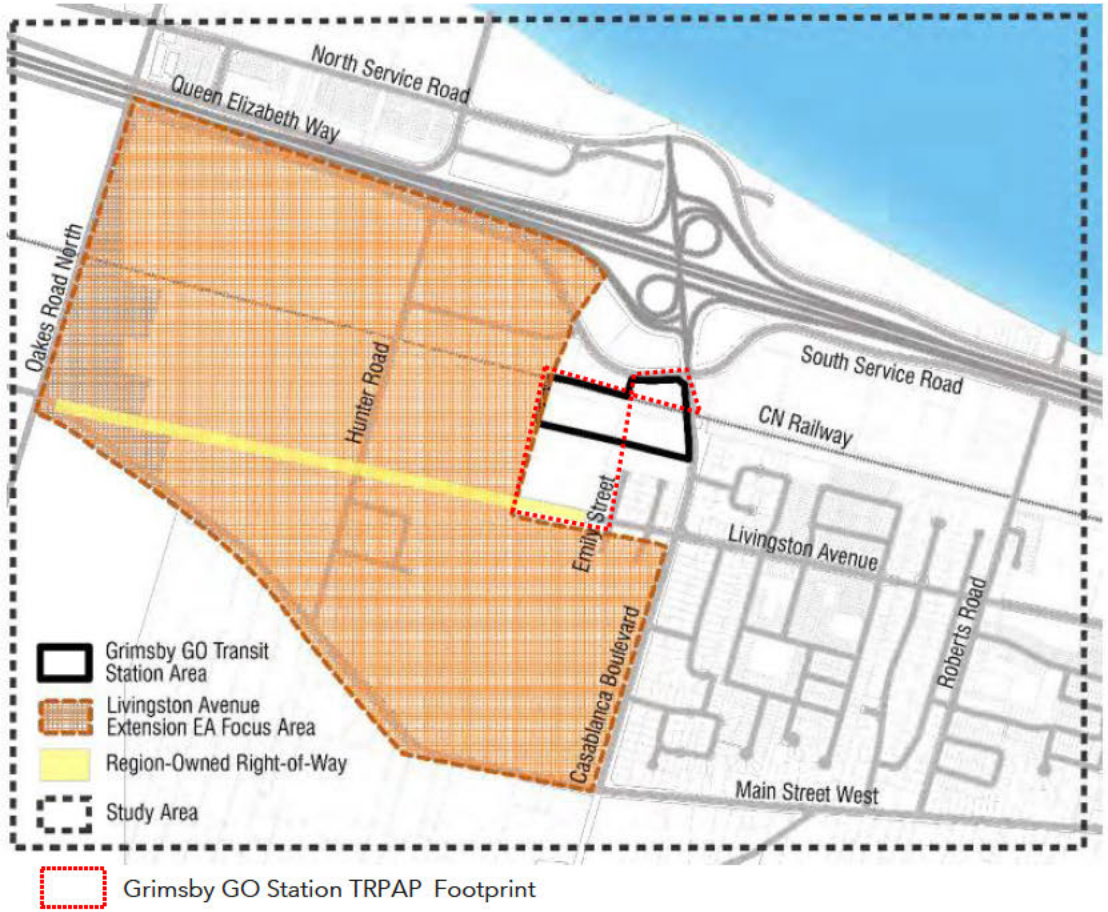


Grimsby GO Station TRPAP Footprint

GRIMSBY GO STATION – BACKGROUND

- Previous Municipal Class Environmental Assessments completed by the Niagara Region
  - Casablanca Blvd and GO Station Access EA (2019)
  - Livingston Avenue Extension EA (2020)





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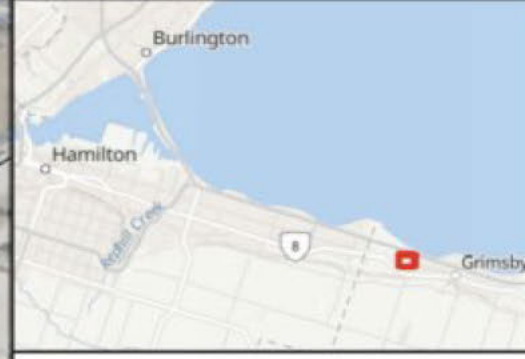

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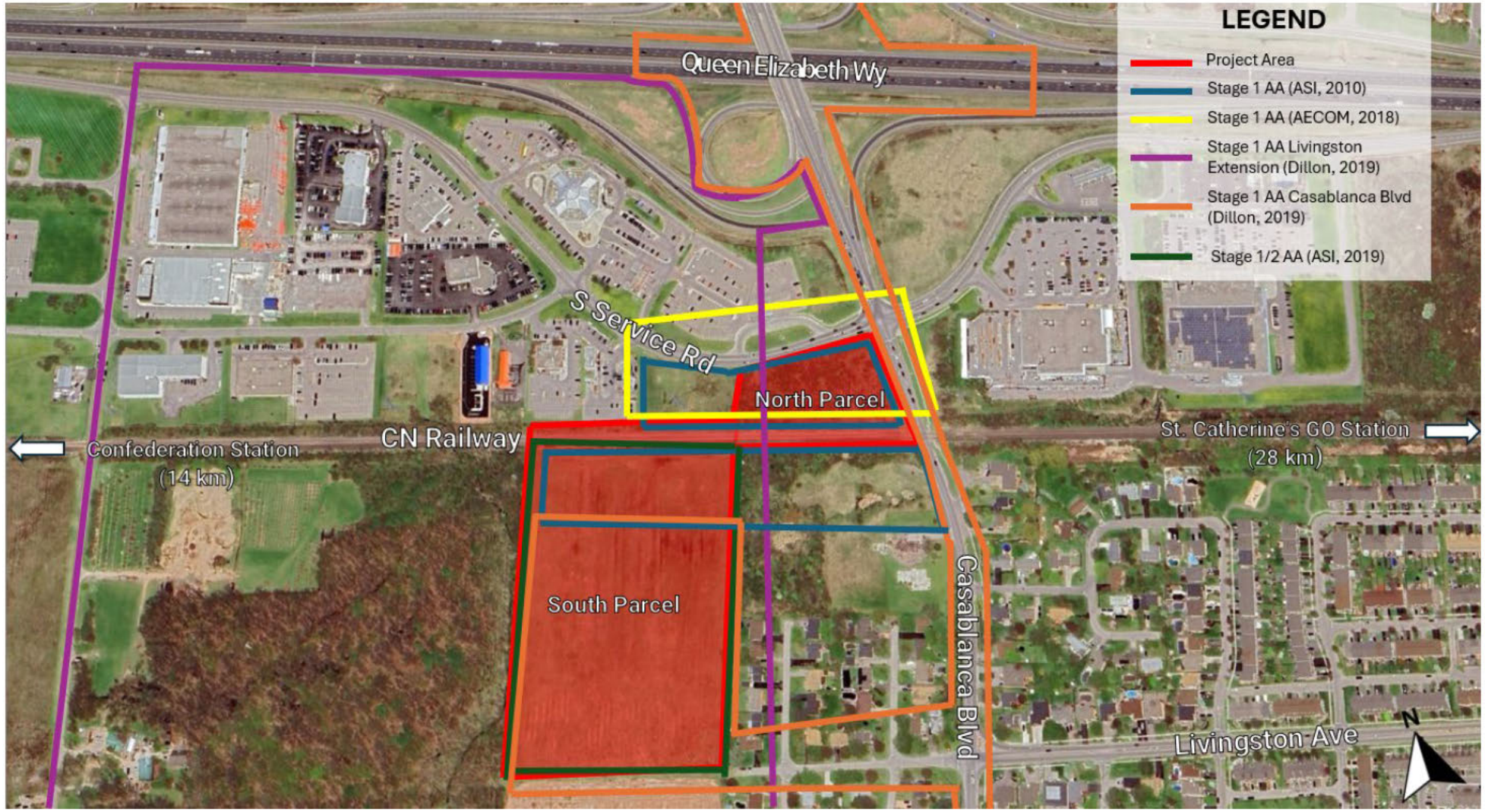

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- Stage 1 background study determined that three registered archaeological sites located within 1 km of the study area. The property inspection confirmed that the study area exhibits archaeological potential. The area determined to have archaeological potential is outside the project footprint.
- **Overall Finding:** The study area exhibits archaeological potential, and a Stage 2 AA must be completed.

ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

- The Stage 1 background assessment identified potential for Indigenous and Euro-Canadian resources based on environmental setting and historic settlement trends.
- Representatives from MCFN and SNGR were present during the Stage 2 field assessment.
- The Stage 2 field assessment identified two Indigenous findspots and one Indigenous site. [redacted].
- Archaeological site AhGv-55 [redacted]
- If this area will be impacted a Stage 3 Site-Specific Archaeological Assessment is required.
- To protect the site, a 20-metre protective/fence buffer shall be established and must be fenced during any on-site activity. In addition, a 50-metre construction monitoring buffer beyond the 20 m fenced buffer, shall be maintained, where all construction and earth-moving activities must be supervised by a licensed archaeologist.

The 20 m protection buffer and 50 m construction buffer will be implemented to protect the archeological site through the station design and any future potential construction activities.

[redacted]

CULTURAL HERITAGE - SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Project area shaded in red.

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)

- No cultural heritage resources have been identified within or adjacent to the Grimsby-Casablanca Boulevard site study area.

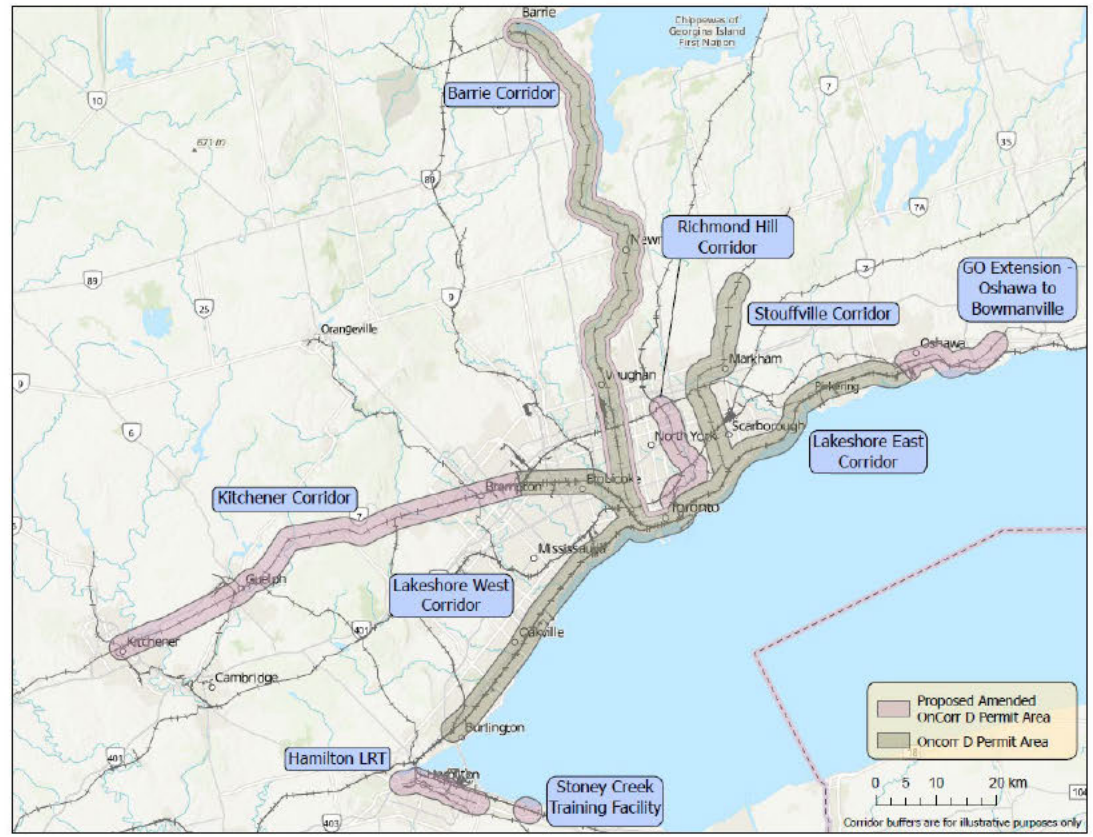
Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)

- One cultural heritage resource is located adjacent to the Casablanca Boulevard Improvements study area, and 17 cultural heritage resources are located adjacent to the Livingston Avenue Extension study area.
- No specific mitigation is required as the built cultural heritage resources are all on Main Street which is not in proximity to the site and the project will not impact these resources.

Endangered Species Act Authorization

ENDANGERED SPECIES ACT AUTHORIZATION

- The OnCorr ESA permit amendment was issued by MECP in Dec 2025
- The geographic range of the permit does not currently include Grimsby GO Station
- The permit will need to be updated to include the additional scope
- Species at risk habitat that may be impacted includes:
  - Bobolink
  - Eastern Meadowlark
  - SAR bats
- Metrolinx will provide more information as discussions with MECP progress



Early Restoration Planning

RESTORATION PLANNING

- Compensation for the project will be based on the 2025 Metrolinx Vegetation Guideline.
- Natural environment studies will inform avoidance/minimization in our initial designs, where possible.
- Restoration opportunities will be informed by natural environment studies and anticipated ecological impacts.
- Metrolinx plans to involve Indigenous owned businesses wherever possible in restoration planning; for example, through procurement of plants from Kayanase.
- Restoration opportunities and Restoration Plans will be shared with Six Nations of the Grand River when available.

Next Steps and Discussion

UPCOMING PROJECT MILESTONES

Activity	Estimated 2026 Timelines*
Natural Environment Fieldwork	Spring 2026
TRPAP Notice of Commencement	February/March 2026

Please advise if there is interest in having monitors participate in these upcoming surveys and logistic details can be shared once works are scheduled.

DISCUSSION

- Would there be an interest in a site visit this spring?
- Would Six Nations of the Grand River be interested in having monitors participate in the upcoming survey fieldwork?
- Would Six Nations of the Grand River be interested in receiving procurement opportunities related to this project?

METROLINX

Six Nations of the Grand River – Metrolinx Monthly Touchpoint

DATE OF MEETING: Tuesday February 24, 2026

TIME OF MEETING: 10:00am – 12:00pm

LOCATION OF MEETING: Virtual MS Teams Meeting

ATTENDEES:

Six Nations of the Grand River (SNGR):

[redacted]

Metrolinx (Mx):

[redacted]

MEETING PURPOSE

To share monthly project updates and receive feedback and input from Six Nations of the Grand River (SNGR) on Metrolinx (Mx) projects.

MEETING SUMMARY

[redacted]

[redacted]

- [redacted]

TOPIC 3: Grimsby GO TRPAP

A. Overview

- Mx provided an overview of the Grimsby GO station TRPAP. Mx stated that a station in Grimsby has been contemplated for over 10 years beginning in 2011 and was reassessed again in 2016. Mx will deliver this station in phases in partnership with Niagara region and HDR (Niagara's consultant).

B. TRPAP

- Mx stated that the project will follow the TRPAP. Mx stated that this TRPAP is designed to move quickly given the history of the site with construction beginning in 2026.
- Mx stated that Natural Environment surveys will begin in Spring 2026.
- SNGR asked why the property north of the northern parcel (containing businesses such as Tim Hortons) was not considered for the station or parking structure. Mx said they will take this question back, but the intent is for the GO Bus service and Niagara bus service to use the south parcel for transit stations. SNGR asked for confirmation that the track dictated where the station was going even though other locations would provide less environmental damage and vegetation loss.
- **ACTION ITEM:** Mx to provide more info on why this location was chosen for Grimsby GO.
- SNGR said that they liked that multi-seasonal surveys are being conducted.
- SNGR would like it noted that the common species identified in the north parcel are still important and need to be considered, even though they are not classified as SOCC. SNGR said they expect habitat compensation features (bird boxes, bat habitat features) to be sued for all species.
- SNGR liked that a buffer of 30m is being taken into account. However, as species were noted in the wetland, SNGR would encourage Mx to use a 60m buffer instead to protect the wetland and species in the forest. Mx stated that they will take the 60m buffer back for consideration.
- **ACTION ITEM:** Mx to provide information on the use of a 60m buffer.

- SNGR asked if the wetland was named. Mx confirmed that it is not.
- SNGR said that species may not have been seen in the 30m buffer but there will be human impact with contaminants, garbage, etc. and a greater buffer helps wildlife. Distance protects them and having vegetated buffers as well. SNGR said that Mx should try to go above and beyond with environmental protection. Even surface run-off from the station and parking lot will affect the wetland and this needs to be considered.
- SNGR asked if their culturally significant species lists were used in the surveys. Mx would have provided this to the region to allow HDR to use during their fieldwork. For species found, Mx does not have available the full results from the survey last year, but it will be shared once it has been received.
    - ***Post-Meeting Note:*** *After additional conversations, Mx confirms that the culturally significant species lists were not shared with HDR in 2025. However, after reviewing the results of the surveys Mx notes that the species identified do include many of the species within SNGR's culturally significant species list. For any environmental fieldwork which occurs for this project, Mx will share SNGR's culturally significant species list with the Contractor.*
- **ACTION ITEM:** Mx to share the previous surveys with SNGR conducted by Niagara Region.
- SNGR asked if there is any potential off-site mitigation Mx can share. Mx stated that they will discuss this further in the presentation.
- Mx provided an overview of the archaeological reports which have been conducted over the years and their results.
- Mx provided an overview of the cultural heritage assessment reports.
- SNGR stated that provincial legislation states that cultural heritage for Indigenous communities be considered and that the wetland and natural heritage feature classify as one. Mx will make note of this.

C. Restoration Planning

- Mx provided an overview of the restoration planning and stated that Indigenous-owned businesses will be identified for opportunities such as the procurement of plants through Kayanase. More information will be shared with SNGR as it becomes available.

D. Discussion and Next Steps

- SNGR recommended reaching out to Tanya Hill- Montour for determining a site visit or opportunities to participate in fieldwork in the spring.
- SNGR stated they are interested in learning more about procurement opportunities.
- **ACTION ITEM:** Mx to provide more information on procurement opportunities.
- SNGR asked when the timeline will be finalized and when notice of completion will be issued for the surveys. Mx said that the goal is for completion to be

stated before summer. If any studies cannot be completed in the timeline, the intent is to have them completed post environmental assessment.

- SNGR asked if this will be like any normal environmental assessment. Mx stated that notice of commencement will be ready when public materials are ready to be shared and there will be time for feedback.
- **ACTION ITEM:** Mx to share the environmental assessment with SNGR for review.
- SNGR stated that they would like all studies done beforehand. SNGR said that if the proponent continues without studies being completed, then they would like conservative approaches to be undertaken.
- SNGR expressed concern regarding the tight timeline and that they would like meetings this spring. Mx stated that they are very interested in having additional meetings beyond the monthly meetings given the timeline that exists here. SNGR replied that they are booking into May so it would be beneficial to get meetings booked now through Dawn Russell.
- **ACTION ITEM:** Mx to schedule meetings for spring and summer with SNGR.

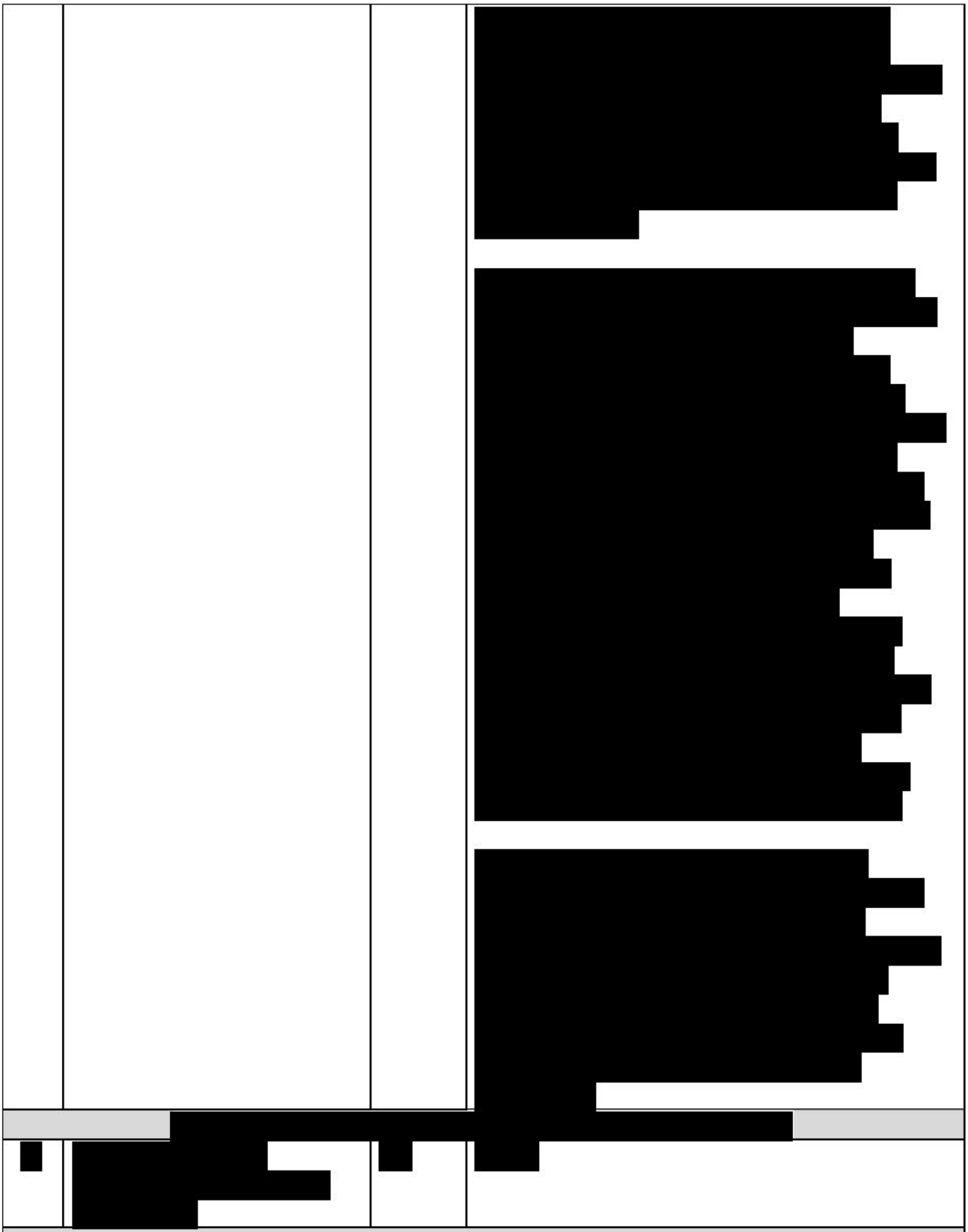
TOPIC 4: Conclusion

- No additional questions, comments or concerns were addressed.

Summary of Action Items

No.	Action Item	Owner	Response / Status
[redacted]			
[redacted]			
[redacted]			
[redacted]			

			[redacted]



TOPIC 3: Grimsby GO TRPAP

4.	Mx to provide more info on why this location was chosen for Grimsby GO Station.	Mx	Constructing the Grimsby GO Station on the north side of the CN rail corridor was not feasible due to constraints posed by the Hydro One easement and the active CN rail service operating within their corridor. Based on an assessment of the station's functional requirements, Mx determined that a walk-on platform could be accommodated on the south side of the tracks and not on the north side. This is because Mx train operations are limited to CN's south track (within the two-track corridor), and Mx does not have operating rights for the north track.
5.	Mx to provide information on the use of a 60m buffer.	Mx	Mx is exploring opportunities to potentially extend the 30m buffer from the watercourse adjacent to the south parcel and will provide additional information to SNGR during future project meetings when more information is known.
6.	Mx to share the previous surveys with SNGR conducted by Niagara Region.	Mx	Mx anticipates sharing the previous surveys with SNGR during the week of March 2, 2026.
7.	Mx to provide more information on procurement opportunities.	Mx	Mx is exploring procurement opportunities for Indigenous communities and Indigenous owned businesses and will provide more information when available.
8.	Mx to share the EPR with SNGR for review.	Mx	Mx anticipates sending the EPR to SNGR on April 8, 2026.
9.	Mx to schedule meetings for spring and summer with SNGR.	Mx	Monthly meetings will occur on the first Wednesday of every month from 9:00 – 10:00 am, beginning Wednesday May 6, 2026. An additional meeting will also occur on Monday April 13 from 2:00 – 2:30 pm.

[redacted]

Subject: Grimsby GO TRPAP [redacted]
Date: March 4, 2026 1:35:00 PM
Attachments: [redacted]

Dear Lonny and Team,

Thank you for sharing your feedback on the Grimsby GO TRPAP at the February 24, 2026 meeting [redacted].

Metrolinx has reviewed your feedback carefully, provided thorough and detailed responses to each comment (attached) and truly appreciates your thoughtful input.

We look forward to continuing our discussion on the Grimsby GO TRPAP [redacted] through our monthly meetings with Six Nations of the Grand River.

Kind regards,
Laina

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com
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Grimsby GO TRPAP Action Items			
No	**Action Item**	**Owner**	**Response**
1.	Mx to provide more info on why this location was chosen for Grimsby GO Station.	Mx	Constructing the Grimsby GO Station on the north side of the CN rail corridor was not feasible due to constraints posed by the Hydro One easement and the active CN rail service operating within their corridor. Based on an assessment of the station's functional requirements, Mx determined that a walk-on platform could be accommodated on the south side of the tracks and not on the north side. This is because Mx train operations are limited to CN's south track (within the two-track corridor), and Mx does not have operating rights for the north track.
2.	Mx to provide information on the use of a 60m buffer.	Mx	Mx is exploring opportunities to potentially extend the 30m buffer from the watercourse adjacent to the south parcel and will provide additional information to SNGR during future project meetings when more information is known.
3.	Mx to share the previous surveys with SNGR conducted by Niagara Region.	Mx	Mx anticipates sharing the previous surveys with SNGR during the week of March 2, 2026.
4.	Mx to provide more information on procurement opportunities.	Mx	Mx is exploring procurement opportunities for Indigenous owned businesses and will provide more information when available.
5.	Mx to share the EPR with SNGR for review.	Mx	Mx anticipates sending the EPR to SNGR on April 8, 2026.
6.	Mx to schedule meetings for spring and summer with SNGR.	Mx	Mx reached out to Dawn Russell, via email and phone call, on February 26th and 27th requesting monthly standalone

			meetings beginning in April 2026 until August 2026.

METROLINX

March 4, 2026

[redacted]
Haudenosaunee Confederacy Chiefs Council
[redacted]

[redacted]

Delivered by Email

Dear Hohahes Leroy Hill,

RE: Project Introduction - Grimsby GO Station (Project ID #213701)

The purpose of this letter is to introduce the proposed construction of a new passenger GO station in the Town of Grimsby.

Project Overview

Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor (Grimsby Subdivision) beyond Hamilton into Niagara Region to better connect communities across the Greater Toronto and Hamilton Area. This will include enhancements to the track and facilities, including the proposed development of a new GO Station in the Town of Grimsby located between Confederation GO Station and St. Catharines GO Station.

Study Area

The Project site is located south of the interchange of the Queen Elizabeth Way (QEW) provincial highway and west of the regional arterial Casablanca Boulevard (**Figure 1**). The land to the east of Casablanca Boulevard is largely developed, with retail stores on the north side of the Canadian National (CN) Railway tracks and residential properties on the south side. The proposed new Grimsby GO Station will be situated to the west of Casablanca Boulevard within the north and south parcels adjacent to the CN Corridor on land that is currently undeveloped.

***Figure 1**: Grimsby GO Station Study Area*

Project Scope

The Project is proposed to be delivered in phases with Opening Day infrastructure focused on the south parcel and anticipated Future State infrastructure located within portions of the north and south parcels to accommodate anticipated growth and demand in the surrounding area. The scope of project assessment will encompass both parcels (**Figure 1**).

To support the design of the Project, a review of existing reports and background information for the area is being undertaken to consider the anticipated environmental impacts of the scope of work and next steps.

Existing Conditions - Natural Environment

North Parcel (Current to 2025)

The existing conditions in the North Parcel can be summarized as:

- Cultural Thicket Hawthorn (CUT) area
- Site lacks suitable habitat for Species of Conservation Concern (SoCC)
- No sensitive ecological features observed
- No raptor nests, stick nests, or colonial species (herons) or trees of suitable size or condition to support piliated woodpecker or bats were identified

- Breeding bird habitat is confirmed for common species (e.g., American Robin, Goldfinch)
- Property is not a wetland or meadow marsh
- A Monarch (Milkweed) host plant was identified

***Figure 2**: Existing Conditions in North Parcel*

South Parcel (Current to 2025)

The existing conditions in the South Parcel can be summarized as:

- Meadow Forb (MEF) area
- Property is a heavily disturbed fallow field with woodland located on adjacent land
- No habitat exists for herpetofauna, Chimney Swift, crayfish etc. within the property
- Targeted grassland breeding bird surveys completed in May/June 2025, and no Species of Conservation Concern (SoCC) observed, as habitat has very low potential for SoCC birds
- Multiple species regulated under the Migratory Birds Convention Act (MBCA) showed probable or confirmed breeding and nesting activity

Figure 31: *Fallow field condition in the South Parcel*

Features Adjacent & Abutting the South Parcel

- A small, constructed pond is located off-site (beyond property boundary) and woodland with a watercourse present.
- There is a woodlot to the northeast of the Project. The woodland is expected to provide habitat for a variety of wildlife. The edge is altered, but transitions to a more mature interior (20 to 30 m inward). No SoCC were observed or heard within the woodland edge (10 m) or interior (within 100 m) during 2025 work

***Figure 4**: Watercourse adjacent to the Proposed Grimsby GO Station*

Transit and Rail Project Assessment Process

The project will be assessed following the Transit and Rail Project Assessment Process (TRPAP). This process will identify and assess potential environmental impacts of this Project along with mitigation measures and future commitments to avoid or reduce potential negative effects:

- **Archaeological Assessment** – no further archaeological assessment(s) is anticipated. AhGv-55 will be protected in place including a 20 metre buffer and 50 metre construction monitoring.
- **Cultural Heritage** – no further assessment(s) are anticipated
- Tree Inventory – trees will be inventoried in accordance with ***2025 Metrolinx Vegetation Guideline.***
- **Natural Environment (Aquatic)** - Potential impacts to these aquatic features, along with recommended avoidance, mitigation, monitoring and compensation measures will be assessed within the Natural Environment Report as part of the Environmental Project Report (EPR).
- **Natural Environment (Species at Risk) -** Potential impacts to SAR and other wildlife, along with recommended avoidance, mitigation, monitoring and compensation measures, will be assessed and documented in the Natural Environment Report as part of the EPR.
- **Air Quality, Noise and Vibration, Socio-Economic Land Use, Traffic –** Assessments will be completed

Where required, additional natural environment surveys will be undertaken in Spring 2026 to inform ecological and physical conditions with surveys anticipated to commence as early as March 2026. The scope and timing of field investigations will be subject to factors such as site access, permitting, and weather conditions. The surveys will build on existing information including natural environment surveys and Species at Risk screenings Niagara Region completed within the 2025 seasonal windows to document existing site conditions and to support a multi-season survey approach. Consolidated findings will be shared with Haudenosaunee Confederacy Chiefs Council for review and input, once available.

Archaeological Assessment

Several Stage 1 assessments have been completed in the vicinity of the Project for other developments, including a proposed alternate station location north of the tracks and for proposed improvements to Casablanca Boulevard. All relevant archaeological work previously completed in the vicinity of the Project site will be summarized in the EPR.

An assessment of the south parcel of the proposed Project site was completed by Niagara Region in 2019 resulting in the identification of an archaeological site (AhGv55) within the south parcel (see **Appendix 1**). That report identified a 20m protection buffer and 50m construction buffer which will be implemented to protect the archaeological site through design and construction (see **Appendix 2**).

No additional archeological assessments are anticipated to support the scope of work.

Upcoming Project Milestones

Activity	Anticipated Timing
TRPAP Notice of Commencement	March 2026
Natural Environment Field Work	Spring 2026

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Closing

If you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Sincerely,

Leigh Freeman
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc:

Todd Williams, Haudenosaunee Development Institute
Indigenous Relations Office, Metrolinx
Environmental Programs and Assessment Indigenous Relations, Metrolinx
Tania Gautam, EPA Manager, Metrolinx
Dara Corrigan, EPA Project Manager, Metrolinx
Shaleeza Gordon, EPA Project Coordinator, Metrolinx

Appendix 1 – Location of Findspots and Archeological Site AhGv-55
Appendix 2 – Protection and Construction Buffers illustrated for Archeological Site AhGv-55

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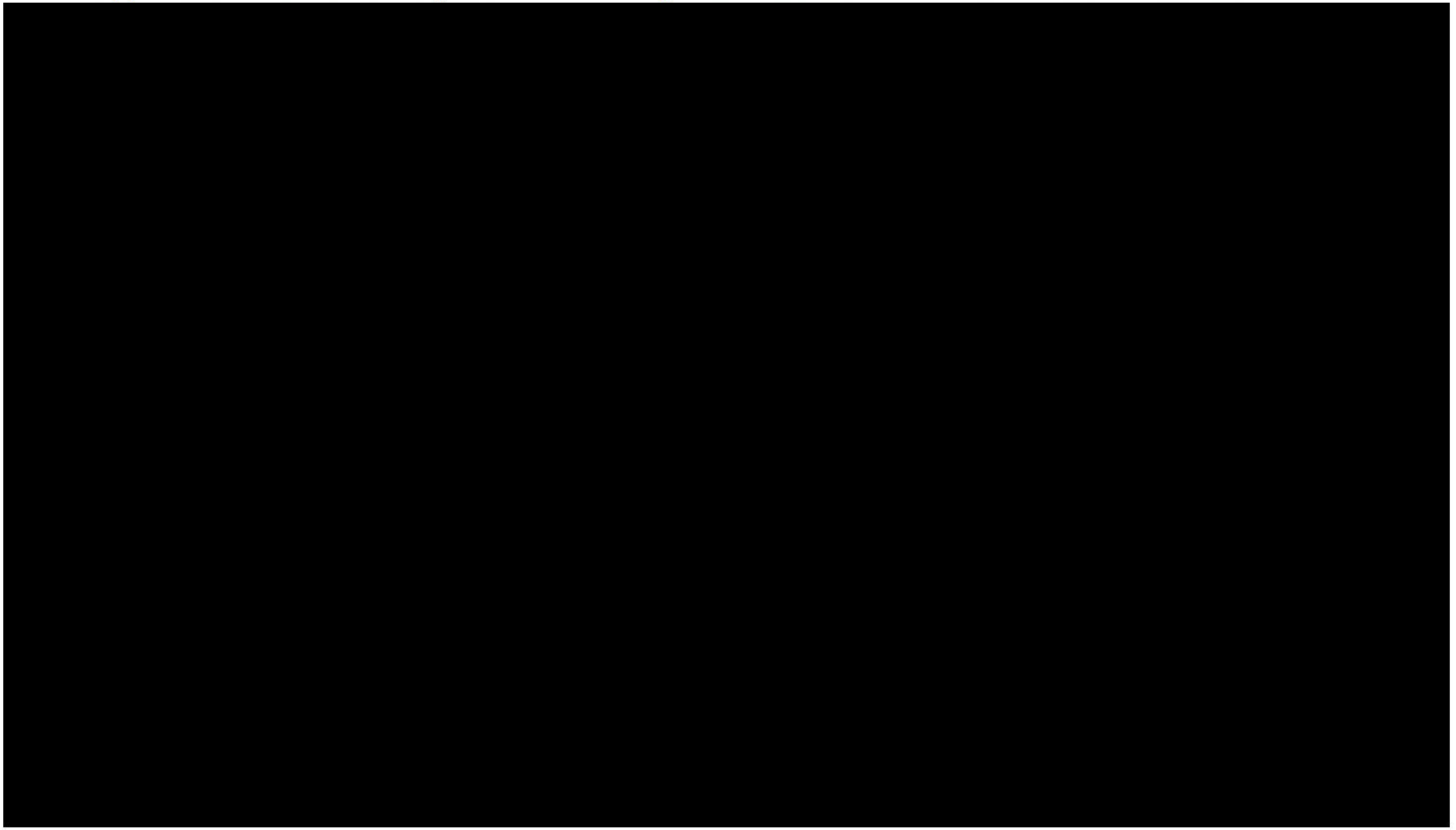
Appendix 1. Location of Findspots and Archaeological Site AhGv-55



10 Bay Street
Toronto, ON M5J 2N8

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Appendix 2 – Protection and Construction Buffers illustrated around Archeological Site AhGv-55

10 Bay Street
Toronto, ON M5J 2N8

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March 5, 2026

[redacted]
Director, Lands & Resources
[redacted]
Delivered by Email

Dear Mr. Bomberry,

RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Notice of Commencement (Project ID 213701)

The purpose of this letter is to:

1. Inform Six Nations of the Grand River that Metrolinx will be issuing a Notice of Commencement for the Grimsby GO Station project on March 6th, 2026, which begins the review period under the Transit and Rail Project Assessment Process (TRPAP).
2. Provide the following reports for background information on the existing conditions at the Project Site in response to SNGR's request, as summarized in the Feb 24th, 2026 meeting.
    a. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
    b. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
    c. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
    d. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
    e. Species at Risk Review (HDR, 2025)
    f. Early Spring Season Natural Environment Field Investigation Summary (HRD, 2025)

The Notice of Commencement and supporting reports can be found [redacted] for information.

Metrolinx values its relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project.

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Project Description – TRPAP Milestones

As described in the Project Introduction Letter shared on February 3rd, 2026, Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor and plans to construct the new Grimsby GO Station, in the Town of Grimsby (**Figure 1**).

Figure 1: Grimsby GO Station Project Site

A TRPAP is a regulated and streamlined environmental assessment process in Ontario, defined by O. Reg. 231/08 under the *Environmental Assessment Act*. It is designed to evaluate environmental impacts of new transit projects and determine mitigation measures within a defined timeframe, usually up to 120 days. **Table 1** below outlines the anticipated TRPAP milestones and timelines for the Grimsby GO Station project.

Table 1: Anticipated TRPAP Timelines

TRPAP Milestone	Anticipated Timelines
Notice of Commencement	March 6th, 2026
Review of Draft EPR and Supporting Reports	March & April 2026
Notice of Completion	Late April 2026
TRPAP 30 Day Public Review	April & May 2026
Minister Review and Statement of Completion	June 2026

This Notice of Commencement will also be available on the Niagara Region webpage beginning March 6, 2026. https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx.

Existing Conditions - Supporting Reports

As summarized in the Feb 24th, 2026 meeting, Metrolinx will be advancing the TRPAP in partnership with Niagara Region and will leverage previously completed studies and background information available related to the existing conditions onsite to inform the new station design and construction.

The following supporting Archaeological Assessment reports are attached for your information:

1. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
2. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
3. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

The key finding from these reports was the identified Indigenous archaeological site AhGv-55, located at the lower southwest quadrant of the south parcel. For this, Metrolinx will implement a 20m protection buffer and a 50m construction monitoring buffer.

The following supporting Natural Environment reports are attached for your information:

1. Species at Risk Review (HDR, 2025)
2. Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

The information contained in these supporting reports will be consolidated into the Grimsby GO Station Environmental Project Report (EPR). A Draft EPR is currently being prepared to support the TRPAP and will also be shared with Six Nations of the Grand River for review in the upcoming weeks.

Nesting Prevention Measures

Based on the above-referenced Natural Environment reports that have been shared for your information, the south parcel appears to provide ground-nesting bird habitat. To avoid or minimize the risk of breeding birds being impacted by future

station construction, Metrolinx is considering nest prevention measures prior to the breeding bird season. This may entail non-woody vegetation removal, occasional invasive buckthorn removal and tilling (clearing and grubbing), with no preventative measures proposed within 30 m of the archaeological site or within the wooded area along the western boundary of the south parcel. Non-intrusive mowing is being considered in the zone between 30 m and 75 m from the archaeological site. Non-intrusive mowing is also being considered in the 30 m buffer from the watercourse, outside the wooded edge to further prevent potential impacts to nesting birds without creating ground disturbance.

Participation

Metrolinx appreciates the valuable feedback Six Nations of the Grand River has provided to date regarding interest in reviewing additional environmental survey data once complete. Metrolinx is currently exploring the possibility of extending the proposed 30m buffer and/or implementing a vegetated buffer solution from the woodlot and watercourse adjacent to the south parcel property as recommended by Six Nations of the Grand River. We are actively working with Six Nations of the Grand River to set up a standalone meeting in April.

In accordance with TRPAP requirements O.Reg. 231/08, Metrolinx requests that Six Nations of the Grand River advise in writing the nature of any additional interests you may have in the Grimsby GO Station project to support continued dialogue and to better understand potential impacts of the proposed activities. If you are open to sharing this information, please note that this may be shared with external groups, including Niagara Region.

For awareness, as part of the standard TRPAP requirements a virtual public meeting will be hosted on the project website (linked above) between March 11 and March 25, 2026, with a focus on sharing information and receiving feedback from the general public and local stakeholders. Metrolinx extends an open invitation to members of your community to review the online meeting materials and provide feedback; however, this would not preclude any requests to meet with Metrolinx directly.

Closing

Metrolinx is committed to an open and respectful dialogue, and the opportunity to discuss and address any questions that Six Nations of the Grand River may have about the described work. Should you require additional information or if wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: Peter Graham, Consultation Supervisor, Six Nations of the Grand River
Tayler Hill, Assistant Director, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Tanya Hill-Montour, Archaeology Supervisor, Six Nations of the Grand River
Lauren Jones, BSc, Wildlife and Stewardship Manager, Wildlife, Lands and Resources, Six Nations of the Grand River Elected Council
Lauren Vanderlingen, Wildlife and Stewardship Manager, Wildlife, Lands and Resources, Six Nations of the Grand River Elected Council
Environmental Programs and Assessment Indigenous Relations, Metrolinx
Indigenous Relations Office, Metrolinx
Tania Gautam, EPA Manager, Metrolinx
Dara Corrigan, EPA Project Manager, Metrolinx
Shaleeza Gordon, EPA Project Coordinator, Metrolinx

Attachments

- Grimsby GO Station TRPAP Notice of Commencement
- Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
- Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
- Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO – Supplemental Information (ASI, November 2019)
- Species at Risk Final Report (HDR, 2025)
- Natural Environment Field Investigation Summary (HRD, 2025)

10 Bay Street
Toronto, ON M5J 2N8

METROLINX

March 5, 2026

[redacted]
Haudenosaunee Confederacy Chiefs Council
[redacted]

[redacted]

Delivered by Email

Dear Hohahes Leroy Hill,

RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Notice of Commencement (Project ID 213701)

The purpose of this letter is to inform Haudenosaunee Confederacy Chiefs Council that Metrolinx will be issuing a Notice of Commencement for the Grimsby GO Station project on March 6th, 2026, which begins the review period under the Transit and Rail Project Assessment Process (TRPAP).

We are providing the following reports for background information only, on the existing conditions at the Project Site delineated in **Figure 1**:

a. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
b. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
c. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
d. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
e. Species at Risk Review (HDR, 2025)

f. Early Spring Season Natural Environment Field Investigation Summary (HRD, 2025)

The Notice of Commencement and supporting reports are enclosed for your information.

Project Description – TRPAP Milestones

As described in the Project Introduction Letter shared on March 4th, 2026, Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor and plans to construct the new Grimsby GO Station, in the Town of Grimsby (**Figure 1**).

Figure 1: Grimsby GO Station Project Site

A TRPAP is a regulated and streamlined environmental assessment process in Ontario, defined by O. Reg. 231/08 under the *Environmental Assessment Act*. It is designed to evaluate environmental impacts of new transit projects and determine mitigation measures within a defined timeframe. **Table 1** below outlines the anticipated TRPAP milestones and timelines for the Grimsby GO Station project.

Table 1: Anticipated TRPAP Timelines

TRPAP Milestone	Anticipated Timelines
Notice of Commencement	March 6th, 2026
Concurrent Ministry and Indigenous Community Review of Draft EPR and Supporting Reports	March & April 2026
Notice of Completion	Late April 2026
TRPAP 30 Day Public Review	April & May 2026
Minister Review and Statement of Completion	June 2026

This Notice of Commencement will also be available on the Niagara Region webpage beginning March 6, 2026. It can be accessed here: Niagara Region - Grimsby GO Train Station

Existing Conditions - Supporting Reports

Metrolinx will be advancing the TRPAP in partnership with Niagara Region and will leverage previously completed studies and background information available related to the existing conditions onsite to inform the new station design and construction.

The following supporting Archaeological Assessment reports are attached for your information:

1. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
2. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
3. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

The key finding from these reports was the identified Indigenous archaeological site AhGv-55, located at the lower southwest quadrant of the south parcel. For this, Metrolinx will implement a 20m protection buffer and a 50m construction monitoring buffer.

The following supporting Natural Environment reports are attached for background information:

1. Species at Risk Review (HDR, 2025)
2. Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

The information contained in these supporting reports will be consolidated into the Grimsby GO Station Environmental Project Report (EPR). A Draft EPR is currently being prepared to support the TRPAP and will also be shared with Haudenosaunee Confederacy Chiefs Council for review in the upcoming weeks.

Nesting Prevention Measures

Based on the above-referenced Natural Environment reports that have been shared for your information, the south parcel appears to have potential for ground-nesting bird habitat. To avoid or minimize the risk of breeding birds being impacted by future station construction, Metrolinx is considering nest prevention measures prior to the breeding bird season. This may entail non-woody vegetation removal, occasional invasive buckthorn removal and tilling (clearing and grubbing), with no preventative measures proposed within 30 m of the archaeological site or within the wooded area along the western boundary of the south parcel. Non-intrusive mowing is being considered in the zone between 30 m and 75 m from the archaeological site. Non-intrusive mowing is also being considered in the 30 m buffer from the watercourse, outside the wooded edge to further prevent potential impacts to nesting birds without creating ground disturbance.

Closing

In accordance with TRPAP requirements O. Reg. 231/08, Metrolinx requests that Haudenosaunee Confederacy Chiefs Council advise in writing the nature of any interest you may have in the Grimsby GO Station project. If you are open to sharing this information, please note that this may be shared with external groups, including Niagara Region.

Should you require additional information or if wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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Sincerely,

Leigh Freeman
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: Todd Williams, Haudenosaunee Development Institute
Raechelle Williams, Haudenosaunee Development Institute
Environmental Programs and Assessment Indigenous Relations, Metrolinx
Tania Gautam, EPA Manager, Metrolinx
Dara Corrigan, EPA Project Manager, Metrolinx
Shaleeza Gordon, EPA Project Coordinator, Metrolinx

Attachments

- Grimsby GO Station TRPAP Notice of Commencement
- Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
- Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
- Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO – Supplemental Information (ASI, November 2019)
- Species at Risk Final Report (HDR, 2025)
- Natural Environment Field Investigation Summary (HRD, 2025)

METROLINX

March 5, 2026

[redacted]
Mississaugas of the Credit First Nation
[redacted]
Delivered by Email

Dear Ms. DeVries,

RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Notice of Commencement (Project ID 213701)

The purpose of this letter is to:

1. Inform Mississaugas of the Credit First Nation that Metrolinx will be issuing a Notice of Commencement for the Grimsby GO Station project on March 6th, 2026, which begins the review period under the Transit and Rail Project Assessment Process (TRPAP).
2. Provide the following reports for background information on the existing conditions at the Project Site, as summarized in the Feb 17th, 2026 meeting.
    a. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
    b. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
    c. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
    d. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
    e. Species at Risk Review (HDR, 2025)
    f. Early Spring Season Natural Environment Field Investigation Summary (HRD, 2025)

The Notice of Commencement and supporting reports can be found [redacted] for information.

Metrolinx values its relationship with Mississaugas of the Credit First Nation and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project.

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Project Description – TRPAP Milestones

As described in the Project Introduction Letter shared on February 3rd, 2026, Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor and plans to construct the new Grimsby GO Station, in the Town of Grimsby (**Figure 1**).

Figure 1: Grimsby GO Station Project Site

A TRPAP is a regulated and streamlined environmental assessment process in Ontario, defined by O. Reg. 231/08 under the *Environmental Assessment Act*. It is designed to evaluate environmental impacts of new transit projects and determine mitigation measures within a defined timeframe, usually up to 120 days. **Table 1** below outlines the anticipated TRPAP milestones and timelines for the Grimsby GO Station project.

Table 1: Anticipated TRPAP Timelines

TRPAP Milestone	Anticipated Timelines
Notice of Commencement	March 6th, 2026
Review of Draft EPR and Supporting Reports	March & April 2026
Notice of Completion	Late April 2026
TRPAP 30 Day Public Review	April & May 2026
Minister Review and Statement of Completion	June 2026

This Notice of Commencement will also be available on the Niagara Region webpage beginning March 6, 2026. https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx.

Existing Conditions - Supporting Reports

As summarized in the Feb 17th, 2026 meeting, Metrolinx will be advancing the TRPAP in partnership with Niagara Region and will leverage previously completed studies and background information available related to the existing conditions onsite to inform the new station design and construction.

The following supporting Archaeological Assessment reports are attached for your information:

1. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
2. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
3. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

The key finding from these reports was the identified Indigenous archaeological site AhGv-55, located at the lower southwest quadrant of the south parcel. For this, Metrolinx will implement a 20m protection buffer and a 50m construction monitoring buffer.

The following supporting Natural Environment reports are attached for your information:

1. Species at Risk Review (HDR, 2025)
2. Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

The information contained in these supporting reports will be consolidated into the Grimsby GO Station Environmental Project Report (EPR). A Draft EPR is currently being prepared to support the TRPAP and will also be shared with Mississaugas of the Credit First Nation for review in the upcoming weeks.

Nesting Prevention Measures

Based on the above-referenced Natural Environment reports that have been shared for your information, the south parcel appears to provide ground-nesting bird habitat. To avoid or minimize the risk of breeding birds being impacted by future

station construction, Metrolinx is considering nest prevention measures prior to the breeding bird season. This may entail non-woody vegetation removal, occasional invasive buckthorn removal and tilling (clearing and grubbing), with no preventative measures proposed within 30 m of the archaeological site or within the wooded area along the western boundary of the south parcel. Non-intrusive mowing is being considered in the zone between 30 m and 75 m from the archaeological site. Non-intrusive mowing is also being considered in the 30 m buffer from the watercourse, outside the wooded edge to further prevent potential impacts to nesting birds without creating ground disturbance. Metrolinx is in discussions with Milestone (MCBC business) to carry out this work.

Participation

Metrolinx appreciates the valuable feedback Mississaugas of the Credit First Nation has provided to date regarding interest in reviewing environmental reports and participating in the upcoming installation of the 20m exclusionary fencing for the known archeological site. Metrolinx can confirm snow fencing will not be used for the temporary construction fencing. Additional information regarding installation dates, once scheduled, will be shared with Mississaugas of the Credit First Nation. Further details will be shared at our next monthly meeting scheduled for April 9, 2026.

In accordance with TRPAP requirements O.Reg. 231/08, Metrolinx requests that Mississaugas of the Credit First Nation advise in writing the nature of any additional interests you may have in the Grimsby GO Station project to support continued dialogue and to better understand potential impacts of the proposed activities. If you are open to sharing this information, please note that this may be shared with external groups, including Niagara Region.

For awareness, as part of the standard TRPAP requirements a virtual public meeting will be hosted on the project website (linked above) between March 11 and March 25, 2026, with a focus on sharing information and receiving feedback from the general public and local stakeholders. Metrolinx extends an open invitation to members of your community to review the online meeting materials and provide feedback; however, this would not preclude any requests to meet with Metrolinx directly.

Closing

Metrolinx is committed to an open and respectful dialogue, and the opportunity to discuss and address any questions that Mississaugas of the Credit First Nation may have about the described work. Should you require additional information or if wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

METROLINX

Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: Adam LaForme, Manager of Archaeology, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Lindsay Wong, Manager of Environment, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Simar Kaur, Environmental Coordinator, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Environmental Programs and Assessment Indigenous Relations, Metrolinx
Indigenous Relations Office, Metrolinx
Tania Gautam, EPA Manager, Metrolinx
Dara Corrigan, EPA Project Manager, Metrolinx
Shaleeza Gordon, EPA Project Coordinator, Metrolinx

Attachments

- Grimsby GO Station TRPAP Notice of Commencement
- Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
- Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
- Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
- Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO – Supplemental Information (ASI, November 2019)
- Species at Risk Final Report (HDR, 2025)
- Natural Environment Field Investigation Summary (HRD, 2025)

From: Indigenous Relations
To: Lonny Bomberry
Cc: Peter Graham; Tayler Hill; Dawn Russell; Tanya Hill-Montour; Lauren Jones; Lauren Vanderlingen; EPA.IR; Lindley Kenny; Kiran Anwar; Laina Rogers
Subject: SNGR x Mx March Monthly Meeting Materials
Date: March 27, 2026 9:32:00 AM
Attachments: [redacted]
SNGR_Mx_MeetingMinutes_26-02-24_DRAFT.pdf
[redacted]
2026-03-31_Grimsby GO Update_SNGR.pdf
[redacted]

Good morning Lonny and Team,

Please see the monthly meeting materials for our upcoming touchpoint meeting on March 31, 2026. If you have any questions or issues with accessing the SharePoint links below, please let us know. All meeting materials have also been attached directly to this email.

Upcoming Meeting – Tuesday March 31, 2026

Our next scheduled meeting will be **Tuesday March 31, 2026 from 10:00am to 12:00pm**. The meeting agenda can be found here: [redacted]

There will be three presentations:

[redacted]

3. Grimsby GO Station Project Update. If you would like to review the presentation, it can be found here: 2026-03-31_Grimsby GO Update_SNGR.pdf

The Teams meeting link can be accessed here: [redacted]

Monthly Summaries

The meeting minutes from the February 24th meeting can be found here: [redacted]

The forecasting calendar for upcoming fieldwork and report reviews can be found

here: [redacted]

A summary of the archaeological reports shared with Six Nations of the Grand River between February and March 2026 can be found here: [redacted]

Metrolinx has the following reports and documents out for review with Six Nations of the Grand River:

[redacted]

Action Items for Six Nations of the Grand River

[redacted]

We look forward to our meeting next week.

If you have any questions or comments, please let us know.

Thank you,
Laina

Indigenous Relations Office

Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com

From: [redacted]

Subject: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Project Updates (Project: ID 213701)
Date: March 30, 2026 1:03:00 PM
Attachments: [redacted]

Dear Lonny and Team,

The purpose of this letter is to provide an update on the Grimsby GO Station TRPAP Project ("Project") and share information on:

1. Preliminary Natural Environment, Archaeology and Cultural Heritage Impacts, Mitigation Measures and Monitoring Activities
2. Early Restoration Planning
3. Nesting Prevention Measures

This letter builds upon the Project Introduction Letter shared on February 3rd, 2026 and the Notice of Commencement Letter shared with Six Nations of the Grand River on March 5th, 2026.

Metrolinx values its relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes feedback on the Project or works described above in writing at your earliest convenience to support the TRPAP, to better understand potential impacts of the proposed activities, and to inform future project planning. If you are open to sharing, please note feedback will be shared with external groups including Niagara Region.

If you require additional information or if you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Kind regards,
Arantxa

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com
METROLINX

METROLINX

March 30, 2026

[redacted]

Delivered by Email

Dear [redacted]

RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Project Updates (Project ID: 213701)

The purpose of this letter is to provide an update on the Grimsby GO Station TRPAP Project and share information on:

1. Preliminary Natural Environment, Archaeology and Cultural Heritage Impacts, Mitigation Measures and Monitoring Activities
2. Early Restoration Planning
3. Nesting Prevention Measures

This letter builds upon the Project Introduction Letter shared on February 3rd, 2026 and the Notice of Commencement Letter shared with Six Nations of the Grand River on March 5th, 2026.

Metrolinx values its relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project.

Project Description

Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor and plans to construct the new Grimsby GO Station, in the Town of Grimsby (**Figure 1**).

Figure 1: Grimsby GO Station Project Site

A TRPAP is a regulated and streamlined environmental assessment process in Ontario, defined by O. Reg. 231/08 under the *Environmental Assessment Act*. It is designed to evaluate the environmental impacts of new transit projects and determine mitigation measures and monitoring activities within a defined timeframe.

Preliminary Impacts, Mitigation and Monitoring Table

Summarized in **Table 1** below are the potential impacts that could result from the Grimsby GO Station project to the cultural heritage and natural environment, as well as the proposed mitigation measures and monitoring activities that will be implemented during construction and operations of the station.

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Table 1: Grimsby Go Station Preliminary Mitigation Impact Table

Project Phase	Potential Effect	Mitigation Measures	Monitoring
Cultural Heritage - Archaeology			
Construction	Construction activities (e.g., site grading, excavation) have the potential to affect known or previously undocumented archaeological resources within the Grimsby GO Station footprint.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, and a further potential 5-metre proactive protection buffer resulting in a total 75-metre buffer. An Archaeological Risk Management Plan will be developed and implemented during construction. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.	Archaeological monitoring is not required outside of the protective buffers during construction. If archaeological materials are encountered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation.
Operation	No potential effects on archaeological resources	No mitigation required.	No monitoring required.

Project Phase	Potential Effect	Mitigation Measures	Monitoring
	are anticipated during operation, as impacts are limited to construction related ground disturbance.		
Cultural Heritage - Built Heritage and Cultural Heritage Landscapes			
Construction	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.
Operation	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.
Natural Environment			

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Project Phase	Potential Effect	Mitigation Measures	Monitoring
Construction	<u>Vegetation Removal</u> Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property	Limit vegetation clearing to the minimum required footprint, clearly delineate buffer areas, and comply with the *2025 Metrolinx Vegetation Guideline*. Vegetation removal will be compensated and restored on/ off site, following the *2025 Metrolinx Vegetation Guideline*.	Environmental construction monitoring to confirm limits of clearing and timing compliance. Post-planting maintenance and monitoring will be completed for each planting and restoration area to confirm effectiveness.
	<u>Wildlife</u> Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due	Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access within the ecological buffer. Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. The removal of the wildlife habitat will be compensated and restored on/ off-site	Environmental site inspections during vegetation clearing and timing compliance. Wildlife habitat restoration areas will be monitored to confirm effectiveness.

Project Phase	Potential Effect	Mitigation Measures	Monitoring
	to vegetation clearing.	following the *2025 Metrolinx Vegetation Guideline*. Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site. Bird nests and monarch presence surveys shall be conducted prior to vegetation removal to confirm absence.	
	<u>Fish and Aquatic Habitat</u> Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) Reduced water quality and degradation of downstream habitat Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	The drainage feature does not provide critical fish habitat and will be restored following construction. An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.	Routine environmental site inspections and maintenance logs.

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Project Phase	Potential Effect	Mitigation Measures	Monitoring
Operations	Minor disturbance from noise, lighting, and human activity associated with station operations	Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.	Routine environmental site inspections and maintenance logs.
	Introduction or spread of invasive species	Implement an Invasive Species Management Plan	
	Impacts from snow storage and runoff	Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time	

Metrolinx will continue to assess potential impacts on environmentally sensitive features onsite as the project progresses and will work to develop avoidance, mitigation and/or compensation measures as required in accordance with the *2025 Mextrolinx Vegetation Guideline*. As a next step in the TRPAP, all available information and future commitments will be summarized in the Environmental Project Report (EPR). The EPR serves as the key document that evaluates, documents, and communicates the environmental implications of a proposed project. Primary purpose is to assess environmental impacts from project construction and operation, define mitigation measures to avoid or reduce potential effects and outline monitoring requirements to verify effectiveness and compliance

This report will be shared with Six Nations of the Grand River in early April 2026 for review and input. Metrolinx looks forward to any feedback Six Nations of the Grand River may have for consideration and incorporation into the EPR.

Early Restoration Planning Update

Natural environment study results have informed initial design of the Grimsby GO Station to avoid and minimize impacts to environmentally sensitive features (ESF), where possible. The natural environment study results also identify ecological impacts that are unavoidable and will require restoration and/or compensation on and off-site.

Natural environment impacts for the Grimsby GO Station project include the removal of approximately 15 trees, ~ 4 ha of meadow habitat, and ~0.8 ha of shrub thicket. Per the *2025 Metrolinx Vegetation Guideline*, impacted habitats will be compensated at a 1:1 ratio and tree removals will be compensated at a 10:1 ratio, exceeding the 2025 Guideline compensation ratios. To enhance ecosystem function, up to 6 habitat features such as raptor boxes, bird perches, snags, or bat boxes will be included the restoration plan, which will be later confirmed based on site conditions. Restoration planning will also include 10 years of success monitoring and adaptive management that could include invasive species control, watering, and infill (replacement) plantings as required.

Metrolinx is actively exploring opportunities to find a suitable off-site location(s) for compensation for the Grimsby GO Station project's anticipated impacts. Off-site restoration compensation opportunities will be screened based on the following selection criteria:

- Proximity to impacts – priority is given to opportunities within the same sub-watershed, or watershed, as close to the area of impact as is possible. Preference is given to on-site or adjacent opportunities for restoration, but if

there is insufficient room as is the case with the Grimsby GO Station project, off-site opportunities are explored.
- Site conditions – the restoration opportunity must have compatible zoning and site conditions/access conducive to the restoration goals (e.g., suitable underlying soil for a compensation wetland).
- Environmental due diligence –preference is given to plant-ready sites. Sites that require major environmental due diligence, for example potential contamination concerns or sites that require Stage 3 or 4 Archaeological Assessment, will not be considered.
- Protection – restoration sites must be held in perpetuity and be protected from future development. As well, the site must be protected from public access in the short term to ensure success of the restoration plantings until the site is established.
- Accessibility – the restoration site must be safe and accessible to Indigenous communities for harvesting or other purposes.

The overall restoration goals for the Grimsby GO Station project include the following:

- Provide climate-resilient compensation for grassland and shrub thicket habitats
- Include some bat-preferred tree species
- Include culturally significant plant species such as and black ash and butternut (where/if possible) and exclusively native plant species
- Incorporate structural habitat features to provide enhanced habitat function. For example, measures such as installing raptor perches, creating brush and rock piles for reptiles, installing standing snag trees and/or bat boxes, creating hibernacula, planting native berry-producing shrubs for forage, and installing bird boxes would help support wildlife during the interim period while planted trees and vegetation mature.
- 80% success rate of grassland and thicket compensation habitat and plantings after 5 years

At this time Metrolinx welcomes feedback from Six Nations of the Grand River to inform the restoration goals for the Grimsby GO Station project. Once clear goals have been established, a draft restoration plan will be developed and shared with Six Nations of the Grand River for review and input once available.

Nesting Prevention Measures Update

As communicated in the March 5th 2026 Notice of Commencement letter, Metrolinx is progressing nesting prevention measures on the south parcel to avoid or minimize the risk of breeding birds being impacted by future station construction. Site mobilization began March 25th and works will include non woody vegetation removal,

occasional invasive buckthorn removal, tilling (clearing and grubbing) and mowing within a total area of approximately 4.3 hectares. No preventative measures will be completed within 75m of the known archaeological site or within the wooded area along the western boundary of the south parcel.

Participation

Metrolinx welcomes feedback on the Project or works described above in writing at your earliest convenience to support the TRPAP, to better understand potential impacts of the proposed activities, and to inform future project planning. If you are open to sharing, please note feedback will be shared with external groups including Niagara Region.

Closing

Metrolinx is committed to an open and respectful dialogue, and the opportunity to discuss and address any questions that Six Nations of the Grand River may have about the described work. Should you require additional information or if wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: [redacted]

METROLINX

[redacted]

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

From: [redacted]
Subject: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Project Updates (Project: ID 213701)
Date: March 30, 2026 1:03:00 PM
Attachments: [redacted]

Dear Megan,

The purpose of this letter is to provide an update on the Grimsby GO Station TRPAP Project and share information on:

1. Preliminary Natural Environment, Archaeology and Cultural Heritage Impacts, Mitigation Measures and Monitoring Activities
2. Early Restoration Planning
3. Nesting Prevention Measures

This letter builds upon the Project Introduction Letter shared on February 3rd, 2026 and the Notice of Commencement Letter shared with Six Nations of the Grand River on March 5th, 2026.

Metrolinx values its relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project. Metrolinx welcomes feedback on the Project or works described above in writing at your earliest convenience to support the TRPAP, to better understand potential impacts of the proposed activities, and to inform future project planning. If you are open to sharing, please note feedback will be shared with external groups including Niagara Region.

If you require additional information or if you wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Kind regards,
Arantxa

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com
METROLINX

METROLINX

March 30, 2026

[redacted]

Delivered by Email

Dear Megan,

RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) Project Updates (Project ID 213701)

The purpose of this letter is to provide an update on the Grimsby GO Station TRPAP Project and share information on:

1. Preliminary Natural Environment, Archaeology and Cultural Heritage Impacts, Mitigation Measures and Monitoring Activities
2. Early Restoration Planning
3. Nesting Prevention Measures

This letter builds upon the Project Introduction Letter shared on February 3rd, 2026 and the Notice of Commencement Letter shared with Mississaugas of the Credit First Nation on March 5th, 2026.

Metrolinx values its relationship with Mississaugas of the Credit First Nation and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project.

Project Description

Metrolinx is expanding infrastructure along the existing Lakeshore West GO Rail Corridor and plans to construct the new Grimsby GO Station, in the Town of Grimsby (**Figure 1**).

Figure 1: Grimsby GO Station Project Site

A TRPAP is a regulated and streamlined environmental assessment process in Ontario, defined by O. Reg. 231/08 under the *Environmental Assessment Act*. It is designed to evaluate the environmental impacts of new transit projects and determine mitigation measures and monitoring activities within a defined timeframe.

Preliminary Impacts, Mitigation and Monitoring Table

Summarized in **Table 1** below are the potential impacts that could result from the Grimsby GO Station project to the cultural heritage and natural environment, as well as the proposed mitigation measures and monitoring activities that will be implemented during construction and operations of the station.

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Table 1: Grimsby Go Station Preliminary Mitigation Impact Table

Project Phase	Potential Effect	Mitigation Measures	Monitoring
Cultural Heritage - Archaeology			
Construction	Construction activities (e.g., site grading, excavation) have the potential to affect known or previously undocumented archaeological resources within the Grimsby GO Station footprint.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, and a further potential 5-metre proactive protection buffer resulting in a total 75-metre buffer. An Archaeological Risk Management Plan will be developed and implemented during construction. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.	Archaeological monitoring is not required outside of the protective buffers during construction. If archaeological materials are encountered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation.
Operation	No potential effects on archaeological resources	No mitigation required.	No monitoring required.

Project Phase	Potential Effect	Mitigation Measures	Monitoring
	are anticipated during operation, as impacts are limited to construction related ground disturbance.		
Cultural Heritage - Built Heritage and Cultural Heritage Landscapes			
Construction	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.
Operation	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.
Natural Environment			

METROLINX

Project Phase	Potential Effect	Mitigation Measures	Monitoring
Construction	<u>Vegetation Removal</u> Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property	Limit vegetation clearing to the minimum required footprint, clearly delineate buffer areas, and comply with the *2025 Metrolinx Vegetation Guideline*. Vegetation removal will be compensated and restored on/ off site, following the *2025 Metrolinx Vegetation Guideline*.	Environmental construction monitoring to confirm limits of clearing and timing compliance. Post-planting maintenance and monitoring will be completed for each planting and restoration area to confirm effectiveness.
	<u>Wildlife</u> Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due	Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access within the ecological buffer. Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. The removal of the wildlife habitat will be compensated and restored on/ off-site	Environmental site inspections during vegetation clearing and timing compliance. Wildlife habitat restoration areas will be monitored to confirm effectiveness.

Project Phase	Potential Effect	Mitigation Measures	Monitoring
	to vegetation clearing.	following the *2025 Metrolinx Vegetation Guideline*. Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site. Bird nests and monarch presence surveys shall be conducted prior to vegetation removal to confirm absence.	
	<u>Fish and Aquatic Habitat</u> Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) Reduced water quality and degradation of downstream habitat Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	The drainage feature does not provide critical fish habitat and will be restored following construction. An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.	Routine environmental site inspections and maintenance logs.

METROLINX

Project Phase	Potential Effect	Mitigation Measures	Monitoring
Operations	Minor disturbance from noise, lighting, and human activity associated with station operations	Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.	Routine environmental site inspections and maintenance logs.
	Introduction or spread of invasive species	Implement an Invasive Species Management Plan	
	Impacts from snow storage and runoff	Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time	

Metrolinx will continue to assess potential impacts on environmentally sensitive features onsite as the project progresses and will work to develop avoidance, mitigation and/or compensation measures as required in accordance with the *2025 Mextrolinx Vegetation Guideline*. As a next step in the TRPAP, all available information and future commitments will be summarized in the Environmental Project Report (EPR). The EPR serves as the key document that evaluates, documents, and communicates the environmental implications of a proposed project. Primary purpose is to assess environmental impacts from project construction and operation, define mitigation measures to avoid or reduce potential effects and outline monitoring requirements to verify effectiveness and compliance

This report will be shared with Mississaugas of the Credit First Nation in early April 2026 for review and input. Metrolinx looks forward to any feedback Mississaugas of the Credit First Nation may have for consideration and incorporation into the EPR.

Early Restoration Planning Update

Natural environment study results have informed initial design of the Grimsby GO Station to avoid and minimize impacts to environmentally sensitive features (ESF), where possible. The natural environment study results also identify ecological impacts that are unavoidable and will require restoration and/or compensation on and off-site.

Natural environment impacts for the Grimsby GO Station project include the removal of approximately 15 trees, ~ 4 ha of meadow habitat, and ~0.8 ha of shrub thicket. Per the *2025 Metrolinx Vegetation Guideline*, impacted habitats will be compensated at a 1:1 ratio and tree removals will be compensated at a 10:1 ratio, exceeding the 2025 Guideline compensation ratios. To enhance ecosystem function, up to 6 habitat features such as raptor boxes, bird perches, snags, or bat boxes will be included the restoration plan, which will be later confirmed based on site conditions. Restoration planning will also include 10 years of success monitoring and adaptive management that could include invasive species control, watering, and infill (replacement) plantings as required.

Metrolinx is actively exploring opportunities to find a suitable off-site location(s) for compensation for the Grimsby GO Station project's anticipated impacts. Off-site restoration compensation opportunities will be screened based on the following selection criteria:

- Proximity to impacts – priority is given to opportunities within the same sub-watershed, or watershed, as close to the area of impact as is possible. Preference is given to on-site or adjacent opportunities for restoration, but if

there is insufficient room as is the case with the Grimsby GO Station project, off-site opportunities are explored.
- Site conditions – the restoration opportunity must have compatible zoning and site conditions/access conducive to the restoration goals (e.g., suitable underlying soil for a compensation wetland).
- Environmental due diligence –preference is given to plant-ready sites. Sites that require major environmental due diligence, for example potential contamination concerns or sites that require Stage 3 or 4 Archaeological Assessment, will not be considered.
- Protection – restoration sites must be held in perpetuity and be protected from future development. As well, the site must be protected from public access in the short term to ensure success of the restoration plantings until the site is established.
- Accessibility – the restoration site must be safe and accessible to Indigenous communities for harvesting or other purposes.

The overall restoration goals for the Grimsby GO Station project include the following:

- Provide climate-resilient compensation for grassland and shrub thicket habitats
- Include some bat-preferred tree species
- Include culturally significant plant species such as and black ash and butternut (where/if possible) and exclusively native plant species
- Incorporate structural habitat features to provide enhanced habitat function. For example, measures such as installing raptor perches, creating brush and rock piles for reptiles, installing standing snag trees and/or bat boxes, creating hibernacula, planting native berry-producing shrubs for forage, and installing bird boxes would help support wildlife during the interim period while planted trees and vegetation mature.
- 80% success rate of grassland and thicket compensation habitat and plantings after 5 years

At this time Metrolinx welcomes feedback from Mississaugas of the Credit First Nation to inform the restoration goals for the Grimsby GO Station project. Once clear goals have been established, a draft restoration plan will be developed and shared with Mississaugas of the Credit First Nation for review and input once available.

Nesting Prevention Measures Update

As communicated in the March 5th 2026 Notice of Commencement letter, Metrolinx is progressing nesting prevention measures on the south parcel to avoid or minimize the risk of breeding birds being impacted by future station construction. Site mobilization began March 25th and works will include non woody vegetation removal,

occasional invasive buckthorn removal, tilling (clearing and grubbing) and mowing within a total area of approximately 4.3 hectares. No preventative measures will be completed within 75m of the known archaeological site or within the wooded area along the western boundary of the south parcel.

Participation

Metrolinx welcomes feedback on the Project or works described above in writing at your earliest convenience to support the TRPAP, to better understand potential impacts of the proposed activities, and to inform future project planning. If you are open to sharing, please note feedback will be shared with external groups including Niagara Region.

Closing

Metrolinx is committed to an open and respectful dialogue, and the opportunity to discuss and address any questions that Mississaugas of the Credit First Nation may have about the described work. Should you require additional information or if wish to discuss this project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Yours Truly,

Lindley Kenny

Lindley Kenny
Director, Indigenous Relations Office

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

cc: [redacted]

Grimsby GO Station

(Project ID #213701)

Project Update

Six Nations of the Grand River

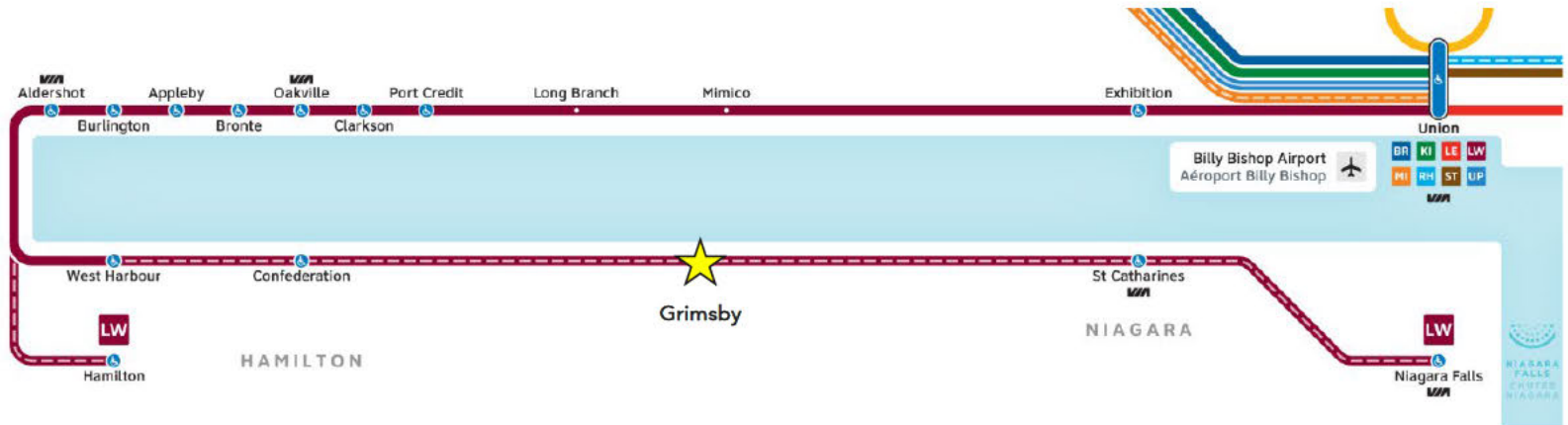
March 31, 2026

AGENDA

- Team Introductions
- Project Overview
- Environmental Project Report and Impact Assessment Summary
- Early Restoration Planning
- Nesting Prevention Update
- Next Steps and Discussion

GRIMSBY GO STATION

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.
- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.
- The project is proposed to be delivered in phases:
    - Opening Day Infrastructure (portions of the south parcel)
    - Future State Infrastructure (portions of the north & south parcels)
        - To accommodate anticipated growth and demand in the surrounding area



Existing Conditions – North & South Properties

Monarch (Milkweed) host plant
*general to ELC polygon

Monarch (Milkweed) host plant
*general to ELC polygon

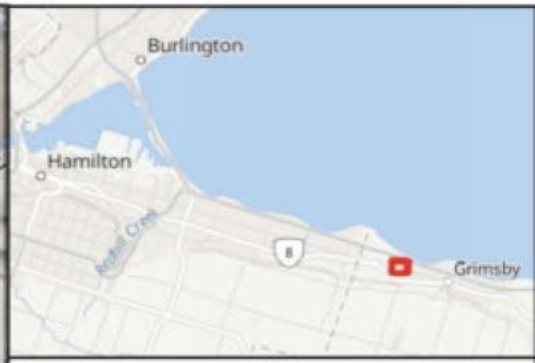
Owl Nesting Box (currently occupied by Eastern Screech Owl

Snake Feature (Placed Rockpiles) A and B

Red-Headed Woodpecker Observation general location (2014)

Eastern Meadowlark (2014)

South Pond (off-line & constructed)



Legend

- Study limits - North Property & South Property
- Meadowlark (2014)
- Monarch (Host Plant - Milkweed)
- Snake Feature A
- Snake Feature B
- South Pond
- Owl Box
- Red headed Woodpecker (2014)

Niagara Conservation Authority (2025)

- Hydrography 2K - NPCA
- Flood Lines Inventory - NPCA
- ESAs - UnOfficial - NPCA
- Forest Cover Grades - NPCA
- Approximate Regulation Lands - NPCA
- Regulation Wetlands - NPCA

Ecological Land Classification (ELC)

North Property
CUT - Cultural Thicket Hawthorn

South Property
CUT - Cultural Thicket Hawthorn
FODM 5-3 - Dry - Fresh Sugar Maple - Oak - Deciduous Forest
FODM 7-2 - Fresh - Moist Green Ash Lowland Forest
FODM 7-4 - Fresh - Moist Black Walnut Lowland Deciduous Forest
MEF - Meadow Forb
OAO - Open Water

CN Rail Corridor - MEF - Meadow Forb

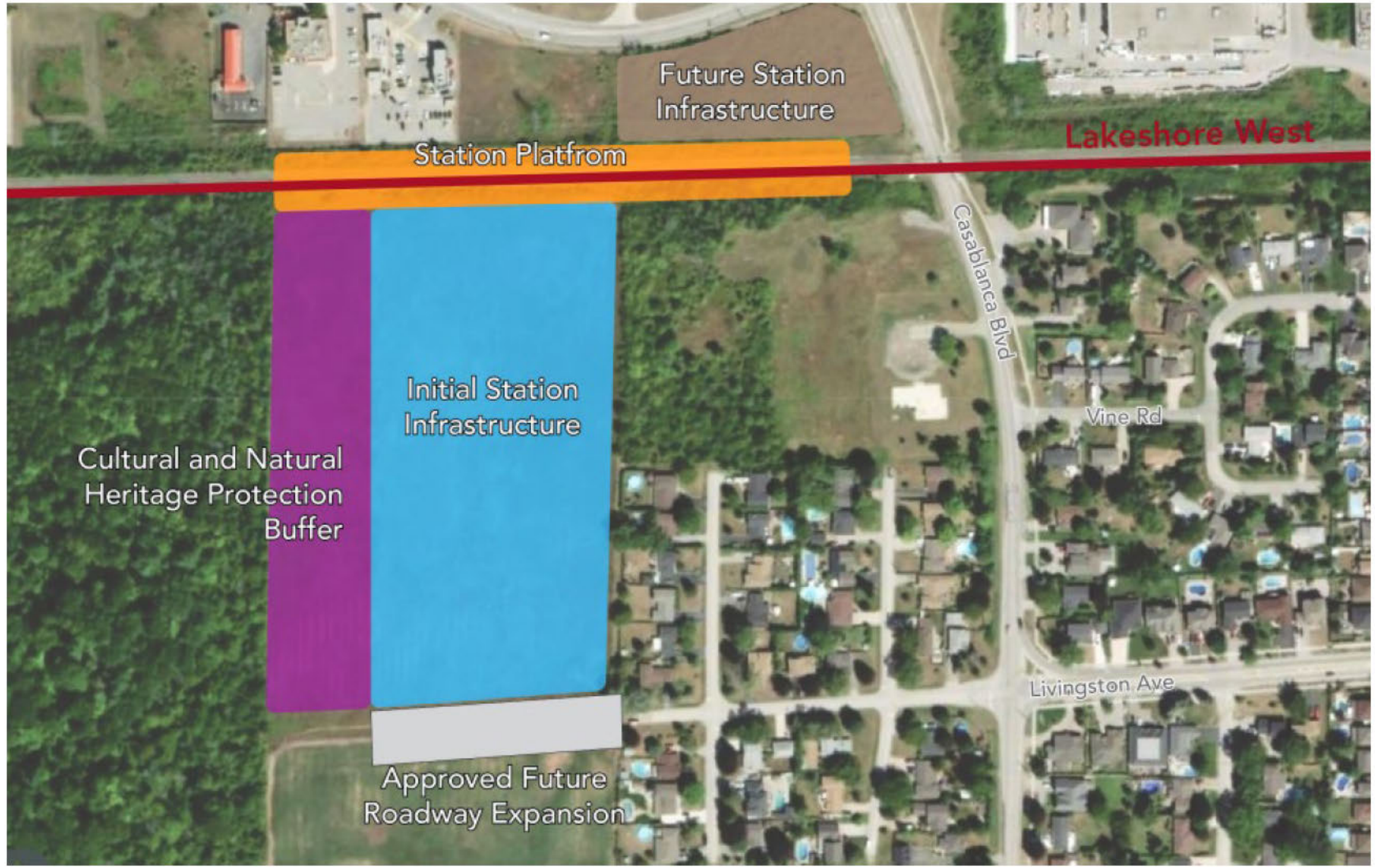
Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), Greenbelt Plan Areas etc., do not occur within or in proximity (e.g. 120 m) of the study corridor (LIO)

Not for Public Distribution Wildlife Habitat and Species at Risk Locations are Highly Sensitive and Confidential and not intended for Publication per Federal and Provincial Policies

Grimsby GO
Natural Heritage Considerations Overview

Scoped 2025 Spring Field Review and Feature Characterization
North and South Study Properties

GRIMSBY GO STATION – CURRENT CONCEPT PLAN



Environmental Project Report and Impact Assessment Summary

TRPAP – ENVIRONMENTAL PROJECT REPORT (EPR)

- The EPR serves as the key document that evaluates, documents, and communicates the environmental implications of a proposed project. Primary purpose is to:
  1. Assess environmental impacts from project construction and operation
  2. Define mitigation measures to avoid or reduce potential effects
  3. Outline monitoring requirements to verify effectiveness and compliance
- The assessment will be informed by available information and completion of technical studies
- Commitments to future work will be made as warranted

Air Quality

Archaeology

Natural Environment

Noise & Vibration

Cultural Heritage

Traffic & Transportation

Socio-Economic and Land Use Characteristics

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	<u>Vegetation Removal</u> Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property	Limit vegetation clearing to the minimum required footprint, clearly delineate buffer areas, and comply with the Metrolinx Vegetation Guideline (2025). Vegetation removal will be compensated and restored on/ off site, following the Metrolinx Vegetation Guideline (2025).	Environmental construction monitoring to confirm limits of clearing and timing compliance. Post-planting maintenance and monitoring will be completed for each planting and restoration area to confirm effectiveness.
	<u>Wildlife</u> Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due to vegetation clearing.	Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access within the ecological buffer. Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. The removal of the wildlife habitat will be compensated and restored on/ off-site following the Metrolinx Vegetation Guideline (2025) Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site. Bird nests and monarch presence surveys shall be conducted prior to vegetation removal to confirm absence.	Environmental site inspections during vegetation clearing and timing compliance. Wildlife habitat restoration areas will be monitored to confirm effectiveness.

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Fish and Aquatic Habitat Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) Reduced water quality and degradation of downstream habitat Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	The drainage feature does not provide critical fish habitat and will be restored following construction. An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.	Routine environmental site inspections and maintenance logs.
Operations	Minor disturbance from noise, lighting, and human activity associated with station operations	Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.	Routine environmental site inspections and maintenance logs.
	Introduction or spread of invasive species	Implement an Invasive Species Management Plan.	
	Impacts from snow storage and runoff	Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time	

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage - Archaeology			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Ground disturbance associated with construction activities (e.g., site grading, excavation, and road works) has the potential to affect known or previously undocumented archaeological resources within areas that retain archaeological potential.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, resulting in a total 70-metre buffer. An Archaeological Risk Management Plan (ARMP) will be developed and implemented during construction. The ARMP will require contractor staff to be trained during onboarding on recognizing and appropriately responding to potential archaeological resources. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.	Archaeological monitoring is not required outside of the protective buffers during construction. The buffer area (70m) will be protected during construction. If archaeological materials are encountered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation.
Operation	No potential effects on archaeological resources are anticipated during operation, as impacts are limited to construction related ground disturbance.	No mitigation required.	No monitoring required.

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage – Built Heritage and Cultural Heritage Landscapes			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.
Operation	No identified resources are present within the study area. Impacts are not anticipated.	No mitigation required.	No monitoring required.

Early Restoration Planning

EARLY RESTORATION PLANNING

Compensation will meet or exceed the *2025 Metrolinx Vegetation Guideline.*

<u>Restoration Goals for the Grimsby GO Station:</u>

- Provide **climate-resilient compensation** habitat for grassland breeding birds and shrub thicket habitat
- Include **bat-preferred tree species** in addition to black ash and butternut (where/if possible)
- Include **culturally significant plant species** and exclusively native plant species
- Incorporate structural **habitat features** such as reptile hibernacula, bird perches, snags, or bat boxes to provide enhanced habitat function
- **80% success rate** of grassland and thicket compensation habitat and plantings after 5 years

Habitat Feature Examples: hibernaculum (left), Brandenbark Bat habitat (right)

EARLY RESTORATION PLANNING

Anticipated Impact (southern parcel only)	Replacement Ratio (2025 Veg Guide)	Totals
15 Tree Removals	10:1 (above Veg Guide)	150 replacement (offsite)
4 ha of meadow	1:1	4 ha (offsite)
0.8 ha shrub thicket	1:1	0.8 ha (offsite)
Habitat	n/a	Up to 6 habitat features such as raptor boxes, bird perches, snags, or bat boxes will be added

Restoration planning will also include 10 years of success monitoring with adaptive management that could include invasive species control, watering, and infill (replacement) plantings as required.

EARLY RESTORATION PLANNING

The following criteria will be used to select the most appropriate offsite location(s):

- **Proximity** – as close to the area of impact as is possible, within the same sub-watershed or watershed.
- **Site conditions** – compatible zoning and site conditions.
- **Environmental due diligence** –preference is given to plant-ready sites.
- **Protection** – restoration sites must be held in perpetuity and be protected from future development and protected from public access until plantings are established.
- **Accessibility** – the restoration site must be safe and accessible to Indigenous communities for harvesting or other purposes.

Representative Mx Offsite Restoration Plantings

Offsite restoration site selection is underway and options will be shared for review and input once available.

Nesting Prevention Measures Update

NESTING PREVENTION MEASURES UPDATE

- Nesting prevention measures are in progress on the southern parcel to avoid or minimize the risk of breeding birds establishing habitat in areas that will be later disturbed and/or removed as a result of the Grimsby GO Station construction

- Site mobilization began March 25th and works will include non woody vegetation removal, occasional invasive buckthorn removal, tilling (clearing and grubbing) and mowing within a total area of ~4.3ha.

- To protect any existing nests onsite, sweeps will be completed prior to each ploughing/tilling event (within 24 hours) to confirm the absence of breeding birds.

- No intrusive works will be completed within the natural environment and cultural heritage buffer zones.

Next Steps and Discussion

UPCOMING PROJECT MILESTONES

Activity	Estimated Timelines*
Draft EPR for Review	April 8, 2026
TRPAP Notice of Completion	April 26, 2026
Construction	Summer 2026

*Timelines are subject to change with a shortened review period

METROLINX

Six Nations of the Grand River – Metrolinx Monthly Touchpoint

DATE OF MEETING: Tuesday March 31, 2026

TIME OF MEETING: 10:00am – 12:00pm

LOCATION OF MEETING: Virtual MS Teams Meeting

ATTENDEES:

Six Nations of the Grand River (SNGR):

1. Lauren Vanderlingen – Wildlife Stewardship Office Assistant
2. Peter Graham – Consultation Supervisor
3. Lonny Bomberry – Director, Lands & Resources
4. Tanya Hill-Montour – Archaeological Supervisor
5. Lauren Jones – Wildlife and Stewardship Manager

Metrolinx (Mx):

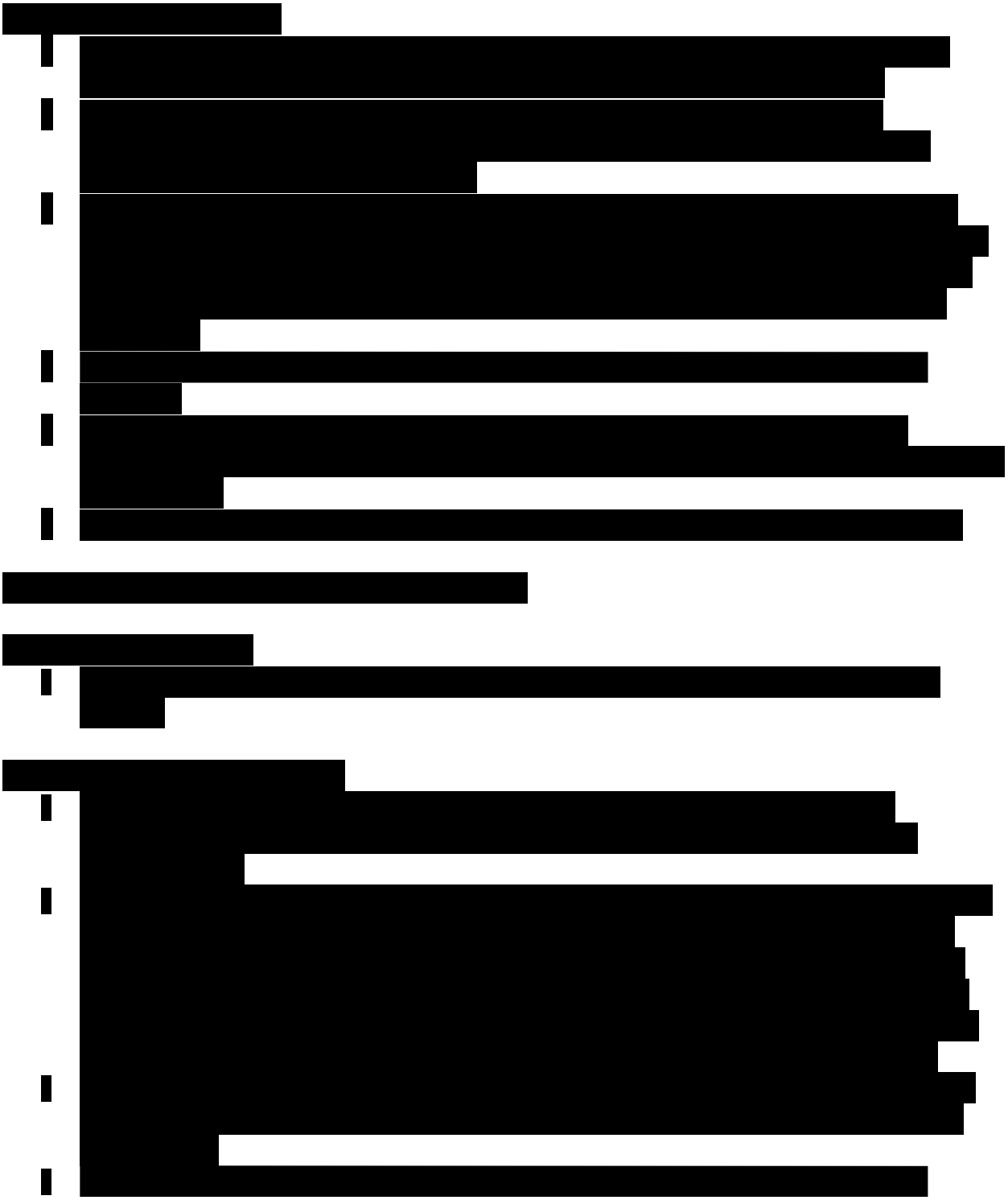
1. Lindley Kenny – Director, Indigenous Relations Office
2. Laina Rogers – Senior Advisor, Indigenous Relations Office
3. Lori McLean – Senior Advisor, Environmental Programs & Assessment – Indigenous Relations
4. [redacted]
7. Mirjana Osojnicki – Senior Manager, Restoration
8. Tania Gautam – Manager, Environmental Programs & Assessment
9. Dara Corrigan – Environmental Project Manager, Environmental Programs & Assessment

[redacted]

MEETING PURPOSE

To share monthly project updates and receive feedback and input from Six Nations of the Grand River (SNGR) on Metrolinx (Mx) projects.

MEETING SUMMARY



- Mx provided an overview of the survey findings and considerations.

C. [redacted]

TOPIC 3: Grimsby GO TRPAP

A. Overview

- Mx provided an overview of the Grimsby GO Station project.

B. Environmental Project Report (EPR) – Impact Assessment and Mitigation Measures Summary

- Mx provided an overview of the EPR which will be shared with SNGR and will include future commitments.
- SNGR asked why opening day will be in the southern portion if most of the infrastructure will be in the northern portion. Mx clarified that the opening day will be limited to the south parcel (which contains a north and south end), but the northern parcel is on the opposite side of the existing rail corridor.
- SNGR asked why a new station is being built on the south parcel when there is an existing paved parcel to the north that is occupied by businesses and the Grimsby GO bus station. Mx confirmed GO rail service cannot operate on the north track (two tracks corridor) due to current operating right restrictions with CN. There is also a Hydro One easement corridor that Mx cannot build in. Mx said that they will reshare the written rationale for this from the February 24th 2026 post meeting notes as well.
- **ACTION ITEM:** Mx to provide more information on why the location has been chosen.
- SNGR stated that they understand that there are infrastructure issues, but Mx could do more work to find a solution. SNGR would push Mx to not construct on the south parcel and if it is avoided then there would be less stormwater and water quality concerns.
- SNGR stated they would like a 60m buffer along the western boundary of the south parcel to protect the natural features adjacent to the site. SNGR said that species need to be proactively protected now before they become a Species at Risk.
- **ACTION ITEM:** Mx to provide a response to the 60m ecological buffer request.
- SNGR would like the responses to be discussed next month and they would like to understand the reasoning behind the site location next month (April 13, 2026).

- At the February 24th 2026 meeting SNGR asked for a 60m buffer and asked if Mx had a response to this request. Mx said they are still exploring the 60m buffer and can provide further information as a post-meeting note. The response will also be discussed further at the April 13th meeting.
- SNGR said there is a high level of archaeological sensitivity within this site. There are burial sites in proximity to the Grimsby site and alternative locations should be explored. SNGR is working on other projects (unrelated to Mx) in the area where no ground disturbance work can be conducted because of the high archaeological sensitivity of those locations. Mx said they are working with Niagara Region for the Grimsby GO project to mitigate risk. SNGR said that there are challenges working with Niagara Region. SNGR said that alternative locations should be explored because the whole area is sensitive.
- Mx confirmed the south parcel was subject to a Stage 1-2 archeological assessment (AA), which outlined mitigation measures to protect the documented archeological site including a 20m fenced buffer zone in addition to a 70m buffer zone in which all ground disturbances would be subject to construction monitoring by a licenced archaeologist.
- SNGR asked who conducted the previous archaeological assessments. Mx confirmed that ASI conducted the Stage 1 and 2 AA in 2019 and offered to re-share this report with SNGR. SNGR said they disagree with the assessments and that SNGR did not participate in the monitoring of this assessment. Mx said the Stage 1 and 2 assessments will be reshared and summarized in the upcoming EPR.
- SNGR said that they disagree that cultural heritage resources have not been identified. SNGR stated that they believe this area is a significant cultural heritage landscape from an Indigenous perspective and all proponents are required to consider that.

C. Restoration Planning

- SNGR would like additional environmental surveys and to include monitoring of habitat features to ensure they do not become habitat sinks.
- Mx shared that nesting prevention measures on the south parcel mobilized March 25th and have since been completed. The nesting prevention measures included tilling, grubbing, mowing and invasive species removals. Mx confirmed no ground disturbance work was conducted within the 70m arch buffer or within 30m of the western property line to mitigate impacts to the adjacent woodlot.
- SNGR asked why concerns are being discussed if the project is commencing with tilling and plowing and why is Mx moving ahead with construction before SNGR comments have been addressed. Mx said these are nest prevention measures that they are taking to dissuade birds from nesting in the site and these nesting prevention measures were completed prior to the active bird season (April 1st).

- SNGR said they are still discussing the location and how they disagree with it. Tilling, mowing, plowing, and grubbing of the site shows Mx is jumping the gun. SNGR said there are archaeological resources in the area and they do not agree with the work being done.
- Mx offered construction monitoring for SNGR. SNGR cannot give a feasible comment because they cannot understand the project.
- SNGR said that Mx previously agreed to approach SNGR even if a project is at a conceptual phase but cannot understand why this project is rushed. Mx stated that Mx aims to consult as early in the project as possible, but in this case the location has been identified as most viable site due to the background studies previously conducted by both Mx and Niagara Region dating back to a 2011 Environmental Assessment. Mx would like SNGR to come on site and see the location.
- **ACTION ITEM:** Mx to coordinate a site visit with SNGR.
- SNGR said Mx progressing with works without meaningfully consultation feels like tokenism and they are not supportive of this project. SNGR still has major concerns that are unresolved and asked why this project was not discussed earlier.
- Mx asked if there is anything that can be done to alleviate the concern.
- SNGR said this was not adequate consultation and that Mx must have talked to the Town of Grimsby earlier (2025) and asked if anything was previously shared with SNGR at that time. Mx stated that the project has become a priority over the last few months for the organization and the consultation process began in February 2026.
- SNGR asked why Mx discussed the project with the Town of Grimsby (ToG) without including Indigenous communities. Mx team in attendance could not confirm when conversations began with ToG, but the project officially commenced with Mx involvement in the last few months. There was a meeting between Mx and ToG in February 2026 and the condensed EA timeline has been shared.
- Mx confirmed an EA was conducted for this site in 2011.Mx is utilizing those documents and other more recently completed reports to help determine baseline existing conditions for the current TRPAP Environmental Project Report (EPR). SNGR said that Mx is manipulating data from old reports.
- SNGR said there are areas undisturbed and Mx does not have a full understanding of the area and are using out of date assessments.
- Mx confirmed background information and reports will be leveraged to understand baseline conditions, but Mx is assessing impacts of the environmental disciplines noted on slide 7 and more recent environmental surveys have been complete, as recent as 2025, to understand current conditions onsite.
- SNGR asked for the site address and an archaeological package of all reports completed to date. Mx said that they can send over the address, conduct a site visit and have monitors on site.

- **ACTION ITEM:** Mx to reshare the archaeological reports.
- SNGR said that environmental reports over 5 years are outdated and are not reflective of current conditions. SNGR said they cannot agree with what is going on here and is not supportive of the work. This is a new area with high potential for archaeological resources to be discovered. SNGR would like to talk to ToG to hear their comments and feedback.
- SNGR asked what other Mx project are occurring in the Township of Lincoln and other areas surrounding Grimsby.
- Mx team in attendance confirmed they are not aware of any new station construction projects planned in other areas surrounding the ToG.
- **ACTION ITEM:** Mx to include Sponsors team and VP on future Grimsby meetings.
- Mx received an update that nesting prevention measures (plowing, mowing and tilling) has been completed. SNGR asked how this did not impact the archaeological site. Mx said there were explicit directions for buffers to be maintained for both the natural environment buffer (30m) and the archaeological buffer (70m).
- SNGR said they use a 1 km buffer around archaeological sites. Mx is working on a smaller buffer and SNGR is against this work. There are major archaeological concerns in the area.
- SNGR said that earlier in the discussion, Mx stated that buffer zones were still to be determined. SNGR asked why a 30m ecological buffer was used for the nesting prevention measures when they had not agreed to this size.
- Mx said they will provide rationale for the 30m buffer at the April 13th meeting. Finalized buffer size is still under assessment for technical aspects of the project including station design
- SNGR said Mx wants to conduct the work and get in trouble later, but nothing was taken into consideration.
- SNGR said this is another issue interfering with what would otherwise be a very productive relationship with Mx. SNGR would like a meeting to discuss the relationship with Mx. If this was private sector, Mx would have to give SNGR 3 months to review a report. Mx said they will wait for SNGR to reach out with dates and times to meet.
- **ACTION ITEM:** SNGR to organize a relationship meeting.
- SNGR said their position is to stop work on the project.
- Mx asked for clarification on if SNGR will have additional meetings to discuss the project. SNGR said they want more Mx people involved in future meetings including Sponsors and decision makers and would like this to be in-person. SNGR said that this will also include more information about the relationship with Mx.
- SNGR stated they are very upset and have concerns about the work that is currently being done. Mx said they understood. They will organize a site visit as soon as possible, and will reshare the background report package with SNGR.

- SNGR asked if there is upcoming work for the project in the immediate future. Mx confirmed there are no immediate works planned for the project in the coming weeks.

TOPIC 4: Conclusion

- Mx said we have the upcoming Grimsby GO meetings beginning in April.
- SNGR said the discussion can occur on April 13th and further topics will be addressed then.

Summary of Action Items			
No	Action Item	Owner	Response / Status
[redacted]			

	[redacted]		
[redacted]		[redacted]	
[redacted]		[redacted]	
[redacted]		[redacted]	
TOPIC 3: Grimsby GO TRPAP			
14.	Mx to provide more information on why the location has been chosen.	Mx	This information has been included in the letter sent on April 2, 2026.
15.	Mx to provide a response to the 60m buffer request.	Mx	
16.	Mx to coordinate a site visit with SNGR.	Mx	Mx has reached out to SNGR regarding organizing a site visit for early April 2026.
17.	Mx to send over the archaeological reports.	Mx	Mx shared the archaeological reports on March 5, 2026 and reshared them with SNGR on April 1, 2026.
18.	Mx to include Sponsors team and VP on future Grimsby meetings.	Mx	
19.	SNGR to organize a relationship meeting.	Mx	

From: [redacted]
Date: RE: Grimsby GO Project Reports
April 1, 2026 4:33:00 PM
Attachments: [redacted]

Hi Tanya,

The final archaeological reports are attached to this email.

Thank you,
Laina

From: Indigenous Relations
Sent: April 1, 2026 4:17 PM
To: 'Tanya Hill-Montour' [redacted] Kiran Anwar [redacted]
Cc: Lindley Kenny [redacted] EPA.IR [redacted] Tania Gautam [redacted] Mirjana Osojnicki [redacted] Laina Rogers [redacted] Peter Graham [redacted]
Subject: RE: Grimsby GO Project Reports

Hi Tanya,

We are working with our IT Department to have a working link shared with you.

In the meantime, please see the Grimsby GO TRPAP Notice of Commencement, the 2025 Species at Risk Report, the 2025 Early (Spring) Season Natural Environment Field Investigation Summary, and several archaeological reports. Due to file size, more emails will be sent with additional archaeological reports.

These are also the same reports included in the SharePoint link.

Thank you,
Laina

From: Tanya Hill-Montour [redacted] >
Sent: March 31, 2026 2:24 PM
To: Kiran Anwar [redacted]
Cc: Indigenous Relations [redacted] Lindley Kenny [redacted] EPA.IR [redacted]; Tania Gautam [redacted]; Mirjana Osojnicki [redacted] Laina

Rogers [redacted] Peter Graham [redacted]
Subject: RE: Grimsby GO Project Reports

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 Kiran

The report will not open on the link

Nia':wen ko:wa (thankyou)
Tanya Hill-Montour
Six Nations of the Grand River Archaeological Supervisor
226.388.0665

From: Kiran Anwar [redacted]
Sent: March 31, 2026 2:13 PM
To: Tanya Hill-Montour [redacted]
Cc: IndigenousRelations [redacted] Lindley.Kenny [redacted] EPA.IR [redacted] Tania Gautam [redacted] Mirjana Osojnicki [redacted] Laina Rogers [redacted]; Peter Graham [redacted]
Subject: [External] Grimsby GO Project Reports

Good afternoon Tanya,

Thank you again for meeting with us this morning and for your valuable feedback on the Grimsby GO Station Project. As discussed, we have shared a package containing all the archaeology reports, along with the February 24th presentation deck where we presented the archaeology report summaries to Six Nations.

[redacted]

We are currently prioritizing scheduling a site visit; while also keeping an eye on the weather and ensuring we are well prepared to answer any questions. Could you please let me know a few time slots that work for your schedule for a site visit?

Please let me know if there are any questions, I can help answer at this time.

Thanks so much,
Kiran Anwar

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.

Grimsby GO Station Meeting with Mississaugas of the Credit First Nation

TOPICS: Grimsby GO Station

DATE OF MEETING: Tuesday, April 9, 2026

LOCATION OF MEETING: Virtual Teams Meeting

ATTENDEES:

Mississaugas of the Credit First Nation (MCFN):

1. Megan DeVries - Manager of Consultation, MCFN
2. Simir Kaur, Environmental Coordinator, MCFN
3. Adam LaForme – Manager of Archaeology, MCFN

Metrolinx (Mx):

1. Lindley Kenny – Portfolio Director, Indigenous Relations
2. Kiran Anwar – Senior Manager, Indigenous Relations
3. Melissa Dokis – Senior Advisor, Indigenous Relations
4. Lori McLean – Senior Advisor, EPA-IR
5. Tania Gautam- Manager, EPA
6. Leanna Burgess – Manager, Restoration
7. Dara Corrigan – Project Manager, EPA

MEETING PURPOSE

To share project updates and receive feedback and input from Mississaugas of the Credit First Nation (MCFN) on the Metrolinx (Mx) Grimsby GO Station project.

MEETING SUMMARY

TOPIC 1: Grimsby GO Station

- The team presented the Grimsby GO Station Project Update deck
- Project Background
    - Metrolinx is planning to construct a new GO station in the Town of Grimsby, located between Confederation GO and St. Catharines GO on the existing Lakeshore West Rail Corridor.
    - The project has been previously assessed under various municipal and GO Transit environmental assessments (2010–2020), but design and footprint changes require a new Transit and Rail Project Assessment Process (TRPAP).
- The total project area is 6.7 hectares, divided into:

    - South Parcel (5.7 ha) – disturbed fallow field/meadow
    - North Parcel (1 ha) – cultural thicket hawthorn
- Key Studies Informing the Project
    - The TRPAP is informed by background reports completed between 2010 and 2025, including:
    - Three former Environmental Assessments (one GO Transit Class EA and two regional EAs)
    - Multiple Stage 1 and 2 Archaeological Assessments
    - Species at Risk and Natural Environment Field Investigations (2025)
    - Cultural heritage and municipal EA studies
- These studies collectively conclude that:
    - There are no wetlands, significant watercourses, or Species at Risk within the project footprint
    - A known archaeological site (AhGv-55) exists on the south parcel and will be fully protected
    - No built cultural heritage resources will be impacted
- What's New Since the Last Update
    - TRPAP Notice of Commencement and background reports were shared with MCFN on March 5, 2026
    - Field studies no longer planned for 2026
    - The Draft Environmental Project Report (EPR) has been issued to MCFN for review
    - A concept station design has been completed and included in the EPR
- Environmental Impacts & Mitigation (Summary)
    - The EPR assesses impacts during construction and operation and identifies mitigation measures:
- Natural Environment
    - Vegetation: Removal of low-quality meadow and thicket vegetation, with clearing limited to the footprint and compensation meeting or exceeding Metrolinx's 2025 Vegetation Guideline
    - Wildlife: Temporary disturbance; mitigation includes timing restrictions, buffers, worker training, habitat replacement, and monitoring
    - Fish & Aquatic Habitat: Minor, temporary disturbance to a non-critical drainage feature, fully mitigated through erosion and sediment control and restoration
    - Operations: Minor effects (noise, lighting, human presence) addressed through wildlife-friendly design features
- Archaeology
    - The known archaeological site will be protected through
        - A 20 m fenced protection buffer
        - An additional 50 m construction monitoring buffer
- No impacts are anticipated within 70m of the known site; no additional mitigation is required outside these areas.
- Cultural Heritage

    - No built heritage or cultural heritage landscapes within the project area
    - Standard chance-find procedures will be followed during construction
- Early Restoration Planning
    - Off-site compensation meeting or exceeding Metrolinx's 2025 Vegetation Guidelines
    - Climate-resilient compensation for grassland birds and shrub thicket habitat
    - Include culturally significant plant species and exclusively native plant species
    - Inclusion of up to 6 habitat features (e.g., bat boxes, bird perches, reptile hibernacula)
    - 10 years of monitoring with adaptive management
- Proposed compensation includes:
    - 150 replacement trees (10:1 ratio exceeding 2025 Vegetation Guidelines)
    - 4 ha meadow restoration (offsite)
    - 0.8 ha shrub thicket restoration (offsite)
    - Up to 6 structural habitat features
- Nesting Prevention Measures
    - Completed on the south parcel prior to April 1 to avoid impacts during bird nesting season
    - Activities included mowing, tilling, and some invasive species removal
    - Nest sweeps confirmed absence of breeding birds prior to work
    - All ecological and cultural buffers were respected
- Upcoming Milestones
    - Draft EPR issued for review: April 8, 2026
    - TRPAP Notice of Completion: April 26, 2026
    - Construction mobilization: Summer 2026 (subject to change)
- MCFN feedback is welcomed during:
    - The Draft EPR review
    - The regulated 30-day review period following the Notice of Completion

Discussion:

MCFN asked Mx to show where the 30-metre Cultural and Natural Heritage Protection Buffer is and asked to clarify if it is outside of the archaeological buffer zone? Mx planning to avoid the arch site completely by using a 70-metre buffer zone, and beyond the archaeological buffer along the west property limit an environmental buffer will be considered during design advancement. MCFN thanked Mx for the clarification.

MCFN asked for clarity that there would be no work on-going within the buffer zone as there is some confusion with the photos that were shared. Mx will not be working into the 70-metre archaeological buffer zone and there would also be the 30-metre

buffer along the west side for the Natural Heritage area where work will not be taking place.

MCFN asked if Mx has a consultant archaeologist on retainer. Mx does not have a consultant archeologist currently, as the design contract is still out for tender. MCFN would like Mx to discuss the fencing with the consultant and to ensure that contractors are aware of the "no-go zone" (i.e. 70m buffer from known archaeological site on south parcel). Consultant archeologists may recommend the installation of snow-fencing and will want to ensure fences are installed prior to work and the area is maintained during all construction. Mx will circle back with MCFN once a consultant has been retained to ensure that MCFN is comfortable with the approach Mx is taking with the fencing to protect the archaeological site. MCFN thanked Mx for taking this approach.

MCFN indicated that 1-week is unacceptable for their review of the EPR and is not meaningful consultation with MCFN. Mx confirmed MCFN comments will still be welcomed and considered if they are received after the requested comment period, even if they are not reflected in the EPR. Mx will ensure that all MCFN comments and feedback are reflected and can show where it is incorporated within the Project.

MCFN asked what the rush is for this project and who has directed the pace. The Mx team has been directed to move forward at this faster pace by Sr. Leadership. If there is an interest from MCFN, Mx can invite the Sr Leadership to upcoming meetings. Mx offered to extend review timelines for other Mx projects for MCFN. If Mx wants MCFN to provide comments within the tighter timeline, MCFN would require a proposal on how Mx will accommodate MCFN for a rushed timeline. There would be additional fees from MCFN. Mx acknowledges that this is not typically how they consult with MCFN.

ACTION 1: Mx will circle back with MCFN once a consultant has been retained to ensure that MCFN is comfortable with the approach for the archeological protection that Mx is taking at the site and with the fencing.

ACTION 2: Mx will send a proposal to MCFN on how to best accommodate the rushed timeline for the Grimsby GO Station project including an updated fee schedule and extended timelines for other Mx project reviews.

	Action	Owner(s)	Response and Delivery Date	Status
Grimsby GO Station TRPAP				
1	Mx will circle back with MCFN once a consultant has been			On-going, longer-term item.

	retained to ensure that MCFN is comfortable with the approach Mx is taking at the site and with the fencing.			
2	Mx will send a proposal to MCFN on how to best accommodate the rushed timeline for the Grimsby GO project including an updated fee schedule and timelines for other Mx projects.	IRO	Proposal has been developed and shared with MCFN on April 9.	CLOSED

Grimsby GO Station

(Project ID #213701)

Project Update

Mississaugas of the Credit First Nation

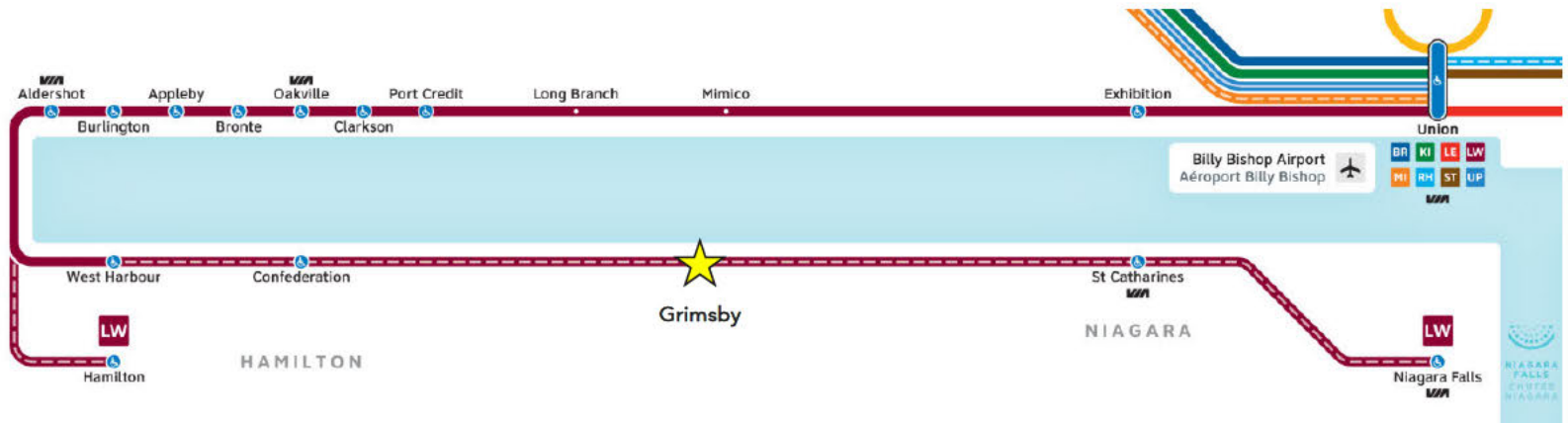
April 9th, 2026

BACKGROUND: GRIMSBY GO STATION

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.

- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.

- The project is following the Transit and Rail Project Assessment Process (TRPAP).



BACKGROUND: GRIMSBY GO STATION

The TRPAP will be informed using the Background Reports prepared between 2010-2025 relative to the Project Site:

1. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)

2. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)

3. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)

4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

5. Species at Risk Review (HDR, 2025)

6. Early Spring Season Natural Environment Field Investigation Summary (HRD, 2025)

GRIMSBY GO STATION: BACKGROUND REPORT SUMMARIES

The key findings from these reports are summarized below:

- The site's southern parcel's western property line is adjacent to a woodlot and unnamed watercourse feature. **Mx is proposing a 30m protective buffer from this property line to mitigate potential impacts.**

- There are no environmentally significant features including watercourse, wetlands or Species at Risk recorded on the Grimsby GO Station project site.

- There are no built cultural heritage resources recorded on the Grimsby GO Station project site.

- In 2019 an archaeological site was confirmed (15 non-diagnostic artifacts) in the southwest quadrant of the south parcel. **A 20 m fenced buffer and 50 m monitoring buffer will be implemented to protect the site through future construction activities.**

Overview of fallow field with adjacent woodland

GRIMSBY GO STATION

What's New:

1. The TRPAP Notice of Commencement and Background Reports were shared with MCFN on March 5th
    - Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
    - Stage 1Archaeological Assessment - Grimsby Station (AECOM, September 2018)
    - Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
    - Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
    - Species at Risk Review (HDR, 2025)
    - Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

2. Spring 2026 fieldwork has been descoped

3. The draft Environment Project Report (EPR) has been issued to MCFN for review and comment

4. The Concept Design has been prepared and included within the EPR

GRIMSBY GO STATION – CONCEPT PLAN

Environmental Project Report and Impact Assessment Summary

ENVIRONMENTAL PROJECT REPORT AND IMPACT ASSESSMENT SUMMARY

- Vegetation: Localized removal of low-quality vegetation will occur; impacts will be minimized by restricting clearing to the project footprint and restoring vegetation on- and/or off-site, with construction and post-restoration monitoring in accordance with the 2025 Mx Vegetation Guidelines.
- Wildlife: Construction activities will cause temporary disturbance and limited wildlife habitat loss (e.g., birds, bats, pollinators); impacts will be reduced through worker awareness training, access controls and buffers, timing restrictions to avoid nesting and active periods, and habitat compensation and restoration with native and pollinator species, supported by pre-clearing surveys, site inspections, and post-restoration monitoring to confirm effectiveness.
- Fish and Aquatic Habitat: Temporary disturbance to a non-critical drainage feature during SWM construction, with water quality and habitat impacts minimized through ESC measures, dust control, and post-construction restoration.
- Minor operational disturbances: Noise, lighting, human activity, invasive species risks, and snow-related runoff impacts will be mitigated through wildlife-friendly lighting, bird-safe design features, invasive species management, careful snow-storage placement, and routine environmental inspections.
- Archaeology: No impacts on archaeological resources are anticipated as effects are limited to construction-phase ground disturbance and we are implementing a buffer from the archaeological site, therefore no mitigation or monitoring is required.
- Built Heritage and Cultural Heritage Landscapes: No built heritage resources are present, and any unexpected cultural heritage finds during construction will be managed through established notification procedures, additional assessment if required, and adherence to provincial legislation and heritage conservation policies.

Early Restoration Planning

EARLY RESTORATION PLANNING

Compensation will meet or exceed the *2025 Metrolinx Vegetation Guideline.*

<u>Restoration Goals for the Grimsby GO Station:</u>

- Provide **climate-resilient compensation** habitat for grassland breeding birds and shrub thicket habitat
- Include **bat-preferred tree species** in addition to black ash and butternut (where/if possible)
- Include **culturally significant plant species** and exclusively native plant species
- Incorporate structural **habitat features** such as reptile hibernacula, bird perches, snags, or bat boxes to provide enhanced habitat function
- **80% success rate** of grassland and thicket compensation habitat and plantings after 5 years

Habitat Feature Examples: hibernaculum (left), Brandenbark Bat habitat (right)

EARLY RESTORATION PLANNING

Anticipated Impact (southern parcel only)	Replacement Ratio (2025 Veg Guide)	Totals
15 Tree Removals	10:1 (above Veg Guide)	150 replacement (offsite)
4 ha of meadow	1:1	4 ha (offsite)
0.8 ha shrub thicket	1:1	0.8 ha (offsite)
Habitat Removal	1 feature/ha	Up to 6 habitat features such as raptor boxes, bird perches, snags, or bat boxes will be added

Restoration planning will also include 10 years of success monitoring with adaptive management that could include invasive species control, watering, and infill (replacement) plantings as required.

EARLY RESTORATION PLANNING

The following criteria will be used to select the most appropriate offsite location(s):

- **Proximity** – as close to the area of impact as is possible, within the same sub-watershed or watershed.
- **Site conditions** – compatible zoning and site conditions.
- **Environmental due diligence** –preference is given to plant-ready sites.
- **Protection** – restoration sites must be held in perpetuity and be protected from future development and protected from public access until plantings are established.

Representative Mx Offsite Restoration Plantings

Offsite restoration site selection is underway and options will be shared for review and input once available.

Nesting Prevention Measures Update

NESTING PREVENTION MEASURES UPDATE

- Nesting prevention measures were completed on the southern parcel prior to the active bird season (April 1) to minimize the risk of birds establishing habitat in areas that may later disturbed and/or removed as a result of the Grimsby GO Station construction.

- Prevention measures included non-woody vegetation removal, occasional invasive buckthorn removal, tilling (clearing and grubbing) and mowing within a total area of ~4.3ha.

- To protect any existing nests onsite, sweeps were completed prior (within 24 hours) to confirm the absence of breeding birds.

- No intrusive works were completed within the natural environment and cultural heritage buffer zones (30m and 70m respectively).

Next Steps and Discussion

UPCOMING PROJECT MILESTONES

- Draft EPR, building on existing condition, impact, and mitigation information shared in prior presentations (February 24 & March 31, 2026) and correspondence (February 2 & March 5, 2026), will be provided for review starting **April 8, 2026**. Comments received by **April 14, 2026**, will be incorporated into the finalized report issued with the TRPAP Notice of Completion.

- All feedback from MCFN will continue to be welcomed, considered, and addressed, including during the regulated **30-calendar day review period** following the Notice of Completion.

Activity	Estimated Timelines*
Draft EPR for Review	April 8, 2026
TRPAP Notice of Completion	April 26, 2026
Construction Mobilization	Summer 2026

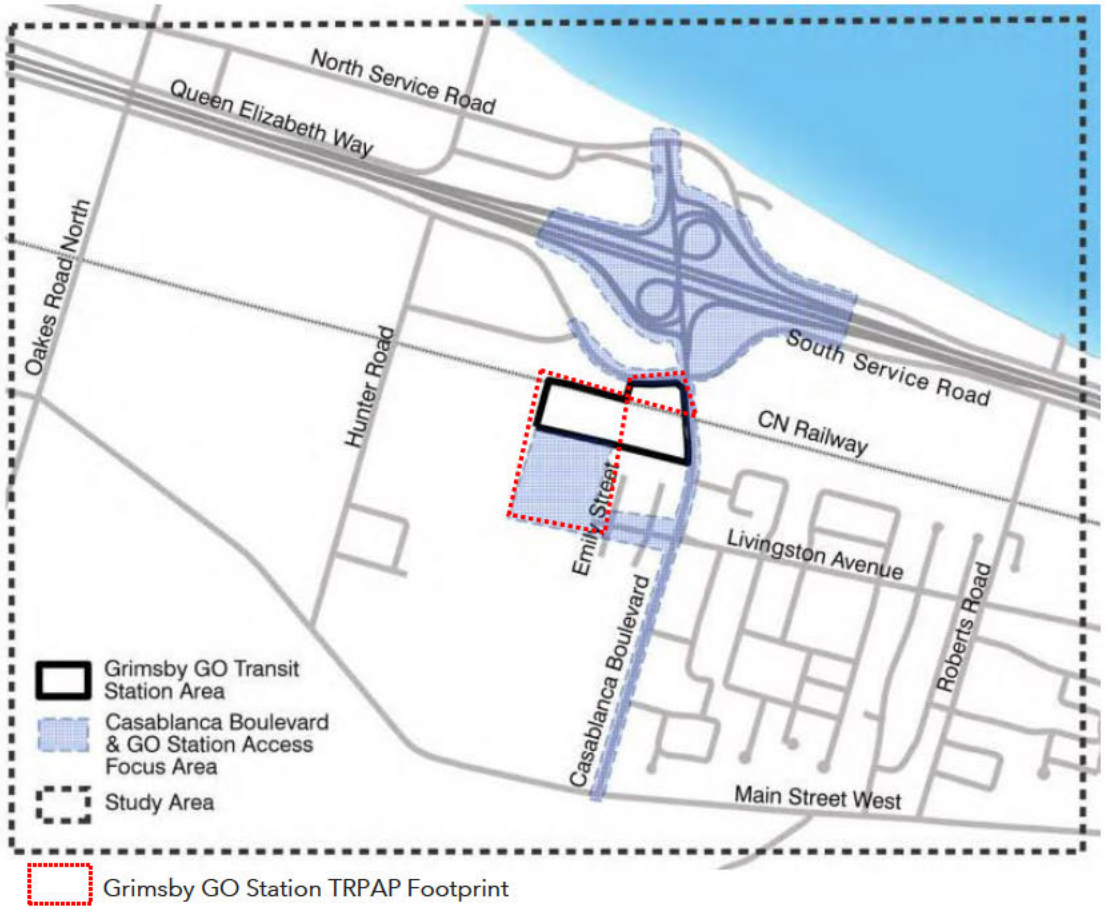
*Timelines are subject to change

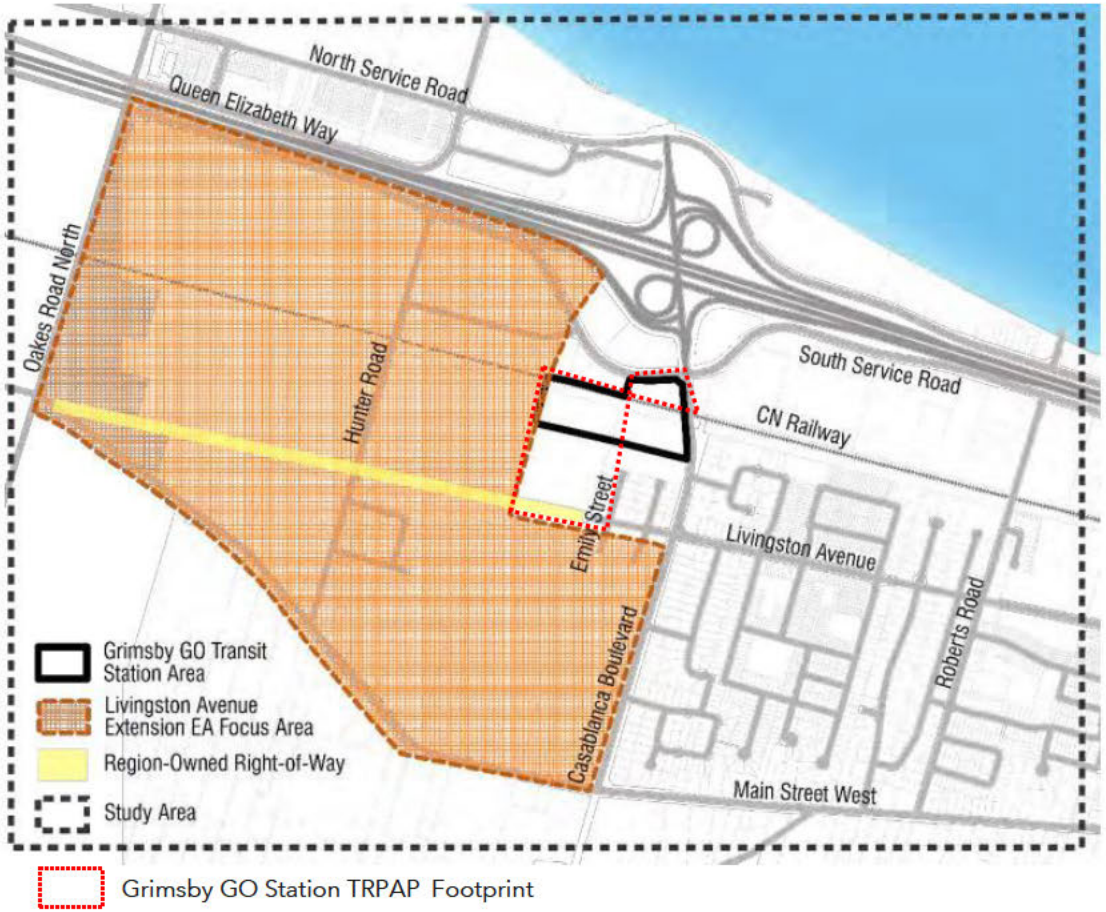
METROLINX

APPENDIX

GRIMSBY GO STATION – BACKGROUND

- Previous Municipal Class Environmental Assessments completed by the Niagara Region
  - Casablanca Blvd and GO Station Access EA (2019)
  - Livingston Avenue Extension EA (2020)



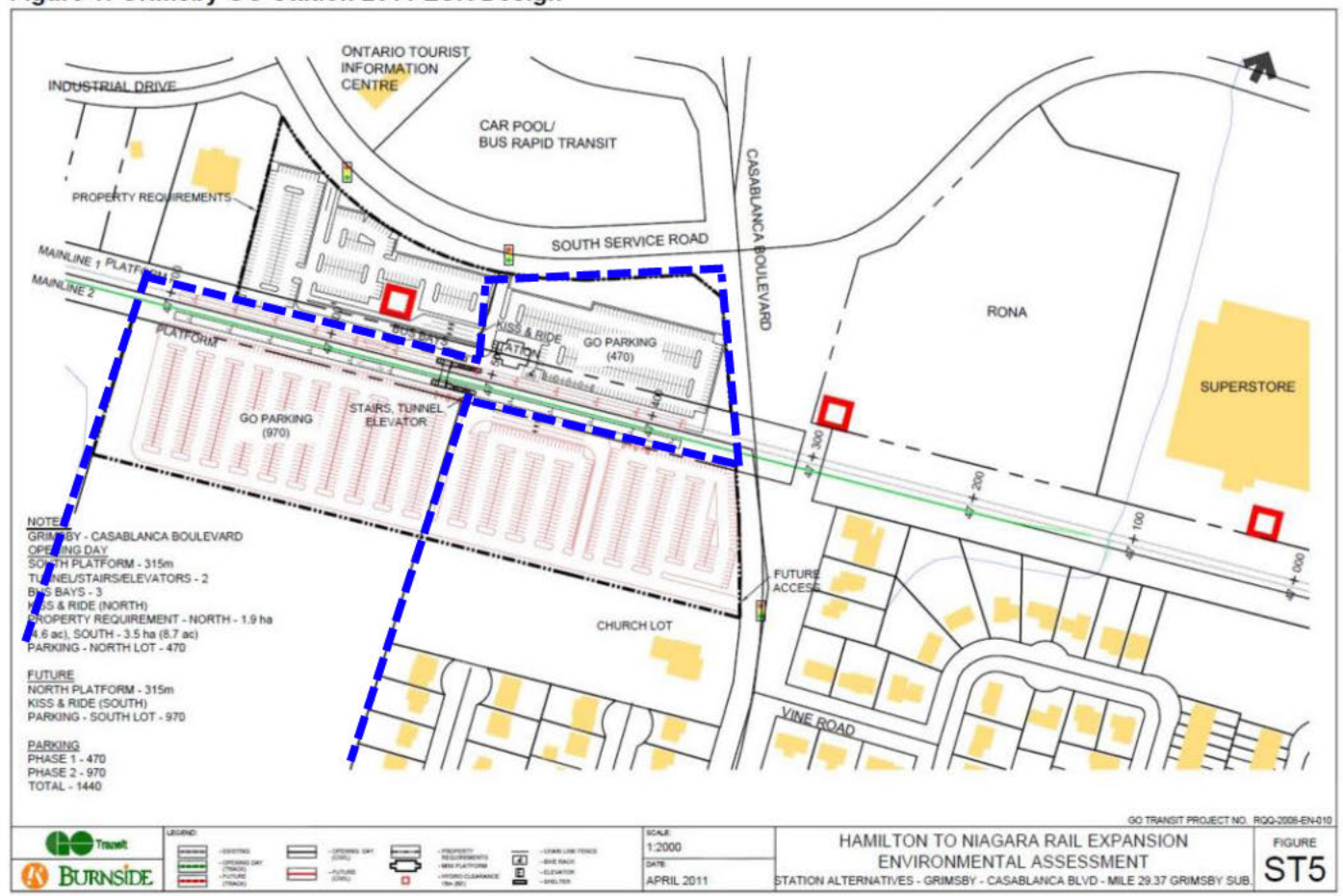


GRIMSBY GO STATION – BACKGROUND

- A portion of the new Grimsby GO Station was previously assessed under the GO Transit Class Environmental Assessment (EA) Environmental Study Report (ESR) in 2011
  - North parcel was slated for Opening Day and south parcel for future phases

- As the project limits and station design have changed since the 2011 GO Transit Class EA – a new assessment is warranted.

Figure 1: Grimsby GO Station 2011 ESR Design



Grimsby GO Station TRPAP Footprint

GRIMSBY GO STATION – PROJECT AREA

- The Project Area is 6.7 ha

- **South Parcel** is 5.7 ha
  - A portion of the property to be disturbed to support Opening Day with provisions for future phases
  - Meadow Forb (MEF)
  - A watercourse feature within an Environmental Protection Area is present on the west border outside of the Project Area.

- **North Parcel** is 1 ha
  - Anticipate a portion to be disturbed to support future phases for expansion
  - Cultural Thicket Hawthorn (CUT)

Feature Characterization – North & South Properties

Monarch (Milkweed) host plant
*general to ELC polygon

Monarch (Milkweed) host plant
*general to ELC polygon

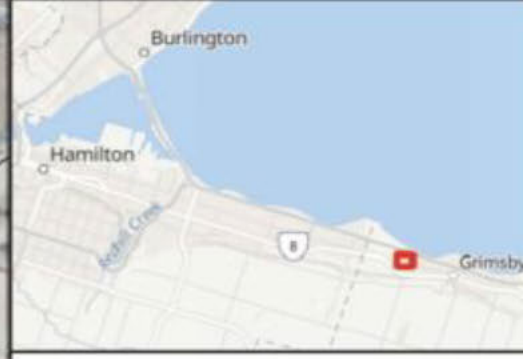
Owl Nesting Box (currently occupied by Eastern Screech Owl

Snake Feature (Placed Rockpiles) A and B

Red-Headed Woodpecker Observation general location (2014)

Eastern Meadowlark (2014)

South Pond (off-line & constructed)



Legend

- Study limits - North Property & South Property
- Meadowlark (2014)
- Monarch (Host Plant - Milkweed)
- Snake Feature A
- Snake Feature B
- South Pond
- Owl Box
- Red headed Woodpecker (2014)

Niagara Conservation Authority (2025)

- Hydrography 2K - NPCA
- Flood Lines Inventory - NPCA
- ESAs - UnOfficial - NPCA
- Forest Cover Grades - NPCA
- Approximate Regulation Lands - NPCA
- Regulation Wetlands - NPCA

Ecological Land Classification (ELC)

North Property
CUT - Cultural Thicket Hawthorn

South Property
CUT - Cultural Thicket Hawthorn
FODM 5-3 - Dry - Fresh Sugar Maple - Oak - Deciduous Forest
FODM 7-2 - Fresh - Moist Green Ash Lowland Forest
FODM 7-4 - Fresh - Moist Black Walnut Lowland Deciduous Forest
MEF - Meadow Forb
OAO - Open Water

CN Rail Corridor - MEF - Meadow Forb

Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), Greenbelt Plan Areas etc., do not occur within or in proximity (e.g. 120 m) of the study corridor (LIO)

Not for Public Distribution Wildlife Habitat and Species at Risk Locations are Highly Sensitive and Confidential and not intended for Publication per Federal and Provincial Policies

Grimsby GO
Natural Heritage Considerations Overview

Scoped 2025 Spring Field Review and Feature Characterization North and South Study Properties

NATURAL ENVIRONMENT- SOUTH PARCEL FINDINGS (2025)

- Meadow Forb (MEF) area
- Property is a heavily disturbed fallow field with woodland located on adjacent lands
- No habitat exists for herpetofauna, Chimney Swift, crayfish etc. within the property
- Targeted grassland breeding bird surveys completed in May/June 2025, and no Species of Conservation Concern (SoCC) observed, as habitat has very low potential for SoCC birds
- Multiple regulated species under the Migratory Birds Convention Act (MBCA) showed probable or confirmed breeding and nesting activity
- Tree inventory was completed

Overview of fallow field

Adjacent & Abutting Features

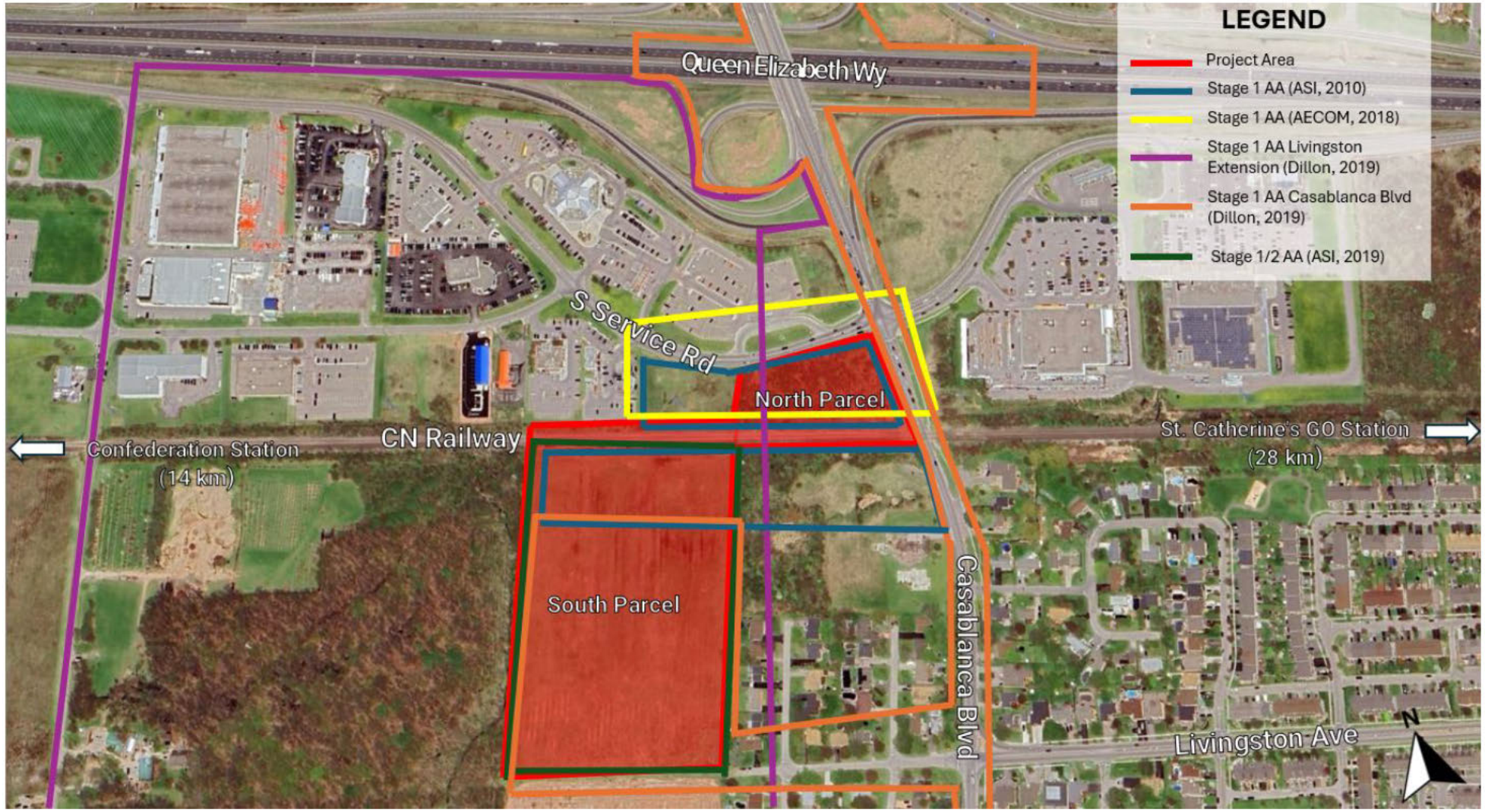
- A small constructed pond occurs off-site (beyond property boundary) and woodland with a watercourse present, but not within the Project Area south parcel
- The woodland is expected to provide habitat for a variety of wildlife. The edge is altered, but transitions to a more mature interior (20 to 30 m inward). No SoCC were observed or heard within the woodland edge (10 m) or interior (within 100 m) during 2025 work
- An anticipated buffer of 30 m from the watercourse would avoid impacts to the woodland/watercourse feature and any potential wildlife habitat. This buffer will be considered to inform the station design

NATURAL ENVIRONMENT- NORTH PARCEL FINDINGS (2025)

- Cultural Thicket Hawthorn (CUT) area
- Site lacks suitable habitat for Species of Conservation Concern (SCC)
- Tree/vegetation confirmed in 2025
- No sensitive ecological features observed
- No raptor nests, stick nests, or colonial species (herons) or trees of suitable size or condition to support piliated woodpecker or bats were identified
- Breeding bird habitat is confirmed for common species (e.g., American Robin, Goldfinch)
- Property is not a wetland or meadow marsh
- A Monarch (Milkweed) host plant was identified

ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Archaeological Assessments Study Area Map



ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

- The Stage 1 background assessment identified potential for Indigenous and Euro-Canadian resources based on environmental setting and historic settlement trends.
- Representatives from MCFN and SNGR were present during the Stage 2 field assessment.
- The Stage 2 field assessment identified two Indigenous findspots and one Indigenous site. These spots represent isolated material which does not reflect loci of prolonged activity or occupation.
- Archaeological site AhGv-55 contains 15 non-diagnostic artifacts, with a visible concentration of artifacts located in the southern portion of the site.
- If this area will be impacted a Stage 3 Site-Specific Archaeological Assessment is required.
- To protect the site, a 20-metre protective/fence buffer shall be established and must be fenced during any on-site activity. In addition, a 50-metre construction monitoring buffer beyond the 20 m fenced buffer, shall be maintained, where all construction and earth-moving activities must be supervised by a licensed archaeologist.

The 20 m protection buffer and 50 m construction buffer will be implemented to protect the archeological site through the station design and any future potential construction activities.

CULTURAL HERITAGE - SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Project area shaded in red.

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)

- No cultural heritage resources have been identified within or adjacent to the Grimsby-Casablanca Boulevard site study area.

Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)

- One cultural heritage resource is located adjacent to the Casablanca Boulevard Improvements study area, and 17 cultural heritage resources are located adjacent to the Livingston Avenue Extension study area.
- No specific mitigation is required as the built cultural heritage resources are all on Main Street which is not in proximity to the site and the project will not impact these resources.

TRPAP – ENVIRONMENTAL PROJECT REPORT (EPR)

- The EPR serves as the key document that evaluates, documents, and communicates the environmental implications of a proposed project. Primary purpose is to:
  1. Assess environmental impacts from project construction and operation
  2. Define mitigation measures to avoid or reduce potential effects
  3. Outline monitoring requirements to verify effectiveness and compliance
- The assessment will be informed by available information and completion of technical studies for the following disciplines;

Air Quality

Archaeology

Natural Environment

Noise & Vibration

Cultural Heritage

Traffic & Transportation

Socio-Economic and Land Use Characteristics

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	<u>Vegetation Removal</u> Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property	Limit vegetation clearing to the minimum required footprint, clearly delineate buffer areas, and comply with the Metrolinx Vegetation Guideline (2025). Vegetation removal will be compensated and restored on/ off site, following the Metrolinx Vegetation Guideline (2025).	Environmental construction monitoring to confirm limits of clearing and timing compliance. Post-planting maintenance and monitoring will be completed for each planting and restoration area to confirm effectiveness.
	<u>Wildlife</u> Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due to vegetation clearing.	Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access within the ecological buffer. Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. The removal of the wildlife habitat will be compensated and restored on/ off-site following the Metrolinx Vegetation Guideline (2025) Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site. Bird nests and monarch presence surveys shall be conducted prior to vegetation removal to confirm absence.	Environmental site inspections during vegetation clearing and timing compliance. Wildlife habitat restoration areas will be monitored to confirm effectiveness.

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Fish and Aquatic Habitat Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) Reduced water quality and degradation of downstream habitat Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	The drainage feature does not provide critical fish habitat and will be restored following construction. An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.	Routine environmental site inspections and maintenance logs.
Operations	Minor disturbance from noise, lighting, and human activity associated with station operations	Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.	Routine environmental site inspections and maintenance logs.
	Introduction or spread of invasive species	Implement an Invasive Species Management Plan.	
	Impacts from snow storage and runoff	Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time	

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage - Archaeology			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Ground disturbance associated with construction activities (e.g., site grading, excavation, and road works) has the potential to affect known or previously undocumented archaeological resources within areas that retain archaeological potential.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, resulting in a total 70-metre buffer. An Archaeological Risk Management Plan (ARMP) will be developed and implemented during construction. The ARMP will require contractor staff to be trained during onboarding on recognizing and appropriately responding to potential archaeological resources. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.	Archaeological monitoring is not required outside of the protective buffers during construction. The buffer area (70m) will be protected during construction. If archaeological materials are encountered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation.
Operation	No potential effects on archaeological resources are anticipated during operation, as impacts are limited to construction related ground disturbance.	No mitigation required.	No monitoring required.

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage – Built Heritage and Cultural Heritage Landscapes		
Project Phase	**Potential Effects**	**Mitigation Measures & Monitoring Activities**
Construction & Operation	No identified built resources are present within the study area.	Implementing procedures to address the discovery of previously unidentified cultural heritage resources during construction activities Notifying appropriate municipal and provincial authorities should potential heritage features be encountered Undertaking additional heritage assessment if previously unidentified resources are discovered during construction Project design and construction activities will be carried out in accordance with applicable provincial legislation and heritage conservation policies, including those under the Ontario Heritage Act

Indigenous Relations

From: Kiran Anwar
Sent: April 9, 2026 3:47 PM
To: Megan DeVries
Cc: Lindley Kenny; Melissa Dokis; Indigenous Relations
Subject: Proposal to Facilitate the Grimsby GO Station EPR Review
Attachments: Current Mx Projects for Review.docx

Good afternoon Megan,

Thank you for sharing your concerns regarding the review timelines for the draft Environmental Project Report (EPR) for the Grimsby GO Station Project "Project" at our meeting this morning.

To help address these concerns, we would like to propose the following:

- Extend the review timelines for all current Metrolinx projects currently for review with Mississaugas of the Credit First Nation by an additional 10 business days. For your reference, we have attached the reports currently with you for review, including both the original timelines and the updated timelines.
- Increase the maximum rate outlined in our agreement for review of the EPR reports, [redacted]
- Cancel the regularly scheduled 2-hour meeting on April 21st, 2026, to provide additional time for review of the Project's draft EPR report.

Please let us know if this approach addresses your concerns or if there is anything further we can adjust to better support your review and feedback of the draft EPR.

Looking forward to hearing from you.

Thanks so much,
Kiran Anwar

April 10, 2026

Project Name: Grimsby GO Station
DOCA Project Number: [redacted]
Proponent: Metrolinx
Project Location: Town of Grimsby

Dear Kiran Anwar,

This letter is to confirm receipt of the project-related correspondence sent by Metrolinx, on April 8, 2026, regarding Grimsby GO Station.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the project will take place – specifically, the Between the Lakes Treaty #3 (1792). The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has received the project-related correspondence identified above, in addition to previous correspondence on this file. To recap,

- **February 3, 2026**: Metrolinx contacted MCFN-DOCA for the first time regarding this project.
- **February 17, 2026**: MCFN-DOCA met with Metrolinx about the project. Metrolinx explained that they were launching a new Class Environmental Assessment, building on previous studies completed by Niagara Region.
- **March 4, 2026**: Metrolinx sent MCFN-DOCA the technical studies previously completed for the project for our review.
- **March 30, 2026**: Metrolinx provided MCFN-DOCA with a list of anticipated project impacts and proposed mitigations for our review.
- **April 8, 2026**: Metrolinx provided MCFN-DOCA with a copy of the draft Environmental Project Report (EPR) for our review.
- **April 9, 2026**: MCFN-DOCA met with Metrolinx about the project. Metrolinx explained that the EPR would be finalized without MCFN-DOCA comments if MCFN-DOCA could not meet their April 14, 2026 deadline.

MCFN-DOCA and Metrolinx have developed a strong, positive working relationship over the past several years. We are deeply disappointed that for this project, for whatever reason, timelines and deadlines have been prioritized over that relationship and over meaningful consultation with our Nation.

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0
Phone: (905) 768-1133
Fax: (905) 768-1225

We continue to review and will be providing feedback on the following documents:

- Stage 1 Archaeological Assessment (ASI, March 2010)
- Stage 1 Archaeological Assessment (AECOM, September 2018)
- Stage 1 & 2 Archaeological Assessment (ASI, November 2019)
- Species at Risk Review (HDR, 2025)
- Natural Environment Field Investigation Summary – Early Spring Season (HDR, 2025)
- Update Letter with Preliminary Mitigations (Metrolinx, March 2026)
- Environmental Project Report (HDR, April 2026)

It is not acceptable to demand that MCFN-DOCA provide these comments by April 14, 2026. For the EPR, Metrolinx is requesting that MCFN-DOCA review a nearly 600-page document in less than five business days. This is not in keeping with the spirit of the strong, positive working relationship that Metrolinx has endeavored to build with MCFN and it does not meet the requirements for Indigenous consultation under the Environmental Assessment Process for Transit and Rail Projects. It is not sufficient to offer to consider MCFN-DOCA's comments after April 14, 2026, but not to reflect the feedback and input of the Treaty Holder in the actual EA process and documentation.

Therefore, MCFN-DOCA has outstanding concerns that the Grimsby GO Station project may have impacts to our Treaty and Aboriginal Rights. We will have the ability to provide more information on these potential impacts, and feedback on the proposed mitigations, following a meaningful review of the project-related documents. Until that review is complete, our feedback has been submitted to Metrolinx, and Metrolinx has appropriately addressed any outstanding items of concern, MCFN-DOCA does not support the project (via the EPR or any other process) receiving approval nor may any ground-disturbing activities begin on the site.

Thank you,

Megan DeVries

Megan DeVries
Director
Department of Consultation and Accommodation
[redacted]

CC
Adam LaForme, Manager of Archaeology, [redacted]
Lindsay Wong, Manager of Environment, [redacted]

Indigenous Relations

From: Megan DeVries <[redacted]
Sent: April 10, 2026 10:46 AM
To: Kiran Anwar
Cc: Lindley Kenny; Melissa Dokis; Indigenous Relations; Adam LaForme; Lindsay Wong
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review
Attachments: MCFN-DOCA Statement - Grimsby GO Station (2026 April 10).pdf

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.

Good morning, Kiran,

The MCFN-DOCA team has reflected on your offer. Unfortunately, it remains impossible for MCFN-DOCA to meet the April 14 deadline and it is unreasonable for Metrolinx to expect this. I am submitting a letter to you outlining the content of our concerns and our position on the project as it currently stands.

Kind regards,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
Physical: 4065 Highway 6, Hagersville ON, N0A 1H0
Web: www.mncfn.ca
Cell: 226-934-8640

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

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From: Kiran Anwar [redacted]
Sent: Thursday, April 9, 2026 3:47 PM
To: Megan DeVries [redacted]
Cc: Lindley Kenny [redacted]; Melissa Dokis [redacted]; Indigenous Relations [redacted]
Subject: Proposal to Facilitate the Grimsby GO Station EPR Review

Good afternoon Megan,

Thank you for sharing your concerns regarding the review timelines for the draft Environmental Project Report (EPR) for the Grimsby GO Station Project "Project" at our meeting this morning.

To help address these concerns, we would like to propose the following:

- Extend the review timelines for all current Metrolinx projects currently for review with Mississaugas of the Credit First Nation by an additional 10 business days. For your reference, we have attached the reports currently with you for review, including both the original timelines and the updated timelines.
- Increase the maximum rate outlined in our agreement for review of the EPR reports, [redacted]
- Cancel the regularly scheduled 2-hour meeting on April 21st, 2026, to provide additional time for review of the Project's draft EPR report.

Please let us know if this approach addresses your concerns or if there is anything further we can adjust to better support your review and feedback of the draft EPR.

Looking forward to hearing from you.

Thanks so much,
Kiran Anwar

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.

Six Nations of the Grand River – Grimsby GO Station Project

DATE OF MEETING: Monday April 13, 2026

TIME OF MEETING: 2:00pm – 2:30pm

LOCATION OF MEETING: Virtual MS Teams Meeting

ATTENDEES:

Six Nations of the Grand River (SNGR):

1. Lauren Vanderlingen – Wildlife Stewardship Office Assistant
2. Peter Graham – Consultation Supervisor
3. Lonny Bomberry – Director, Lands & Resources
4. Tanya Hill-Montour – Archaeological Supervisor
5. Dawn Russell - Administrative Support

Metrolinx (Mx):

1. Kiran Anwar – Senior Manager, Indigenous Relations Office
2. Laina Rogers – Senior Advisor, Indigenous Relations Office
3. Sepi Ghafouri-Bakhsh – Restoration Planning Lead
4. Jim Sherratt – Manager, Environmental Programs & Assessment – Indigenous Relations
5. Mirjana Osojnicki – Senior Manager, Restoration
6. Tania Gautam – Manager, Environmental Programs & Assessment
7. Katie Bright – Senior Manager, Environmental Programs & Assessment
8. Robert Hannah – Deputy Program Lead, Capital Projects Group
9. Joshua Keller – Director Stations Sponsor
10. Leanna Burgess – Manager, Restoration
11. Dimeji Olawuwo – Senior Manager, Project Delivery

MEETING PURPOSE

To share project updates on the Grimsby GO Station project and receive feedback and input from Six Nations of the Grand River (SNGR).

MEETING SUMMARY

TOPIC 1: Introduction

- Mx provided a recap of the Grimsby GO Station project and the work that has recently occurred for the project.

- Mx stated that they are committed to listening, reviewing and incorporating SNGR's feedback where possible. The monthly meetings on the project are intended to continue the dialogue surrounding the project.

TOPIC 2: Grimsby GO Station Project

A. Environmental Project Report Summary

- Mx provided an overview of the EPR focusing on potential impacts to vegetation, wildlife, and fish and aquatic habitats and other minor operation disturbances. Mx also provided an overview of the archaeological site, noting that there will not be impacts to the archaeological site due to the implementation of a 70m protective buffer surrounding the archaeological site.
- SNGR noted that there is a cultural heritage landscape and they have previously shared this with Mx. In reference to the slide deck, SNGR stated that Mx is responding with the same language as before suggesting no cultural heritage landscape is present. Mx responded that they are not rejecting SNGR's claim and requested SNGR provide more information and any specific requests to address this. SNGR stated that cultural heritage landscapes which are important to Indigenous communities must be considered, and the natural heritage system is a cultural heritage landscape to SNGR.
- SNGR said the woodlot and watercourse adjacent to the site is cultural heritage because there would have been hunting, fishing and burial grounds. Mx thanked SNGR for providing perspective on SNGR's identification of a cultural heritage landscape and confirmed and that this will be documented in the EPR and mitigation is already in place through maintaining a minimum of 30m natural environment buffer for the woodlot and watercourse.
- SNGR asked if the 60m buffer SNGR previously suggested is no longer being considered. Mx said they are still considering the additional buffer as it may be feasible in design, and the project is still in the early design phases. Mx is designing to implement 30+ m where possible. Mx said they are committed to a minimum 30m buffer but will try to include more, where possible. Where there is an archaeological buffer on site, the total already goes beyond 30m as Mx will maintain a 70m buffer around the archaeological site.
- SNGR asked if there will be physical barriers onsite. Mx said that they are using a physical fence (more substantive than a snow fence so it cannot be knocked over) which will be installed 20m around the archaeological site, and that the additional 50m construction monitoring buffer currently does not have a barrier. During design, the physical fence location and materials will consider SNGR's feedback.
- SNGR asked if Mx will design station infrastructure to stay in the area previously cleared by archaeological assessment. Mx confirmed they will and noted the concept design reflects this.
- SNGR shared perspective that under existing legislation cultural heritage landscapes do not include archaeological findings or sites, and legislation

needs to be changed to include this. This is something SNGR may pursue with MCM as cultural heritage landscapes are present, and they tell stories. SNGR noted that in their experience the Niagara Region only focuses on built heritage and SNGR is trying to work with them to change their perspective regarding cultural heritage landscapes.

- SNGR said that their concerns from the previous meeting (March 31, 2026) was that in 2019 several archaeological sites were not yet identified in the broader vicinity. SNGR encouraged Mx to be cognizant of the work that is occurring and continuing to inform archaeological resources and sites present in the broader area. SNGR noted that significant information on the archaeological potential of the area was gained between 2019 and 2026. SNGR stated that their desire to have construction archaeological monitoring is linked to newer findings in the general area since 2019. SNGR indicated the current working knowledge dictates that there is more archaeological potential, and this is a high potential area, informing SNGR's desire for construction monitoring.
- With due consideration to the archaeological sensitivity SNGR has raised, Mx indicated willingness to explore construction archaeological monitoring in consultation with SNGR.
- **ACTION ITEM:** Mx to explore construction archaeological monitoring with SNGR.
- **ACTION ITEM:** Mx to capture SNGR identified cultural heritage landscape in in the EPR and update the cultural heritage language on future slide decks.
- Mx asked if the 30m buffer addresses SNGR's concerns related to cultural heritage landscape linked to the adjacent woodlot and watercourse. SNGR said it does help and appreciates Mx including a sliding scale for buffer as can be accommodated in design, and highlighted buffer design and restoration planning is warranted to support an ecological corridor for wildlife.
- SNGR asked if fencing is for only the archaeological site or the entire 30m buffer as fencing can create a barrier for wildlife passage. Mx noted that at this point in the design, the proposed fence is a temporary barrier protecting the archaeological site during construction.
- SNGR asked for clarification on if the 30m buffer has a fence. Mx said there are no current plans for either a permanent or temporary fencing on the ecological buffer. ESC fencing will be installed to protect the habitat and watercourse, but the fencing in discussion is only referencing the archaeological site.
- SNGR said that in the presentation Mx said that they are committing to the 2025 Vegetation Guideline, but a previous letter stated Mx will use a 10:1 tree replacement ratio. Mx clarified that they are doing both. SNGR said that the trees on site were smaller DBH and wouldn't be classified under the Vegetation Guideline. Mx said that 10:1 replacement ratio is for trees, but the cultural thicket will be compensated at 1:1. Unless otherwise stated, the minimum Vegetation Guidelines will be utilized onsite.

B. Grimsby GO Station

- Mx summarized the work to date including that the draft EPR was sent to SNGR on April 8, and a draft concept design has been shared with the report for review. As design progresses it will continue to be informed by consultation.
- SNGR asked what parcel of land will be impacted and if it will be the whole parcel or part of it on the south side. Mx showed the concept design which includes both the 70 m buffer and natural environment buffer. Mx acknowledged that the natural environment buffer curves on the design as it is a buffer from the watercourse.
- SNGR asked if the concept is open for amendment or if it is a firm concept. Mx said they are open to feedback and are still in the EA and concept design phase.
- SNGR said that an exploratory conversation on construction archaeological monitoring would be beneficial and asked if the design could be adjusted if findings occur during construction. Mx stated that as noted in the EPR, mitigation is in place if archaeological or other cultural heritage resources are discovered (i.e. stop work, notifications and consultation), and Mx is committed to feedback and consultation with SNGR in the event of on-site findings. SNGR noted they are looking at all the variables and are trying to be proactive as unexpected findings can occur.
- SNGR asked if archaeological meetings can be reinstated to occur on a monthly basis to ensure nothing falls through the cracks and ensure nothing is missed. While SNGR had stepped back from these meetings, Mx is now working on sites with less development and so SNGR would like archaeology touchpoints to be scheduled. This would support ongoing communications and ensure capacity support. Mx confirmed that this would be extremely helpful and Mx could provide summaries and take feedback back to the project teams.
- **ACTION ITEM:** Mx will reach out to SNGR to coordinate reinstating monthly archaeological meetings.

C. Project Milestones

- SNGR said Mx says that SNGR was consulted in 2011 and would like proof that this was completed as they do not trust that Mx consulted.
- **ACTION ITEM:** Mx to share information on the 2011 GO Class EA Niagara Rail Service Expansion Environmental Study Report consultation with SNGR.
- SNGR asked if the natural environment fieldwork was updated given fieldwork is not occurring in 2026. Mx confirmed that the EPR is informed by more recent studies including multi-seasonal studies in 2025.
- SNGR said Mx is aware that they do not have 1.5 FTEs available and Mx keeps saying that they should use this where possible. SNGR cannot meet Mx's tight timelines.
- Mx said they understand SNGRs concerns and can set up a workshop to walk through the EPR reports. For Grimsby GO they can increase financial support

to $9000 for review of the EPR to accommodate the shortened timelines. For other projects, Mx can review the timelines and adjust them by up to 2 weeks.

- SNGR asked for this to be sent to them in written correspondence.
- **ACTION ITEM:** Mx to confirm the financial support for the EPR review and the adjusted timelines for report reviews.
- SNGR said that Mx also highlights using an external consultant to support project review. SNGR asked for Mx to recommend a consultant that can be onboarded, provide an estimate that is accepted by Mx, and can complete the work in the timelines. SNGR's consultants cannot complete the review within Mx's timelines.
- Mx asked if additional capacity funding or providing additional timelines for reviews would be helpful. SNGR said financial support might help if SNGR is looking at a consultant, but they are doubtful that a consultant can act as quickly as Mx requires.
- SNGR was under the impression that the EPR was due on April 14th and worked to complete their review. SNGR confirmed that their review should be completed by April 15th. SNGR made it a priority but would like extended timelines for other projects which have been put aside.
- SNGR would like a in-person meeting to discuss the relationship with Mx. SNGR said that Mx needs to reach out for dates to accommodate a relationship conversation. The timelines are based on the urgency of Mx's timelines, and we both need to work together.
- **ACTION ITEM:** Mx to reach out to SNGR to coordinate a relationship conversation.
- SNGR asked if the natural heritage surveys have been updated. Mx responded that they have, most recently with studies taking place in 2025 to reflect a multi-season, multi-year approach.
- SNGR noted 2026 field surveys are not being completed. Now that they have reviewed reports and the EPR, it appears the only two surveys were updated. SNGR questioned the results of the Amphibian and Snakes surveys and noted that they considered them outdated and have not been updated. SNGR expressed their disappointment that there will be no additional surveys for herpetofauna and SNGR wished field surveys were not off the table. Mx said that because of the buffer there should not be direct impacts to the woodlot. SNGR said the buffer helps but doesn't absolve Mx of the responsibility to understand what species are present and without that fulsome understanding a precautionary approach of assumed species presence should be applied to inform mitigation. It is possible that other species have moved into the site since 2018 and 2019. Mx may be going into this blind, but if they are taking a precautionary approach Mx should explore how these potential species can be accommodated. Mx said that on-site restoration planning has not been completed, but Mx will design restoration with SNGR's comments and can look at integrating habitat features for these species.

  - **Post-meeting note:** upon further review of the background studies, Amphibian surveys were conducted during multiple field investigations, most recently in 2025, and no amphibians were noted. However considerations for herpetofauna will be made during construction and restoration.
- SNGR noted that the recent exchange shows why they do their own review. Mx had stated that all the studies were updated but SNGR's review showed that they were not.
- Mx added a point of clarification and that they are anticipating that the ecological buffer will reduce impacts to species located close to the watercourse. The 2025 multi-seasonal surveys updated existing conditions information but not detailed species-specific surveys.
- Mx confirmed that SNGR's comments on the draft EPR comments will be shared to Mx this week.
- Mx said will look at everything that has been sent for review on other projects and where feasible extend timelines by up to 2 weeks.
- Mx will send Peter rates from the Framework Agreement and are happy to have conversations to double the review rate for this draft EPR.

Summary of Action Items			
No	Action Item	Owner	Response / Status
TOPIC 1: Grimsby GO Station Project			
1.	Mx to explore construction archaeological monitoring with SNGR.	Mx	Monthly archaeological meetings had been established between Mx and Tanya Hill-Montour and updates on potential monitoring opportunities will be shared during those meetings.
2.	Mx to capture SNGR identified cultural heritage landscape in in the EPR and update the cultural heritage language on future slide decks.	Mx	Any future summaries and the final EPR will capture SNGR's indication of the presence of a cultural heritage landscape. Future slide decks will also have updated language to convey SNGR's view of a cultural heritage landscape.
3.	Mx will reach out to SNGR to coordinate monthly archaeological meetings.	Mx	Monthly archaeological meetings will begin between SNGR and Mx on Tuesday May 12 from 10:30 – 11:00 am.
4.	Mx to share information on the 2011 GO Class EA Niagara Rail Service Expansion Environmental Study Report related consultation with SNGR.	Mx	The 2011 GO Class EA Niagara Rail Service Expansion Environmental Study Report was circulated to SNGR for review and comment. We would be happy to share the 2011 EA if requested.

5.	Mx to confirm the financial support for the EPR review and the adjusted timelines for report reviews.	Mx	Mx sent an email to Peter Graham on Wednesday April 15th to confirm financial support and extended timelines for report reviews.
6.	Mx to reach out to SNGR to coordinate a relationship conversation.	Mx	Mx sent an email to Dawn Russell on Wednesday April 15th to coordinate an in-person meeting.

Grimsby GO Station

(Project ID #213701)

Project Update

Six Nations of the Grand River

April 13, 2026

Environmental Project Report Summary

ENVIRONMENTAL PROJECT REPORT SUMMARY

- Vegetation: Localized removal of low-quality vegetation; impacts will be minimized by restricting clearing to the project footprint and restoring vegetation on- and/or off-site, with construction and post-restoration monitoring in accordance with the 2025 *Metrolinx Vegetation Guideline*.

- Wildlife: Construction activities will cause temporary disturbance and limited wildlife habitat loss (e.g., birds, pollinators); impacts will be reduced through worker awareness training, access controls and buffers, timing restrictions to avoid nesting and active periods, and habitat compensation and restoration with native and pollinator species and habitat features, supported by pre-clearing surveys, site inspections, and post-restoration monitoring to confirm effectiveness.

- Fish and Aquatic Habitat: Temporary disturbance to the adjacent watercourse during SWM construction, with water quality and habitat impacts minimized through ESC measures, dust control, and post-construction restoration.

- Minor operational disturbances: Potential impacts from noise, lighting, human activity, invasive species, and snow-related runoff associated with the functional station will be mitigated through wildlife-friendly lighting, bird-safe design features, invasive species management, and careful snow-storage placement.

ENVIRONMENTAL PROJECT REPORT SUMMARY

- Archaeology: No impacts on archaeological resources are anticipated as effects are limited to construction-phase ground disturbance not impacting the identified archaeological site. A 70 m protective buffer will be implemented to fully protect the archaeological site, no further mitigation or monitoring is required specific to the archaeological site. If archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery.

- Built Heritage and Cultural Heritage Landscapes: No built heritage resources are present, and any unexpected cultural heritage finds during construction will be managed through established notification procedures, additional assessment if required, and adherence to provincial legislation and heritage conservation policies.

GRIMSBY GO STATION

Works to date:

1. The TRPAP Notice of Commencement and Background Reports were shared with Six Nations of the Grand River on March 5, 2026.
    - Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)
    - Stage 1Archaeological Assessment - Grimsby Station (AECOM, September 2018)
    - Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)
    - Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
    - Species at Risk Review (HDR, 2025)
    - Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

2. Field studies no longer planned for 2026.

3. Nest prevention measures have been completed prior to April 1, 2026.

4. The draft Environment Project Report (EPR) has been issued to Six Nations of the Grand River on April 8, 2026 for review and comment.

5. The Concept Design has been prepared and included within the EPR.

GRIMSBY GO STATION: BACKGROUND REPORT SUMMARIES

The key findings from these reports are summarized below:

- The site's southern parcel's western property line is adjacent to a woodlot and unnamed watercourse feature. **Mx is proposing a minimum of 30m protective buffer from this property line to mitigate potential impacts.**
- Project is located within a heavily urbanized and previously developed area.
- There are no environmentally significant features including watercourse, wetlands or Species at Risk recorded on the Grimsby GO Station project site.
- There are no built cultural heritage resources recorded on the Grimsby GO Station project site.
- In 2019 an archaeological site was confirmed (15 non-diagnostic artifacts) in the southwest quadrant of the south parcel. **A 20 m fenced buffer and 50 m monitoring buffer will be implemented to protect the site through future construction activities.**

CONCEPTUAL SITE LAYOUT

UPCOMING PROJECT MILESTONES

- Draft EPR, building on existing condition, impact, and mitigation information shared in prior presentations (February 24 & March 31, 2026) and correspondence (February 2 & March 5, 2026), was provided for review on **April 8, 2026**. Comments received by **May 5, 2026**, will be incorporated into the finalized report issued with the EPR Notice of Completion.
- All feedback from Six Nations of the Grand River will continue to be welcomed, considered, and addressed, including during the regulated **30-calendar day review period** following the Notice of Completion.
- Consultation with Six Nations of the Grand River will continue as the project progresses through monthly meetings.

Activity	Estimated Timelines*
Draft EPR for Review	April 8, 2026
EPR Notice of Completion	May 16, 2026
Design Progression and Construction Mobilization	Summer 2026

*Timelines are subject to change.

METROLINX

APPENDIX

BACKGROUND: GRIMSBY GO STATION

The draft EPR has been informed using several reports prepared between 2010-2025 relative to the Project Site, including, but not limited to:

1. Species at Risk Review (HDR, 2025)
2. Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)
3. Niagara Region - Livingston Avenue Extension Environmental Assessment, Environmental Study Report (Dillon Consulting, May 2020);
4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)
5. Niagara Region - Casablanca Boulevard and GO Station Access Environmental Assessment Environmental Study Report (Dillon Consulting, March 2019);
6. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)
7. GO Transit - Niagara Rail Service Expansion Class EA Environmental Study Report (R.J. Burnside, April 2011)
8. GO Transit - Niagara Rail Service Expansion Environmental Study Report - Stage 1 Archaeological Assessment (ASI, March 2010)

ARCHAEOLOGY

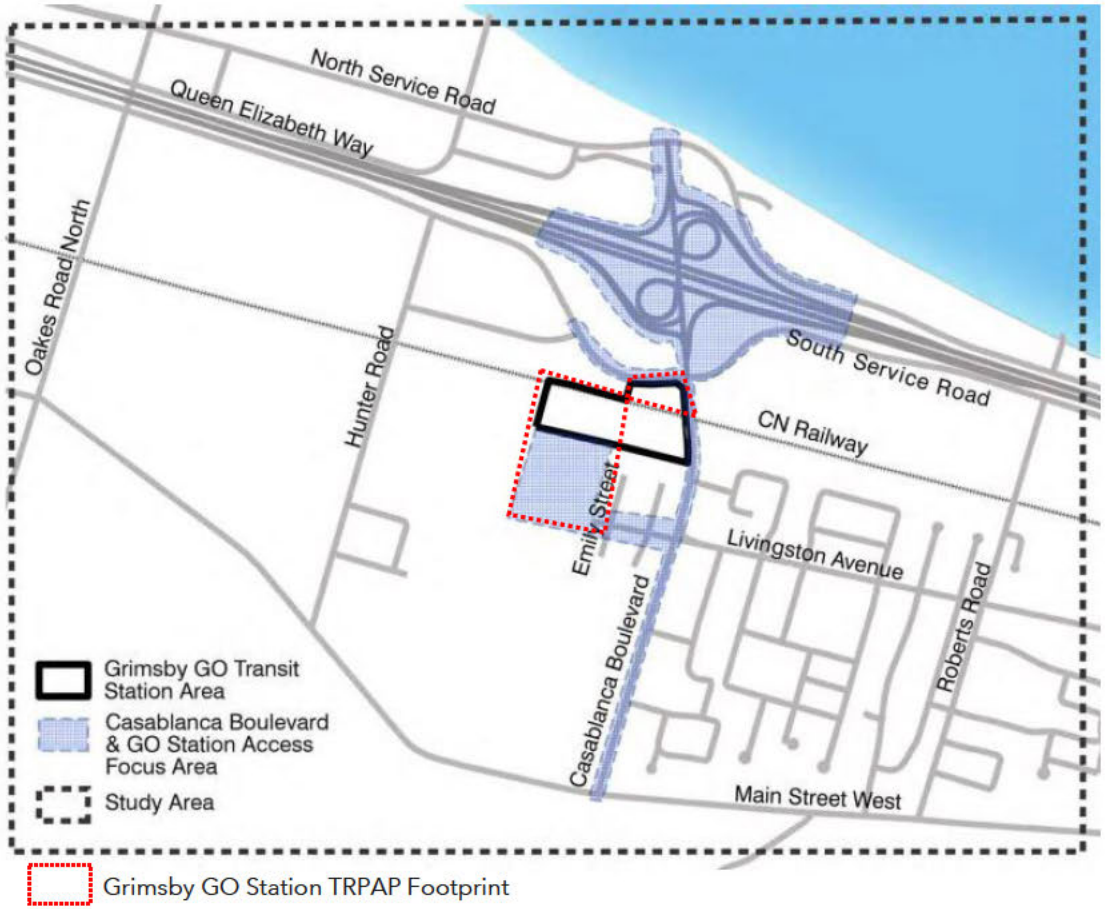
Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

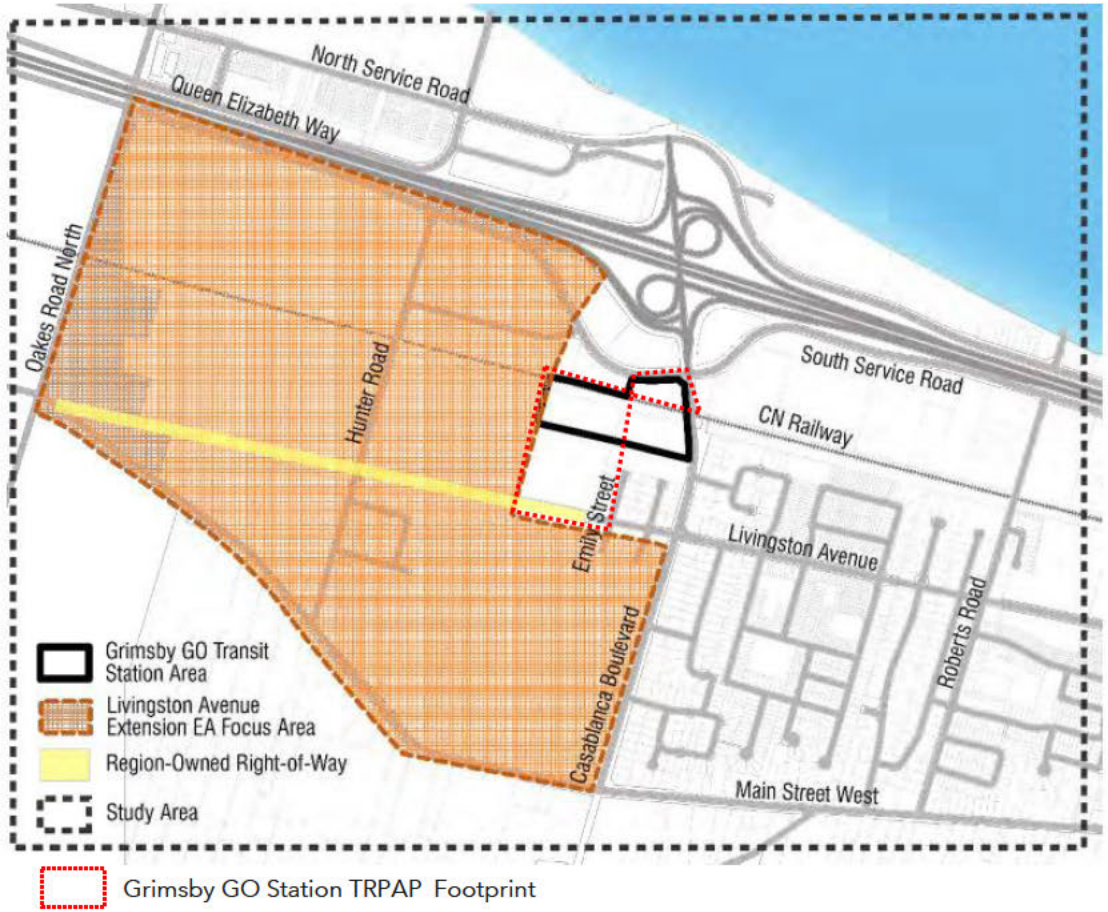
- Representatives from Six Nations were present during the Stage 2 field assessment 2019.
- The Stage 2 field assessment identified two Indigenous findspots and one Indigenous site. These spots represent isolated material which does not reflect loci of prolonged activity or occupation.
- Archaeological site AhGv-55 contains 15 non-diagnostic artifacts, with a visible concentration of artifacts located in the southern portion of the site.
- Currently, no further archaeological assessments are planned as the construction area has been cleared for archaeology (ASI, 2019).
- To protect the archaeology site, a **70- metre buffer** will be maintained at all times (20-metre protective/fence buffer with a 50-metre construction monitoring buffer).
- If this area will be impacted a Stage 3 Site-Specific Archaeological Assessment is required.

Figure 1: Locations of findspots and Site AhGv-55

GRIMSBY GO STATION – BACKGROUND

- Previous Municipal Class Environmental Assessments completed by the Niagara Region
  - Casablanca Blvd and GO Station Access EA (2019)
  - Livingston Avenue Extension EA (2020)



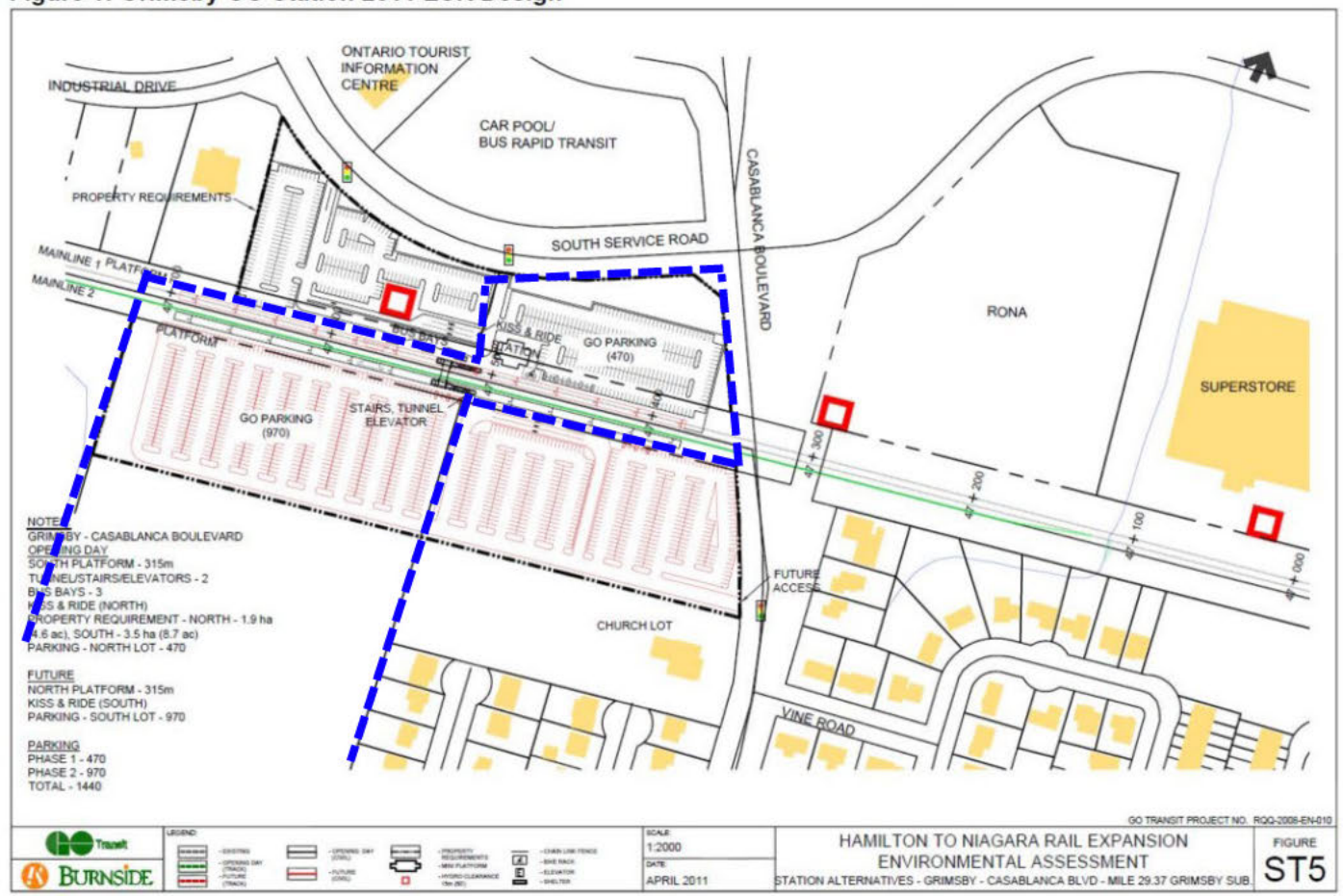


GRIMSBY GO STATION – BACKGROUND

- A portion of the new Grimsby GO Station was previously assessed under the GO Transit Class Environmental Assessment (EA) Environmental Study Report (ESR) in 2011
  - North parcel was slated for Opening Day and south parcel for future phases

- As the project limits and station design have changed since the 2011 GO Transit Class EA – a new assessment is warranted.

Figure 1: Grimsby GO Station 2011 ESR Design



Grimsby GO Station TRPAP Footprint

GRIMSBY GO STATION – PROJECT AREA

- The Project Area is 6.7 ha

- **South Parcel** is 5.7 ha
  - A portion of the property to be disturbed to support Opening Day with provisions for future phases
  - Meadow Forb (MEF)
  - A watercourse feature within an Environmental Protection Area is present on the west border outside of the Project Area.

- **North Parcel** is 1 ha
  - Anticipate a portion to be disturbed to support future phases for expansion
  - Cultural Thicket Hawthorn (CUT)

Feature Characterization – North & South Properties

Monarch (Milkweed) host plant
*general to ELC polygon

Monarch (Milkweed) host plant
*general to ELC polygon

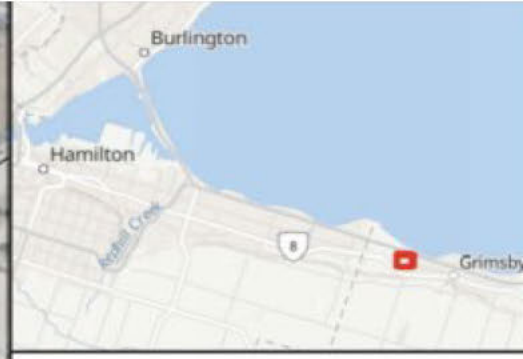
Owl Nesting Box (currently occupied by Eastern Screech Owl

Snake Feature (Placed Rockpiles) A and B

Red-Headed Woodpecker Observation general location (2014)

Eastern Meadowlark (2014)

South Pond (off-line & constructed)



Legend

- Study limits - North Property & South Property
- Meadowlark (2014)
- Monarch (Host Plant - Milkweed)
- Snake Feature A
- Snake Feature B
- South Pond
- Owl Box
- Red headed Woodpecker (2014)

Niagara Conservation Authority (2025)

- Hydrography 2K - NPCA
- Flood Lines Inventory - NPCA
- ESAs - UnOfficial - NPCA
- Forest Cover Grades - NPCA
- Approximate Regulation Lands - NPCA
- Regulation Wetlands - NPCA

Ecological Land Classification (ELC)

North Property
CUT - Cultural Thicket Hawthorn

South Property
CUT - Cultural Thicket Hawthorn
FODM 5-3 - Dry - Fresh Sugar Maple - Oak - Deciduous Forest
FODM 7-2 - Fresh - Moist Green Ash Lowland Forest
FODM 7-4 - Fresh - Moist Black Walnut Lowland Deciduous Forest
MEF - Meadow Forb
OAO - Open Water

CN Rail Corridor - MEF - Meadow Forb

Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), Greenbelt Plan Areas etc., do not occur within or in proximity (e.g. 120 m) of the study corridor (LIO)

Not for Public Distribution Wildlife Habitat and Species at Risk Locations are Highly Sensitive and Confidential and not intended for Publication per Federal and Provincial Policies

Grimsby GO
Natural Heritage Considerations Overview

Scoped 2025 Spring Field Review and Feature Characterization North and South Study Properties

0 5 10 20

NATURAL ENVIRONMENT- SOUTH PARCEL FINDINGS (2025)

- Meadow Forb (MEF) area
- Property is a heavily disturbed fallow field with woodland located on adjacent lands
- No habitat exists for herpetofauna, Chimney Swift, crayfish etc. within the property
- Targeted grassland breeding bird surveys completed in May/June 2025, and no Species of Conservation Concern (SoCC) observed, as habitat has very low potential for SoCC birds
- Multiple regulated species under the Migratory Birds Convention Act (MBCA) showed probable or confirmed breeding and nesting activity
- Tree inventory was completed

Overview of fallow field

Adjacent & Abutting Features

- A small constructed pond occurs off-site (beyond property boundary) and woodland with a watercourse present, but not within the Project Area south parcel
- The woodland is expected to provide habitat for a variety of wildlife. The edge is altered, but transitions to a more mature interior (20 to 30 m inward). No SoCC were observed or heard within the woodland edge (10 m) or interior (within 100 m) during 2025 work
- An anticipated buffer of 30 m from the watercourse would avoid impacts to the woodland/watercourse feature and any potential wildlife habitat. This buffer will be considered to inform the station design

NATURAL ENVIRONMENT- NORTH PARCEL FINDINGS (2025)

- Cultural Thicket Hawthorn (CUT) area
- Site lacks suitable habitat for Species of Conservation Concern (SCC)
- Tree/vegetation confirmed in 2025
- No sensitive ecological features observed
- No raptor nests, stick nests, or colonial species (herons) or trees of suitable size or condition to support piliated woodpecker or bats were identified
- Breeding bird habitat is confirmed for common species (e.g., American Robin, Goldfinch)
- Property is not a wetland or meadow marsh
- A Monarch (Milkweed) host plant was identified

ARCHAEOLOGY- SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Archaeological Assessments Study Area Map

CULTURAL HERITAGE - SUMMARY OF PREVIOUSLY COMPLETED STUDIES

Project area shaded in red.

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)

- No cultural heritage resources have been identified within or adjacent to the Grimsby-Casablanca Boulevard site study area.

Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)

- One cultural heritage resource is located adjacent to the Casablanca Boulevard Improvements study area, and 17 cultural heritage resources are located adjacent to the Livingston Avenue Extension study area.
- No specific mitigation is required as the built cultural heritage resources are all on Main Street which is not in proximity to the site and the project will not impact these resources.

TRPAP – ENVIRONMENTAL PROJECT REPORT (EPR)

- The EPR serves as the key document that evaluates, documents, and communicates the environmental implications of a proposed project. Primary purpose is to:
  1. Assess environmental impacts from project construction and operation
  2. Define mitigation measures to avoid or reduce potential effects
  3. Outline monitoring requirements to verify effectiveness and compliance
- The assessment will be informed by available information and completion of technical studies for the following disciplines;

Air Quality

Archaeology

Natural Environment

Noise & Vibration

Cultural Heritage

Traffic & Transportation

Socio-Economic and Land Use Characteristics

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	<u>Vegetation Removal</u> Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. Removal of ~4.0 ha of fallow field (MEF) in the South Property	Limit vegetation clearing to the minimum required footprint, clearly delineate buffer areas, and comply with the Metrolinx Vegetation Guideline (2025). Vegetation removal will be compensated and restored on/ off site, following the Metrolinx Vegetation Guideline (2025).	Environmental construction monitoring to confirm limits of clearing and timing compliance. Post-planting maintenance and monitoring will be completed for each planting and restoration area to confirm effectiveness.
	<u>Wildlife</u> Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due to vegetation clearing.	Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access within the ecological buffer. Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. The removal of the wildlife habitat will be compensated and restored on/ off-site following the Metrolinx Vegetation Guideline (2025) Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site. Bird nests and monarch presence surveys shall be conducted prior to vegetation removal to confirm absence.	Environmental site inspections during vegetation clearing and timing compliance. Wildlife habitat restoration areas will be monitored to confirm effectiveness.

EPR- IMPACT ASSESSMENT SUMMARY

Natural Environment			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Fish and Aquatic Habitat Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) Reduced water quality and degradation of downstream habitat Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	The drainage feature does not provide critical fish habitat and will be restored following construction. An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.	Routine environmental site inspections and maintenance logs.
Operations	Minor disturbance from noise, lighting, and human activity associated with station operations	Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.	Routine environmental site inspections and maintenance logs.
	Introduction or spread of invasive species	Implement an Invasive Species Management Plan.	
	Impacts from snow storage and runoff	Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time	

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage - Archaeology			
Project Phase	**Potential Effects**	**Mitigation Measures**	**Monitoring Activities**
Construction	Ground disturbance associated with construction activities (e.g., site grading, excavation, and road works) has the potential to affect known or previously undocumented archaeological resources within areas that retain archaeological potential.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, resulting in a total 70-metre buffer. An Archaeological Risk Management Plan (ARMP) will be developed and implemented during construction. The ARMP will require contractor staff to be trained during onboarding on recognizing and appropriately responding to potential archaeological resources. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.	Archaeological monitoring is not required outside of the protective buffers during construction. The buffer area (70m) will be protected during construction. If archaeological materials are encountered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation.
Operation	No potential effects on archaeological resources are anticipated during operation, as impacts are limited to construction related ground disturbance.	No mitigation required.	No monitoring required.

EPR- IMPACT ASSESSMENT SUMMARY

Cultural Heritage – Built Heritage and Cultural Heritage Landscapes		
Project Phase	**Potential Effects**	**Mitigation Measures & Monitoring Activities**
Construction & Operation	No identified built resources are present within the study area.	Implementing procedures to address the discovery of previously unidentified cultural heritage resources during construction activities Notifying appropriate municipal and provincial authorities should potential heritage features be encountered Undertaking additional heritage assessment if previously unidentified resources are discovered during construction Project design and construction activities will be carried out in accordance with applicable provincial legislation and heritage conservation policies, including those under the Ontario Heritage Act

EARLY RESTORATION PLANNING

Compensation will meet or exceed the *2025 Metrolinx Vegetation Guideline.*

<u>Restoration Goals for the Grimsby GO Station:</u>

- Provide **climate-resilient compensation** habitat for grassland breeding birds and shrub thicket habitat
- Include **bat-preferred tree species** in addition to black ash and butternut (where/if possible)
- Include **culturally significant plant species** and exclusively native plant species
- Incorporate structural **habitat features** such as reptile hibernacula, bird perches, snags, or bat boxes to provide enhanced habitat function
- **80% success rate** of grassland and thicket compensation habitat and plantings after 5 years

Habitat Feature Examples: hibernaculum (left), Brandenbark Bat habitat (right)

EARLY RESTORATION PLANNING

Anticipated Impact (southern parcel only)	Replacement Ratio (2025 Veg Guide)	Totals
15 Tree Removals	10:1 (above Veg Guide)	150 replacement (offsite)
4 ha of meadow	1:1	4 ha (offsite)
0.8 ha shrub thicket	1:1	0.8 ha (offsite)
Habitat Removal	1 feature/ha	Up to 6 habitat features such as raptor boxes, bird perches, snags, or bat boxes will be added

Restoration planning will also include 10 years of success monitoring with adaptive management that could include invasive species control, watering, and infill (replacement) plantings as required.

EARLY RESTORATION PLANNING

The following criteria will be used to select the most appropriate offsite location(s):

- **Proximity** – as close to the area of impact as is possible, within the same sub-watershed or watershed.
- **Site conditions** – compatible zoning and site conditions.
- **Environmental due diligence** –preference is given to plant-ready sites.
- **Protection** – restoration sites must be held in perpetuity and be protected from future development and protected from public access until plantings are established.

Representative Mx Offsite Restoration Plantings

Offsite restoration site selection is underway and options will be shared for review and input once available.

Indigenous Relations

From: Kiran Anwar
Sent: April 13, 2026 4:32 PM
To: Megan DeVries
Cc: Melissa Dokis; Indigenous Relations; Adam LaForme; Lindsay Wong; Laina Rogers
Subject: RE: Proposal to Facilitate the Grimsby GO Station EPR Review
Attachments: Current Mx Projects for Review.docx

Categories: Tracked To Dynamics 365

Good afternoon Megan,

Thank you for taking the time to speak with me this afternoon. We truly appreciate Mississaugas of the Credit First Nation (MCFN) accommodating the review of the draft environmental project review report (EPR) for Grimsby GO Station Project by May 5th, 2026. We look forward to receiving your comments and feedback by that date.

In addition to the agreed timeline extension, we would also like to offer the following to help facilitate the review process:

- **Extended review timelines for other Mx Projects:** We are happy to extend the review timelines for other Mx projects under review with MCFN by an additional 10 business days. For your reference, we have attached the updated timelines.
- **Increased review rate:** With the understanding that providing sufficient time for MCFN's review remains the top priority and that increased rates are not intended to compensate for shortened timelines, we would like to offer an increase to the maximum review rate outlined in our agreement for EPR reports, [redacted]
- **Optional workshop:** We would be happy to arrange a workshop with Lindsay and her team between now and May 5th, to walk through the environmental reports together and help address any clarification questions.

We hope these measures are helpful and reflect our commitment to continuing the strong and positive working relationship we have built with MCFN.

Thank you again,
Kiran Anwar

From: Megan DeVries <[redacted]
Sent: Monday, April 13, 2026 12:17 PM
To: Kiran Anwar <[redacted]
Cc: Melissa Dokis <[redacted]; Indigenous Relations <[redacted] Adam LaForme <[redacted] Lindsay Wong [redacted]
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review

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Hi Kiran,

I am available at 3:30pm.

Thanks,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
Physical: 4065 Highway 6, Hagersville ON, N0A 1H0
Web: www.mncfn.ca
Cell: 226-934-8640

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The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.
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From: Kiran Anwar [redacted]>
Sent: Monday, April 13, 2026 10:48 AM
To: Megan DeVries [redacted]
Cc: Melissa Dokis [redacted]; Indigenous Relations [redacted]; Adam LaForme [redacted]; Lindsay Wong [redacted]>
Subject: RE: Proposal to Facilitate the Grimsby GO Station EPR Review

Good morning Megan,

Thank you for your letter sharing concerns regarding the April 14th deadline for the draft EPR for the Grimsby GO Project.

Would you be available to connect for a quick 10-minute chat today? I can make myself available at any time that works for you, aside from a meeting I have from 2:00 to 2:30 pm that I am unable to move.

Please let me know what time best suits your schedule and I will send an invite.

Looking forward to connecting soon.

Thanks so much,
Kiran Anwar

From: Megan DeVries <[redacted]>
Sent: Friday, April 10, 2026 10:46 AM
To: Kiran Anwar <[redacted]>
Cc: Lindley Kenny <[redacted]>; Melissa Dokis <[redacted] Indigenous Relations <[redacted]>; Adam LaForme <[redacted]>; Lindsay Wong [redacted]
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review

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Good morning, Kiran,

The MCFN-DOCA team has reflected on your offer. Unfortunately, it remains impossible for MCFN-DOCA to meet the April 14 deadline and it is unreasonable for Metrolinx to expect this. I am submitting a letter to you outlining the content of our concerns and our position on the project as it currently stands.

Kind regards,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
Physical: 4065 Highway 6, Hagersville ON, N0A 1H0
Web: www.mncfn.ca
Cell: 226-934-8640

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action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Kiran Anwar [redacted]
Sent: Thursday, April 9, 2026 3:47 PM
To: Megan DeVries [redacted]
Cc: Lindley Kenny [redacted] Melissa Dokis [redacted] Indigenous Relations [redacted]
Subject: Proposal to Facilitate the Grimsby GO Station EPR Review

Good afternoon Megan,

Thank you for sharing your concerns regarding the review timelines for the draft Environmental Project Report (EPR) for the Grimsby GO Station Project "Project" at our meeting this morning.

To help address these concerns, we would like to propose the following:

- Extend the review timelines for all current Metrolinx projects currently for review with Mississaugas of the Credit First Nation by an additional 10 business days. For your reference, we have attached the reports currently with you for review, including both the original timelines and the updated timelines.
- Increase the maximum rate outlined in our agreement for review of the EPR reports, [redacted]
- Cancel the regularly scheduled 2-hour meeting on April 21st, 2026, to provide additional time for review of the Project's draft EPR report.

Please let us know if this approach addresses your concerns or if there is anything further we can adjust to better support your review and feedback of the draft EPR.

Looking forward to hearing from you.

Thanks so much,
Kiran Anwar

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Arantxa Suares

From: Kiran Anwar
Sent: April 14, 2026 4:22 PM
To: Peter Graham
Subject: Follow-up: Grimsby GO Station Project Meeting
Attachments: SNGR Report Payment Table.png; Current Mx Projects for Review.docx

Good afternoon Peter,

Thank you again for meeting with us yesterday on the Grimsby GO Station Project. We appreciate Six Nation's review of the draft Environmental Project Review (EPR) for the Grimsby GO Station Project and look forward to receiving your comments and feedback later this week.

As discussed, we would like to offer the following to support Six Nation's review of Metrolinx projects:

- **Extended review timelines:** We would like to provide an additional 10 business days for the review of Mx projects currently with Six Nations for review. The updated timelines are attached for your reference.
- **Review rate for Grimsby GO Project EPR:** For the Grimsby GO Station Project specifically, we are offering an increase to the maximum review rate for the draft EPR, [redacted] As requested, the rate table from the framework agreement is attached.

We hope the above is helpful and demonstrates our commitment to supporting Six Nation's review of Metrolinx projects. Please let me know if you have any questions or if there is anything further, I can assist with.

Please feel free to reach out at any time.

Thanks so much,
Kiran Anwar

METROLINX MEETING MINUTES

Meeting with Mississaugas of the Credit First Nation

TOPICS: Grimsby GO Station project Transit and Rail Project Assessment Process and the Environmental Project Report

DATE OF MEETING: Friday, April 24, 2026

TIME OF MEETING: 1:00 pm – 4:00 pm

LOCATION OF MEETING: In-person, 10 Bay Street, Virtual Teams Meeting

ATTENDEES:

Mississaugas of the Credit First Nation (MCFN):

1. Simar Kaur, Environmental Coordinator, MCFN
2. Lindsay Wong, Manager of Environment, MCFN

Metrolinx (Mx):

1. Kiran Anwar – Senior Manager, Indigenous Relations
2. Melissa Dokis – Senior Advisor, Indigenous Relations
3. Tania Gautam – Manager, EPA
4. Katie Bright - Senior Manager, EPA
5. Leanna Burgess - Manager, Restoration
6. Jim Sherratt - Manager, EPA-IR
7. Mirjana Osojnicki – Senior Manager, Environmental Programs and Assessment

MEETING PURPOSE

To share updates and receive feedback and input from Mississaugas of the Credit First Nation (MCFN) specifically for the Metrolinx (Mx) Grimsby GO Station project Transit and Rail Project Assessment Process (TRPAP) and the Environmental Project Report (EPR).

MEETING SUMMARY

TOPIC 1: Introductions/Welcome

- Review of the agenda and safety protocols
- Round table introductions
- No additions to the agenda

TOPIC 2: Grimsby GO Station: TRPAP EPR Overview

Mx shared diagrams of the Grimsby GO Station project area with MCFN.

Mx indicated that the intent of the meeting is to walk through the TRPAP EPR with MCFN and allow for comments and questions throughout the presentation.

Project Overview

- Metrolinx is proposing a new GO Station in the Town of Grimsby, located between Confederation GO and St. Catharines GO along the Lakeshore West Corridor.
- The project is proceeding under the TRPAP in accordance with Ontario Regulation 231/08.
- The TRPAP Notice of Commencement was issued on March 5, 2026.
- The draft EPR was shared with MCFN for review on April 8, 2026.

TRPAP and EPR Purpose

- The EPR is a multidisciplinary document intended to:
    - Assess environmental impacts associated with construction and operation.
    - Identify mitigation measures to avoid or minimize impacts.
    - Outline monitoring requirements and future commitments.
- Disciplines addressed include natural environment, cultural heritage (archaeology, built heritage, cultural heritage landscapes), air quality, noise and vibration, traffic and transportation, socioeconomics and land use, soils and groundwater, and climate sustainability.
- MCFN asked how long the Grimsby GO Station project has been planned for? Metrolinx noted the station has been proposed, studied and consulted on going back to the 2011 Niagara Rail Service Expansion GO Transit Class EA and most recently through partnership with Niagara Region. There will be additional information as the team moves through the deck.

Project Background

- The EPR builds on background studies completed between 2010 and 2025, including cultural heritage, natural environment field investigations, and Species at Risk reviews.
- Portions of the site were previously assessed under earlier Municipal and GO Transit Class Environmental Assessments (Class EAs); however, changes in project design and passage of time warranted new assessment.
- Previous Municipal Class EAs were completed by the Niagara Region in 2019 and 2020 for adjacent roads.
- The project site is within a heavily urbanized area with no wetlands, significant watercourses, or recorded Species at Risk within the footprint.
- In 2019, one archaeological site (AhGv-55) was previously identified in the south parcel. Intent is to preserve and protect this site moving forward.

Existing Conditions

- Total project area: approximately 6.7 ha
    - South parcel: ~5.7 ha (fallow field/meadow forb)
    - North parcel: ~1 ha (cultural thicket hawthorn)
- A watercourse and woodland are located adjacent to the project lands on the west side.

- Wildlife observations include common breeding birds and monarch host plants; no Species of Conservation Concern observed, since habitat has low potential as identified on-site.
- MCFN asked if the archaeological site will be fenced off? Mx is still working on confirming how long the fencing will be up. Fencing will be in place during construction, but as design progresses it is to be determined if fencing will be retained following construction.
- MCFN asked if the NCPA natural feature information request (and associated data) was received, as recommended, and if so, can it be shared with MCFN? Metrolinx noted HDR has received the data. Mx will confirm if this can be shared with MCFN or if it is subject to a data sharing agreement.
- **ACTION:** Mx will confirm if the NCPA data that HDR obtained can be shared with MCFN.
- MCFN asked if the watercourse was still unnamed. Mx confirmed that the watercourse is unnamed.

Natural Environment Findings

- South parcel: disturbed fallow field with low ecological sensitivity.
- North parcel: Cultural Thicket Hawthorn area, lacks sensitive ecological features or habitat for Species of Conservation Concern.
- Multiple migratory bird species may nest in the area.
- Tree inventory was completed.
- No identified wetlands or marshlands.
- A 30 m buffer from the off-site woodland and watercourse is anticipated to avoid impacts.

Archaeology and Cultural Heritage

- Stage 1 and 2 Archaeological Assessment (ASI, 2019) identified:
    - Two Indigenous findspots and one Indigenous site (AhGv-55) with 15 non-diagnostic artifacts.
    - Representatives from MCFN and SNGR were on-site during the Stage 2 assessment.
    - The report identified mitigation to protect the archaeological site (AhGv-55) including:
        - 20 m protective fenced buffer.
        - 50 m archaeological monitoring buffer.
- Metrolinx will protect the full 70m buffer during construction
- Mx will continue discussions with MCFN to share proposed fencing materials/methods prior to installation to ensure protection of the archaeological site.
- A 2010 Cultural Heritage Report identified that there was no built cultural heritage resources located within the project area.
- The March 2019, Casablanca Boulevard and GO station access EA ESR identified one built cultural heritage resource outside of the Grimsby GO Station project lands and no impacts are anticipated.

Environmental Impact Assessment and Mitigation

- For a full summary on the topics shared under the Environmental Impact Assessment and Mitigation section, please refer to the attached presentation. The notes below highlight key points of discussion and any additional questions raised during the workshop.

Construction Phase

- Potential effects: vegetation removal, short-term wildlife disturbance, loss of habitat, soil and groundwater disturbance, temporary noise, dust, traffic disruption.
- Mitigation measures include (further detailed in meeting presentation):
    - Limiting vegetation clearing and compensatory restoration.
    - Compliance with migratory bird timing windows.
    - Compensation will follow the 2025 Mx Vegetation Guidelines.
    - Exclusion fencing.
    - Training for contractors for wildlife sitings.
    - Erosion and sediment control measures.
    - Dust, noise, vibration, spill prevention, and appropriate traffic management plans.
    - Archaeological mitigation and protection measures.
- MCFN asked if Mx knows how much restoration will be on-site vs off-site? Mx prefers to have restoration on-site or as close as possible but are still exploring restoration options.
- MCFN asked if any of the ESR reports looked at wildlife connectivity within the area? There are some corridor linkages along the woodland near the escarpment and wildlife do tend to use the Mx corridor. Which is one of the reasons Mx will be incorporating an ecological buffer along the west limit of the south property to support maintaining the north-south connectivity for animals that may traverse within the adjacent woodlot alongside the watercourse area.
- Mx indicated that the mitigation noted on slide 31 for previously unidentified Built Heritage and Cultural Heritage Landscapes will be removed from the EPR per comments received from the Ministry of Citizenship and Multiculturalism (MCM), and MCFN will see this updated in the final EPR.
- An Archaeological Risk Management Plan will be in place for any archaeological resources that may be located as work progresses. Mx will stop all work and will contact MCFN if there are any archaeological resources located during construction.

Operations Phase

- Potential effects: minor noise, lighting, air quality, and traffic changes.
- Mitigation measures include:
    - Bird-safe design features and wildlife-friendly lighting.
    - Stormwater management and landscaping.
    - Anti-idling measures and sustainable site design.

Climate Sustainability and Resilience

- Short-term construction greenhouse gas (GHG) emissions will be mitigated through low carbon materials and efficient practices.
- Station design will incorporate all-electric systems, energy efficiency, and support for transit and active transportation.

- Climate resilience measures include stormwater design for extreme weather, heat mitigation, and drought-tolerant landscaping.

Monitoring and Commitments

- Environmental commitments will be refined during detailed design and implemented during construction and operation.
- An Environmental Mitigation and Monitoring Plan (EMMP) will be developed to integrate commitments from all environmental disciplines to support the design and construction phases.
- Mx is committed to ongoing consultation and engagement, including with MCFN, throughout subsequent project phases.

Discussion

- Mx asked if there was anything additional that MCFN wanted to share at this time.
- MCFN hasn't had an opportunity to review the full EPR, they will provide additional information and will reach out if they have any additional questions for Mx.
- Mx noted that the draft EPR review timeline is open until May 5th.
- Mx will continue to welcome feedback from MCFN until May 5th and are committed to incorporate the information where possible, as part of the EA process. Any feedback received after May 5th will not be reflected in the final EPR.
- MCFN should complete comments prior to May 5th. If Mx does not hear back should Mx reach out to follow up? Yes, but MCFN does not see this as an issue, as they anticipate comments prior to May 5th being sent to Mx.
- MCFN asked if data is available informing if the shift from single vehicle occupancy related to anticipated carpooling at the station and how carpooling at Grimsby GO Station is anticipated to compare to other locations, such as Aldershot GO Station? Mx will take it back and determine available data or planning perspectives that could be shared.
- **ACTION:** Mx will confirm if any carpool planning data/information for Grimsby GO Station including in comparison to other stations, such as Aldershot, may be available to share.
- MCFN indicated that the meeting was helpful to determine their area of focus for the EPR review and appreciated going through the report with Mx.

	Action	Owner(s)	Response and Delivery Date	Status
TOPIC				
1	Mx will confirm if the Natural Features Information Request from NPCA can be shared with MCFN.	Mx	April 29, 2026	Closed Confirmed that NPCA advised HDR to utilize open-source data (no secure data was provided). The open-source links below were accessed by HDR to review background natural environment data to facility field methodologies for studies and document existing conditions within the EPR. https://open.niagararegion.ca/search?categories=%252Fcategories%252Fenvironment%2520and%2520natural%2520resources with revisions based on updated LIO and field data verification https://gis-npca-camaps.opendata.arcgis.com/pages/elc-2020-npca • ELC 2020 • 2020 NPCA Large Scale ELC Final Report
2	Mx will confirm if any carpool planning data/information in comparison to other stations, such as Aldershot, may be available to share.			Closed Mx encourages sustainable transportation modes where possible, with an emphasis on promoting carpooling. Mx currently offers carpool parking across the network through the

				carpool program (https://www.gotransit.com/en/free-parking-at-go-stations/carpool-parking), however the number of planned carpool spaces for Grimsby GO has not yet been determined. If any further information becomes available to the project team during the design phase on the carpool planning process, it will be shared.

Grimsby GO Station: TRPAP Environmental Project Report (EPR) Overview

Mississaugas of the Credit First Nation (MCFN)

APRIL 24, 2026

AGENDA

- Introductions
- Environmental Project Report (EPR) Summary
  1. Project Overview, Area
  2. TRPAP Study Process
  3. Project Background
  4. Concept Design
  5. Existing Conditions
  6. Impact Assessment and Mitigation Measures
  7. Climate Sustainability Resiliency
  8. Future Commitments
- Discussion

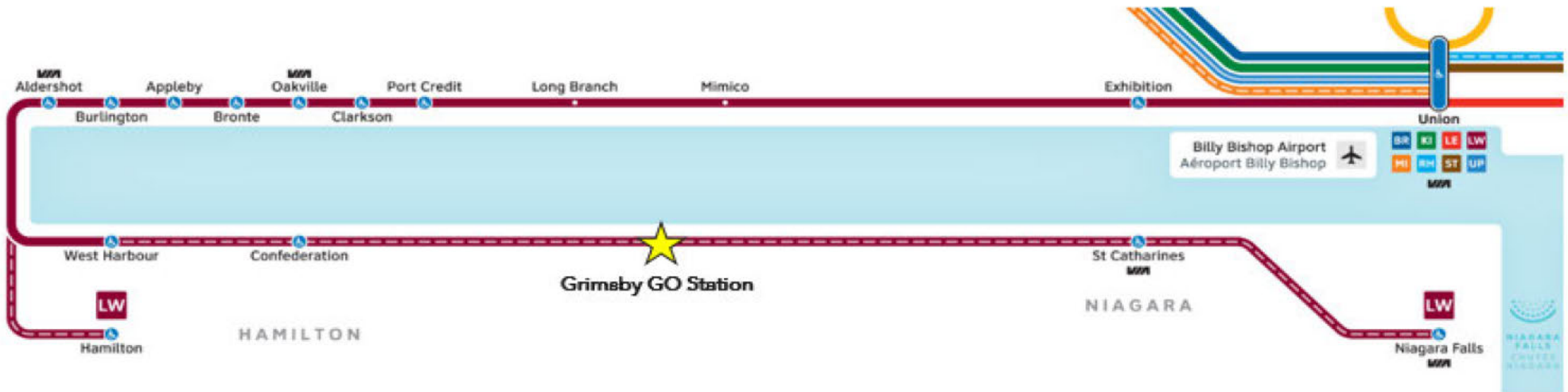
Project Overview and TRPAP Study Process

PROJECT OVERVIEW

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.

- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.

- The project is following the Transit and Rail Project Assessment Process (TRPAP).



TRPAP PROJECT AREA

TRPAP STUDY PROCESS

- The Grimsby GO Station Project is being assessed in accordance with Ontario Regulation 231/08
- A TRPAP is a proponent-driven environmental planning process that provides a streamlined framework for assessing transit and rail projects.
- The TRPAP ensures that potential environmental effects are identified and evaluated, mitigation measures are developed.
- The TRPAP Notice of Commencement was shared on March 5th, 2026.
- The draft Environmental Project Report (EPR) was shared with MCFN for review and input on April 8th

TRPAP – ENVIRONMENTAL PROJECT REPORT (EPR)

- The EPR is a multi-disciplinary report under the TRPAP which aims to evaluate, document, and communicate the environmental implications of a proposed project.
- The EPR's primary purpose is to:
  1. Assess environmental impacts from project construction and operation
  2. Define mitigation measures to avoid or reduce potential effects
  3. Outline monitoring requirements and commitments for future work

Air Quality

Noise & Vibration

Traffic & Transportation

Archaeology

Cultural Heritage

Socio-Economic and Land Use Characteristics

Natural Environment

PROJECT BACKGROUND

The EPR will be informed using the Background Reports prepared between 2010-2025 relative to the Project Site:

1. Niagara Rail Service Expansion Environmental Study Report- Stage 1 Archaeological Assessment (ASI, March 2010)

2. Stage 1 Archaeological Assessment - Grimsby Station (AECOM, September 2018)

3. Casablanca Boulevard Improvements and Livingstone Avenue Extension - Environmental Study Report – Stage 1 AA (Dillon, March 2019)

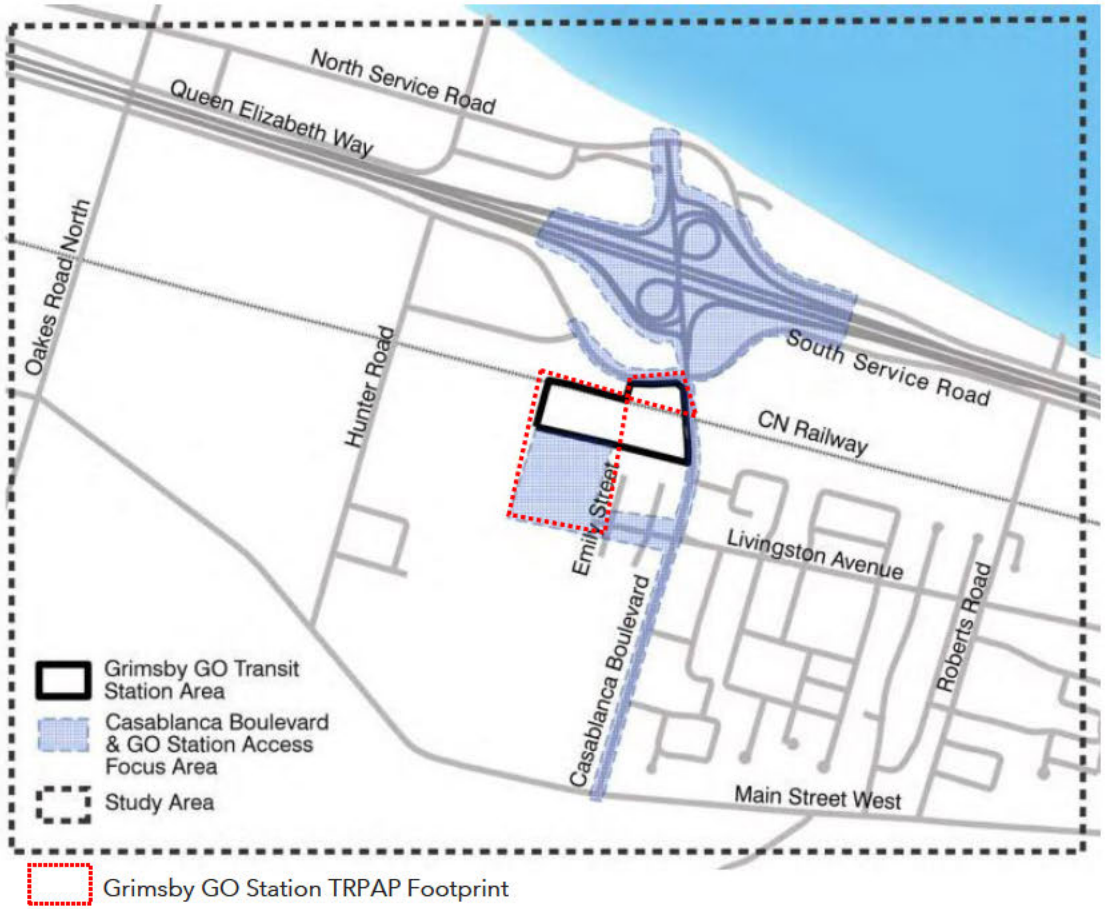
4. Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

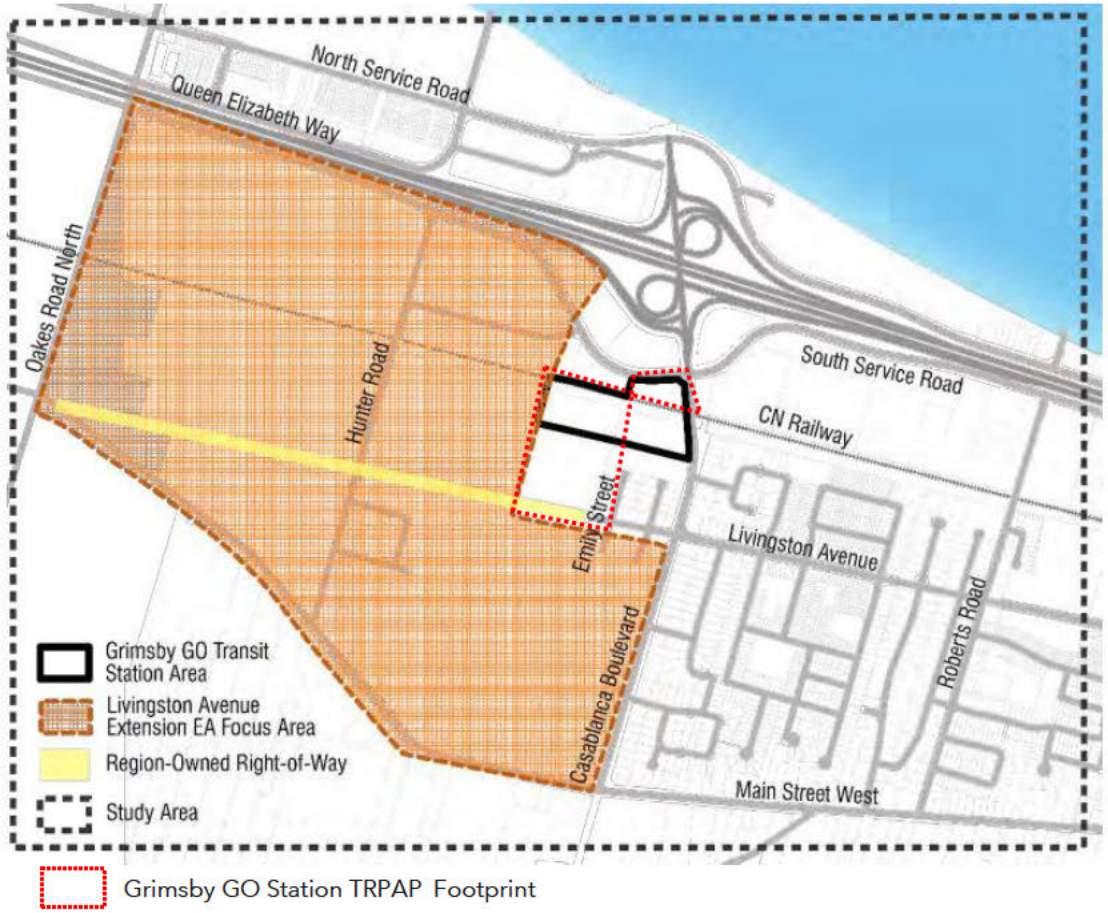
5. Species at Risk Review (HDR, 2025)

6. Early Spring Season Natural Environment Field Investigation Summary (HDR, 2025)

PROJECT BACKGROUND

- Previous Municipal Class Environmental Assessments completed by the Niagara Region
  - Casablanca Blvd and GO Station Access EA (2019)
  - Livingston Avenue Extension EA (2020)



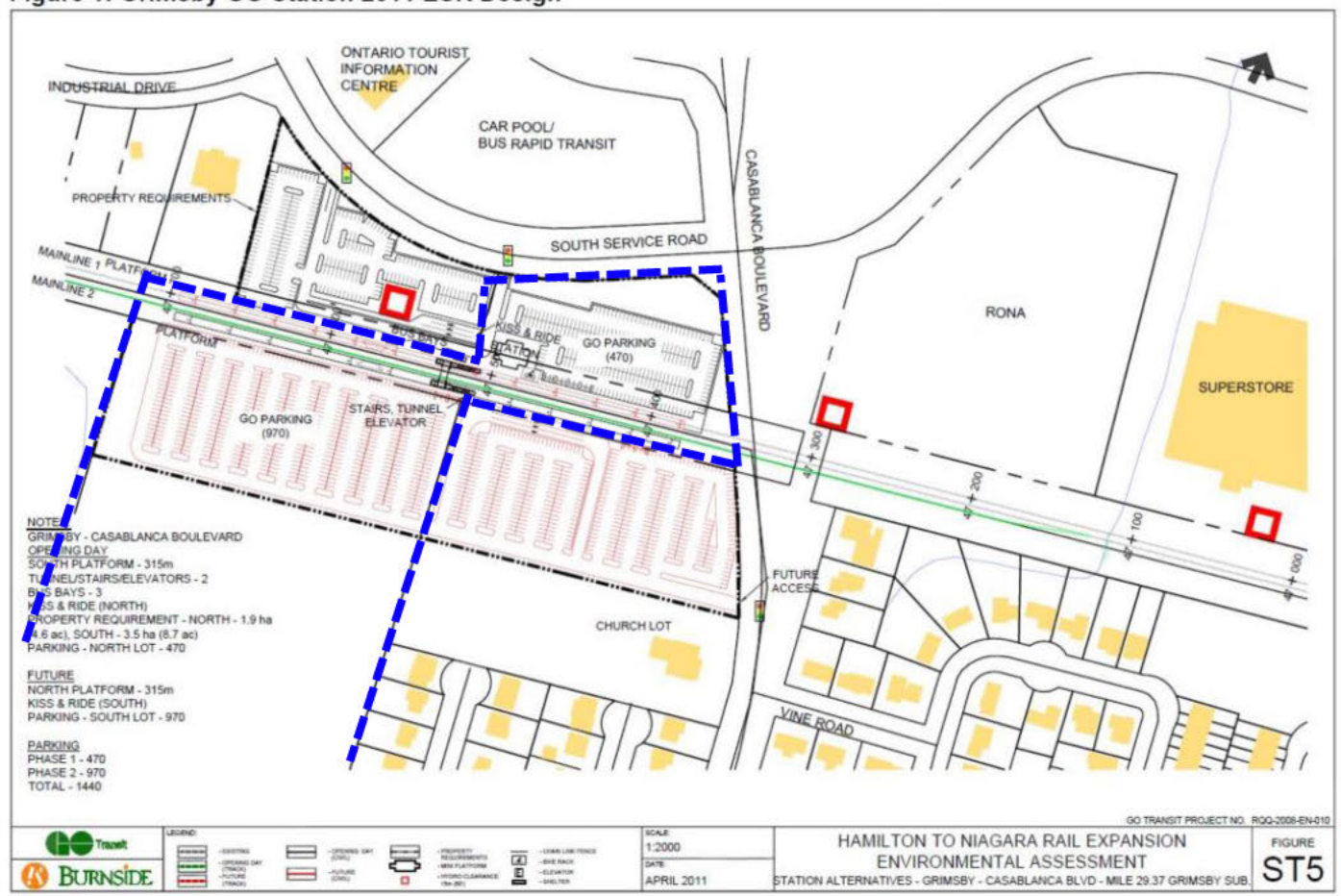


PROJECT BACKGROUND

- A portion of the new Grimsby GO Station was previously assessed under the GO Transit Class Environmental Assessment (EA) Environmental Study Report (ESR) in 2011
  - North parcel was slated for Opening Day and south parcel for future phases

- As the project limits and station design have changed since the 2011 GO Transit Class EA – a new assessment is warranted.

Figure 1: Grimsby GO Station 2011 ESR Design



Grimsby GO Station TRPAP Footprint

PROJECT BACKGROUND

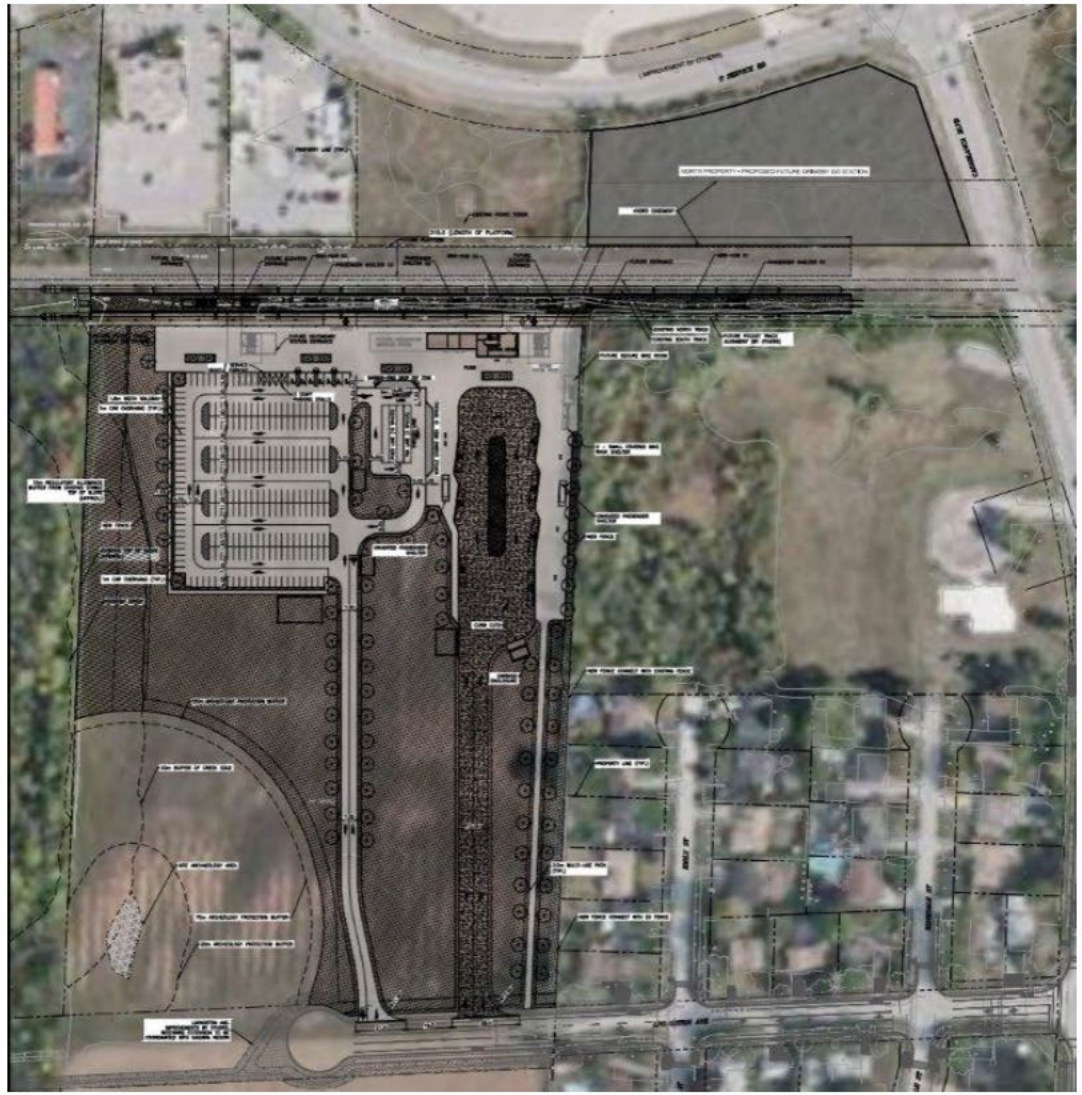
The key findings from these reports include:

- The southern parcel's western property line is adjacent to a woodlot and unnamed watercourse feature.
- Project is located within a heavily urbanized and previously developed area.
- There are no environmentally significant features including watercourse, wetlands or Species at Risk recorded on the project site.
- There are no built cultural heritage resources recorded on the project site.
- In 2019 an archaeological site was confirmed (15 non-diagnostic artifacts) in the southwest quadrant of the south parcel.

Pre-ploughing Nesting Prevention

Concept Design

CONCEPT DESIGN



Existing Conditions

EXISTING CONDITIONS- PROJECT AREA

- The Project Area is 6.7 ha

- **South Parcel** is 5.7 ha
  - A portion of the property to be disturbed to support Opening Day with provisions for future phases
  - Meadow Forb (MEF)
  - A watercourse feature within an Environmental Protection Area is present on the west border outside of the Project Area.

- **North Parcel** is 1 ha
  - Anticipate a portion to be disturbed to support future phases for expansion
  - Cultural Thicket Hawthorn (CUT)

Feature Characterization – North & South Properties

Monarch (Milkweed) host plant
*general to ELC polygon

Monarch (Milkweed) host plant
*general to ELC polygon

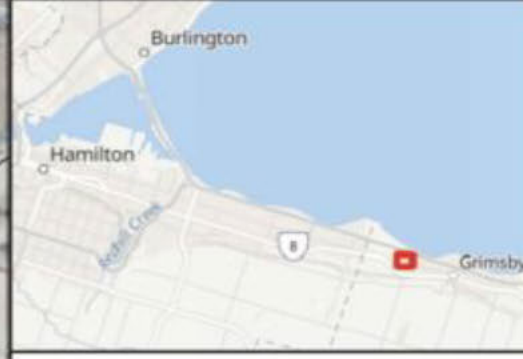
Owl Nesting Box (currently occupied by Eastern Screech Owl

Snake Feature (Placed Rockpiles) A and B

Red-Headed Woodpecker Observation general location (2014)

Eastern Meadowlark (2014)

South Pond (off-line & constructed)



Legend

- Study limits - North Property & South Property
- Meadowlark (2014)
- Monarch (Host Plant - Milkweed)
- Snake Feature A
- Snake Feature B
- South Pond
- Owl Box
- Red headed Woodpecker (2014)

Niagara Conservation Authority (2025)

- Hydrography 2K - NPCA
- Flood Lines Inventory - NPCA
- ESAs - UnOfficial - NPCA
- Forest Cover Grades - NPCA
- Approximate Regulation Lands - NPCA
- Regulation Wetlands - NPCA

Ecological Land Classification (ELC)

North Property
CUT - Cultural Thicket Hawthorn

South Property
CUT - Cultural Thicket Hawthorn
FODM 5-3 - Dry - Fresh Sugar Maple - Oak - Deciduous Forest
FODM 7-2 - Fresh - Moist Green Ash Lowland Forest
FODM 7-4 - Fresh - Moist Black Walnut Lowland Deciduous Forest
MEF - Meadow Forb
OAO - Open Water

CN Rail Corridor - MEF - Meadow Forb

Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), Greenbelt Plan Areas etc., do not occur within or in proximity (e.g. 120 m) of the study corridor (LIO)

Not for Public Distribution Wildlife Habitat and Species at Risk Locations are Highly Sensitive and Confidential and not intended for Publication per Federal and Provincial Policies

Grimsby GO
Natural Heritage Considerations Overview

Scoped 2025 Spring Field Review and Feature Characterization North and South Study Properties

NATURAL ENVIRONMENT- SOUTH PARCEL SUMMARY

- Meadow Forb (MEF) area
- Property is a vacant and disturbed fallow field with woodland located on adjacent lands
- No habitat exists for herpetofauna, Chimney Swift, or crayfish within the property
- Targeted grassland breeding bird surveys completed in May/June 2025, and no Species of Conservation Concern (SoCC) observed, as habitat has very low potential for SoCC birds
- Multiple regulated species under the Migratory Birds Convention Act (MBCA) showed probable or confirmed breeding and nesting activity
- Tree inventory was completed

Adjacent & Abutting Features

- A small constructed pond occurs off-site (beyond property boundary) and woodland with a watercourse present, but not within the Project Area south parcel
- The woodland is expected to provide habitat for a variety of wildlife. The edge is altered, but transitions to a more mature interior (20 to 30 m inward). No SoCC were observed or heard within the woodland edge (10 m) or interior (within 100 m) during 2025 work
- An anticipated buffer of 30 m from the watercourse would avoid impacts to the woodland/watercourse feature and any potential wildlife habitat. This buffer will be considered to inform the station design

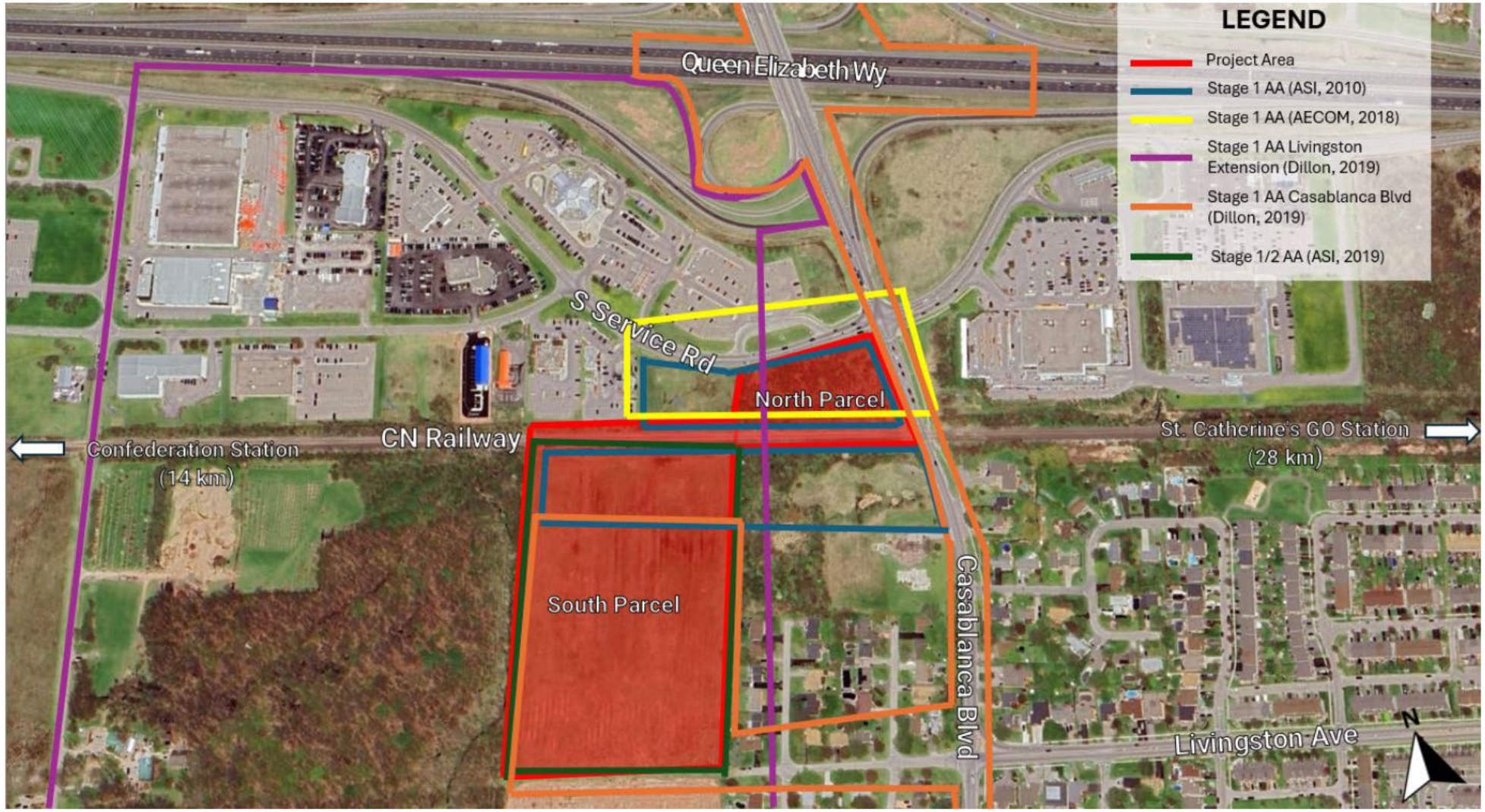
South Parcel Facing North

NATURAL ENVIRONMENT- NORTH PARCEL SUMMARY

- Cultural Thicket Hawthorn (CUT) area
- Site lacks suitable habitat for Species of Conservation Concern (SCC)
- Tree/vegetation confirmed in 2025
- No sensitive ecological features observed
- No raptor nests, stick nests, or colonial species (herons) or trees of suitable size or condition to support piliated woodpecker or bats were identified
- Breeding bird habitat is confirmed for common species (e.g., American Robin, Goldfinch)
- Property is not a wetland or meadow marsh
- A Monarch (Milkweed) host plant was identified

ARCHAEOLOGY- SUMMARY

Archaeological Assessments Study Area Map



ARCHAEOLOGY- SUMMARY

Stage 1 & Stage 2 Archaeological Assessment - Proposed Grimsby GO (ASI, November 2019)

- The Stage 1 background assessment identified potential for Indigenous and Euro-Canadian resources based on environmental setting and historic settlement trends.
- Representatives from MCFN and SNGR were present during the Stage 2 field assessment.
- The Stage 2 field assessment identified two Indigenous findspots and one Indigenous site. These spots represent isolated material which does not reflect loci of prolonged activity or occupation.
- Archaeological site AhGv-55 contains 15 non-diagnostic artifacts, with a visible concentration of artifacts located in the southern portion of the site.
- Currently, no further archaeological assessments are planned as the construction area has been cleared for archaeology (ASI, 2019).
- If this area will be impacted a Stage 3 Site-Specific Archaeological Assessment is required.
- To protect the site, a 70 m buffer will be maintained around the know archaeology site with no ground disturbance occurring within the buffer zone (20-metre protective/fence buffer shall be established and must be fenced during any on-site activity plus a 50-metre construction monitoring buffer).
- All construction and earth-moving activities must be supervised by a licensed archaeologist.

CULTURAL HERITAGE - SUMMARY

Project area shaded in red.

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)

- No cultural heritage resources have been identified within or adjacent to the Grimsby-Casablanca Boulevard site study area.

Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)

- One cultural heritage resource is located adjacent to the Casablanca Boulevard Improvements study area, and 17 cultural heritage resources are located adjacent to the Livingston Avenue Extension study area.
- No specific mitigation is required as the built cultural heritage resources are all on Main Street which is not in proximity to the site and the project will not impact these resources.

AIR QUALITY- SUMMARY

Existing Conditions

Air quality studies from previous reporting indicated all exceedances were primarily driven by existing background air quality, not the GO Station.

Previously completed assessments that are be reviewed and summarized within the EPR:

- Niagara Rail Service Expansion Environmental Study Report – GO Transit – July 2011 (Burnside)
- Grimsby Station Air Quality Assessment – October 2018 (AECOM)
- Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report – March 2019 (Dillon)

NOISE AND VIBRATION - SUMMARY

Existing Conditions

Noise studies from previous reporting included nearby homes and other sensitive locations. Results indicated no significant increases in noise levels or warrant for operational noise mitigation

Previously completed assessments that will be reviewed and summarized within the EPR:

- Niagara Rail Service Expansion Environmental Study Report – GO Transit – July 2011 (Burnside)
- Grimsby Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report – November 6, 2018 (AECOM)
- Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report – March 2019 (Dillon)

TRAFFIC AND TRANSPORTATION- SUMMARY

Existing Conditions

The station area is primarily accessed via Casablanca Boulevard and South Service Road, with direct connections to the QEW. Traffic includes local residents, highway-related trips, and commercial/service vehicles, with peak-hour increases near QEW ramps and major intersections.

Pedestrian infrastructure is not continuous, and cycling facilities are limited, resulting in most people accessing the area by vehicle.

The previously completed traffic assessments included as part of these studies below will be reviewed and summarized within the EPR:

- Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report – March 2019 (Dillon)
- Livingston Avenue Extension Environmental Assessment (Dillon, 2020)

SOCIO-ECONOMICS AND LAND USE

Existing Conditions

Current Land Use

The surrounding area consists of residential development to the east along Livingston Avenue and commercial uses to the north adjacent to the South Service Road.

Amendment No. 6 to the Town of Grimsby Official Plan supports transit-oriented growth around the future Grimsby GO Station at Casablanca Road. The amendment encourages mixed-use redevelopment, intensification, and the creation of a vibrant, transit-supportive community

This previously completed assessment will be reviewed and summarized within the EPR:
Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report – March 2019 (Dillon).

- The area directly east of the project study area is residential with a few public open spaces.
- The area directly north of the study area is service commercial.

Impact Assessment and Mitigation Measures

IMPACT ASSESSMENT AND MITIGATION SUMMARY

Natural Environment

Project Phase	Potential Effects	Mitigation Measures
Construction	<u>Vegetation Removal</u> • Removal of ~0.8 ha of low-quality Cultural Thicket (CUT) and small trees (10–25 cm DBH) in the North Property. • Removal of ~4.0 ha of fallow field (MEF) in the South Property	• Limit vegetation clearing to the minimum required footprint, clearly delineate ecological buffer areas (minimum 30 m) • Comply with the Metrolinx Vegetation Guideline (2025). • Vegetation removal will be compensated and restored on/ off site, following the Metrolinx Vegetation Guideline (2025).
	<u>Wildlife</u> • Disturbance to Wildlife from construction activities (e.g. noise, light) Loss of habitat: • Limited bat habitat loss from removal of small trees and shrubs • Monarch host plants (Milkweed) and Common Wildlife • Migratory bird nests harmed due to vegetation clearing.	• Contractor environmental awareness training, including wildlife encounter procedures will be implemented prior to and during construction. • Incorporate exclusion fencing (e.g., chain-link) or other appropriate means of prohibiting access to the ecological buffer. • Vegetation removal shall not occur in naturalized, large or complex habitats during wildlife active period and nesting window. • The removal of the wildlife habitat will be compensated and restored on/ off-site following the Metrolinx Vegetation Guideline (2025) – up to 6 compensation structures • Herbaceous pollinator plant species (e.g., Milkweed) and native Carolinian (Niagara) flora will be planted on and off site.

IMPACT ASSESSMENT AND MITIGATION SUMMARY

Natural Environment		
Project Phase	**Potential Effects**	**Mitigation Measures**
Construction Con't	<u>Fish and Aquatic Habitat</u> • Temporary disturbance to drainage feature to connect the SWM facilities (e.g., outlet pipe) • Reduced water quality and degradation of downstream habitat • Disturbance to or loss of additional vegetation due to the deposition of dust and/or overland mobilizing of soil	• The drainage feature does not provide critical fish habitat and will be restored following construction. • An Erosion and Sediment Control (ESC) Plan will be implemented, including the installation of ESC measures prior to construction to minimize the risk of impacts to the buffer area. Disturbed areas will be restored post-construction. • An Air Quality Management Plan (AQMP) will be developed and implemented to mitigate dust during construction activities.
Operations	• Minor disturbance from noise, lighting, and human activity associated with station operations	• Incorporate wildlife friendly lighting and bird-safe window decals into parking lot design to reduce the risk of bird strikes.
	• Introduction or spread of invasive species	• Implement an Invasive Species Management Plan.
	• Impacts from snow storage and runoff	• Keep snow storage areas away from buffers to prevent salt and meltwater from damaging soil and plants over time

IMPACT ASSESSMENT AND MITIGATION SUMMARY

Soil and Groundwater

Project Phase	Potential Effects	Mitigation Measures
Construction	• Disturbance of potentially impacted soils during excavation; generation of excess soil; groundwater encountered during excavation requiring dewatering; potential migration of contaminants; accidental spills and leaks; and challenges associated with shale bedrock (e.g., instability, groundwater pathways).	• Review environmental site assessments during detailed design; implement soil management in accordance with O. Reg. 406/19 (e.g., characterization, segregation, proper storage and disposal); implement groundwater management and dewatering controls; apply spill prevention and response measures; undertake geotechnical investigations and apply appropriate excavation and stabilization methods for shale bedrock; adapt foundation design as needed.
Operations	• Minor spills from vehicle traffic; potential infiltration of stormwater runoff containing trace contaminants; minor risks associated with maintenance activities.	• Design and implement stormwater management systems to control runoff and protect water quality; follow municipal maintenance procedures for handling materials; implement standard spill response procedures.

Air Quality

Project Phase	Potential Effects	Mitigation Measures
Construction	• Temporary emissions from construction equipment and vehicles (e.g., NO_2, CO, $PM_{2.5}$), and fugitive dust from grading, excavation, and material handling, potentially affecting nearby sensitive receptors.	• Implement equipment maintenance and emissions compliance; minimize idling; locate stationary equipment away from receptors; implement Dust Management Plan (DMP); apply dust suppression (e.g., water spraying); limit work during sensitive hours where practical; stabilize exposed soils and promote vegetation.
Operations	• Minor emissions from vehicle activity (idling, circulation, parking) and transit operations, including NO_x, $PM_{2.5}$, and other exhaust-related contaminants; incremental increases relative to background conditions.	• Implement anti-idling measures; optimize site design to reduce congestion and queuing; incorporate vegetation and landscaping; encourage low-emission vehicles; support long-term transition to electric mobility.

IMPACT ASSESSMENT AND MITIGATION SUMMARY

Noise and Vibration

Project Phase	Potential Effects	Mitigation Measures
Construction	• Temporary increases in noise and vibration from construction equipment, vehicles, and activities (e.g., excavation, compaction), with potential short-term effects on nearby sensitive receptors.	• Limit construction to daytime hours where feasible; maintain equipment and use appropriate mufflers; comply with applicable MECP noise standards (e.g., NPC-115, NPC-118); use broadband backup alarms; locate stationary equipment away from receptors; implement temporary noise barriers where warranted; minimize idling; implement best practices for vibration control; develop and implement a Construction Noise and Vibration Management Plan.
Operations	• Minor changes in noise levels from train operations, station activities (e.g., PA systems, passenger activity), and vehicle/bus movements; vibration from train pass-by events expected to remain consistent with existing conditions.	• Design station infrastructure and equipment to meet applicable noise criteria; orient or shield stationary noise sources; design PA systems appropriately; implement anti-idling measures; optimize site layout to minimize noise exposure.

Socio-Economic and Land Use

Project Phase	Potential Effects	Mitigation Measures
Construction	Temporary disruptions to local access, traffic patterns, and circulation; noise, dust, and visual disturbances; short-term impacts to nearby residents, businesses, and community uses; temporary changes to parking and site use.	Implement construction management and traffic management plans; maintain access to adjacent properties; provide signage and wayfinding; implement dust control and environmental management measures; communicate construction schedules to interested parties.
Operations	Increased pedestrian, cyclist, and vehicular activity; changes to travel patterns; increased demand for parking and drop-off areas; potential for transit-oriented development and economic growth.	Design safe and efficient access and circulation; provide parking, pick-up/drop-off, and transit connections; incorporate pedestrian and cycling infrastructure; coordinate with municipal land use planning initiatives.

IMPACT ASSESSMENT AND MITIGATION SUMMARY

Cultural Heritage – Built Heritage and Cultural Heritage Landscapes		
Project Phase	**Potential Effects**	**Mitigation Measures**
Construction & Operation	No identified resources are present within the study area. Impacts are not anticipated.	Implementing procedures to address the discovery of previously unidentified cultural heritage resources during construction activities Notifying appropriate municipal and provincial authorities should potential heritage features been countered Undertaking additional heritage assessment if previously unidentified resources are discovered during construction Project design and construction activities will be carried out in accordance with applicable provincial legislation and heritage conservation policies, including those under the Ontario Heritage Act

IMPACT ASSESSMENT SUMMARY

Cultural Heritage - Archaeology

Project Phase	Potential Effects	Mitigation Measures
Construction	Ground disturbance associated with construction activities (e.g., site grading, excavation, and road works) has the potential to affect known or previously undocumented archaeological resources within areas that retain archaeological potential.	The identified archaeological site (*AhGv-55*) shall be avoided and protected through the establishment of a 20-metre protective fence buffer during all on-site activities and an additional 50-metre construction monitoring buffer, within which all construction activities shall be supervised by a licensed archaeologist, resulting in a total 70-metre buffer. An Archaeological Risk Management Plan (ARMP) will be developed and implemented during construction. The ARMP will require contractor staff to be trained during onboarding on recognizing and appropriately responding to potential archaeological resources. If previously undocumented archaeological resources are discovered, work will cease, Indigenous communities will be informed, and a licensed archaeologist will support assessing the discovery and recommend appropriate mitigation in accordance with applicable Provincial legislation.
Operation	No potential effects on archaeological resources are anticipated during operation, as impacts are limited to construction related ground disturbance.	No mitigation required.

IMPACT ASSESSMENT SUMMARY

Traffic and Transportation		
Project Phase	**Potential Effects**	**Mitigation Measures**
Construction	Temporary disruptions to traffic flow, access, and circulation due to construction activities; potential lane closures, detours, increased congestion, and changes to pedestrian and cyclist movements.	Implement traffic management and staging plans; maintain access to properties; provide detour routes and signage; coordinate construction activities to minimize disruption; communicate with interested parties.
Operations	Redistribution of traffic patterns due to revised station access; increased turning movements and peak-hour activity at Casablanca Boulevard & Livingston Avenue; potential for localized congestion, queuing, and changes in pedestrian activity; minimal impact to rail crossing operations.	Optimize signal timing and phasing; consider minor geometric improvements (e.g., turn lanes); implement wayfinding signage; monitor and refine circulation patterns; review pedestrian crossing timing; maintain capacity at key intersections.

IMPACT ASSESSMENT SUMMARY

Climate Sustainability and Resiliency

Project Phase	Potential Effects	Mitigation Measures
Construction	Short-term increase in GHG emissions from production (embodied carbon), construction equipment, and transportation; temporary loss of vegetation and associated carbon sequestration capacity; minor increases in waste generation and resource use.	Use low-carbon and locally sourced materials; optimize design to reduce material use; implement a Construction Environmental Management Plan (CEMP); minimize equipment idling and use fuel-efficient/low-emission equipment; implement construction waste diversion and recycling; limit vegetation clearing, protect retained trees, and implement compensatory planting and early revegetation.
Operations	Ongoing GHG emissions from building energy use and bus operations (prior to full electrification); minor contribution to urban heat island effects and resource consumption.	Utilize all-electric building systems; install high-efficiency HVAC, lighting, and smart controls; design for future renewable energy integration; support transit use, active transportation, and reduced vehicle idling; implement water efficiency measures and sustainable site design (e.g., LEED-based strategies).
Operation – Positive Effects	Reduction in regional transportation-related GHG emissions due to modal shift from single-occupant vehicles to transit and active transportation; improved energy efficiency and reduced lifecycle emissions; enhanced carbon sequestration through landscaping.	Facilitate transit integration and active transportation infrastructure; implement native and drought-tolerant landscaping; conduct post-planting monitoring and adaptive management; incorporate sustainable design features to reduce long-term emissions.
All Phases – Climate Resilience	Potential risks associated with climate change, including extreme heat, increased precipitation and runoff, drought, and extreme weather events affecting infrastructure performance and user comfort.	Incorporate climate-resilient design measures, including high-albedo materials, shading, and passive cooling; design stormwater management systems using climate-adjusted criteria and Low Impact Development (LID) features; implement drought-tolerant landscaping and water-efficient systems; design structures for future wind and climate loads; provide safe refuge areas for extreme weather events.

Monitoring and Mitigation Commitments

MONITORING AND MITIGATION COMMITMENTS

Project Phase	Commitment Summary
Detailed Design	Refine station design to minimize environmental impacts and to continue to fully avoid known archaeological site Integrate environmental mitigation measures into final design and contract documents Prepare and implement project-specific Environmental Management Plans (EMPs) Complete required permits, approvals, and additional environmental studies (e.g., air quality, noise & vibration, Phase I ESA) Develop stormwater management, vegetation protection, restoration, and environmental monitoring programs
Construction	Implement environmental protection and mitigation measures identified in the EPR Conduct environmental monitoring to confirm compliance with commitments
Operations	Maintain mitigation measures implemented through design Ongoing site maintenance informed by environmental obligations

- Metrolinx is committed to ongoing consultation and engagement throughout subsequent phases of the Project, including detailed design, construction, and operation
- All commitments are documented in a **Commitments Table (Table 14 within EPR)** to guide implementation, monitoring, and compliance across all project phases

FUTURE MONITORING AND MITIGATION COMMITMENTS

- An Environmental Mitigation and Monitoring Plan (EMMP) will be developed following the TRPAP to guide the implementation of environmental protection measures.

- This single plan integrates all disciplines to ensure coordinated environmental management throughout the Project.
  1. Erosion and sediment control;
  2. Stormwater management and drainage;
  3. Vegetation protection and restoration;
  4. Wildlife and habitat protection;
  5. Noise, vibration, and air quality management during construction;
  6. Spill prevention and emergency response procedures;
  7. Archaeological and cultural heritage protection; and
  8. Environmental inspection, monitoring, and reporting procedures.

- Implementation of the EMMP will ensure that environmental commitments identified during the TRPAP are carried forward effectively implemented during construction and operation.

Discussion

DISCUSSION

- Is there any additional information Mx can share to assist in MCFN's review of the EPR?

METROLINX

From: [redacted]

Subject: RE: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) - Draft Environmental Project Report for Review (Project ID 213701)

Date: May 5, 2026 4:39:00 PM

Attachments: [redacted]

Good afternoon Lauren,

Thank you for sharing your comments on the Draft Environmental Project Report for the Grimsby GO Station Project. Metrolinx has reviewed your feedback carefully, provided thorough and detailed responses to each comment (attached) and truly appreciates your thoughtful input.

We look forward to continuing our discussion on the Grimsby GO Station Project through our monthly meetings with Six Nations of the Grand River.

Thank you,
Laina

Indigenous Relations Office
Metrolinx
97 Front St| Toronto | Ontario | M5J 2W3
IndigenousRelations@metrolinx.com
METROLINX

From: Lauren Vanderlingen [redacted]
Sent: April 17, 2026 11:17 AM
To: Indigenous Relations [redacted]
Cc: Peter Graham [redacted] Tanya Hill-Montour [redacted] Lauren Jones [redacted] EPA.IR [redacted] Tania Gautam [redacted] Dara Corrigan [redacted] Shaleeza Gordon [redacted]; Kiran Anwar [redacted] Lindley Kenny [redacted]
Subject: Re: Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) - Draft Environmental Project Report for Review (Project ID 213701)

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.

Good Morning Mx Team,

Thank you for sharing the Grimsby GO Station Environmental Project Report (EPR). The Six Nations Wildlife and Stewardship Office (SNWSO) has reviewed the EPR, as well as HDR's "2025 Early (Spring)

Season Natural Environment Field Investigation Summary" and HDR's Species At Risk Report. However, I have written all relevant concerns, questions, and comments within the EPR itself.

This file is too large to send via email, and due to issues with OneDrive sharing, I am using WeTransfer links instead. Please note that the links are active for 3 days, and each link can only be shared with up to three recipients, so multiple links have been provided to ensure all CC'd recipients have access. My apologies for any inconvenience this may cause. Please let me know if you encounter any issues accessing the document.

Indigenous Relations, EPA.IR, and Tania [redacted]

Dara, Shaleez, and Kiran: [redacted]

Lindley: [redacted]

SNWSO and the CAP team hope to have productive and meaningful conversations moving forward with this project.

Sincerely,
Lauren Vanderlingen

From: Indigenous Relations [redacted]
Sent: Wednesday, April 8, 2026 11:28 AM
To: Lonny Bomberry [redacted]
Cc: Peter Graham [redacted] Tayler Hill [redacted]; Dawn Russell [redacted] Dawn LaForme [redacted] Tanya Hill-Montour [redacted]; Lauren Jones [redacted]; Lauren Vanderlingen [redacted]; EPA.IR [redacted]; Tania Gautam [redacted] Dara Corrigan [redacted]>; Shaleeza Gordon [redacted]>
Subject: [External] Grimsby GO Station - Transit and Rail Project Assessment Process (TRPAP) - Draft Environmental Project Report for Review (Project ID 213701)

Dear Lonny and Team,

The purpose of this letter is to share the draft [redacted] prepared for the Grimsby GO Station TRPAP with Six Nations of the Grand River for review and input.

Metrolinx values its relationship with Six Nations of the Grand River and is committed to ensuring you have an opportunity to bring concerns forward and to meaningfully participate in the Grimsby GO Station project. Metrolinx would

appreciate any comments from Six Nations of the Grand River be shared by **April 14, 2026**, for consideration in the EPR. We have also shared a comment response table template for your consideration to provide feedback. However, if you are unable to complete your review by this date, Metrolinx still welcomes input and feedback after this time and commits to considering input as part of future project stages, even though it may not be explicitly documented in the report at this stage for the purposes of the regulatory requirements.

Please note all comments regarding the draft EPR will be recorded under the *Environmental Assessment Act* requirements and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Any information provided to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Should you require additional information or if wish to discuss the Grimsby GO Station project in more detail, please contact the Metrolinx Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Kind regards,

Arantxa

Indigenous Relations Office

Metrolinx

97 Front St| Toronto | Ontario | M5J 2W3

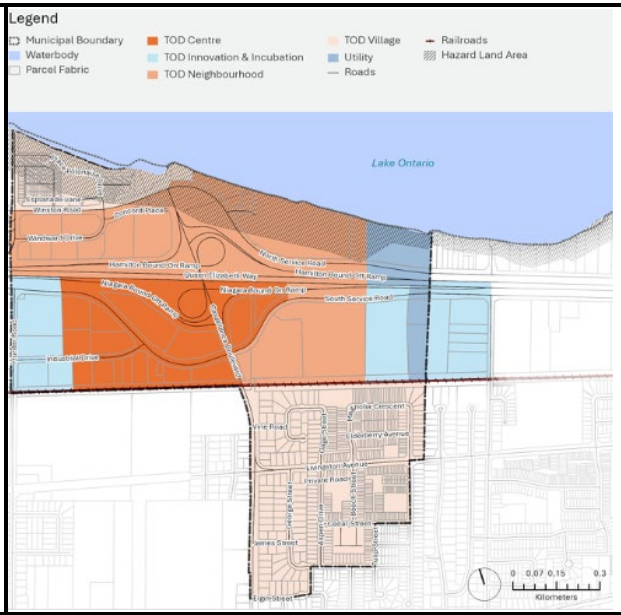
IndigenousRelations@metrolinx.com

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.

METROLINX

GRIMSBY GO DRAFT EPR				
No.	**Section**	**Page**	**SNGR Comment - April 17, 2026**	**Mx Response – May 5, 2026**
1	Consultation Summary	11	This characterization overstates the extent of Metrolinx's engagement with SNGR. SNGR maintains that, beyond formal presentations, there has been limited opportunity for SNGR to provide meaningful input. The project was introduced in February, and by the following meeting in March, site clearing had already begun, before Six Nations Wildlife and Stewardship Office (SNWSO) was able to receive and/or review documents or provide feedback Two-way communication has been minimal, particularly regarding the rationale for selecting the south parcel instead of prioritizing the existing bus loop and north parcel. While SNWSO acknowledges that Indigenous consultation will continue through the detailed design phase, the opportunity for early, meaningful input—particularly on station siting, field investigations, and cultural heritage (i.e. archeology)—has largely passed due to the expedited project timeline.	Metrolinx acknowledges that the Grimsby GO Station project is progressing under accelerated timelines which do not align with Metrolinx typical consultation process. As indicated in the draft EPR, this project has been proposed, studied and consulted on going back to the 2011 Niagara Rail Service Expansion GO Transit Class EA which was shared with SNGR for review and feedback, and most recently through partnership with Niagara Region. Metrolinx commits to continuing consultation with SNGR beyond the TRPAP and into future project phases. Additionally, Metrolinx will extend SNGR invitations to participate in upcoming Grimsby GO Station site visits and assessments on a go forward basis.

2	Future Commitments	12	SNWSO is encouraged to see that mechanisms for accountability and monitoring will be in place to ensure commitments are upheld and effective. SNWSO supports this approach and encourages Metrolinx to implement Environmental Management and Monitoring Plans (EMMPs) across all projects. Please clarify whether the monitoring and reporting framework will include defined timelines for environmental mitigation measures. For example, daily inspections of erosion and sediment control (ESC) and prompt repair of any failures, ideally within 24–48 hours.	An Environmental Management and Monitoring Plan (EMMP) will be developed for this project. At this time, the EMMP has not yet been prepared, however, we can confirm that mitigation measures will be subject to defined timelines for both monitoring and reporting requirements. Metrolinx is happy to share the details of the EMMP with SNGR, if requested. Metrolinx remains committed to developing Environmental Management Plans including but not limited to Erosion and Sediment Control (ESC) management plans, to be developed prior to construction commencing (see Table 12 and 14 of the draft EPR). Metrolinx also welcomes any feedback SNGR is able to share at this time related to mitigation measures and/or timelines to inform the development of these future plans.
3	1.2.2.4 Niagara Official Plan (2022)	30	Please clarify if the South Parcel of the proposed Grimsby GO station have also been identified as part of the PMTSA?	The South Parcel of the proposed Grimsby GO Station is not identified as part of Grimsby's Protected Major Transit Station Area. Please see the figure below which showcases which areas are part of the PMTSA. The figure will also be attached to the email.

				
4	3.2 Design Description	41	SNWSO recognizes the need for GO Transit in the Niagara Region, particularly in Grimsby; however, concerns remain regarding the station design and the proposed use of the southern parcel. The current land-use approach appears unsustainable, and SNWSO encourages Mx to prioritize developing on the existing parking lots and bus loop, as well as the north parcel. Please clarify whether the primary barrier to using the north parcel and existing parking	The station cannot be constructed on the north side of the CN rail corridor for several reasons noted below in addition to the Hydro One easement. One of the primary barriers at this location is active CN rail service operating within this existing corridor. GO train operations are limited to CN's south track only (within the two-track corridor), and Metrolinx does not have operating rights to use the north track for passenger train service. As well, the existing GO Bus parking lots

			facilities is the hydro corridor infrastructure along the tracks.	and bus loop is already unable to accommodate current passenger traffic and will be unable to accommodate additional usage from a new GO Station. The south parcel is the only viable option to support a GO Station within Grimsby Township.
5	3.2 Design Description	41	Please clarify if Mx has current ridership data for the existing bus loop, as well as projections for the proposed Grimsby GO Station. On what basis has Mx determined that additional parking is necessary beyond what is already available within the existing bus loop location?	The Grimsby GO Station Project forms part of the broader regional transit expansion initiatives being implemented by Metrolinx to enhance rail service along the Lakeshore West (LSW) corridor. Continued expansion of GO rail service into Niagara Region is intended to improve regional connectivity between Niagara communities and the GTHA, support sustainable transportation objectives, and accommodate anticipated population and employment growth. The *Niagara Region Transportation Master Plan (2017)* further details transportation projections and these are currently being updated with a planning horizon to 2051. Opening day GO train ridership has been modeled to be 680 customers per day with an AM peak of 130 customers, with potential growth up to 1,250 daily riders by 2041 based on current service levels. Any potential increases in GO service will likely

				bring further ridership growth. Additionally GO Bus use for routes 11, 12, and 18 which currently stop at the QEW/Casablanca Park and ride average 99 boardings and 132 alightings on weekdays, and 60 boardings and 76 alightings on weekends. Metrolinx expects weekend ridership to grow once Route 11 begins weekend service. It is expected that bus users would migrate over to train use at the future Grimsby GO station. As a result, additional parking beyond what is already available within the existing bus loop location was deemed necessary to support future ridership growth.
6	3.3.5 Bus Loop	44	Similar to the previous comment, SNWSO questions the need to pave the south parcel for extensive parking and bus loop infrastructure when the existing parking lot and bus loop could accommodate most station elements with modest upgrades. Aside from the platform, heated shelters, bike storage, and potential elevators (to integrate parking in the north parcel), there appears to be limited need for additional land. Could the platform and associated features be developed on the north parcel, potentially set	As noted in the February 24, 2026 meeting minutes and during the March 31, 2026 meeting, the selected location was chosen for several reasons. The proposed station cannot be constructed on the north side of the CN rail corridor due to constraints posed by the Hydro One easement and the active CN rail service operating within their corridor. GO train operations are limited to CN's south track (within the two-track corridor), and Metrolinx does not have operating rights for the north track and cannot build a station in that parcel. While a

			back from the hydro corridor, with smaller heated shelters located closer to the tracks, and a sidewalk to connect people from the existing parking lot to the station in the north parcel? It is assumed that any height restrictions could be addressed through appropriate shelter design and setbacks. The layout presented in the appendix appears excessive, with elongated multi-use pathways and extended bus access routes connecting Livingston Avenue to the station. SNWSO believes resources would be better directed toward improving connectivity between the existing parking/bus loop area and the tracks, rather than developing a largely undisturbed field adjacent to a wetland and mature woodlot.	walkway and northern parking area may be explored as future improvements, they are not viable options at this time. There are additional constraints related to design which Metrolinx does have to consider including setbacks of stations from the track and the proximity of the parking lot to the station. As well, the existing GO Bus parking lots and bus loop is already unable to accommodate current passenger traffic and will be unable to accommodate additional usage from a new GO Station. The south parcel is the only viable option to support a GO Station within Grimsby Township. The lot was previously developed as past use agricultural land and is in a highly developed area with residential and commercial businesses nearby. Please note that the Livingston Avenue extension was subject to a separate Class Environmental Assessment completed by Niagara Region.

7	3.3.7 Road Improvements	45	While SNWSO acknowledges that the Region is leading the road improvement project, we maintain that these works would not be necessary if Metrolinx were not requiring use of the south parcel. SNWSO requests confirmation that the road access improvements are being fully assessed for environmental impacts within the EPR and associated mitigation measures. For example, how might the roadway and its cul-de-sac impact the nearby agricultural pond (OAO) and the edge of the woodlot? It also appears that the cul-de-sac may encroach into the 50 m construction buffer for the archaeological site—please clarify how this will be addressed.	While the Niagara Region's Livingston Avenue Extension project does interface with the Grimsby GO Station project, improvements to the road were contemplated independently by Niagara Region. As these are distinct projects, potential environmental impacts and associated mitigation measures associated with the Livington Avenue extension are out of scope for this draft EPR and Metrolinx is unable to provide information on the work Niagara Region is conducting.

8	3.3.9.3 3.3.9.1 Existing Utilities	46	SNWSO requests an update on the outcome of the Hydro One meeting (March 30, 2026), including confirmation of whether constraints related to hydro transmission lines are the primary factor limiting development on the north parcel and driving the selection of the south parcel for the proposed Grimsby GO Station. SNWSO further notes that any potential conflicts with Hydro One should be resolved at this stage,not put off until detailed design, as earlier discussions may have supported consideration of the north parcel for station infrastructure. Please provide any relevant details from discussions with Hydro One.	On April 9, 2026 Metrolinx met with Hydro One (HONI). During the meeting, HONI identified that the easement within north parcel includes restrictions on building developments. Future phases impacting properties north of the CN corridor will require extensive consultation and mitigation of impacts to existing HONI assets. HONI provided a letter for the EA record, and the HONI feedback will be captured in the EPR. As indicated above, in addition to constraints posed by the Hydro One easement, there are additional barriers that have led to the use of the South Property. Namely the current service operating agreement with CN resulting in GO train operations being limited to the south track only (within the two-track corridor).

9	3.3.9.5 3.3.9.3 Stormwater Management	46	SNWSO notes that a significant portion of site drainage appears to flow toward the woodland watercourse. While the site may not currently receive substantial external runoff, this is likely due to infiltration across surrounding permeable lands, including the undeveloped north parcel, cultural thicket to the east, woodlot to the west, and agricultural lands to the south. With the proposed conversion to largely impermeable surfaces, there is potential for increased runoff being directed to the woodland watercourse. How will pre-construction flow conditions be maintained post-construction?	As indicated in the draft EPR **Table 14: Commitments Table,** soil and groundwater management strategies will be developed during future Project phases through the development of a Stormwater Management Plan. Strategies will aim to achieve pre-construction flow conditions and will be informed by upcoming subsurface investigations, where required, to delineate current soil and groundwater conditions. Metrolinx welcomes any feedback SNGR is able to share at this time related to stormwater management to inform the development of these future plans.
10	3.3.9.5 3.3.9.3 Stormwater Management	47	SNWSO is pleased to see bioswales and rain gardens being considered alongside the underground stormwater management (SWM) tank. Please provide additional detail on the proposed locations of these low impact development (LID) features, including whether rain gardens will be incorporated within parking areas and how existing drainage features, such as the eastern ditch or potential swales along the CN rail corridor, may be	Stormwater management for the Grimsby GO Station site is currently at a 10% conceptual design stage. At this stage, the stormwater strategy establishes the overall approach and design intent, with specific locations, sizing, and configuration of features to be confirmed and optimized during detailed design. The approach to stormwater discharge is subject to design progressing and consultation with Niagara Region on stormwater infrastructure connection. Metrolinx is committed to

			further utilized or enhanced. As understood, parking area runoff will be directed to an underground tank before discharging into the naturalized watercourse. SNWSO encourages greater use of bioswales and existing or improved drainage swales as part of a treatment train approach to slow, filter, and infiltrate runoff closer to source, rather than relying primarily on collection and tank discharge. This could reduce reliance on the SWM tank while improving water quality prior to it running via shale bedrock into the watercourse.	seeking SNGR's input as we explore alternative options. The conceptual design includes a combination of LID BMPs and conventional infrastructure to manage both water quantity and quality. As identified in the 10% design, this includes the use of an underground SWM tank to control runoff prior to potential discharge to the adjacent watercourse, supplemented by surface-level LID measures. LID features such as bioswales and rain gardens are intended to be incorporated within the site where feasible, generally within landscaped areas and along drainage conveyance pathways. Opportunities to integrate these features adjacent to parking areas and to utilize or enhance existing drainage features, such as site ditches or potential swales along the rail corridor, will be further evaluated during detailed design. Metrolinx acknowledges SNWSO's recommendations and welcomes continued input as the stormwater management

				design is advanced beyond the conceptual stage.
11	3.5.3 Maintenance of Station Facilities	51	SNWSO encourages Mx to pursue "Smart About Salt" site certification for the Grimsby GO station, as well as other stations. We also recommend that winter maintenance contractors/ staff be Smart About Salt certified or receive this training to promote best practices. This approach can help reduce chloride contamination within the development area, and the adjacent watercourse. Smart About Salt. https://smartaboutsalt.com/certification/	At this time, Metrolinx does not typically pursue site-level Smart About Salt certification as a standard requirement for station operations. However, salt application and winter maintenance practices across Metrolinx assets are governed through established operational procedures and environmental commitments. As noted in the draft EPR Table 14 – Commitments Table, a Salt Management Plan will be developed as part of future project phases. This plan will outline best management practices for salt storage, handling, and application, and will be aligned with Environment and Climate Change Canada's (ECCC) Code of Practice for the Environmental Management of Road

				Salts. This is the standard framework applied across Metrolinx projects to manage chloride use and mitigate potential impacts to adjacent watercourses. In addition, Metrolinx incorporates requirements within its operations and maintenance contracts to promote responsible winter maintenance practices, including calibrated application, appropriate material selection, and adherence to environmental protection measures. While formal certification is not currently part of standard practice, the principles of programs such as Smart About Salt are generally consistent with the measures that will be implemented through the Salt Management Plan and operational controls. Metrolinx is happy to share the Salt Management Plan with Six Nations, if requested.

12	4.1.1.1 Background Information Review	53	SNWSO appreciates that vascular plant/ELC and breeding bird surveys were updated in 2025; however, the assessment continues to rely heavily on 2018/2019 and earlier datasets. While these may serve as useful background information, they are unlikely to reflect current site conditions for flora and fauna. The Chartered Institute of Ecology and Environmental Management (CIEEM) recommends that ecological surveys older than three years be considered out of date. SNWSO generally supports this guidance and, given the expedited timeline for the Grimsby GO Station, would have considered a five-year threshold to be a reasonable minimum; however, reliance on 2018/2019 data does not meet even this standard. Accordingly, SNWSO strongly encourages Metrolinx to undertake targeted field surveys in 2026, prior to construction, to better inform species-specific mitigation measures. In the absence of updated data, a precautionary approach should be applied, assuming that all wildlife reasonably expected within this habitat may be present and mitigated or compensated for accordingly.	The Grimsby GO Station project will be located on lands that were previously used for agricultural purposes. Metrolinx has a high level of confidence that the current site conditions for flora and fauna are reflected accurately in the draft EPR. Metrolinx does not believe it is necessary to conduct additional environmental surveys because the consultant's summary of work included multi-year, multi-season data collection (spring, summer, fall 2025) which did not observe any SAR or SOCC and supports the results of the 2011 EA. To prevent impacts to potential nesting birds, Metrolinx undertook breeding bird nesting prevention measures prior to April 1st which included non-woody vegetation removal, minor invasive buckthorn removal, and field ploughing. Given past surveys and the fact that the site is currently a ploughed field, any further studies would be of limited value. Metrolinx commits to minimizing impacts to the adjacent woodlot and watercourse and any wildlife therein by implementing mitigation in the form of a minimum of 30 metre ecological buffer (Table 14). In

			CIEEM. (2019). Lifespan of Ecological Report and Surveys. The Chartered Institute of Ecology. https://cieem.net/wp-content/uploads/2019/04/Advice-Note.pdf	addition, Metrolinx is applying a precautionary approach and assuming presence of amphibian habitat in the nearby man-made pond as well as snake habitat in the rock piles in the adjacent forest and thicket and will be avoiding and mitigating any impacts to those areas during construction as well as taking those habitat features into consideration during on and off-site restoration. Metrolinx is focusing our efforts towards restoration planning that includes the development of 1:1 replacement for thicket and meadow habitat (both off-site), as well as enhancing the fallow field buffer areas to provide further protection of the wooded area and water feature (on-site). Additionally, Metrolinx has committed to a 10:1 tree replacement ratio (above *2025 Metrolinx Vegetation Guidelines*) to promote habitat enhancements. Restoration planning details will be shared with SNGR for review and input once available.

13	Table 2	55	While SNWSO appreciates that surveys were conducted through 2025, the HDR 2025 Natural Environment Field Investigation and SAR Report provide limited detail on actual survey results, focusing primarily on potential habitat rather than confirmed findings. Breeding bird results are relatively well documented; however, information on amphibian surveys is minimal. SNWSO requests clarification on survey methodology, including survey locations (e.g., woodland edge, watercourse, agricultural pond vs. open field) and timing (e.g., dusk surveys), and questions the conclusion that no amphibian calling was recorded. SNWSO also requests clarification on why no targeted herpetofauna surveys were undertaken (e.g., visual encounter surveys for snakes or basking surveys for turtles). Given the presence of a pond, adjacent watercourse, open soils, and a potential snake hibernaculum (rock pile) just outside the south boundary, suitable habitat may exist for turtle basking and nesting, as well as snake use of adjacent meadow for basking or foraging.	The project footprint (North and South Property) was evaluated for amphibian, snake, turtle etc., habitat (wetlands, ponds, ephemeral vernal pools etc.); as outlined in the draft EPR no suitable habitats were observed within the limits of the Study Area. Due to the lack of habitat affinities observed, targeted surveys were not completed. The abutting pond and rock piles are also located adjacent/outside of the Study Area on private lands and would be protected by the 30m ecological and 70m Archeological buffers. The 2025 investigations included the woodland edge (approximately 15 -20 m) capturing the treed edge and the entire drainage feature within the property edge and 15-20 m beyond where accessible. Ephemeral habitat, which was not observed at the time of the early April 2025 survey and findings are consistent with past studies. As noted in the EPR, industry accepted guidance protocols where generally followed. Rather than dusk/ evening surveys (as there were no amphibian, snake or turtle

			In the absence of detailed or targeted survey data, SNWSO recommends applying a precautionary approach, assuming species presence and implementing appropriate mitigation and compensation measures (e.g., brush/rock piles and turtle nesting mounds within ecological buffers). Northwest Natural Resources Group. (2018). How to Build a Wildlife Habitat Pile. https://www.youtube.com/watch?v=zriS-FDVoG8 Hinterlands Whose Who. (n.d.). Create Microhabitats. https://www.hww.ca/things-you-can-do/action-and-awareness/create-microhabitats/ Natural Resources Conservation Science. (2024). Restoring and Managing Habitat for Reptiles and Amphibians. https://www.nrcs.usda.gov/sites/default/files/2024-10/RestoringManagingHabitatForReptilesAndAmphibians.pdf	basking habitat indicators) surveys were conducted in early morning, extending to at a minimum past noon, capturing any possible remnant calling activity (if present) after rain events and generally warmer weather (above 5 C) when wildlife would be more active. Due to the small size of the properties, walking transects throughout each vegetation unit (not a single point count station) was used to provide for more fulsome and accurate assessment as the entire vegetation unit was assessed by an experienced ecologist. As part of future restoration planning and by applying a precautionary approach, Metrolinx has committed to install up to six habitat features and could consider incorporating brush/rock piles and turtle nesting mounds within the ecological buffer to enhance habitats onsite.

14	Table 2	55	Based on the SAR Report, SNWSO understands that Metrolinx will apply a precautionary approach for SAR bat species potentially present in the woodland, including avoiding tree removal during the active season, and SNWSO supports this approach. SNWSO also notes that the meadow, situated adjacent to both woodland and a water source, likely provides important foraging habitat for bats, which may be impacted by the proposed development. SNWSO further notes the commitment to at least six habitat features within the restoration plan and recommends thatsome of these include bat boxes suitable for roosting, as well as bark-based structures and rock piles or similar features to support potential Myotis species in the area. Haliburton highlands Land Trust. (2018). Best Management Practices for Bats. https://www.haliburtonlandtrust.ca/wp-content/uploads/2022/01/Best-Management-Practices-for-Bats-January-2018.pdf MNRF. (1984). Habitat Management Guidelines for Bats of Ontario.	Thank you for this feedback. Metrolinx is open to exploring different bat habitat features including bat boxes, bark-based structures and/or rock piles as appropriate on- and off-site. These specific details will be further refined during future project phases and ongoing restoration planning. Metrolinx commits to sharing draft restoration plans with SNGR for review and input once available. Metrolinx also welcomes any feedback SNGR is able to share at this time related to restoration planning to inform the development of these future plans.

			https://dr6j45jk9xcmk.cloudfront.net/documents/2790/guide-bats.pdf Bat Conservation International. (n.d). Two-chamber Rocket Box. https://batcon.org/wp-content/uploads/2020/04/RocketBoxPlans.pdf Bat Conservation International. (n.d.). Four-chamber Nursery Bat House. https://www.batcon.org/about-bats/bat-gardens-houses/	

15	Table 2	55	SNWSO understands that the Arborist Report is still in progress and requests clarification on whether the 15 tree removals identified in the March 30 technical memo have already occurred prior to completion of the report. SNWSO also requests confirmation on the scope of the arborist assessment—specifically, whether access to the woodland was obtained to assess potential SAR tree species (e.g., Cucumber Tree, Eastern Flowering Dogwood) previously identified in earlier surveys, or if the assessment was limited to the north and south parcels and woodland edges. Finally, please confirm whether the report includes an inventory of trees within the small encroachment area at the northern woodland edge along the CN corridor (pg. 99), and whether any removals in this area will be addressed within the current report or deferred to a future addendum during detailed design.	Metrolinx confirms that the 15 tree removals occurred prior to April 1. The arborist report and subsequent detailed design work will confirm and refine tree impacts on site. As outlined in the draft EPR, the arborist evaluation followed standard arboricultural practices for tree inventories and more specifically the 2025 Metrolinx Vegetation Guideline, including Municipal and Regional Tree-bylaws (Niagara Region Tree and Forest Conservation Bylaw). To capture possible SAR trees (root protection zones / dripline) and seedlings, the north and south parcel were assessed as well as the edge of the woodland edge within approximately 15-20 m. The ecological buffer, 15m setback from stable top of bank of the drainage feature (O.Reg 41/24) and the Region's 10 m dripline staking for woodlands, will avoid any SAR flora if observed.

16	4.1.1.3 Wildlife, Terrestrial and Aquatic	57	Please refer to previous comment questioning the lack of herpetofauna surveys despite the habitat available for those species.	The project footprint (North and South Property) was evaluated for amphibian, snake, turtle etc., habitat (wetlands, ponds, ephemeral vernal pools etc.); as outlined in the draft EPR no suitable habitats were observed within the limits of the Study Area. Due to the lack of habitat affinities observed targeted surveys were not completed. However, Metrolinx is applying a precautionary approach and assuming presence of amphibian habitat in the nearby man-made pond as well as snake habitat in the rock piles in the adjacent forest and thicket and will be avoiding and mitigating any impacts to those areas during construction as well as taking those habitat features into consideration during on and off-site restoration planning.

17	Table 3	61	SNWSO notes that the presence of permanent water, watercress (indicating possible seepage or spring influence), and defined pool/run features suggests this “drainage feature” may function as more than a simple swale, and requests that it be considered for classification as a watercourse or stream. SNWSO also requests further characterization of the watercourses hydrology, including potential groundwater inputs (baseflow), surface drainage contributions (seasonal-flows), high-water marks to understand the watercourses capacity, and baseline water quality parameters to better inform mitigation. In this context, clarification is requested on how construction and post-construction stormwater impacts will be managed, particularly given discharge from the underground SWM tank. With increased impervious surfaces, there is potential for altered runoff, sediment and contaminant loading, and reduced groundwater recharge. Maintaining pre- to post-construction flow conditions and water quality will be critical, especially if the feature is groundwater-fed.	Metrolinx understands the importance of maintaining pre-construction runoff levels and acknowledges the concerns associated with increased impermeable surfaces. **Table 3** of the draft EPR identifies the drainage as a C1 watercourse (in previous assessments) and as indicated in the draft EPR **Table 14: Commitments Table**, soil and groundwater management strategies will be developed during future Project phases. Additionally, subsurface investigations will be conducted to delineate current soil and groundwater conditions which can be shared with SNGR as part of the Stormwater Management Plan (SWMP). The SWMP once developed will provide more information on how post-construction stormwater management impacts will be managed.

18	4.1.3.2 Natural Heritage Feature (DNA) Summary	64	SNWSO requests that, if the makeshift shelters still remain on site, they be inspected for evidence of Barn Swallow nesting (noting observations of the species within the study area and foraging over the meadow) and potential bat roosting, including internal checks for guano, urine staining, or grease marks. Entry/exit surveys may also be useful to confirm whether these structures are being used by SAR bat species and/or Barn Swallows. These surveys should be conducted prior to the shelters' removal to inform habitat compensation measures. Creating Barn Swallow Habitat: https://files.ontario.ca/creatingbarsnestinghabitatenfinal17mar09_0.pdf	To clarify, the "disturbed anthropogenic habitats" noted in **Section 4.1.3.2** refers to the evidence of past agricultural land use and residential homes abutting the South property. Furthermore, the reference to makeshift shelters is of old tarps and stick "lean-to" shelters (not wood clad/framed built structures) in the North property. At the time of survey these were nonfunctioning, in disrepair and could not be used for bird or bat nesting (not suitable, not enclosed, do not support any affinities for roosting, barn swallow nests). Should Metrolinx use the north property in the future, these makeshift shelters will be removed.
19	4.1.3.2 Natural Heritage Feature (DNA) Summary	64	Please confirm whether the field has remained fallow since tree farming ceased over a decade ago (pg. 46). While SNWSO understands the area is now dominated by a mix of native and non-native species and may not represent high-quality grassland habitat, it may still provide habitat value for SAR grassland birds. Given the reliance on background data and limited recent multi-season breeding bird	Metrolinx can confirm the south parcel has remained a fallow field since tree farming ended. The South Property was assessed for SAR grassland bird species habitat; however, no grassland bird species including Eastern Meadowlark or Bobolink were observed during onsite assessments completed in 2025. The avian biologist's assessment

			surveys, SNWSO encourages a precautionary approach, including assuming the continued presence of previously recorded species such as Eastern Meadowlark (AMEC, 2014), as well as potential use by Bobolink. SNWSO supports the use of the ecological buffer to establish and maintain native meadow conditions, including management of woody vegetation, to help sustain or enhance this habitat. SNWSO also requests clarification on how woodland and edge species, including Red-headed Woodpecker (AMEC, 2014), Wood Thrush, and SAR bat species, will be supported in light of proposed woodland disturbance (e.g., human activity and tree removal). Installation of woodpecker nest boxes is recommended to support Red-headed and previously recorded Pileated Woodpeckers. 70Birds- Woodpecker Boxes. https://70birds.com/birdhouse-plans/woodpeckers/	concluded that the meadow represented a low likelihood for grassland bird habitat, however in addition to planned enhancements within the ecological buffer on-site, Metrolinx has committed to a 1:1 replacement ratio for meadow and shrub thicket off-site to provide high quality habitat creation for these species, targeting Eastern Meadowlark and Bobolink. As a result of the 30-metre ecological buffer along the western property line, Metrolinx does not anticipate disturbances to the woodlot and edge species (i.e. Red-headed Woodpecker) because of this Project. During the HDR's 2025 review there was no extension beyond the woodland into the agricultural land or fallow field areas.

20	4.1.3.4 Aquatic Features	65	Can Metrolinx clarify how far upstream the electrofishing assessment was conducted, and whether it took place before or after the point where the watercourse disappears under the pavement? While fish may not be present, the feature likely still provides important habitat for other wildlife, including amphibians, turtles, and mammals that rely on it for water. The fact that the feature passes beneath pavement does not make it inconsequential, and may instead reflect limitations of past infrastructure design. Has any ponding or flooding been observed at the adjacent commercial plaza? If so, it may indicate existing stormwater management issues associated with the watercourse, which could create complications for stormwater management on the south parcel, particularly related to discharge from the proposed underground storage tank.	The electrofishing location was along an upstream portion of the feature at the southwest corner of the property (as part of the detailed assessment for the Casablanca Blvd Livingstone Ave. preliminary design for the road widening). The feature may provide refuge and general habitat for a variety of species, hence the project concept design does not propose any alterations to the watercourse channel. The approach to stormwater discharge is subject to design progressing and consultation with Niagara Region on stormwater infrastructure connection. Metrolinx is committed to seeking SNGR's input as we explore alternative options. We are unaware of any hydraulic constraints imposed by the receiving system, including the enclosure through the plaza north of the railway. Observations during field reconnaissance indicated free flowing conditions through the receiving watercourse with no evidence of backwater conditions created by downstream constraints. Nevertheless, at detailed design, the stormwater management facility and outlet structure will be designed to

				address the tailwater condition at the facility outlet during the respective storm conditions.
21	4.1.3.6 Wildlife and Species of Conservation Concern	66	SNWSO encourages Mx to add another owl box, particularily since there is already one being inhabited by an Eastern Screech Owl. This is an exciting find, and really highlights the importance of protecting the functionality of the adjacent woodland and foraging opportunities in the fallow field.	As part of restoration planning, up to 6 habitat features will be installed and Owl habitat can be considered at that time. Restoration plans will be shared with SNGR for review and input once available.

22	Table 4	67	Based on the definition below, the one-window approach requires avoiding tree and vegetation removal from March 1 to October 1. The Technical Memo (March 30, 2026) indicates that vegetation removal (site grubbing) occurred on the southern parcel on March 25 as a nesting prevention measure. As this falls outside the stated window, SNWSO requests confirmation of the correct dates (i.e., whether April 1 was intended). While Mx avoided the core breeding bird window (April 1 onward), the grubbing may still have affected bird species—particularly those with high site fidelity—that have previously nested in this fallow field or surrounding areas. Although SNWSO acknowledges that this work has already occurred, we recommend extreme caution for all remaining project activities. Daily wildlife sweeps should be conducted to ensure that ground-nesting birds (e.g., killdeer) or basking snakes are not present.	The contractor reported that no SAR were encountered during nesting prevention activities and no wildlife conflicts or environmental incidents were observed. Prior to any future works occurring onsite during the breeding bird window, nest sweeps and buffers will be implemented for ground-nesting bird /wildlife activity.
23	Table 4	67	Please confirm whether the grubbed fallow field has been fully fenced as of April 16 to prevent turtles and other wildlife from accessing the site for nesting.	Metrolinx confirms that the fallow field has not been fenced following the nesting prevention measures (as of April 16). As a result of the plowing, there is no exposed gravel or no exposed slopes typically

			SNWSO also requests clarification on the project timeline. While construction is understood to be proposed for summer 2026, any delay to a later start (e.g., October) would leave an active season during which turtles could establish nests prior to disturbance. If construction is to proceed following the spring freshet (i.e., summer or under drier ground conditions), the field should be fenced in accordance with best management practices, ideally maintaining a 60 m buffer from the woodland. MECP (2020). Reptile and amphibian exclusion fencing. https://www.ontario.ca/page/reptile-and-amphibian-exclusion-fencing	attributed to turtle nesting. It is anticipated that fencing will be installed prior to construction as part of the sediment & erosion control and tree/woodland buffer protection delineation, however this is to be confirmed once a Contractor is onboarded. Metrolinx will be balancing fencing priorities throughout the project, i.e. exclusion fencing during construction to prevent wildlife from entering the active construction areas, but limiting permanent fencing during operations to allow for wildlife passage, where possible (section 5.1.2 in EPR). At this time, Metrolinx anticipates issuing the TRPAP notice of completion mid-May, followed by the regulated 30-day public review period and MECP Minister Review. Following the completion of the TRPAP, early works (i.e. fence installation, grading etc.) will commence in late June 2026 and main construction works planned for August 2026.

24	Table 4	68	Again, please confirm whether the Arborist Report (currently in preparation) included access to the woodland interior, or was limited to the woodland edge. SNWSO understands that no SAR tree species have been identified within the CUT/MEF habitats or along the woodland edges. However, it is important to confirm whether SAR tree species (i.e Butternut, Black Ash, Cucumber Tree, Eastern Flowering Dogwood, and the rare Pin cherry) are present within the interior of the adjacent woodland. If SAR species are identified, a 60 m buffer should be applied to the woodland, rather than the currently proposed 30 m buffer. The wetland and watercourse within the woodland likely provide the moist soil conditions required by these species and should be protected with respect to both water quality and quantity.	Approximately 15-20 m of the woodlot interior (from edge) was inventoried as part of the Arborist Report currently under development and no SAR trees were identified within these areas. Therefore, any SAR trees within the 50m protective buffer per the ESA permit would have been identified and further assessment is not required.

25	Table 4	68	Again, please confirm whether removal of the proposed 15 trees occurred concurrently with the field grubbing. If not, all tree removals must avoid the breeding bird and bat active seasons (April 1–September 30, and March 15–November 30 for Eastern Small-footed Myotis, as identified in the Ontario Line MECP SAR permits). Please also confirm whether acoustic monitoring will be conducted to identify bat species present on site and inform targeted mitigation measures. Understanding which bat species are present is critical for both the installation of appropriate habitat features and the proper application of the one-window approach, as timing for Eastern Small-footed Myotis differs from other bat species.	Tree removals occurred prior to April 1, outside of the bird and bat active seasons (habitat for Eastern Small-footed Myotis not identified or impacted at this site). Acoustic monitoring of bats did not occur prior to removals as the sparse line of trees along the rail ROW was identified as not being suitable bat roosting habitat. Metrolinx has assumed that foraging habitat for bats does exist within the fallow field itself. As such that habitat will be replaced at a 1:1 ratio off-site and bat roosting structures will be installed to support foraging bats in accordance with the 2025 Metrolinx Vegetation Guidelines.

26	Table 4	69	SNWSO encourages the exclusive use of native species within the ecological buffer and meadow habitat, with cultivars and ornamental species avoided in both compensation and landscape plantings. Priority should be given to species identified in the SNGR Plant List to support site-specific ecological functions. Native species are strongly recommended to reduce the risk of non-native ornamental spread, particularly if the site becomes unmanaged. In addition, many cultivars offer limited ecological value, as they may produce little to no pollen or have floral structures that are inaccessible to pollinators. Beyond planting native wildflowers, additional measures can support SAR insects (e.g., bumble bees). The use of herbicides and pesticides within landscaped areas should be avoided, and leaf litter should be retained in the fall to provide important overwintering habitat for pollinators and other beneficial insects (as noted in numerous Xerces publications). Xerces Society. (2023). Characterization of Western Bumble Bee (Bombus occidentalis)	Metrolinx will commit to the exclusive use of native plants within onsite landscaping and restoration plantings. Where possible species identified within the SNGR Plant list will be used to inform the planting list(s). The planting list will be shared with SNGR for review as part of the restoration plans for the project. Additionally, the use of herbicides and pesticides within landscaped areas will be avoided where possible, unless where application for invasive species management is needed. Leaf litter will be retained within the ecological buffer.

			Nesting Habitat and Management Recommendations to Conserve Bumble Bee Nests. Publications. https://xerces.org/publications/habitat-land-management/conservation-protection Sheehan, L. (2024). 6 Flowers Bees Can't Use & the Problem With Cultivars. Rural Sprout. https://www.ruralsprout.com/flowers-bees-cant-use/#:~:text=Heavily%20bred%20and%20hybridized%20flowers,been%20reduced%20or%20eliminated%20entirely. Wheeler, J. (2017). Picking Plants for Pollinators: The Cultivar Conundrum. Xerces Society. https://xerces.org/blog/cultivar-conundrum#:~:text=Unfortunately%2C%20not%20all%20cultivars%20are,of%20red%20or%20gold%20foliage.	
27	4.1.3.7 Significant Wildlife Habitat and	70	SNWSO acknowledges that the PPS designation of Significant Wildlife Habitat (SWH) is intended to protect habitats that are rare or of high ecological value. However, SNWSO maintains that the site's cultural	Thank you for this feedback. Metrolinx acknowledges the importance of incorporating Indigenous perspectives into our project planning, particularly as it relates to impacts to the environment and

	Wildlife Linkages		thickets and meadow habitats also function as wildlife habitat and warrant protection. For example, the fallow field likely supported higher insect abundance and, together with adjacent watercourses and open airspace, offered valuable bat/bird foraging habitat relative to surrounding agricultural, residential, and commercial areas where pesticide use and reduced habitat complexity are more common. From an Indigenous perspective, all native species and their habitats hold inherent value and play important ecological roles, regardless of classification as SAR, SWH, or otherwise. This highlights the importance of incorporating Indigenous perspectives into environmental assessments. Regardless of formal designations, these natural landscapes merit comprehensive protection. SNWSO encourages Metrolinx to move beyond rigid classification frameworks and adopt a more inclusive, holistic approach to protecting these culturally and ecologically significant landscapes.	ecological function. As outlined in the 2025 Metrolinx Vegetation Guideline, any lands, structures and/or species of potential significance to Indigenous communities will be reflected in the Project's mitigation hierarchy memo and must adhere to avoidance, minimization, and mitigation measures to reduce adverse impacts, where possible. Metrolinx understands and acknowledges the ecosystem benefits that the meadow habitat provides. To that end, we are avoiding the impacts to the natural features to the west of the project site with a buffer, which will minimize impacts to the meadow itself. However, as the project footprint cannot be reduced further, Metrolinx is committing to replacing the habitat lost at a 1:1 ratio - which includes the meadow and thicket habitats - and will involve SNGR's feedback and input in the restoration planning activities. We welcome any additional feedback from SNWSO's perspective that can be considered to inform culturally and ecologically significant landscape

				protection and/or future environmental assessments.
28	4.1.3.7 Significant Wildlife Habitat and Wildlife Linkages	70	Incorporating an Indigenous perspective and considering the parcel holistically suggests that even smaller or locally common habitat features are worthy of protection, as they contribute to regional habitat availability and may function as connective corridors for wildlife movement between higher-quality areas. Habitat for species such as Vesper Sparrow may be limited elsewhere precisely because sites like this are often considered too small or of insufficient quality to protect, despite still supporting essential life processes. The presence of indicator species, as well as monarch habitat and Barn Swallow foraging habitat—regardless of scale—further demonstrates the site's ecological function. While SNWSO recognizes this perspective may be acknowledged without further action, it is important to emphasize a holistic approach to both current and future development. When viewed within the broader landscape context,	Metrolinx agrees that the parcel does contribute to regional habitat availability and may function as a connective corridor for wildlife movement between higher quality areas. In addition to protecting the adjacent woodlot and watercourse feature, the 30m ecological buffer is intended to ensure foraging habitat is not lost entirely from the landscape and to maintain a portion of the existing ecological function. Where possible Metrolinx will look to enhance habitat functionality onsite through landscaping/restoration planning (e.g. native plantings). Where impacts cannot be avoided Metrolinx is committed to a 1:1 habitat replacement ratio for permanent loss of habitat and offsite restoration will be implemented as close to the area of impact as possible. Within these restoration sites

			these habitats collectively play an important ecological role and should not be overlooked.	Metrolinx will also consider ecological functionality (i.e. native species, habitat structures, monitoring and infill plantings) to ensure success.

29	4.2.1 Methodology	71	SNWSO acknowledges that the Geotechnical and Hydrological Investigations have been recently updated. However, additional information is requested regarding the adjacent watercourse. While the watercourse will not be removed, it is expected to experience direct impacts, including grading associated with the Station's stormwater management (SWM) design. The proposed underground SWM tank will discharge into the watercourse, which may alter its hydrology, flow patterns, and water quality. At a minimum, SNWSO recommends that the source of the watercourse (i.e., groundwater-fed vs. surface runoff), baseline flow conditions, and key water quality parameters be characterized. This information is necessary to ensure that post-construction conditions maintain pre-construction flow regimes and water quality.	Stormwater management for the site includes low impact development best management practices (LID BMPs) to maintain pre-development water balance and mitigate increased runoff volumes which might otherwise occur from the development. The stormwater management plan for the site has been established to maintain peak flow rates within the receiving watercourse, thus mitigating potential erosion and/or flood risks which might otherwise occur. All grading for the site is proposed to occur outside of the 30 m buffer from the watercourse and thus would not impact the watercourse itself. The only grading within the watercourse is associated with the installation of the outlet pipe from the stormwater management tank and would be limited in extent and completed to maintain geotechnical stability for the watercourse. The approach to stormwater discharge is subject to design progressing and consultation with Niagara Region on stormwater infrastructure connection. Metrolinx is committed to seeking SNGR's input as we explore alternative options.

30	4.2.6.1 Regional Hydrogeology	74	Please confirm whether Mx intends to register for or apply for a PTTW for construction dewatering activities, and whether dewatering volumes are expected to exceed 50,000 L/day. As noted on page 108, dewatering will likely be required for foundation installation. Given the presence of shale bedrock and potential preferential groundwater pathways, dewatering may be complex and could increase risks such as slope instability. SNWSO therefore recommends that a permit be obtained. In addition, given documented exceedances of PWQO for parameters including aluminum, phosphorus, cobalt, iron, and uranium, SNWSO requests clarification on the proposed dewatering approach, including anticipated volumes, treatment requirements (if any), discharge locations, and how water quality will be managed prior to release.	Metrolinx intends to obtain all necessary permits and approvals required for the construction dewatering activities. All aspects of the dewatering strategy will be developed during the detailed design phase, and once known, more information can be shared with SNGR if requested.

31	4.3.1 Methodology	77	SNWSO is pleased to note that updated air quality studies will be completed, as the 2018–2019 background data may no longer reflect current 2026 conditions. While transportation- and urban-related contaminants remain relevant, concentrations may have shifted over time. Please confirm whether the updated Air Quality Assessment will include on-site monitoring (e.g., sensors within the north and south parcels) to capture site-specific conditions, or whether it will rely solely on updated ECCC/NAPS data from regional monitoring stations (2025/2026). If the latter, SNWSO requests clarification on how spatial gaps will be addressed, particularly for the southern parcel, which was not included in the 2018–2019 baseline. Regional stations reflect broader conditions and may not capture localized transportation-related impacts.	The updated Air Quality Assessment will be completed prior to construction to address changes in background conditions and to build on earlier assessments, including the southern parcel that was not previously assessed. The updated Air Quality Assessment will adhere to the methodology described in the MTO Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020 – "the MTO AQ Guide"). The characterization of existing Air Quality conditions will be based on available representative air quality monitoring data from a similar area. No additional air quality monitoring is proposed for the updated Air Quality Assessment.

32	4.4.4 Vibration	86	How will Mx mitigate noise and vibration impacts during operation? SNWSO notes that Table 12 focuses primarily on construction-phase mitigation, with limited detail on operational impacts. While assessments indicate levels remain within acceptable limits near an active rail corridor, Appendix D (p. 554) documents resident reports of audible train activity and physical effects (e.g., window shaking, drywall cracking), which appears inconsistent with the conclusion that operational impacts are not significant. Please confirm whether updated noise and vibration assessments will be completed to reflect current conditions and increased train activity from Mx operations in addition to existing CN rail traffic. In particular, what frequency of momentary exceedances above 70 dBA and associated vibration impacts are anticipated under combined operations, and what changes in day-to-day exposure should nearby residents expect?	Noise and vibration impact assessments are being undertaken to help determine what mitigation measures tied to temporary construction activities and permanent operations may be required. Table 12 of the draft EPR distinguishes between construction and operational noise and vibration effects informed by past assessments. The updated Noise and Vibration Assessment will consider the Project before, during and after construction and allow for any future development surrounding the site. A reasonable worst-case scenario will be determined in compliance with the 1995 MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment, MECP NPC-300 guidelines and FTA analysis requirements. Metrolinx is happy to share the Noise and Vibration Impact Assessments if requested by Six Nations.

33	4.6.1.3 Existing Conditions	92	SNWSO wishes to convey that for Indigenous Peoples the cultural heritage landscape is the forest, meadow, and watercourse, with cultural and historical relationships grounded in the land itself. The site was likely used for hunting, harvesting, and other land-based practices, as reflected by the archaeological findings, and should be recognized as a cultural heritage landscape in its entirety. SNWSO requests that Mx revise this section to reflect this understanding and acknowledge that the proposed works will likely result in negative impacts to the land, including the loss or alteration of this natural landscape. As a result, the area may no longer support traditional practices or the exercise of treaty rights.	We appreciate Six Nations sharing this perspective and want to clarify that these natural features are not present on this project site. The project is being developed on an already disturbed agricultural field adjacent to an existing residential development and south of a CN rail line. There is no forest or watercourse on the project site. There is a wooded lot and watercourse located on adjacent parcels of land outside of the project area and proactive mitigation measures have been implemented to provide appropriate buffers for these features. Please see below for details on buffer implementation. Environmental Buffers: Metrolinx is establishing a 30+ m environmental buffer from the watercourse and notes that in the southwest portion of the site, the environmental buffer will exceed 70 m due to archaeological setback requirements. In coordination with Niagara Region, Metrolinx is looking for opportunities to enhance ecological function within the 30+ m buffer, which

				already exceeds what is required under regulation. The approach to future design is subject to design progressing and consultation with Niagara Region. Metrolinx is committed to seeking SNGR's input as we explore design options. Archaeology Buffer: Metrolinx is utilizing a 70 m buffer zone around the archaeological site to ensure the area is not disturbed and the site is avoided during Project construction activities.
34	5.1.1.1 Direct Impacts	101	Thank you for ensuring Milkweed will remain present on the site to support the Monarch's life processes. Additionally, if milkweed is present at the time of construction, SNWSO requests that plants be inspected for signs of Monarch activity (e.g., caterpillars and/or leaf feeding, eggs, or chrysalis) prior to removal. If Monarch use is confirmed, consideration should be given to delaying removal until emergence or, where feasible, safely relocating the plants.	It is not anticipated that milkweed will be present within the proposed construction areas by the time of construction due to early ploughing/nest prevention actions that took place prior to April 1.

35	5.1.1.1 Direct Impacts	101	SNWSO notes that while the proposed ecological buffer may function as a movement corridor for deer and other wildlife, residual impacts from development will remain, including lighting, human presence, and ongoing operational disturbance. From an Indigenous perspective, all non-human species hold inherent value and warrant protection regardless of abundance or urban adaptability. SNWSO therefore encourages consistent application of the mitigation hierarchy—avoid, minimize, and offset—rather than deprioritizing common species. Deer are also of cultural and subsistence importance to Six Nations of the Grand River, underscoring the need to meaningfully consider continued site use. While SNWSO supports the meadow-like buffer for connectivity and movement, the built form may still reduce its long-term effectiveness as a functional corridor.	Metrolinx would like to thank you for this insight. The mitigation hierarchy is intended to avoid, minimize and offset impacts to all species and environmental features, including common and urban adaptable species. As such, the conceptual station design was refined to include the minimum 30m buffer to avoid/minimize impacts to the adjacent woodlot and watercourse feature. This buffer will also provide for North to South wildlife movement and connectivity to adjacent areas for all species. Strategies to mitigate potential direct or indirect impacts to the ecological buffer including lighting and operational disturbances will be considered within the memo to ensure the site continues to provides ecological value, including wildlife passage and protection to the adjacent woodlot/watercourse feature.

36	5.1.1.1 Direct Impacts	102	If an outlet pipe is installed to convey stormwater from the proposed underground SWM tank to the watercourse, long-term impacts are likely, including reduced water quality (e.g., litter, contaminants, road salt) and altered flow regimes. SNWSO recommends maintaining pre-construction hydrologic conditions to avoid creating more “flashy” flows, as current infiltration supports stable baseflows that should be preserved. Given the apparent seep- or spring-fed nature of the watercourse (e.g., presence of watercress), both water quantity and quality are a key concern. Although fish are not present, the system still provides important ecological value for other wildlife. SNWSO encourages the prioritization of low-impact development measures such as rain gardens, bioswales, and other infiltration-based features prior to any watercourse discharge. If an underground SWM tank is required, it should include mitigation measures such as sediment filtration (in addition to the mentioned OGS filters), and a cold-water bottom draw to reduce sediment and thermal impacts on the watercourse.	At this stage the stormwater strategy is conceptual, and the specific location and configuration of proposed LID features will be refined during future detailed design. The approach to stormwater discharge is subject to design progressing and consultation with Niagara Region on stormwater infrastructure connection. Metrolinx is committed to seeking SNGR's input as we explore alternative options.

37	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	SNWSO recommends daily inspection of ESC measures during active construction by a qualified Canadian Certified Inspector of Sediment and Erosion Control (CAN-CISEC). Daily inspection is necessarily to ensure rapid response to ESC failures and prevent sedimentation in sensitive areas like the adjacent woodland and watercourse. Allowing a failure to go unnoticed for weeks is poor practice. SNWSO also recommends that ESC inspections cover the potential dewatering phase, the entire construction period, and continue for a short time post-construction to allow the site to stabilize.	Environmental Management Plans including an Erosion and Sediment Control (ESC) Plan will be developed at the detailed design stage and measures will be installed prior to beginning construction. ESC inspections will be conducted by the contractor as per the project agreement and per the ESC Plan once developed. Metrolinx will also be notified by the contractor if any deficiencies in ESC measures occur and will work to rectify the issue. The standard approach includes the following. During active construction, inspections of all erosion and sediment control protection measures will be completed on a weekly basis, after significant rainfall and snowmelt events (an event during which at least 15 mm has been received within 24 hours or an event with an intensity of at least 5 mm/hour during which at least 10 mm has been received), and daily during extended rain or snowmelt periods, and identify, correct and document any repairs to protections as required. A typical Metrolinx contract requirement is to maintain the sediment and erosion control measures during the period immediately

				following construction until effective stabilization has been achieved with a minimum ground cover of 80%.
38	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	When the landscape and restoration plans are available SNWSO would wish to review these documents and the species proposed for planting.	Metrolinx commits to sharing the landscape and restoration plans with SNWSO for review and input once available.
39	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	SNWSO supports the updated invasive species growth assessment for the ecological buffer, as well as development of an Invasive Species Management Plan. However, SNWSO understands that some invasive species control may already have occurred during site grubbing (e.g., buckthorn removal as part of nesting prevention measures). Please clarify whether invasive species management will be limited to the active construction phase, or if it will also occur immediately prior to construction (to limit further spread), as well as post-construction through restoration monitoring and maintenance.	Environmental Management Plans including an Invasive Species Management Plan will be developed at the detailed design stage and measures will be implemented prior to beginning construction. As part of restoration planning, invasive species management will be considered within the existing buffers to enhance ecological function.

40	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	SNWSO notes Mx's commitment to using Kayanase for plant and landscape supply. Please confirm whether Kayanase will also have the opportunity to collect seed directly from the site, particularly if access to the woodland is provided. This would be of particular interest, as it could allow for seed collection from SAR tree species.	The woodland is not owned by Metrolinx or the Region of Niagara and so is not considered within this Project scope for seed collection. Currently the only potential area for seed collection would be within the protected buffer zones which consist of grasses and forbs. Metrolinx will reach out to Kayanse to determine their interest in collecting seeds from these species, and if interested, Metrolinx can share the plant list and facilitate a site visit.

41	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	SNWSO agrees the woodlot may appear isolated within the study area (pg 101); however, a broader landscape perspective indicates connectivity remains. The Bruce Trail and Woolverton Conservation Area lie just south of the site, within a distance suitable for wildlife movement, and the adjacent western woodlot and watercourse further support north–south ecological connectivity. Accordingly, the woodland should not be considered ecologically isolated. SNWSO supports maintaining and enhancing a north–south corridor through the site. However, this should balance protection of the buffer from human disturbance (e.g., informal trails) with continued wildlife movement. SNWSO therefore recommends considering localized fencing (e.g., around parking areas) rather than continuous perimeter fencing, and avoiding permanent barriers where possible to maintain landscape connectivity.	The conceptual station design was refined to include the minimum 30m ecological buffer to avoid/minimize impacts to the adjacent woodlot and watercourse feature and will also provide for North to South wildlife passage and connectivity to adjacent areas for all species. It is anticipated that fencing will be installed prior to construction as part of the sediment erosion control and tree/woodland buffer protection delineation, however this is to be confirmed once a Contractor is onboarded. Metrolinx will be balancing fencing priorities throughout the project, i.e. exclusion fencing during construction to prevent wildlife, etc. from entering the buffers and construction areas, but limiting permanent fencing during operations to provide consideration for wildlife passage, where possible.

42	5.1.2 Mitigation Measures, including Restoration and Enhancement	103	SNWSO thanks Mx for implementing bird-friendly window designs, and working to implement Dark sky principle lighting strategies including warm/red-toned lighting to reduce impacts to wildlife! We are also happy to note that Mx will be committing to the LEED Silver building certifications, incorporating reflective surfaces to reduce urban heat islands, and will be working to incorporate permeable pavers in addition to LID techniques.	Thank you for this feedback!
43	5.1.2 Mitigation Measures, including Restoration and Enhancement	104	What habitat compensation ratio will be applied for the off-site compensation of the fallow field? SNWSO understands that a portion of the compensation is proposed on-site within the ecological buffer and appreciates that Mx is also exploring off-site options. Please clarify if the proposed ecological buffer is still to be 1.5ha is size, such that Mx will only be removing 2.5 ha (of the 4 ha total) for the station? Or will Mx be removing 4 ha of meadow, and 1.5ha will be replaced with the buffer? SNWSO recommends a compensation ratio of	To clarify, the project will result in the removal of ~4.0 ha of fallow field (MEF) in the South Property outside of the buffer areas (size 1.5ha). Off-site habitat compensation ratios will adhere to the 2025 Metrolinx Vegetation Guidelines at a 1:1 ratio. Metrolinx is looking for opportunities to enhance ecological function onsite within the 30 m ecological buffer, which may include but is not limited to meadow enhancement or edge plantings. Further restoration planning details will be shared with SNGR for review and input once available.

			2:1 for on-site works ,and 3:1 for off-site compensation. For clarity, if compensation were to be implemented entirely off-site, this would equate to approximately 12 ha of meadow habitat compensation based on the proposed ratios.	
44	5.1.2.1 Buffers	106	SNWSO requests clarification regarding the ecological buffer for the woodland. While a 30 m buffer has been committed to, SNWSO understands that a 60 m buffer was previously under consideration at SNWSO's request. SNWSO recommends the 60 m buffer be implemented to better support an ecologically functional zone that reduces impacts from human disturbance, including lighting, noise, encroachment, and surface runoff, while also enhancing ecological connectivity and increasing space for on-site restoration and planting. Given the establishment of a 70 m archaeological buffer, SNWSO considers a 60 m buffer for the woodland and watercourse to be a reasonable and feasible extension. Please also confirm which buffer was in place during the nest prevention grubbing that occurred on March 25, 2026.	Metrolinx is exploring design refinements that maximize the ecological buffer wherever possible, while providing safe and functional parking and access areas to the Grimsby GO Station. In the southwest portion of the site, the buffer will be 70 m due to archaeological setback requirements. Metrolinx will continue to provide updates on buffer size throughout ongoing consultation with SNGR. Additionally Metrolinx can confirm that a 75m archaeological buffer and a 30m ecological buffer were in place during the nest prevention measures that occurred in March 2026.

45	5.1.2.1 Buffers	107	SNWSO strongly encourages Mx to avoid any "minor intrusions" into the woodland and to eliminate outletting into the naturalized watercourse. Instead, priority should be given to alternative SWM approaches, including rain gardens and enhanced use of existing bioswales and drainage ditches. SNWSO has concerns that discharge from the SWM tank may introduce contaminants and alter natural hydrological flows, while nearby grading and vegetation removal to facilitate the pipe outlet, could increase erosion and bank instability along the watercourse.	Thank you for the feedback, at this stage the stormwater strategy is conceptual and details will be refined in subsequent project stages. Metrolinx welcomes ongoing input from SNWSO to inform development of the detailed stormwater management design.
46	5.2.1.1 Construction Phase	107	Please clarify what the appropriate management of the groundwater would be for dewatering discharge. SNWSO advises that any water being dewatering is run through a sediment filter or is discharged to vegetated areas (i.e bioswales) away from the watercourse, to avoid the contamination and sedimentation of the naturalized watercourse. Additionally, energy dissipators may be required for dewatering outlets to avoid creating erosion and increased sedimentation.	Groundwater may be encountered during excavation activities, and appropriate groundwater management measures will be implemented including dewatering systems and management of extracted groundwater prior to discharge in accordance with applicable municipal or provincial requirements. As outlined in section 9.1.1 during detailed design a Groundwater Management and Dewatering Plan will be developed which will outline the proposed management of groundwater during dewatering.

47	5.2.2.1 Construction Phase Mitigation	109	What containment measures will be implemented for on-site soil storage, beyond dust suppression measures (to be outlined in the Dust Management Plan)? SNWSO understands that any contaminated soils will ultimately be transported to approved disposal or reuse facilities; however, some temporary on-site storage is anticipated prior to removal. Please clarify how these soils will be contained to prevent the spread of contaminants across the site, particularly during rainfall or wind events. For example, will soils be placed on impermeable liners (e.g., tarps), stored in containers, and/or fully covered when not in active handling to prevent runoff, leaching, or wind dispersal?	Temporary on-site storage of soil is anticipated prior to off-site transport to approved disposal or reuse facilities, including during early works when soil quality may be unknown and testing will be completed at a later stage. Soil stockpiles will be placed on impermeable surfaces or geotextile liners, overlaid with a minimum 150mm granular layer where feasible, to prevent infiltration and leaching. Stockpiles will be covered when not actively handled to minimize runoff, wind dispersal and exposure to precipitation. Potentially impacted soils will be segregated from clean materials and from soils exhibiting visual or olfactory evidence of contamination, with different material types kept separate through adequate spacing, substantial dividers, or clear signage to prevent mixing. Each stockpile will be clearly labelled to identify the source location and depth range of excavated soil, and access will be maintained for future sampling, with surface water directed away from stockpiled materials. Stockpiles will be located a minimum of 30 metres away from drainage features and additional temporary controls may be implemented as needed to

				manage surface runoff during rainfall events. Dust will be controlled through the application of water as needed, surrounding areas will be maintained in a neat and tidy condition, and routine inspections will be conducted to ensure stockpile management measures remain effective.
48	5.3.2.1 Construction Mitigation	112	Please avoid using non-native nurse crops such as Common Oats (Avena sativa) or Annual Rye (Lolium multiflorum). While SNWSO understands these are used for erosion and sediment control, we recommend instead using native cover crop mixes to support restoration objectives. Suitable native options include grasses such as Canada Wild Rye and Virginia Wild Rye, as well as forbs like Black-eyed Susan, which can assist with soil stabilization while promoting meadow habitat development within the ecological buffer areas. Native seed mixes are available through suppliers such as Ontario Seed Company and Credit Valley Conservation. Care should be taken to ensure all selected species are truly native, as the use of non-native species that	Thank you for this feedback. Metrolinx commits to only using native plant species to support restoration on- and off-site and will look to incorporate Canada Wild Rye, Virginia Wild Rye and Black-eye Susan to promote ecological function, particularly within the buffer areas. The native species planting list will be shared with SNGR alongside the restoration plans.

			may become invasive is not aligned with restoration goals where effective native alternatives are available. In our Nature. (n.d.). 21 Native Groundcovers for Ontario Gardens. https://www.inournature.ca/native-groundcovers#:~:text=Canada%20Anemone%20(Anemone%20canadensis),moist%20to%20average%2C%2060cm%20tall. In Our Nature. (n.d.). Native Grasses for Ontario Gardens. https://www.inournature.ca/native-grasses-for-ontario-gardens#:~:text=Side%2Doats%20Grama%20is%20a,low%2Dgrowing%20grass%20is%20needed.	
49	5.4.2.1 Construction Phase Mitigation	116	The woodland should be considered a sensitive receptor, as construction noise and vibration from foundation works may disturb wildlife within and adjacent to the area. Stationary equipment should be located as far from the woodland as practicable, and mitigation measures should explicitly account for wildlife impacts. Although construction is limited to daytime	Metrolinx notes SNGR's feedback that the woodland should be considered a sensitive receptor. Metrolinx will be implementing a 30m+ buffer around the woodland to proactively mitigate any impacts. As outlined in Section 5.4.2.1: Construction Phase Mitigation, contractors shall locate

			hours and should not extend past 8:00 pm or sunset, sunset is a key activity period for many species, including bats and swallows beginning to forage, as well as increased wildlife movement. As such, "daytime" works may still overlap with sensitive behavioural periods. Wildlife life processes such as feeding, roosting, and movement should be considered in noise and vibration mitigation to reduce ecological disturbance.	stationary equipment (e.g., generators or compressors) away from sensitive receptors where practicable. Metrolinx aims to limit construction activities to daytime working hours whenever possible based on construction schedule. During periods when construction must take place outside regular hours including evenings, overnight and/or weekends, area residents will receive notifications well in advance regarding the type of construction and anticipated timeline. The specific details will be addressed during future project phases and through contract tender packages which will outline construction operational procedures in alignment with noise and vibration impacts and recommendations.
50	5.8.3.5 Minimizing Operation GHG Emissions	129	Please clarify why Mx is not incorporating rooftop solar panels into the opening-day infrastructure design. What is the rationale for deferring integration of this renewable energy source, rather than including it at the design stage?	Metrolinx thanks SNWSO for the comments regarding the potential integration of solar features. At this stage of the project, the design has not advanced to a level that allows confirmation of specific roof-based renewable energy or water reuse systems.

			Similarly, SNWSO notes that solar roofing or a blue-green roof system (e.g., to support irrigation for rain gardens=greywater and stormwater reuse systems (pg. 130)) could be integrated now to better align with the project's sustainability and climate resilience objectives. Please advise whether these options were considered and, if not, why they were not incorporated into the current design.	Metrolinx will continue to engage with SNWSO and provide updates as the design advances and opportunities to incorporate sustainability features are evaluated.
51	Table 12	133	Please clarify what "priority invasive of interest" refers to. Does this distinguish certain invasive species from others, and if so, which species are considered priorities? SNWSO notes that all invasive species should be removed where identified within the ecological buffer, as selective management may allow non-native species to persist and spread, potentially undermining native-focused restoration objectives through competition with native vegetation. SNWSO also notes that not all non-native ("exotic") species are invasive; for example, plantain and dandelion are non-native but generally have a neutral ecological impact. In contrast, true invasive species can aggressively	Priority invasives of interest (those of severe threat) are species which have been designated by the provincial government as Restricted Invasive Species under the Invasive Species act (e.g., Dog-strangling vine, Japanese knotweed, Tree-of-Heaven etc.), and non-native species of concern which are prolific for hindering restoration efforts (e.g., Garlic Mustard, Multiflora Rosa, and species which spreads rapidly, altering soil fungi and inhibiting native growth) where management of invasives is practical and achievable given the current project end use. Metrolinx acknowledges that not all invasive species/non-native ("exotic") species are a threat. The EPR mitigation recommendation is to complete an updated assessment

			outcompete and displace native vegetation, and therefore warrant targeted removal.	identifying priority invasives of interest as part of an Invasive Species Management Plan for the site during future project phases. This Management Plan which will be shared with SNGR once developed. Efforts for the ecological buffer will consider adaptive management and feasibility of implementation.
52	7.1.1 Pre-Planning Indigenous Consultation	139	Please clarify why Mx did not engage SNGR in consultation on the Grimsby GO Station following July 2025, rather than initiating contact in February 2026. As noted previously, there has been limited two-way communication prior to site grubbing and key project decisions, including site selection and the feasibility of updated field investigations	The station has been proposed, studied and consulted on going back to the 2011 Niagara Rail Service Expansion GO Transit Class EA and most recently through partnership with Niagara Region. Metrolinx resumed consultation with SNGR as soon as was possible and remains committed to on-going consultation moving forward.
53	9.1.1 Commitments During Detailed Design	147	SNWSO considers it important that an updated Phase I ESA (including the southern parcel) and a Phase II ESA be completed, given the site's known historical potential for contamination associated with transportation and petroleum-related uses. Identifying potential areas of concern (Phase II) will be important to inform soil handling, excavation, and dewatering activities, and to ensure appropriate precautions are in place to prevent the spread	An updated Phase I ESA including the southern parcel will be completed. Based on the findings of the Phase I ESA and site conditions encountered, additional investigative work will be undertaken to further assess potential areas of concern and inform soil handing, excavation and dewatering activities. Appropriate precautions and environmental

			of contamination. SNWSO also requests confirmation that an appropriate contingency and management plan will be implemented in the event that contaminated soils or groundwater are encountered during construction.	protections measures will be implemented to prevent the spread of potential contamination during construction. In the event that contaminated soils or groundwater are encountered, an appropriate contingency plan and management plan will be implemented to address handling, storage and disposal of affected materials.
54	9.1.3 Commitments During Operations	148	Please clarify what maintenance measures will be implemented for the SWM facilities (underground tank) and associated drainage infrastructure. SNWSO notes that sediment (in addition to OSG filters) should be incorporated to remove sediment, litter, and feuls/metals from runoff prior to storage and discharge, and that these filters will likely require regular inspection, cleaning, and replacement depending on site use. SNWSO also recommends routine water quality monitoring prior to the tanks discharge to the receiving watercourse to reduce risks associated with contaminants such as fuels, salts, metals, and elevated turbidity. In addition, SNWSO recommends considering a cold-water bottom draw within the tank to	Thank you for the feedback, at this stage the stormwat-er strategy is conceptual and details will be refined in subsequent project stages. Metrolinx welcomes ongoing input from SNWSO to inform development of the detailed stormwater management design.

			minimize potential thermal impacts to the receiving watercourse.	

METROLINX

AGENDA

Metrolinx Touchpoint Meeting with Six Nations of the Grand River

DATE May 6, 2026
TIME 9:00 am – 10:00 am
LOCATIO N [redacted]

#	Description	Time	Presenters
1	Welcome Introductions Review of Agenda Items	9:00-9:05 *(5 minutes)*	SNGR & IRO
2	Grimsby GO TRPAP Update	9:05-9:30 *(25 minutes)*	Tania Gautam, Mirjana Osojnicki & Katie Bright
[redacted]	[redacted]	[redacted]	[redacted]
4	Concluding Remarks and Discussion	9:50-10:00 *(10 minutes)*	SNGR & IRO

Six Nations of the Grand River – Metrolinx Monthly Touchpoint

DATE OF MEETING: Wednesday May 6, 2026

TIME OF MEETING: 9:00am – 10:00am

LOCATION OF MEETING: Virtual MS Teams Meeting

ATTENDEES:

Six Nations of the Grand River (SNGR):

1. Lauren Vanderlingen – Wildlife Stewardship Office Assistant
2. Peter Graham – Consultation Supervisor
3. Dawn Russell – Consultation Administrative Assistant
4. Tayler Hill – Assistant Director
5. Tanya Hill-Montour – Archaeological Supervisor

Metrolinx (Mx):

1. Lindley Kenny – Director, Indigenous Relations Office
2. Laina Rogers – Senior Advisor, Indigenous Relations Office
3. Katie Bright – Senior Manager, Environmental Programs & Assessment
4. Leanna Burgess – Manager, Restoration
5. Robert Hannah – Deputy Program Lead
6. Tania Gautam – Manager, Environmental Programs & Assessment
7. David Swanson – Director, Project Delivery

MEETING PURPOSE

To share monthly project updates and receive feedback and input from Six Nations of the Grand River (SNGR) on Metrolinx (Mx) projects.

MEETING SUMMARY

TOPIC 1: Introduction

- No questions, comments or concerns were raised.

TOPIC 2: Grimsby GO – TRPAP Update

A. TRPAP Process Update

- Mx stated that their responses to SNGR's comments on the Draft EPR were shared with SNGR at the end of the previous day on Tuesday May 5, 2026.

- Mx restated the project's archaeological commitment of a 70m buffer around the archaeological site with protective fencing, and additional updates can be shared in the monthly archaeological meetings beginning on May 12, 2026.
- SNGR confirmed that the monthly archaeological meetings will be ongoing with no projected end date and format to be determined.
- SNGR asked what type of fencing will be used for the physical barrier within the archaeological buffer. Mx confirmed that the fencing will be non-intrusive and it looks like it will be steel fencing with the panels held down by weights like sandbags. There may also be additional silt fencing included around the archaeological buffer, where warranted, but more information will be shared once details are finalized.
- Mx asked SNGR if signage should be included on the fencing. SNGR confirmed that no signage is needed on the barriers as physical barriers would be enough to deter people and protect the site.
- Mx said a licenced archaeologist will be present on-site during fencing installation and an invitation for monitoring during installation will be shared with SNGR. As well, there will be frequent monitoring of the fencing to ensure that it does not sustain any damage during construction.
- SNGR indicated comfort with the path forward for protective fencing and invitation to monitor the fence installation.
- Mx said additional nesting prevention ploughing will occur in mid-May with nest sweeps being conducted prior to the work.

B. Upcoming Project Milestones

- Mx shared the upcoming work and project milestones. Mx shared that all fieldwork deployment details will be shared with SNGR for upcoming fieldwork including archaeological protective fencing installation.

C. Discussion

- SNGR stated that Mx has said that consultation occurred with SNGR elected council for the 2011 Class Environmental Assessment (EA). SNGR says they do not believe consultation has occurred as they do not have record of it.
- Mx replied that when the EA was reviewed, it showed that information was shared with SNGR. Mx will clarify the consultation that occurred with SNGR as part of the 2011 Class EA.
- **ACTION ITEM:** Mx to clarify the extent of consultation that occurred with SNGR regarding the 2011 EA.
- SNGR said Mx also claims that consultation for the current project assessment occurred as soon as possible, and SNGR disagree with this statement. They do not believe that Mx shared the project information with SNGR at the earliest possible opportunity.
- Mx shared that they were given a specific timeline for the project and are working with SNGR on that timeline. Mx appreciates that this project is an anomaly.

- SNGR appreciates that timelines were given to Mx to complete the project and it sounds like others were pushing the issue. SNGR would like Mx to confirm why they couldn't resume consultation earlier.
- **ACTION ITEM:** Mx to provide a response to why the project was not consulted on earlier.
- SNGR asked if there was expropriation for the project. Mx says there has not been any property expropriation.
    - ***Post-meeting note:*** While no property is being expropriated, the south station lands are being acquired from Niagara Region.
- SNGR said environmental studies were completed back in July 2025 and consultation could have been initiated then. Mx would have known that this project was at least being considered at this time. Mx understood SNGR's concerns and will provide a response.
    - ***Post-meeting note:*** Niagara Region undertook some preliminary environmental studies in advance of the current project partnership being formally established with Metrolinx. This early work was intended to proactively support seasonal field work being captured to inform existing conditions. Mx acknowledges SNGR's desire for engagement in environmental fieldwork regardless of the stage of the project.
- SNGR said it appears as if Mx is trying to conduct work and then apologize and make amends. There should be patience from Mx and additional timelines for review should be expected and understood. The shortened review timelines are challenging, and the documents are very large.
    - ***Post-meeting note:*** After receiving feedback from Indigenous communities on the review timelines for the Draft EPR, Mx extended the timeline for review and feedback from Indigenous communities by 21 days.
- Mx asked if additional timeline considerations were needed following the comment responses sent by Mx the previous day. SNGR confirmed that they will look at the responses this week and will go from there.
- SNGR said that their experience is the Town of Grimsby has a poor engagement policy and asked if this is why the project fell through the cracks and inquired if municipal permits will be required. Mx said they are working in partnership with Niagara Region and not the town. The town is being consulted, and some municipal permits are anticipated but current focus of coordination is with Niagara Region.
- SNGR said from their brief scan of the responses lots of the comments refer to detailed design. As the project is progressing quickly and detailed design is in the works, commitments on some of the comments could be made today.

[redacted]

[redacted]

- [redacted]

TOPIC 3: Conclusion

A. Overview

- No questions, comments or concerns.

Summary of Action Items			
No	Action Item	Owner	Response / Status
TOPIC 2: GRIMSBY GO – TRPAP UPDATE			
1.	Mx to clarify the consultation occurred with SNGR regarding the 2011 EA.	Mx	In reviewing the 2011 Environmental Assessment (EA), correspondence with SNGR did take place as part of the 2011 EA. SNGR was included among the Indigenous communities notified and invited to participate in the EA process. Mx recognizes the approach to consultation has evolved significantly since 2011. While the EA process did include outreach to SNGR, we understand that the level of engagement may not reflect current best practices or the relationship-focused approach we are committed to today. If SNGR would like further information, Mx can share the 2011 EA.
2.	Mx to provide a response to why the project was not consulted on earlier.	Mx	Mx understands the importance of SNGR being engaged early in project planning. We recognize the value of SNGR's input and understand your concerns. Mx will continue to work to initiate consultation as soon as possible for all projects to ensure earlier and more consistent consultation from SNGR.
[redacted]			
[redacted]	[redacted]	[redacted]	[redacted]

Grimsby GO Station

(Project ID #213701)

Project Update

Six Nations of the Grand River

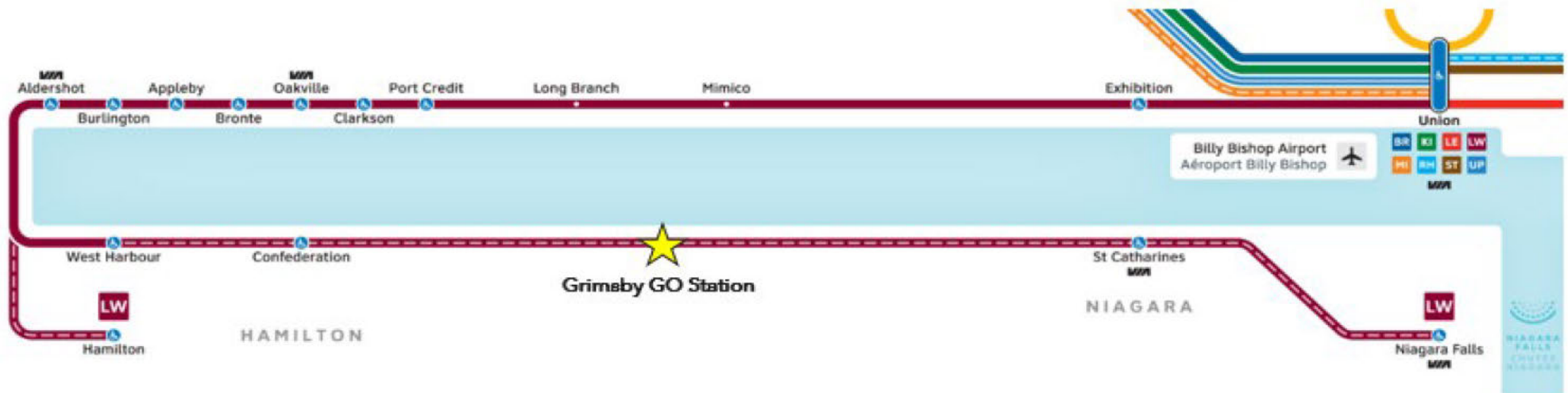
May 6, 2026

PROJECT OVERVIEW- RECAP

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.

- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.

- The project is following the Transit and Rail Project Assessment Process (TRPAP).



TRPAP PROCESS UPDATE

- We thank Six Nations of the Grand River (Six Nations), for the comprehensive comments on the draft EPR received on April 17th. Mx will be sharing comprehensive responses by the week of May 4th.

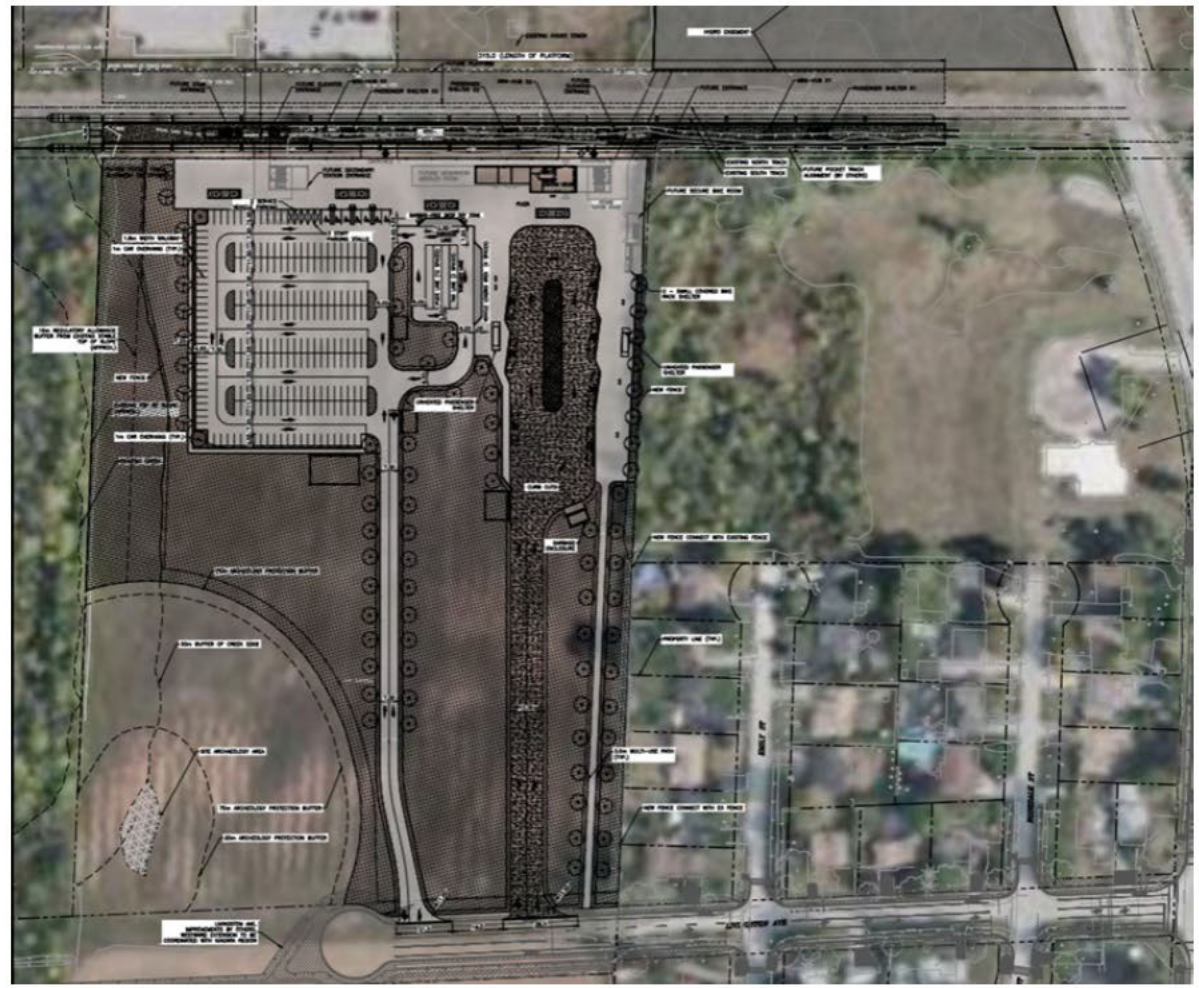
- The final Environmental Project Report (EPR) will be posted for a 30-calendar day public review period on the project website from May 17th to June 15th.

- All feedback from Six Nations will continue to be welcomed, considered and addressed during this public review period.

ARCHAEOLOGY COMMITMENT

- As previously committed, Mx will be implementing a 70-meter fenced buffer to protect the sensitive archaeology site during future construction activities.

- Based on feedback received, we will continue to seek feedback on archaeology including exploring monitoring during fencing installation through our monthly archaeology-focused meetings with the Six Nations archaeology team beginning on May 12, 2026.



PROJECT WORKS UPDATE

- Mx is planning for a second nesting prevention ploughing event in mid-May, which will include nest sweeps.

- Non-intrusive design surveys are anticipated to be occurring mid-May 2026.

- Mx is anticipating installing archaeological buffer fencing and silt fencing along the environmental buffer at the end of June 2026.

- Mx will continue to share updates with Six Nations at monthly Grimsby GO Station Project Update meetings (the first Wednesday of every month).

UPCOMING PROJECT MILESTONE

Activity	Estimated Timelines*
TRPAP EPR Notice of Completion	May 16
TRPAP 30-Day Public Review	May 17 to June 15
Station Design	Ongoing
Construction Mobilization	Summer 2026
Draft Restoration Plans	2026

*all timelines are tentative and may change as the project progresses

METROLINX

From: [redacted]
Subject: RE: Proposal to Facilitate the Grimsby GO Station EPR Review
Date: May 7, 2026 4:40:00 PM
Attachments: [redacted]

Good afternoon Megan,

Thank you for reviewing and providing feedback on the Grimsby GO Station Draft EPR.

Metrolinx has reviewed your comments and provided feedback to each comment (attached) and truly appreciates your thoughtful input.

We look forward to continuing our discussion on the Grimsby GO Station Project through our monthly meetings with Mississaugas of the Credit First Nation.

Thank you,
Laina

From: Megan DeVries <[redacted]
Sent: May 5, 2026 8:51 AM
To: Kiran Anwar <[redacted]
Cc: Melissa Dokis <[redacted] Relations [redacted] Adam LaForme <[redacted]>; Lindsay Wong [redacted] Laina Rogers <[redacted]; Simar Kaur [redacted]
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review

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Good morning,

Please find attached the letter of response from the MCFN-DOCA. We appreciate our continued meaningful engagement with you on this project as Treaty Holders of the land on which this project is situated.

Thank you,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
Physical: 4065 Highway 6, Hagersville ON, N0A 1H0
Web: www.mncfn.ca
Cell: 226-934-8640

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

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From: Kiran Anwar <K[redacted]
Sent: Monday, April 13, 2026 4:31 PM
To: Megan DeVries <[redacted]
Cc: Melissa Dokis <[redacted]; Indigenous Relations <[redacted]; Adam LaForme <[redacted]; Lindsay Wong [redacted]>; Laina Rogers <[redacted]
Subject: RE: Proposal to Facilitate the Grimsby GO Station EPR Review

Good afternoon Megan,
Thank you for taking the time to speak with me this afternoon. We truly appreciate Mississaugas of the Credit First Nation (MCFN) accommodating the review of the draft environmental project review report (EPR) for Grimsby GO Station Project by May 5th, 2026. We look forward to receiving your comments and feedback by that date.
In addition to the agreed timeline extension, we would also like to offer the following

to help facilitate the review process:

- **Extended review timelines for other Mx Projects:** We are happy to extend the review timelines for other Mx projects under review with MCFN by an additional 10 business days. For your reference, we have attached the updated timelines.
- **Increased review rate:** With the understanding that providing sufficient time for MCFN's review remains the top priority and that increased rates are not intended to compensate for shortened timelines, we would like to offer an increase to the maximum review rate outlined in our agreement for EPR reports, [redacted]
- **Optional workshop:** We would be happy to arrange a workshop with Lindsay and her team between now and May 5th, to walk through the environmental reports together and help address any clarification questions.

We hope these measures are helpful and reflect our commitment to continuing the strong and positive working relationship we have built with MCFN.
Thank you again,
Kiran Anwar

From: Megan DeVries <[redacted]
Sent: Monday, April 13, 2026 12:17 PM
To: Kiran Anwar [redacted]
Cc: Melissa Dokis <[redacted]>; Indigenous Relations [redacted]; Adam LaForme [redacted]; Lindsay Wong [redacted]
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review

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Hi Kiran,

I am available at 3:30pm.

Thanks,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
Physical: 4065 Highway 6, Hagersville ON, N0A 1H0
Web: www.mncfn.ca
Cell: 226-934-8640

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

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From: Kiran Anwar <[redacted]
Sent: Monday, April 13, 2026 10:48 AM
To: Megan DeVries <[redacted]
Cc: Melissa Dokis [redacted]; Indigenous Relations [redacted]; Adam LaForme <[redacted] Lindsay Wong [redacted]
Subject: RE: Proposal to Facilitate the Grimsby GO Station EPR Review

Good morning Megan,

Thank you for your letter sharing concerns regarding the April 14th deadline for the draft EPR for the Grimsby GO Project.

Would you be available to connect for a quick 10-minute chat today? I can make myself available at any time that works for you, aside from a meeting I have from 2:00 to 2:30 pm that I am unable to move.

Please let me know what time best suits your schedule and I will send an invite.

Looking forward to connecting soon.

Thanks so much,
Kiran Anwar

From: Megan DeVries <[redacted]
Sent: Friday, April 10, 2026 10:46 AM
To: Kiran Anwar <[redacted]
Cc: Lindley Kenny <[redacted]>; Melissa Dokis [redacted]
Indigenous Relations <[redacted] Adam LaForme
[redacted]; Lindsay Wong <[redacted]
Subject: Re: Proposal to Facilitate the Grimsby GO Station EPR Review

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Good morning, Kiran,

The MCFN-DOCA team has reflected on your offer. Unfortunately, it remains impossible for MCFN-DOCA to meet the April 14 deadline and it is unreasonable for Metrolinx to expect this. I am submitting a letter to you outlining the content of our concerns and our position on the project as it currently stands.

Kind regards,
Megan.

Megan DeVries (she/her)
Director / Acting Manager of Consultations
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville ON, N0A 1H0
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point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.
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From: Kiran Anwar [redacted]
Sent: Thursday, April 9, 2026 3:47 PM
To: Megan DeVries <[redacted]
Cc: Lindley Kenny <[redacted] Melissa Dokis [redacted]
Indigenous Relations [redacted]
Subject: Proposal to Facilitate the Grimsby GO Station EPR Review

Good afternoon Megan,

Thank you for sharing your concerns regarding the review timelines for the draft Environmental Project Report (EPR) for the Grimsby GO Station Project “Project” at our meeting this morning.

To help address these concerns, we would like to propose the following:

- Extend the review timelines for all current Metrolinx projects currently for review with Mississaugas of the Credit First Nation by an additional 10 business days. For your reference, we have attached the reports currently with you for review, including both the original timelines and the updated timelines.
- Increase the maximum rate outlined in our agreement for review of the EPR reports, [redacted]
- Cancel the regularly scheduled 2-hour meeting on April 21st, 2026, to provide additional time for review of the Project’s draft EPR report.

Please let us know if this approach addresses your concerns or if there is anything further we can adjust to better support your review and feedback of the draft EPR.

Looking forward to hearing from you.

Thanks so much,
Kiran Anwar

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METROLINX

Metrolinx's response to MCFN's comments on the Grimsby GO Station EPR - Received on May 5, 2026

No.	MCFN's Comments	Metrolinx's Responses
1	We want to flag a concern regarding the proposed works along Emily Street in proximity to Site AhGv-55. While the impact and mitigation letter indicates that the site will be avoided through the establishment of a 70 m protective buffer (20 m site buffer plus 50 m construction buffer), the plans presented previously appeared to show works encroaching within that buffer. This discrepancy should be clarified.	The Grimsby GO Station project construction will not encroach into the archaeological buffer. The Livingston Avenue extension in that area is a separate Niagara Region project. As outlined in the Stage 1 Archaeological Assessment completed for the Casablanca Boulevard Improvements and Livingston Avenue Extension Project (PIF# P450-0035-2018) all work within or in proximity to registered archaeological resources must be undertaken in compliance with applicable legislative requirements and under the direction of a licensed archaeologist. Any future road work details (i.e. potential encroachment) are being addressed under the separate Livingston Avenue Extension Project (under Niagara Region and not Metrolinx) and are therefore out of scope for the Grimsby GO Station draft EPR.
2	At a minimum, we recommend that a licensed archaeologist be retained to establish and verify the avoidance and protection measures on the ground. This should include confirming that the protective fencing (e.g., snow fence) is installed in the correct location and clearly delineates a no-go zone. The archaeologist should also report on the effectiveness of the avoidance strategy once implemented.	As noted in comment #1 above, all work in proximity to the registered archaeological resources must be undertaken in compliance with applicable legislative requirements and under the direction of a licensed archaeologist. Metrolinx can confirm this will apply for the installation of avoidance strategies (i.e. 70m buffer fencing) and a

		licensed archaeologist will be present onsite during these works. The fencing will clearly delineate the site for protection and monitoring of the fencing will be conducted periodically throughout construction. The licensed archaeologist will be required to monitor the fencing installation, prepare appropriate reporting of the installation and monitoring of the archaeological protection fencing for Metrolinx and Indigenous community review, prior to submission and satisfaction to Ministry of Citizenship and Multiculturalism (MCM).
3	It would be our expectation that MCFN Field Liaison Representative (FLR) participation be included in this process.	Metrolinx confirms MCFN will be notified in advance of the fencing installations relative to the archaeological site, to invite MCFN FLR(s) to participate in monitoring, if interested. Metrolinx anticipates that this work will occur mid-June, but confirmation of the date and time will be shared with MCFN once it is known.
4	It seems NPCA had recommended submitting a formal natural feature information request. Was this submitted? If so, are you able to share the information you received?	Metrolinx confirms that NPCA advised the project team to utilize open-source data (no secure data was provided) to review background natural environment data to facility field methodologies for studies and document existing conditions within the draft EPR. The following links were accessed with revisions based on updated LIO and field data verification: • https://open.niagararegion.ca/search?categories=%252Fcategories%252Fenvironment%2520and%2520natural%2520resources • https://gis-npca-camaps.opendata.arcgis.com/pages/elc-2020-npca ○ ELC 2020

		○ 2020 NPCA Large
5	We are concerned about the surface run-off from the parking lot. How will the impact be mitigated?	Stormwater management for the Grimsby GO Station site is currently at a 10% conceptual design stage. At this stage, the stormwater strategy establishes a preliminary overall approach and design intent to manage stormwater, with specific locations, sizing, and configuration of features to be confirmed and optimized during detailed design. More information will be shared with MCFN once it is known.
6	Can Metrolinx manage the salt applied to the pavement in a new / different way? We would like to see more than just reduction of salt applied. Were any new management principles explored?	Salt application and winter maintenance practices across Metrolinx assets are governed through established operational procedures and environmental commitments. As noted in the draft EPR **Table 14: Commitments Table** a Salt Management Plan will be developed as part of future project phases. This plan will outline best management practices for salt storage, handling, and application, and will be aligned with Environment and Climate Change Canada's (ECCC) Code of Practice for the Environmental Management of Road Salts. This is the standard framework applied across Metrolinx projects to manage chloride use and mitigate potential impacts to adjacent watercourses. In addition, Metrolinx incorporates requirements within its operations and maintenance contracts to promote responsible winter maintenance practices, including calibrated application, appropriate material selection, and adherence to environmental protection measures.

		Metrolinx is happy to share the Salt Management Plan with MCFN, if requested.
7	What percent of wildlife habitat compensation be done on site vs. off site?	At this early project stage, this level of detail has not been reached. The availability and suitability of space on site to accommodate habitat features will be determined as detailed design for the station elements progresses. More information on on-site vs off-site habitat compensation will also be included as part of the restoration plans, that will be shared with MCFN once available.
8	What percent of vegetation compensation be done on site vs. off site?	Similar to above, at this early project stage, this level of detail has not been reached. The availability and suitability of space on site to accommodate vegetation compensation will be determined as detailed design for the station elements progresses. At the 10% conceptual design phase, it is anticipated that approximately 1/4 of the site can be seeded with meadow mix, but this may be further refined over the coming months as detail design progresses. More information will be included as part of the restoration plans, that will be shared with MCFN once available.
9	Will the construction and operation impact animal movement corridors and connectivity?	Metrolinx agrees that the south parcel likely functions as a connective corridor for wildlife movement between higher quality areas that may be impacted during construction and operations. Metrolinx will be balancing fencing priorities throughout the project, i.e. exclusion fencing during construction to prevent wildlife, etc. from entering the buffers and construction areas, but limiting permanent fencing during operations to provide consideration for wildlife passage, where possible.

10	Will the erosion and sediment control plan consider extreme rainfall events related to climate change?	Environmental Management Plans including an Erosion and Sediment Control (ESC) Plan will be developed at the detailed design stage, and measures will be installed prior to beginning construction. ESC inspections will be conducted by the contractor as per the project agreement and per the ESC Plan once developed. During active construction, inspections of all erosion and sediment control protection measures will be completed on a weekly basis, after significant rainfall and snowmelt events (an event during which at least 15 mm has been received within 24 hours or an event with an intensity of at least 5 mm/hour during which at least 10 mm has been received), and daily during extended rain or snowmelt periods, and identify, correct and document any repairs to protections as required.
11	We think it's very important that Metrolinx uses the treatment train approach and aims for more than 80% TSS removal. A lot of stormwater will need to be managed on the Grimsby site, and it is important that Metrolinx doesn't simply aim for the bare minimum.	Thank you for this feedback. Metrolinx understands the importance of maintaining pre-construction runoff levels and acknowledges the concerns associated with increased impermeable surfaces. As indicated in the draft EPR **Table 14: Commitments Table**, a Stormwater Management Plan (SWMP) will be developed during future Project phases. The SWMP once developed will provide more information on how post-construction stormwater management impacts will be managed and through detailed design Mx will aim to achieve more than 80% TSS removal. Once available, the SWMP can be shared with MCFN, if requested.

12	Is it possible to bring the fenceline in closer so that most of the litter can still be managed by Metrolinx?	The Grimsby GO Station site is currently at a 10% conceptual design stage and further refinements are expected during the detailed design phase. Incorporating exclusionary fencing (chain-link) is intended to prohibit access to the ecological buffer and protect ecological functionality. The location of the exclusionary fencing will be evaluated based on Metrolinx operational standards in consultation with the Region during detailed design. Metrolinx thanks MCFN for this feedback, which will be considered and agrees this approach would support the intension of the fencing by keeping litter out of the ecological buffer area.
13	Will invasive species on the property be continually managed? Or only at the outset?	Invasive species management protocol will be developed in accordance with the 2025 Metrolinx Vegetation Guidelines including annual reporting as well as a five-year review of the Invasive Species Management framework, to allow for adaptive management, as needed. Further details including ongoing monitoring and maintenance will be outlined in the Invasive Species Management Plan, once developed in future project phases. This plan can be shared with MCFN for review once available.
14	We would like to see the planned offsetting plan when it's available.	Metrolinx commits to sharing draft restoration plans with MCFN for review and input once available. Metrolinx also welcomes any feedback MCFN is able to share at this time related to restoration planning to inform the development of these future plans.

Grimsby GO Station

(Project ID #213701)

Project Update

Mississaugas of the Credit First Nation

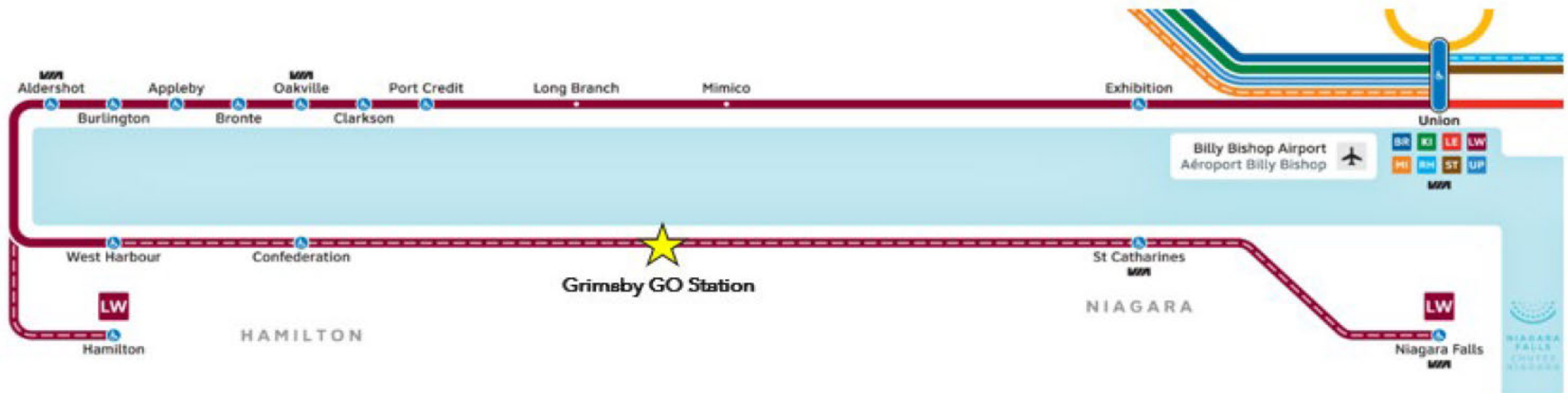
May 11, 2026

PROJECT OVERVIEW- RECAP

- Metrolinx is planning to construct a new GO Station in the Town of Grimsby to better connect communities across the Greater Toronto and Hamilton Area.

- The Grimsby GO Station will be located between Confederation GO and St. Catharines GO Stations, along the existing Lakeshore West Corridor.

- The project is following the Transit and Rail Project Assessment Process (TRPAP).



TRPAP PROCESS UPDATE

- We thank Mississaugas of the Credit First Nation, for the comprehensive comments on the draft EPR received on April 17th.

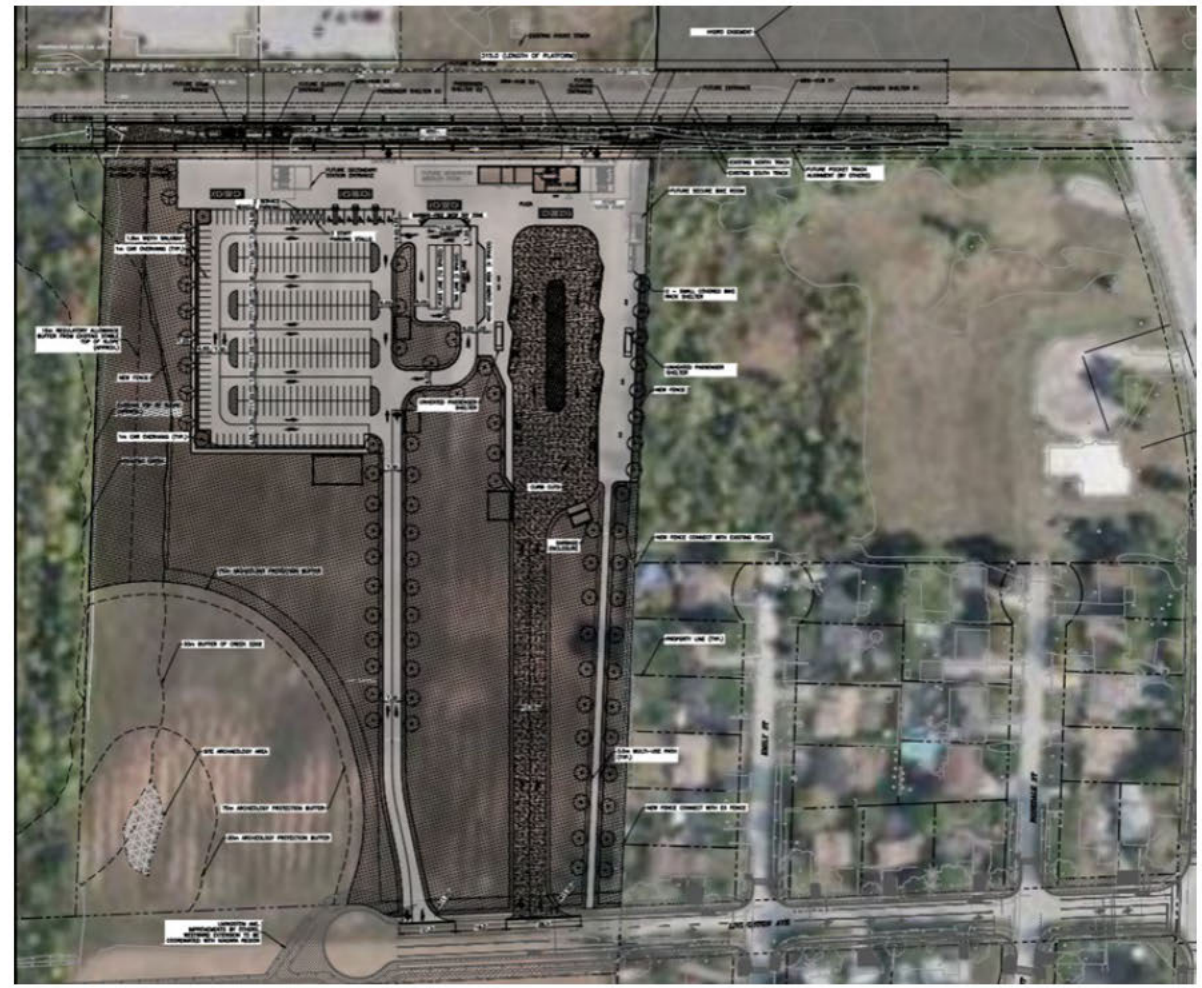
- The final Environmental Project Report (EPR) will be posted for a 30-calendar day public review period on the project website from May 17th to June 15th.

- All feedback from Mississaugas of the Credit First Nation will continue to be welcomed, considered and addressed during this public review period.

ARCHAEOLOGY COMMITMENT

- As previously committed, Mx will be implementing a 70-meter fenced buffer to protect the sensitive archaeology site during future construction activities.

- Based on feedback received, we will continue to seek feedback on archaeology including exploring monitoring during fencing installation through our monthly Grimsby GO Station project meetings with Mississaugas of the Credit First Nation.



PROJECT WORKS UPDATE

- Mx is planning for a second nesting prevention ploughing event in mid-May, which will include nest sweeps.

- Design surveys are anticipated to be occurring mid-May 2026.

- Mx is anticipating installing archaeological buffer fencing and silt fencing along the environmental buffer at the end of June 2026.

- Mx will continue to share updates with Mississaugas of the Credit First Nation at monthly Grimsby GO Station Project Update meetings (the second Monday of every month).

UPCOMING PROJECT MILESTONE

Activity	Estimated Timelines*
TRPAP EPR Notice of Completion	May 16
TRPAP 30-Day Public Review	May 17 to June 15
Station Design	Ongoing
Construction Mobilization	Summer 2026
Draft Restoration Plans	2026

*all timelines are tentative and may change as the project progresses

METROLINX

Mississaugas of the Credit First Nation – Metrolinx Monthly Touchpoint

DATE OF MEETING: Monday May 11, 2026

TIME OF MEETING: 1:00pm – 1:30pm

LOCATION OF MEETING: Virtual MS Teams Meeting

ATTENDEES:

Mississaugas of the Credit First Nation (MCFN):

1. Simar Kaur, Environmental Coordinator, MCFN
2. Lindsay Wong, Manager of Environment, MCFN
3. Megan DeVries, Manager of Consultation, MCFN
4. Adam LaForme, Manager of Archaeology, MCFN

Metrolinx (Mx):

1. Lindley Kenny – Director, Indigenous Relations Office
2. Laina Rogers – Senior Advisor, Indigenous Relations Office
3. Mirjana Osojnicki – Sr. Manager, Restoration
4. Tania Gautam – Manager, Environmental Programs & Assessment
5. Dara Corrigan – Environmental Project Manager, Environmental Programs & Assessment
6. Lori McLean – Senior Advisor, Indigenous Relations Office

MEETING PURPOSE

To share monthly project updates and receive feedback and input from Mississaugas of the Credit First Nation (MCFN) on Metrolinx (Mx) Grimsby GO Station project.

MEETING SUMMARY

TOPIC 1: Introduction

- No questions, comments or concerns were raised.

TOPIC 2: Grimsby GO – TRPAP Update

A. TRPAP Process Update

- Mx provided an overview of the Grimsby GO Station project.
- Mx shared that their responses to MCFN's comments on the Draft EPR were sent back to MCFN on Thursday May 7, 2026. MCFN confirmed that they received the responses but have not had a time to review them yet.

- Mx said that the EPR is expected to go live on May 16th and a letter with the link to the EPR will be shared with MCFN. However, Mx is expecting that MCFN will receive the letter later this week with the Notice of Completion before the EPR is posted publicly.
- Mx shared that non-intrusive steel panels, weighted down (i.e. with sandbags) will be installed at the 70m buffer around the archaeological site. Additional ESC fencing will also be installed outside of the steel panels and archaeological buffer, where warranted. A licensed archaeologist will be present on site to monitor the fencing installation, and additional details on installation schedule will be shared with MCFN once it is known.
- Mx stated that they took MCFN's previous comments into account to ensure that fencing installation is non-intrusive and remains visible during construction for all workers present on site.
- MCFN had no concerns with the fencing and had no additional questions. They will schedule monitors to attend fencing installation once details are provided.
- Mx shared the plan for a second nesting prevention ploughing event in Mid-May which will include nest sweeps.
- Mx also shared that restoration planning is in the early stages of development and details for this, as well as project updates will be shared as part of monthly meetings. MCFN shared no comments or questions.

B. Upcoming Project Milestones

- Mx shared the upcoming work and project milestones.
- No questions, comments or concerns were shared.

TOPIC 3: Conclusion

A. Overview

- No questions, comments or concerns were shared.

Appendix C. Agency Consultation

May 15, 2026

Agency Correspondence

Contact List

Government/ Agency:	**First Name**	**Last Name**	**Position**
Municipalities and Regional Agencies			
Town of Grimsby	Shannon	Downey	Public Works Administrator
Town of Grimsby	Kirsten	McCauley	Director of Planning and Development
Town of Grimsby	Walter	Basic	Manager of Community Planning
Town of Grimsby	Terri	Donia - Edwards	Manager of Policy and Strategic Initiatives
Town of Grimsby	Brandon	Wartman	Director of Public Works
Town of Grimsby	Marvin	Ingebrigsten	Manager of Infrastructure Engineering
Town of Grimsby	Spencer	Pierce	Manager of Development Engineering
Niagara Region	Pat	Busnello	Manager, Development Planning

Niagara Regional Police	Dylan	Bourgeois	Staff Sergeant
Niagara Peninsula Conservation Authority	David	Deluce	Senior Manager of Environmental Planning & Policy
District School Board of Niagara	Michelle	McPhee	Office Admin
Niagara Catholic District School Board	Cassandra	Osborne	Office Admin
Grimsby Fire Department			Fire Prevention Team
Niagara Emergency Medical Services			General Team
Niagara Escarpment Commission	Janet	Sperling	Senior Strategic Advisor(A) Senior Strategic Advsor (A) South
Provincial Ministries and Agencies			
Ministry of the Environment, Conservation and Parks (MECP)	Kim	Groombridge	Manager, Niagara District Office
Ministry of the Environment, Conservation and Parks (MECP)	Kathleen	O'Neill	Director
Ministry of the Environment, Conservation and Parks (MECP)	Stephen	Deneault	Project Officer

Ministry of Citizenship and Multiculturalism (MCM)	Karla	Barboza	Team Lead - Heritage Heritage Planning Unit Programs and Services Branch
Ministry of Citizenship and Multiculturalism (MCM)	Liam	Smythe	Heritage Planner Heritage Planning Unit Programs and Services Branch
Ministry of Tourism, Culture and Gaming (MTCG)	Laurie	Brownlee	Coordinator, Resource-Based Tourism Tourism Policy and Research Branch
Ministry of Natural Resources (MNR)			Environmental Planning Team
Ministry of Natural Resources (MNR)	Sam	Short	Regional Planner
Ministry of Transportation	Cheryl	Davis	Manager Environmental Policy Office Indigenous Relations and Environmental Policy Branch
Ministry of Transportation	Rina	Kulathinal	Manager Engineering Program Delivery Central Design and Engineering Branch
Ministry of Municipal Affairs and Housing	Anna	Henriques	Manager of Community Planning and Development (West) Central Municipal Services Office
Ministry of Food, Agricultural and Foreign Affairs	Michele	Doncaster	Manager
Ministry of Infrastructure	Katherine	Hotrum	Environmental Management Director

Ministry of the Solicitor General	Christina	Kwan	Senior Manager, Capital Planning Facilities and Capital Planning Branch Ministry of the Solicitor
Ministry of the Solicitor General	Laura	Berazadi	Manager, Capital Planning and Delivery Infrastructure Division
Ministry of the Solicitor General	Jennifer	Backler	Team Lead Infrastructure Modernization Ministry of the Solicitor
Department of Fisheries and Oceans (DFO)			Fish and Fish Habitat Protection Program
CN Rail	Public	Works	Public Works Department
Environment and Climate Change Canada	Rob	Clavering	Manager of Environmental Assessment Section
Ontario Provincial Police	Jennifer	Chown	Facilities Environmental Consultant Facilities Section
Ontario Provincial Police	Serena	Davidson	Admin Assistant
Transport Canada			General Team
Utilities			
Grimsby Power Incorporated			Engineering Department
Enbridge Gas Inc.			
Hydro One Networks Inc.			
Bell Canada			Corporate Head Office

Rogers Communications			

Agency Correspondence

Agency Engagement

Tracker

Date	Communicatio	Next Steps
February 25th, 2026	MECP Project Walkthrough	N/A
March 3rd, 2026	MCM Project Introduction Presentation	N/A
March 4th, 2026	Elected Officials Briefing	N/A
March 6th, 2026	Notice of Commencement sent to Agencies	N/A
March 6th, 2026	Town of Grimsby called HDR personnel	Frank Miele, Economic Development Manager called Anna M to discuss the Notice.
March 6th, 2026	MMAH emailed an alternate contact	Project Team updated the Contact List.
March 11th, 2026	OPP emailed and provided an additional contact for the mailing list	Project Team added contact to Contact List.
March 11th, 2026	TC emailed the Project Team	Project Team self-assessed the project.
March 16th, 2026	MX and NPCA meeting	1. Conceptually, NPCA has no concerns with this project, as the proposed development is outside the NPCA regulated features, hazards, and allowances, and the Cultural and Natural Heritage Protection Buffer goes well beyond the NPCA regulated area. 2. We recommend adding NPCA's regulated features, hazards, and allowances to the figures, which can be found within our open data portal here: Niagara Peninsula Conservation Authority Open Data 3. NPCA Engineering advises that if any storm sewer outlet be proposed onto the regulated creek, that should be designed to properly control erosion without any negative impact. 4. NPCA Planning Ecology recommends that the study team submits a formal natural feature information request to the NPCA if they have not done so already.
March 16th, 2026	MNR emailed the Project Team an information package.	Project Team reviewed the package.
March 17th, 2026	MCM emailed the Project Team a letter for the project.	Project Team will address comments in the EPR.

Date	Communication	Next Steps
March 19th, 2026	Town of Grimsby Project Introduction	Town of Grimsby to provide list of staff to be engaged in future design reviews
March 27th, 2026	MECP meeting with Mx regarding Indigenous Consultation Record	MECP provided direction to ensure the consultation record will meet expectation and further improvements that may expedite review timelines including: 1. All consultation materials should be saved by Indigenous communities, dated and saved in chronological order 2. Inclusion of Read Receipts is recommended for key milestones/deliverables. 3. Three follow-ups per key milestone (ERP) is recommended if IC is unresponsive. Most relevant for HCCC 4. They will be looking for all action items/comments to be closed off.
March 30th, 2026	Hydro One emailed the Project Team	MX utilities team coordinating a discussion with Hydro One
April 02nd, 2026	MX emailed Hydro One	MX to set up meeting with Hydro One.
April 02nd, 2026	MX emailed NPCA	Project Team to send draft EPR for review.
April 02nd, 2026	MX emailed MCM	Project Team to send draft EPR for review.
April 02nd, 2026	MX emailed MECP	Project Team to send draft EPR for review.
April 08th, 2026	Project Team provided the draft EPR for review	N/A
April 09th, 2026	MX and HONI meeting	HONI identified that the easement within north parcel includes restrictions on building developments. Future phases impacting properties north of the CN corridor will require extensive consultation and mitigation of impacts to existing HONI assets
April 13th, 2026	Mx and NPCA Meeting	N/A
April 14th, 2026	MX received comments from MCM on the draft EPR	Project Team to address comments.

Date	Communication	Next Steps
April 17th, 2026 & April 21st, 2026	MX received comments from MECP on the draft EPR	Project Team to address comments.
April 17th, 2026	MX received comments from SNGR on the draft EPR	Project Team to address comments.
May 5th, 2026	MX received comments from MCFN on the draft EPR	Project Team to address comments.
May 15th, 2026	Mx provided responses to MCM on draft EPR comments.	N/A
May 15th, 2026	Mx provided responses to MECP on draft EPR comments.	N/A
May 15th, 2026	Notice of Completion sent to Agencies.	N/A

Details:

1. From MNR: On March 16th, 2026, MNR emailed an information package to help the project team understand MNR's role as a commenting agency. Project team reviewed the package. MNR asked to add Sam Short to the mailing list.

2. From MCM: On March 17th, 2026, MCM emailed the project team with their initial letter for the project. This letter provides advice on how to incorporate consideration of cultural heritage in the pre-planning activities, and also expands on section 3.4 of the Transit Guide by outlining the technical studies and level of detail required to address the cultural heritage component for transit projects that are covered by O.Reg 231/08. The outcomes and recommendations of the studies will be reported in the draft EPR and form the basis for any future commitments outlined in the EPR. The letter also indicated to identify cultural heritage resources, to include summary of each archeological assessments completed and clear commitment to undertake the recommended AA and timeline for their completion. The letter also indicated for Built heritage resources and cultural heritage landscapes, MCM recommends that the proponent review the Town of Grimsby's municipal heritage register to confirm the findings of these studies. On April 2nd, 2026, MX emailed MCM to finalize a point of contact to coordinate access for the draft EPR review. On April 8th, 2026, Project team provided a draft of the EPR for review. On April 14th, 2026, MCM provided comments regarding the Draft EPR. On May 15th, 2026, Project Team provided responses to MCM on draft EPR comments.

3. From NPCA: On March 16th, 2026, MX held a meeting with NPCA to discuss the PIC. It was also discussed that a permit will not be required. NPCA will advise on timeline changes and a restoration focused meeting is planned for April 13. NPCA recommends adding NPCA's regulated features, hazards and allowances to the figures, which can be found here: Niagara Peninsula Conservation Authority Open Data. NPCA Engineering advises that if any storm sewer outlet be proposed onto the regulated

creek, that should be designed to properly control erosion without any negative impact. NPCA Planning Ecology recommends that the study team submits a formal natural feature information request to the NPCA if they have not done so already. On April 2nd, 2026, MX responded back to NPCA on the four items mentioned during the March meeting.

4. From OPP: On March 11th, 2026, OPP provided an additional contact for the mailing list.

5. From Town of Grimsby: On March 6th, 2026, Frank Miele called the Project team to discuss the Notice of Commencement.

6. From MMAH: On March 6th, 2026, MMAH provided an alternative contact as the previous one was no longer with MMAH.

7. From Transport Canada: On March 11th, 2026, TC emailed stating that is does not require receipt of all EA related notifications and that the proponent self-assess their own project.

8. From Hydro One: On March 30th, 2026, Hydro One emailed asking for a discussion as they stated having existing assets within the proposed development and would like to discuss the planned installations before we can provide comment. On April 2nd, 2026, MX emailed Hydro One to request availability for a meeting to address any questions they may have. Hydro One subsequently responded with dates and times that are convenient for them. On April 9th, 2026 Mx met with HONI. During the meeting, HONI identified that the easement within north parcel includes restrictions on building developments. Future phases impacting properties north of the CN corridor will require extensive consultation and mitigation of impacts to existing HONI assets. HONI provided a letter for the EA record.

9. From MECP: On March 27, 2026, MECP provided direction to ensure the consultation record will meet expectation and further improvements that may expedite review timelines including:
   A) All consultation materials should be saved by Indigenous communities, dated and saved in chronological order
   B) Inclusion of Read Receipts is recommended for key milestones/deliverables.
   C) Three follow-ups per key milestone (ERP) is recommended if IC is unresponsive. Most relevant for HCCC
   D) They will be looking for all action items/comments to be closed off.
   On April 2nd, 2026, MX emailed MECP to finalize a point of contact to coordinate access for the draft EPR review. MECP confirmed their agreement. On April 8th, 2026, Project team provided a draft of the EPR for review. On April 17th, 2026 and April 21st, 2026, MECP provided comments regarding the Draft EPR. On May 15th, 2026, Project Team provided responses to MECP on draft EPR comments.

Agency Correspondence

Bell

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:14 AM
To: info@bell.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello,

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Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Canadian National (CN) Rail

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: proximity
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Agency Correspondence

Fisheries and Oceans Canada

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: FisheriesProtection@dfo-mpo.gc.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
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D 289.695.4716

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Agency Correspondence

District School Board of Niagara

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: planning@dsbn.org
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Ms. McPhee,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
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We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Environment and Climate Change Canada

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: EA-EE.Ontario@ec.gc.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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C
a

Hello Mr. Clavering,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
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Kind regards,
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D 289.695.4716

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Agency Correspondence

Grimsby Fire Department

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: gfd@grimsby.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Comments
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D 289.695.4716

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Agency Correspondence

Hydro One

Hydro One Networks Inc.

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

HydroOne.com

April 10, 2026

Re: Grimsby GO Station

Attention:
GrimsbyGO@niagararegion.ca

Thank you for providing notification of the Grimsby GO Station project. In our assessment, we have confirmed that Hydro One has existing high-voltage transmission facilities within your study area.

At this time, we understand the Opening Day project impacts which present no conflict with Hydro One's assets in the area and can proceed. However, the information provided by the proponent about future developments is insufficient for Hydro One to comment on the potential impacts that your project may have on our infrastructure. As such, we must continue to be engaged and consulted as additional project information becomes available so that we can advise whether any of the alternative solutions present actual conflicts with our assets, and if so; identify any required mitigation measures and associated costs that would be the responsibility of the proponent. Note that this response does not constitute approval of your plans and is being sent to you as a courtesy to clarify that Hydro One remains a required stakeholder throughout the advancement of this project. Please reflect the continued Hydro One engagement commitment in the mitigation measures outlined in the project's Environmental Study Report.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may already contain other approved secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning. Any development within the transmission corridor must be reviewed and approved by Hydro One. Please note that there are specific restricted uses within the transmission corridor, including buildings of any kind and where such facilities are planned for your project, they must be located outside the boundaries of the corridor.

Also, we would like to bring to your attention that should the Grimsby GO Station project result in a Hydro One station expansion and/or modification or transmission line replacement and/or modification/relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Transmission Facilities (Hydro One, 2024). 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 avoid conflicts where possible or, where not possible, to streamline 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 acceptance 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 added timelines as 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 approval, consent or authorization of any kind for your project. Please note that your project may require the submission a Compatibility Review application for Hydro One to fully assess the potential impacts on our assets. To learn more about this process please visit Hydro One's website at Compatible Land Uses (hydroone.com)

Sent on behalf of,

Secondary Land Use
Asset Optimization
Hydro One Networks Inc.

From: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Sent: April 10, 2026 8:43 PM
To: Dara Corrigan <Dara.Corrigan@metrolinx.com>; SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>; GrimsbyGo <grimsbygo@niagararegion.ca>
Cc: Tania Gautam <Tania.Gautam@metrolinx.com>; Paul Collins <Paul.Collins@metrolinx.com>; Vojislav Pijanovic <Vojislav.Pijanovic@metrolinx.com>; Lawrence Yoon <Lawrence.Yoon@metrolinx.com>; Joshua Kellar <Joshua.Kellar@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>; Robert Hannah <Robert.Hannah@metrolinx.com>; Elsy Aceves <Elsy.Aceves@HydroOne.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Anthony Seravalle <Anthony.Seravalle@HydroOne.com>; Johnny Bi <Johnny.Bi@HydroOne.com>; Renée Richmond <Renee.Richmond@HydroOne.com>; Olga Kioussis <Olga.Kioussis@hydroone.com>; Jennifer Suryadi <Jennifer.Suryadi@hydroone.com>; Matey Matev <Matey.MATEV@HydroOne.com>
Subject: RE: Grimsby GO Station EA Consultation - HONI

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Good evening Dara and GrimsbyGo team,

Thank you for the presentation earlier this week.
As promised, please find attached a letter with the official response from Hydro One for the EA record.

Thank you
Matey

From: Dara Corrigan <Dara.Corrigan@metrolinx.com>
Sent: Thursday, April 9, 2026 2:03 PM
To: Matey Matev <Matey.MATEV@HydroOne.com>; SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>; Anthony Seravalle <Anthony.Seravalle@hydroone.com>; Johnny Bi <Johnny.Bi@HydroOne.com>; Renée Richmond <Renee.Richmond@HydroOne.com>; Olga Kioussis <Olga.Kioussis@hydroone.com>; Jennifer Suryadi <Jennifer.Suryadi@hydroone.com>; GrimsbyGo <grimsbygo@niagararegion.ca>; Elsy Noble-Aceves <Elsy.Aceves@HydroOne.com>
Cc: Tania Gautam <Tania.Gautam@metrolinx.com>; Paul Collins <Paul.Collins@metrolinx.com>; Vojislav Pijanovic <Vojislav.Pijanovic@metrolinx.com>; CONF RM: 14-B TCT14-NORTH TP capacity 14 <E00463@hydroone.com>; Lawrence Yoon <Lawrence.Yoon@metrolinx.com>; Joshua Kellar <Joshua.Kellar@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>; Robert Hannah <Robert.Hannah@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>
Subject: RE: Grimsby GO Station EA Consultation - HONI

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Hi everyone,

Thank you for taking the time to meet with Metrolinx to discuss the Grimsby GO Station project and the ongoing Transit and Rail Project Assessment Process (TRPAP).

Below is a summary of the key discussion items from the April 8, 2026, meeting. Please let us know if you have any additions or clarifications.

Summary of Key Points

- The attached presentation was reviewed, including project background, TRPAP status, station design and current progress, and upcoming engagement opportunities.
- The project is proposed to be delivered in phases:
  - **Opening Day (Phase 1):** South parcel
  - **Future State:** South and north parcels
- The TRPAP Environmental Project Report (EPR) will assess both the south and north parcels and will outline associated commitments. Opening Day infrastructure will focus exclusively on the south parcel. There is currently no defined timeline or design for Future State

infrastructure.

- Metrolinx confirmed that the proposed platform will be located on the south side of the CN ROW, away from HONI assets north of the rail corridor.
- HONI identified that the easement (within the north parcel) includes restrictions on developing buildings.
- **Action:** HONI will provide comments via letter by **April 14**, for incorporation into the EPR commitments table and consultation record. Comments will be based on publicly available materials found here: https://www.hydroone.com/business-services/compatible-land-use and flag any future phases impacting properties north of the CN corridor will require extensive consultation and mitigation of impacts/risks to existing HONI assets.
- HONI confirmed the secondary Land Use mailbox contact for inclusion on the GRT distribution list.
- **Action:** To support Phase 1 (Opening Day), Metrolinx will coordinate a workshop with Hydro One at key design milestones to present the design and seek input, as required.

Thank you,
Dara

Dara Corrigan, M.Env.Sc
Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
C: 416.357.6123
Vacation Notice: April 10-19
METROLINX

-----Original Appointment-----
From: Paul Collins <Paul.Collins@metrolinx.com>
Sent: April 5, 2026 12:16 PM
To: Paul Collins; Matey Matev; SECONDARY LAND USE Department; Anthony Seravalle; Johnny Bi; Renée Richmond; Olga Kioussis; Jennifer Suryadi; Lawrence Yoon; Katie Bright; Robert Hannah; GrimsbyGo; Joshua Kellar
Cc: Dara Corrigan; Tania Gautam; Vojislav Pijanovic; CONF RM: 14-B TCT14-NORTH TP capacity 14; Elsy Noble-Aceves
Subject: Grimsby GO Station EA Consultation - HONI
When: April 8, 2026 3:05 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Meeting to brief HONI on the plan to accelerate the building of a new Grimsby GO station at Casablanca Road

Katie/Dara and Robert: please forward to team members from the EA team and PDT who will need to attend.

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/218077117006 16?p=GJGdi49CvmTTHkaiRe

Meeting ID: 218 077 117 006 16

Passcode: 3pW99yX9

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Phone conference ID: 301 901 683#

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From:	Matey Matev
To:	Paul Collins; SECONDARY LAND USE Department
Cc:	Nairn, Sandy; Mahmud, Anna; GrimsbyGo; Dara Corrigan; Robert Hannah; Lawrence Yoon; Anthony Seravalle; Johnny Bi; Renée Richmond; Olga Kioussis; Jennifer Suryadi
Subject:	RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Date:	Thursday, April 2, 2026 11:05:33 AM

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Hi Paul,
Thank you for the quick response.
I have added the Hydro One attendees to the email.
We are available for the following time slots next week:

Wed, April 8 – 3-4pm
Fri, April 10 – 9-10am or 11-12noon

Please let us know if any of those dates work for the team.
Thanks
Matey

From: Paul Collins <Paul.Collins@metrolinx.com>
Sent: Thursday, April 2, 2026 10:33 AM
To: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>; Matey Matev <Matey.MATEV@HydroOne.com>
Cc: Nairn, Sandy <Sandy.Nairn@hdrinc.com>; Mahmud, Anna <Anna.Mahmud@hdrinc.com>; GrimsbyGo <grimsbygo@niagararegion.ca>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Robert Hannah <Robert.Hannah@metrolinx.com>; Lawrence Yoon <Lawrence.Yoon@metrolinx.com>
Subject: RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Hi Matey

Happy to discuss this with HONI, I think you'll find that the current plan is avoiding any conflict with your assets on the north side of the corridor.

Please let me know your availability and list of attendees to a meeting for next week and I'll arrange to have you briefed on the project.

P.

--

Paul S. Collins
Director, Utilities - GO Expansion
Capital Projects Group
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-202-0529, C: 647-918-9587

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: April 1, 2026 12:31 PM
To: Mahmud, Anna <Anna.Mahmud@hdrinc.com>
Cc: Nairn, Sandy <Sandy.Nairn@hdrinc.com>
Subject: Fw: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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From: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Sent: Monday, March 30, 2026 11:59 AM
To: GrimsbyGo <grimsbygo@niagararegion.ca>; SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

Good morning,

Thank you for sharing the PIC information.

Hydro One has existing assets within the proposed development and would like to discuss the planned installations before we can provide comment.

Could you please advise when can we have a discussion on the project so that we can support it properly?

Thanks

Matey

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:14 AM
To: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Hello,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments

If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.

D 289.695.4716

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Agency Correspondence

Infrastructure Ontario

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: katherine.hotrum@infrastructureontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Ms. Hotrum,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
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We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ministry of Agriculture, Food and Agribusiness

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: michele.doncaster@ontario.ca; sharedEANotices@ontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ministry of Citizenship and Multiculturalism

METROLINX

PROJECT NAME:	* Actions:	** Line Item Status:	
	1 = Will comply	O = Open, not resolved	
PO Number:	2 = Discuss, clarification required	P = Pending incorporation in design	
	3 = Not applicable because ….....	C = Closed, implementation complete	

Submittal Title:	**Grimsby GO - Draft Environmental Project Report**	**Submittal Date:**	**April 8, 2026**
Submittal #:	**-**	**Review Cycle Due Date:**	**-**
Submitter Transmittal #:		**Review Status:**	**Rev_Status**

Item No.	Document Section	Review Comment	Response and Details	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)	**Comment Category
1	Acronyms, Abbreviations and Measurement Units, p. iii	The abbreviations BHRs (Built Heritage Resources) and CHLs (Cultural Heritage Landscapes) are included in the table but these abbreviations are not used elsewhere in the report. MCM suggests removing unused acronyms/abbreviations from the table or revising the document to reference BHRs/CHLs where appropriate instead of using the full term.	Noted. The EPR has been revised to keep the abbreviations.	1		
2	4.6.1.1 - Methodology	The methodology described in this section is not entirely clear. It is stated that the primary source of information for this EPR was the Cultural Heritage Resource Assessment completed 2018 for the Casablanca Boulevard and GO Station Access EA, and an untitled Cultural Heritage Assessment Report dated March 2010, but only describes the methodology of the 2018 Cultural Heritage Resource Assessment. Limited information is provided regarding the 2010 Cultural Heritage Assessment. Subsequent text in this section, and Section 4.6.1.3 references only the 2018 Cultural Heritage Assessment Report for the Casablanca Blvd EA so it is unclear how the information from the 2010 report was used. The EPR should be revised to describe the author, purpose, and methodology of the 2010 report, and how the information from this report informed this EPR. Section 4.6.1.3 also notes that a recent review of the Town of Grimsby's Heritage Register was undertaken. This activity should be documented in the methodology section as well.	Noted. The EPR has been revised to include the author and purpose of the 2010 report. Additionally, the activity related to the review of the Town of Grimsby's Heritage Register has been incorporated into this section.	1		
3	4.6.1.2 - Study Area	This section indicates that the cultural heritage study area 'corresponds generally' with the transportation corridor evaluated in the Casablanca Boulevard and GO Station Access EA Study Report. This section should be revised to describe how the area(s) previously screened for built heritage resources, cultural heritage landscapes, and archaeological resources relate to the current project study area. Figure 12 should be revised to show the current project study area.	Noted. This section has been revised and Figure 12 has been updated.	1		
4	4.6.1.3 - Existing Conditions	The historical context provided in this section in unnecessary and should be deleted. The information in this section could be presented more clearly. The Built Heritage Resources Section and the Cultural Heritage Landscapes section should be combined into a single section, and organized using the following text as an example: "A Cultural Heritage Assessment Report (CHAR) was completed for the [project] by [consultant] in 2010. The CHAR as undertaken to identify known and potential built heritage resources within the larger [EA project study area]. The CHAR identified a total of X Built Heritage Resources and X Cultural Heritage Landscapes, X of which are located within the current Grimsby GO Station TRAPAP Study Area. A Cultural Heritage Resource Assessment (CHRA) was completed by Dillon in 2018 to support the Casablanca Boulevard and GO Station Access Environmental Assessment ESR (2018). The CHRA identified X BHRs and X CHLs adjacent to the Casablanca Boulevard Study Area, and X BHRs and X CHLs adjacent to the Livingston Avenue Study Area. X of these are located within the Grimsby GO Station TRPAP Study Area. In addition, a recent review of the Town of Grimsby Municipal Heritage Register (2023) was completed to confirm... " It is also unclear why the Municipal Register review is dated 2023. Please confirm if this is referring to the date of the document, or the date the revie was conducted. If the Municipal Register is not up to date, the consultant should confirm with planning staff at the Town of Grimsby. A figure should also be provided to illustrate the location of identified BHRs/CHLs (including property boundaries) in relation to the current study area for this EPR. A reference to the recommendations in Section 5.6 would be useful.	The historical context has been deleted. The sections have been combined and wording has been updated. 2023 is referring to the date of the document. The Town of Grimsby is responsible for ensuring that the heritage register is kept current and up to date. The 2023 version is the latest updated version available. A new figure (Figure 13) has been added to the EPR showing BHRs/CHLs in relation to the study area. A reference to the recommendations has also been added.	1		
5	4.6.2.1 - Methodology	MCM recommends merging the information in this section with Section 4.6.2.3 (see comment below). The bullet points provided here can be deleted, and the instead the Project Information Form (PIF) #s and titles can be included in Section 4.6.2.3 Our records indicate that all archaeological assessments referenced in this section have been entered into the Ontario Public Register of Archaeological Reports.	The PIF numbers have been added to section called Previous Archaeological Assessments. Sections have been merged with this information.	1		
6	4.6.2.2 - Archaeological and Historical Context	It is not necessary to include this historical context. MCM recommends that it be deleted.	Noted. This section has been removed.	1		
7	4.2.6.3 - Previous Archeological Investigations	For consistency with current legislation and terminology, the section title should be revised to 'Previous Archaeological Assessments'. The description of the methodology for Stage 1 and Stage 2 Archaeological Assessments (AAs) could be moved down to the start of this section. For example: "Multiple Stage 1 and Stage 2 archaeological assessments (AA)s have been carried out within the study area. A Stage 1 AA includes the following components..." For each of the archaeological assessments described here, the full title, PIF number, and name of the consultant archaeologist should be included (as was presented in Section 4.6.2.1). Two of the AAs referenced in this section recommended Stage 2 AA of the study area. The EPR should clarify if Stage 2 AA has been initiated or indicate when it is expected to be initiated (see also Comment #13 below). It would be useful to include a reference to the mitigation measures identified in Section 5.6.2 of the EPR.	Section title for 4.6.2.3 has been updated and will be section 4.6.2.2 in the EPR. The description of methodology was copied down into this section. Each archaeological assessment is described with full title, PIF # and name of archaeologist. Metrolinx confirms that a Stage 1/2 Archaeological Assessment (AA) completed by ASI (2019) was completed for the southern parcel of the Grimsby GO TRPAP project area. This work overlaps with the footprints of the previous Stage 1 AAs completed by ASI (2010) and ASI (2018), which recommended the completion of a Stage 2 AA within the southern parcel of the project area. A reference to the mitigation measures has also been added.	1		

8	Figure 13	Figure 13 should be revised to include the PIF numbers for each assessment.	Noted. Figure 13 has been revised to include the PIF numbers and is now Figure 14.	1		
9	5.6.1.1 - Potential Effects	This section states that potential project impacts were determined "based on the findings of the Cultural Heritage Resource Assessment prepared for the Casablanca Boulevard and GO Station Access Environmental Assessment (Dillon Consulting, 2019)". Other screening activities are referenced in Section 4.6.1.3 (i.e. the 2010 CHAR, review of the Town of Grimsby's Heritage Register). The results and any potential impacts identified in these studies should be referenced in this section as well (see also Comment #5 regarding the methodology of these studies).	Noted. Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes prepared as Appendix C5 to the Niagara Rail Expansion Environmental Study Report (Archaeological Services Inc., 2010) and the Town of Grimsby's Heritage Register has also been added to this section.	1		
10	5.6.1.2 - Mitigation Measures	The mitigation measures presented here are more consistent with the identification of archaeological resources. It is unclear how previously unidentified built heritage resources and cultural heritage landscapes would be identified during project construction. MCM recommends this section be revised or deleted.	Thank you for the feedback. The section has been updated to remove the mitigation measures.	1		
11	5.6.1.3 - Net Effects	As with Comments #5 and # 9 above, this section only references the 2018 Dillon CHRA. All screening activities described in Section 4.6.1.3 should be included here.	Noted. The references have been updated in this section.	1		
12	5.6.2.1 - Potential Effects	The PIF#s of all archaeological assessments should be included in this section. Only one Stage 1 AA is referenced in this section (completed for the Grimsby GO/MX Transit Hub). It is unclear which Stage 1 AA this is referring to, and the other Stage 1 AAs referenced in Section 4.2.6.3 are not referenced here. The results of all applicable AAs should be described in this section, particularly as two of the Stage 1 AAs recommended further Stage 2 AA of the study area.	The PIF #s have all been added to this section along with all the AAs.	1		
13	5.6.2.2 - Mitigation Measures	The statement "Where archaeological potential has been identified within the Project limits, archaeological assessments have been undertaken or will be completed prior to construction..." is imprecise. The EPR needs to specifically outline where further archaeological assessment is required within the study area and make clear commitments to undertake the recommended AA and a timeline for their completion. For example: The Stage 1 archeological assessment (under Project Information Form (PIF) #xxx) recommended Stage 2 archeological assessment for portions of the study area determined to have archeological potential. Stage 2 assessment will be carried out as early as possible during detailed design and prior to any ground-disturbing activities. Archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports (‘the Register’) where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. 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. The sentence "Develop and implement and archaeological risk management plan addressing in the event that previously undocumented archaeological resources are discovered..." is grammatically awkward. The term 'chance find' is also inconsistent with current legislation. MCM recommends this section or any procedures to address undocumented archaeological resources or discovery of human remain be revised with the following text: Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act. The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.	Thank you for the feedback. The section has been updated to reflect the recommendation to complete a Stage 3 Archaeological Assessment (AA) for archaeological site AhGv-55, as identified in the Stage 1/2 Archaeological Assessment conducted under PIF #P449-0349-2019. For the case of the AhGv-55 site, avoidance and protection is the preferred mitigation strategy. This will include the installation of a protective barrier, consisting of non-intrusive fencing to be installed 70m from the archaeological site during construction. A licensed archaeologist will monitor the installation of the fence and prepare the required documentation for Metrolinx review prior to submission to, and approval by, Ministry of Citizenship and Multiculturalism (MCM). In the EPR we state, should ground disturbance be proposed within the vicinity of the site AhGv-55 in the future, refer to the recommendations of the Stage 1/2 archaeological assessment (ASI 2019) for required next steps to either avoid and protect or further investigate the site. Section 5.6.2.2 has be updated with the text provided. The term "chance find procedures" has been replaced with "Undocumented Archaeological Resources procedures".	1		
14	Table 14 - Commitments Table	Built Heritage Resources, Cultural Heritage Landscapes, and Archaeological Resources are all considered to be Cultural Heritage Resources. The heading 'Cultural Heritage Resources' should therefore be revised to 'Built Heritage Resources and Cultural Heritage Landscapes' as mitigation requitements requirements or measures for archaeological resources are described in the row below. This information described here should be revised to align with Section 5.6 once edits have been made to those sections (see Comments # 10-13 above).	Discipline name has been updated. Mitigation measures for Cultural Heritage - Built Heritage resources have been removed as per comment #10. See comments 10 and 13 outlining the edits made.	1		

From: Smythe, Liam (He/Him) (MCM)
To: Tania Gautam
Cc: Barboza, Karla (She/Her) (MCM); Hamilton, James (MCM); Katie Bright; Thomas Wicks; Dara Corrigan; Shaleeza Gordon; Biggs, Alicia; Mahmud, Anna
Subject: RE: Grimsby GO TRPAP: MCM Draft EPR Review
Date: April 14, 2026 3:05:57 PM
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png
2026-04-14_GOGrimsbyEPR_MCMCommentResponses.pdf

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Good afternoon Tania

As requested, we have reviewed the draft EPR for the Grimsby GO TRPAP.

We have provided our comments and suggested revisions in the attached table. Please let us know if there is anything you would like to discuss.

Best regards,

Liam Smythe, CAHP
Heritage Advisor (A) | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-301-4797 | Liam.Smythe@ontario.ca

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From: Tania Gautam <Tania.Gautam@metrolinx.com>
Sent: April 8, 2026 9:46 AM
To: Smythe, Liam (He/Him) (MCM) <Liam.Smythe@ontario.ca>
Cc: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Biggs, Alicia <Alicia.Biggs@hdrinc.com>; Mahmud, Anna <Anna.Mahmud@hdrinc.com>
Subject: RE: Grimsby GO TRPAP: MCM Draft EPR Review

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Good morning Liam,

Please find a copy of the **Grimsby GO Station TRPAP - Draft EPR** and comment/response table at the HDR SharePoint link provided (MCM – you/Karla can enter your email address to gain access for downloading). MCM's review period to share feedback on this submission is from April 8 to 14.

Feedback received by end of day April 14 will be addressed in the final EPR to be released with the Notice of Completion.

Due to limited time to address comments, we kindly ask that comments be as specific as possible, including suggested wording where revisions are recommended.

The table below maps out the key Grimsby GO TRPAP dates for this project.

Notice of Commencement	March 6, 2026
MCM draft EPR Review	**April 8 to 14, 2026*
Notice of Completion	April 26, 2026
30-Day Public Review	April 27 to May 26, 2026
Minister Review Period (compressed timeline requested)	May 27 to 31, 2026
Statement of Completion	June 1, 2026

If you have any issues with access or concerns that come up during the review, please let us know.

Thanks,
Tania

Tania Gautam
Manager, Environmental Programs and Assessment
Metrolinx
15th Floor | 10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.702.9536

METROLINX

From: Smythe, Liam (He/Him) (MCM) <Liam.Smythe@ontario.ca>
Sent: April 7, 2026 8:05 AM
To: Tania Gautam <Tania.Gautam@metrolinx.com>
Cc: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Hamilton, James (MCM)

<James.Hamilton@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Biggs, Alicia <Alicia.Biggs@hdrinc.com>; Mahmud, Anna <Anna.Mahmud@hdrinc.com>
Subject: RE: Grimsby GO TRPAP: MCM Draft EPR Review

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Good morning Tania

I hope you had a good long weekend. Thank you for giving us a 'heads up' on the draft EPR, we look forward to receiving it tomorrow.

As requested, we will provide our comments by EOD on April 14. If you could please include Karla Barboza on the SharePoint link as well that would be appreciated.

Best regards,

Liam Smythe, CAHP
Heritage Advisor (A) | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-301-4797 | Liam.Smythe@ontario.ca

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---

From: Tania Gautam <Tania.Gautam@metrolinx.com>
Sent: April 2, 2026 3:57 PM
To: Smythe, Liam (He/Him) (MCM) <Liam.Smythe@ontario.ca>
Cc: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Thomas Wicks <Thomas.Wicks@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Biggs, Alicia <Alicia.Biggs@hdrinc.com>; Mahmud, Anna <Anna.Mahmud@hdrinc.com>
Subject: Grimsby GO TRPAP: MCM Draft EPR Review

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Hi Liam,

Following up from the **Grimsby GO Station TRPAP Meeting** held on March 3, 2026, please

note we are on track to share the draft EPR for MCM review **next week on April 8, 2026**. As previously mentioned, we are working within a condensed schedule and seeking any pertinent comments from MCM by **EOD April 14, 2026**. This will allow our team the opportunity to review and incorporate feedback into the EPR before issuance of the Notice of Completion (planned for April 26, 2026).

A PDF copy of our EPR and a blank excel comment response sheet will be made available online through HDR's SharePoint next week.

We have identified you as the point-of-contact to download the draft EPR and comment sheet, and to coordinate access on your end with the appropriate MCM reviewers. Efforts being made to manage the number of people who can be granted access. If you prefer someone else be designated for this, please let us know as soon as possible.

Thanks,
Tania

Tania Gautam
Manager, Environmental Programs and Assessment
Metrolinx
15th Floor | 10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.702.9536

METROLINX

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: March 5, 2026 12:41 PM
To: Hamilton, James (MCM) <james.hamilton@ontario.ca>; Barboza, Karla (She/Her) (MCM) <karla.barboza@ontario.ca>; Smythe, Liam (He/Him) (MCM) <liam.smythe@ontario.ca>
Cc: Thomas Wicks <Thomas.Wicks@metrolinx.com>; Victoria Nagy <Victoria.Nagy@metrolinx.com>; Michelle Hedges <Michelle.Hedges@metrolinx.com>; Tania Gautam <Tania.Gautam@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>
Subject: Grimsby GO Station - March 3 meeting with MCM

Hi James, Karla, Liam,

Thank you for taking the time to connect about the Grimsby GO Station project.

As presented to you March 3, the project introduction slides are attached for reference.

Notes from our discussion:

- MCM contacts for the project: Karla Barboza, Liam Smythe
- MCM recommends that a search of the Grimsby heritage register be completed and

findings reflected in the EPR, along with summary of existing conditions informing impact assessment for built heritage and cultural heritage landscapes

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    - Archaeology: Archaeological Assessments completed with one site identified and will be protected through both design and construction
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- TRPAP Notice of Commencement will be March 6 and Notice of Completion April 26

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Your feedback about the project and ongoing collaboration is greatly appreciated.

Thanks for all your support,

- Katie

Katie Bright, MCIP, RPP
Senior Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

METROLINX

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From:	Tania Gautam
To:	liam.smythe
Cc:	Barboza, Karla (She/Her) (MCM); james.hamilton; Katie Bright; Thomas Wicks; Dara Corrigan; Shaleeza Gordon; Biggs, Alicia; Mahmud, Anna
Subject:	Grimsby GO TRPAP: MCM Draft EPR Review
Date:	Thursday, April 2, 2026 3:57:20 PM
Attachments:	image002.png image003.png

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Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
16th Flr, 56 Wellesley St. W.
Toronto, ON M5S 2S3
Tel.: 416-301-4797

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
16e étage, 56, rue Wellesley O.
Toronto, ON M52 2S3
Tél.: 416-301-4797

March 18, 2026 **EMAIL ONLY**

Cheryl Selig
Planning Lead
GO Implementation Office
Grimsbygo@niagararegion.ca

MCM File # : 0008620
Proponent : Niagara Region, in Partnership with Metrolinx
Project : Grimsby GO Station
Location : Town of Grimsby, Niagara Region

Dear Cheryl Selig:

Thank you for contacting the Ministry of Citizenship and Multiculturalism (MCM) about the above-referenced project, which is following the Transit and Rail Project Assessment Process (TRPAP) as defined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. O. Reg 231/08 identifies the MCM interest in cultural heritage resources. Cultural heritage resources include:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes

Under the TRPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest."[1] The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The MECP's Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O.Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TRPAP to assist in meeting the

[1] The MECP's *Guide to Environmental Assessment Requirements for Transit Projects* states that "when dealing with any property of cultural heritage value or interest, "provincial importance" is not restricted to property meeting the criteria as set out under the *Ontario Heritage Act* in *Ontario Regulation 10/06*, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance." Consideration of provincial importance includes properties that meet the criteria set out in O. Reg 9/06.

timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
- identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

This letter provides advice on how to incorporate consideration of cultural heritage in the above mentioned pre-planning activities, and also expands on section 3.4 of the Transit Guide by outlining the technical studies and level of detail required to address the cultural heritage component for transit projects that are covered by O.Reg 231/08. The outcomes and recommendations of the studies will be reported in the draft EPR and form the basis for any future commitments outlined in the EPR.

Please note that the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (PHP S&Gs), prepared pursuant to Section 25.2 of the *Ontario Heritage Act* (*OHA*), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Project Summary

Niagara Region in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station. Metrolinx is expanding transit infrastructure along the Lakeshore West rail corridor between Hamilton and Niagara Region, extending from the Hamilton Junction to Niagara Falls. This expansion includes future enhancements to the track, rail corridor facilities, associated station improvements, and new GO Stations.

The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region. The project Study Area to be assessed is situated south of the Queen Elizabeth Way (QEW) interchange and west of Casablanca Boulevard, within the Town of Grimsby, Region of Niagara.

The Grimsby GO Station study area was preciously assessed under the *Niagara Peninsula Rail Services Expansion Class EA Study and Preliminary Design* in 2011, however as project limits and station design have changed, a new assessment was warranted. Furthermore, previous Municipal Class Environmental Assessments have been completed within the study area by Niagara Region for the Casablanca Boulevard and Go Station Access (2019) and Livingston Avenue Extension (2020).

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

Archaeological Resources
Our records indicate that several archaeological assessments (AAs) have been carried out within the Grimsby GO Station study area:

PIF	Report Title
P057-585-2009 P057-596-2010	Niagara Rail Service Expansion Stage 1 Archaeological Assessment (prepared by ASI, dated March 2010)
P131-0073-2018	Stage 1 Archaeological Assessment - Grimsby Station (prepared by AECOM, dated September 2018)
P450-0035-2018	Casablanca Boulevard Improvements and Livingston Avenue Extension Stage 1 AA (prepared by ASI, dated Oct 2018)
P449-0349-2019	Stage 1 and 2 Archaeological Assessment – Proposed Grimsby GO (prepared by ASI, dated Nov 2019)

Our records indicate that all the above-listed AAs have been entered into the Ontario Public Register of Archaeological Reports. The EPR must include specific information from these AA report(s). The Executive Summary of each AA report provides a brief summary of the work completed and the recommendations for next steps, whether for further archaeological assessment, in which case the report will include a map that identifies those areas, or for no further assessment. The EPR must also include clear commitments to undertake the recommended AA and a timeline for their completion.

Built Heritage Resources and Cultural Heritage Landscapes
Our records indicate that the Grimsby GO Station study area has been the subject of two previous technical cultural heritage studies:

- *Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes – GO Service to the Niagara Peninsula Environmental Assessment* (prepared by R.J. Burnside and Associates Ltd, dated March 2010, revised May 2010 and October 2010).
- *Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes - Existing Conditions - Casablanca Boulevard Improvements and Livingston Avenue Extension* (prepared by ASI, dated October 2018).

Subsequent discussion with Metrolinx indicated that the 2010 *Cultural Heritage Assessment Report* did not identify any known or potential built heritage resources or cultural heritage landscapes within the Grimsby GO Station Study Area. The 2018 *Cultural Heritage Resource Assessment* identified a total of 17 built heritage resources and cultural heritage landscapes within the Livingston Avenue Extension study area, and one built heritage resource adjacent to the Casablanca Boulevard Improvements study area. None of these identified built heritage resources or cultural heritage landscapes are located within current Grimsby GO Station study area and are therefore not anticipated to be impacted by this project. As the technical cultural heritage studies were completed several years ago, MCM recommends that the proponent review the Town of Grimsby's municipal heritage register to confirm the findings of these studies.

The findings of the above-mentioned studies should be summarized as part of the EPR discussion of existing conditions, impact assessment, mitigation, and future commitments. Commitments for

further studies (if applicable) should clearly state what is to be done, who is responsible for implementation, and when.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation to both Karla Barboza and myself.

- Karla Barboza, Team Lead - Heritage | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-660-1027 | karla.barboza@ontario.ca
- Liam Smythe, Heritage Advisor (A) | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-301-4797 | Liam.Smythe@ontario.ca

Thank you for consulting MCM on this project and please continue to do so throughout the TRPAP process. If you have any questions, require clarification, or would like additional examples to assist with project reporting, please do not hesitate to contact me.

Sincerely,

Liam Smythe
Heritage Advisor (A)
Liam.Smythe@ontario.ca
Heritage Planning Unit

Copied to: Thomas Wicks, Manager, Environmental Programs and Assessment - Cultural Heritage, Metrolinx
Katie Bright, Senior Manager, EPA Team, Metrolinx
Solange Desaultes, Supervisor, Environmental Assessment Services, MECP
James Hamilton, Manager, Heritage Planning Unit, MCM
Karla Barboza, Team Lead, Heritage Planning Unit, MCM
Dan Minkin, Heritage Planner, Heritage Planning Unit, MCM

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. The Ministry of Citizenship and Multiculturalism (MCM) 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 MCM 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.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act.

The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Outlook

MCM Response - Grimsby GO Station- Notice of Commencement (TRPAP) [MCM File# 0008620]

From Smythe, Liam (He/Him) (MCM) <Liam.Smythe@ontario.ca>
Date Wed 3/18/2026 7:44 AM
To GrimsbyGo <grimsbygo@niagararegion.ca>
Cc Selig, Cheryl <Cheryl.Selig@niagararegion.ca>; Thomas Wicks <thomas.wicks@metrolinx.com>; Katie Bright <katie.bright@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>

1 attachment (322 KB)
2026-03-18_GrimsbyGOTRPAP_MCMComments.pdf;

Good morning Cheryl

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Commencement for the Grimsby GO Station TRPAP.

MCM's Initial Letter on this project is attached. Please do not hesitate to contact us if you have any questions.

Best regards,

Liam Smythe, CAHP
Heritage Advisor (A) | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-301-4797 | Liam.Smythe@ontario.ca

Ontario

Taking pride in strengthening Ontario, its places and its people

---

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: March 6, 2026 9:16 AM
To: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Smythe, Liam (He/Him) (MCM) <Liam.Smythe@ontario.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

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Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

Some people who received this message don't often get email from grimsbygo@niagararegion.ca. Learn why this is important

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Agency Correspondence

Ministry of Environment, Conservation and Parks

METROLINX

PROJECT NAM	Grimsby GO	* Actions:	** Line Item Status:
PO Number:		1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because ……	O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete

Submittal Title:	Grimsby GO - Environmental Project Report	Submittal Date:	April 8, 2026
Submittal #:	-	Revision: -	Review Cycle Due Date: -
Transmittal #:	-		Review Status: Rev_Status

Item No.	Discipline	Reviewer Name	Document No. Specification Section/ Page No.	Review Comment	Response and Details	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)	**Comment Category
1	EA - Genera	Stephen Deneault	Draft EPR, Section 5 Impact Assessment and Mitigation Measures, and Section 8 Permits and Approvals	Section 5 lists several mitigation measures to be implemented for the project. These mitigation measures should reference any regulatory permissions required for the site as appropriate (e.g. dewatering EASR, Stormwater management EASR, ECAs, NPCA permits, etc.). Section 8 states that permits and approvals will be required, however there should be a discussion about what the potential regulatory permits will be and who the permitting agency is.	Noted. Section 5 has been updated. Section 8 has been update to include permits and approvals table applicable to the project.	1		
2	EA - Genera	Stephen Deneault	Draft EPR, Section 7 Engagement and Consultation Process	Please ensure the final EPR includes a description of draft EPR consultation activities, comments, and how they were addressed, in a revised section 7.	Noted. This has been added to the EPR in section 7.	1		
3	EA - Genera	Stephen Deneault	Draft EPR, Section 7.1.2 Engagement and Consultation Process	This section states that Indigenous communities will continue to be consulted as the project advances in the next phases of design and implementation. What is this consultation plan and when will it occur? Any commitment for further consultation should be described in detail and included in the EPR commitment table.	Further commitments for Indigenous consultation have been described in Table 12 of the EPR.	1		
4	Indigenous Consultation	Jon Averill	Draft EPR and Indigenous Consultation Record	Pay attention to dates in tracker. EX. Intro email to MCFN indicated going out on Feb 2, but email in the record shows Feb 3. Please double check and revise dates.	Dates have been revised.	1		
5	Indigenous Consultation	Jon Averill	Draft EPR and Indigenous Consultation Record	There is a record for MCFN with the date of March. 5, 2026, but the record attached includes emails from Feb. 3 and 9 - record found attached to email chain from Mar.6 from proponent to MCFN. Please double check and revise dates.	Dates have been revised.	1		
6	Indigenous Consultation	Jon Averill	Draft EPR and Indigenous Consultation Record	The tracker indicates NoC was shared with MCFN on March 5th, however the email indicates this occurred on Mar. 4. Please double check and revise dates.	Metrolinx issued the correct version of the NoC on March 5th, 2026. This was sent as a follow up to the incorrect version initially shared on March 4th. The consultation records has been updated to reflect March 5th	1		
7	Indigenous Consultation	Jon Averill	Draft EPR and Indigenous Consultation Record	There should be a separate tracking sheet for each Indigenous community, in chronological order.	Consultation tracking sheets have been separated for each Indigenous community.	1		
8	Source Protection	Sam Anderson	Section 4.2.6.1, Page # 55	Report currently indicates "the study area is not located within a **groundwater protection zone**" please update to "the study area is not located within a **wellhead protection area**", to utilize the appropriate source protection terminology as per the *Clean Water Act, 2006* .	Noted. This has been updated.	1		

9	Source Protection	Sam Anderson	Section 4.2.6.1, Page # 55	Update report to indicate that the Project Area falls within the Niagara Region Source Protection Area for which the Niagara Peninsula Source Protection Plan applies. The report should also be updated to indicate that the Project Area is located in two vulnerable areas (significant groundwater recharge area (SGRA) and highly vulnerable aquifer (HVA)), and that no policies in the Niagara Peninsula Source Protection Plan apply in these vulnerable areas. For more information on the CWA, source protection areas and plans, including specific information on the protection zones and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports. (https://conservationontario.ca/) A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act, 2006. The source protection information atlas is publicly available and can be used to geolocate the protection zones around municipal intakes and wells in Ontario. (https://www.lioapplications.lrc.gov.on.ca/SourceWaterProtection/index.html?viewer=Sou rceWaterProtection.SWPViewer&locale=en-CA)	Noted. The Niagara Region Source Protection Area information has been added.	1		
10	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 6.2	The report indicated that groundwater quality was assessed against Provincial Water Quality Objectives (PWQO) and that treatment would be required to meet PWQO prior to discharge to the natural environment. However, many PWQO values are outdated and have been superseded by more recently developed criteria such as the Canadian Water Quality Guidelines (CWQG) or Federal Environmental Quality Guidelines (FEQG). As such it is recommended that water quality data be assessed against the most recently developed criteria for each potential contaminant of concern.	Acknowledged. During the detailed design phase, additional groundwater sampling will be undertaken to confirm the appropriate discharge location. Should discharge to the natural environment be proposed, further groundwater and surface water sampling will be conducted to enable comparison with the applicable criteria for each parameter of concern.	3		
11	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 6.2	The report suggests that the dewatering discharge to streams would require approval from the NPCA. It is my understanding that construction of any outfalls within the NPCA regulated area would require approval. The NPCA should be consulted to confirm. However, the discharge of dewatering effluent is to be managed under the appropriate MECP approval. Discharges for construction dewatering projects can be managed under the dewatering EASR (O. Reg 66/25) provided they meet the requirements listed (e.g. dewatering plan, discharge plan, etc.). Of note, the dewatering EASR does not allow for direct discharges to a surface water receiver, only discharges to land surface with special considerations if the discharge location is within 30 m of a surface water receiver. A direct discharge to a surface water receiver would require an Environmental Compliance Approval, which could be an appropriate mobile treatment unit approved for use in the area of the project. It is recommended to conduct sampling of the potential receiving watercourse for potential parameters of concern as well as turbidity to assist in determining appropriate discharge criteria, required treatment technologies to meet such criteria, and associated monitoring.	Acknowledged. During the detailed design phase, surface water sampling will be conducted to establish baseline water quality conditions within the receiving watercourse. If discharge to the NPCA regulated areas is proposed, approval from the MECP and consultation with the NPCA will be required.	3		
12	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 6.4	The report identified the potential for contaminant migration during the construction dewatering. As such, background groundwater sampling conducted to date may not fully represent the concentrations of contaminants that may be encountered through the dewatering activity. As such, it is recommended to include ongoing monitoring of groundwater/stormwater quality throughout the dewatering activity to identify any changes in water quality and adjust treatment needs as required.	Acknowledged. Section 6.4 indicates that there is a low likelihood of contaminant mobilization during temporary dewatering activities. However, during the detailed design phase, if the contaminant overview confirms the presence of potential contaminants at the site, ongoing groundwater and surface water monitoring will be implemented. This monitoring will be carried out in accordance with a monitoring plan to be developed and executed during construction activities.	3		
13	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 7.1	The report identified that a PTTW would be required for the construction dewatering based on the daily volume of 1,054,000 L. However, as of July 1, 2025 the upper volume limit for construction dewatering EASR has been removed from O.Reg 66/25. As such, a PTTW is no longer required and the activity should be registered through the EASR.	Acknowledged. The report had been completed prior to new regulations come into effect. Since the construction dewatering is greater than 50,000 L/day EASR registration will be required and water taking and discharge report will need to be completed as part of the EASR registration.	3		

14	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 7.2	The report identified several metals and TSS as contaminants of concern that would require treatment prior to discharge to the natural environment. Filtered samples indicated that some parameters (TP, Cobalt, Uranium) still exceeded relevant PWQO values. As such, settling or filtration may not be sufficient treatment to reduce concentrations, and other treatment technologies should be assessed. As this activity is eligible for EASR registration (provided that the discharge is not direct to a surface water receiver), the environmental impacts from the discharge are required to be assessed through a discharge plan. This plan should include details on the discharge locations, effluent quality and quantity, effluent criteria, treatment requirements and monitoring to ensure that potential environmental impacts are effectively mitigated.	Acknowledged. The report was completed prior to the new regulations coming into effect. As the anticipated construction dewatering volume exceeds 50,000 L/day, registration under the EASR will be required. A Water Taking and Discharge Report will also be prepared and submitted as part of the EASR registration process.	3		
15	Surface Water	Mark Looker	Thurber Engineering Ltd. Preliminary Hydrogeological Investigation Report, Section 4.3/Table 4.3	The PWQO for Total Phosphorus incorrectly referenced the interim PWQO for lakes (0.01 mg/L). The correct PWQO for watercourses is 0.03 mg/L. The measured concentration (0.0301 mg/L) was just above the PWQO. For Cobalt and Iron the FEQG values should be used in place of the PWQO, as these are more recently developed. It is recommended that the discharge plan consider the most recently developed PWQO, CWQG, or FEQG to evaluate environmental impacts.	Acknowledged. During the detailed design phase, additional groundwater and surface water samples will be collected and analyzed, and the results will be compared against the most current applicable criteria, including the PWQO, CWQG, or FEQG.	3		
16	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project	This section identifies that a buffer of 30m from the watercourse centerline and 15 m from the stable top of bank based on the Greenbelt plan and indigenous consultations. These setbacks are sufficient, as the receiving water course is not considered sensitive.	Acknowledged.	3		
17	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project	This section lists several mitigation measures to be implemented for the project. These mitigation measures should be incorporated into any require permissions for the site as appropriate (e.g. dewatering EASR, Stormwater management EASR, NPCA permits, etc.)	Acknowledged.	3		
18	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project Assessment Process, Section 5.1.2..2	Soil handling and management is to be managed according to O.Reg 409/19. Appropriate characterization of soils is imperative in determining excess soil management strategies. Soil management may also have impacts to groundwater and surface water quality so this should also be considered. Groundwater management is expected through temporary dewatering activities. As noted in previously, dewatering needs can be managed through the EASR registration process. ESC plans should be incorporated into any required permissions for the Site as appropriate.	Acknowledged.	3		
19	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project Assessment Process, Section 3.3.9.3	This section describes preliminary designs for stormwater management quality and quantity control requirements. This may include a treatment train approach combining conventional measures (e.g. OGS) with LID infrastructure. It is my understanding that SWM facilities servicing Metrolinx commuter stations are exempt from requiring an ECA for SWM works provided that they meet the requirements set in O. Reg. 525/98. The proponent should confirm that this project does meet these requirements, or if an ECA is required. If an ECA is required then preconsultation with Regional Technical Support Section is needed.	Noted. All aspects of the stormwater management strategy will be developed during the detailed design phase with strategies aimed at maintaining pre-development drainage patterns and water quality.	3		
20	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project Assessment Process,	This section notes several pre-construction activities. It is recommended that an evaluation of surface water quality in the watercourse feature be added. As there may be direct or indirect discharge to surface water there may be a need for surface water quality information to support required permissions.	Noted. All aspects of the stormwater management strategy will be developed during the detailed design phase with strategies aimed at maintaining pre-development drainage patterns and water quality.	3		
21	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project Assessment Process, Section 4.2.7.1/Table 5	This section identified several potentially contaminating areas within the study site and potential contaminants of concern associated with past land uses. As these PCOCs may migrate into surface water during construction, it is recommended that any further sampling to support required permissions (e.g. EASRs, PTTW, ECA) include all of the PCOCs listed in Table 5 at minimum.	Additional parameters can be tested during detailed design.	3		
22	Surface Water	Mark Looker	HDR Corporation, Draft Environmental Project Report, Grimsby Go Station - Transit and Rail Project Assessment Process,	This section notes that groundwater levels in bedrock monitoring wells we between 2.1 to 3.1 m below ground surface. This is an important consideration for any required stormwater management works (i.e. ponds, infiltration galleries, etc.) as there are minimum separation distances that need to be considered to mitigate potential impacts to groundwater.	Acknowledged. To be reviewed and revised during detailed design.	3		
23	Groundwater	Husein Awad	Thurber Engineering Ltd., Preliminary Hydrogeological Investigation Report, Section 3.2	The hydrogeological investigation included the installation of three (3) monitoring wells, all of which are located in the northern portion of the project area. While these installations provide preliminary groundwater characterization, additional data are required to adequately characterize site-wide conditions. It is therefore recommended that at least three (3) nested monitoring wells (shallow and deep) be installed in the site.	Noted. This will be completed during the detailed design phase.	3		

24	Groundwater	Husein Awad	Thurber Engineering Ltd. , Preliminary Hydrogeological Investigation Report	Additional groundwater level measurements and water quality samples should be collected from both the existing monitoring wells and the newly installed wells.	Additional investigation will be completed during the detailed design phase.	3		
25	Groundwater	Husein Awad	Thurber Engineering Ltd., Preliminary Hydrogeological Investigation Report,	Dewatering estimates should be revised using measured groundwater levels and hydraulic conductivity values obtained from the existing and newly installed monitoring wells.	Noted. This will be completed during the detailed design phase.	3		
26	Groundwater	Husein Awad	HDR Ltd., Grimsby GO Station-Transit and Rail Project Assessment Process, Draft Environmental Project Report,	The description of existing soil and groundwater environmental conditions, as well as the assessment and evaluation of potential environmental impacts, appears to be adequate. However, prior to commencement of construction, additional investigations may be required to further characterize soil and groundwater conditions.	Additional investigation will be completed during the detailed design phase.	3		
27	Groundwater	Husein Awad	HDR Ltd., Grimsby GO Station-Transit and Rail Project Assessment Process, Draft Environmental Project Report,	The description of existing soil and groundwater environmental conditions, as well as the assessment and evaluation of potential environmental impacts, appears to be adequate. However, prior to commencement of construction, additional investigations may be required to further characterize soil and groundwater conditions.	Additional investigation will be completed during the detailed design phase.	3		
28	Species at risk	Nimisha Elatt, Damien Mullin	Existing Conditions - Natural Environment 34-52	The EPR concludes that bat roosting habitat within CUT and MEF communities is "extremely limited" due to small tree size. For consideration, please note that bats can roost in trees with a diameter of at least 10 cm or greater, and foliage roosting species such as Eastern Red Bat, Hoary bats and Tri-colored Bat can use a variety of foliage types beyond just dead leaf clusters. Consideration of smaller diameter trees, conifers, and diverse foliage types would strengthen the assessment of potential bat roosting habitat.	Acknowledged. HDR has always maintained that any tree can be considered bat habitat regardless of size, species as noted in the EPR. Buckthorn and hawthorne and trees typically smaller than 10 centimeters (brushy scrub) may provide opportunities but when evaluated, opportunities are lower in the context of the surrounding/abutting and immediate extensive woodland habitats. Where trees are identified for removal particularly greater than 10 centimeters DBH per standard arboricultural tree inventory practices and the arborist is also an experienced ecologist that also looks at the tree through an ecological Lense prioritizing trees which may provide habitat (not just cavities) foliage etc., which may require further review. HDR recognizes bats generally cannot be discounted. The use of a one window approach when dealing with vegetation removals is important .	3		
29	Species at risk	Nimisha Elatt	Existing Conditions – Natural Environment 34-52	Please note that Small footed Myotis is recognized as a rock roosting species, and suitable roost habitat does not need necessarily to consist of extensive talus slopes or large rock barrens to be functional. Small or localized rock features such as rock piles, scattered rocks, rubble, retaining elements, drainage related stone, or other substrates that create crevices may provide suitable roosting opportunities. It may be worthwile to further consider if rock features/habitats were present within the Project footprint or areas proposed for grading, excavation, or construction, and whether these features were specifically considered during the assessment of potential Small-footed myotis roosting habitat. If suitable rock features are identified, mitigation measures may include: •Clearly identifying, flagging, and buffering such features prior to construction; •Avoiding removal or disturbance of these features during the bat active season; and •Where removal or modification is unavoidable, ensuring such works occur only outside the bat active season, with appropriate agency consultation, as required.	Acknowledged . See above comment. As summarized in the EPR there are no small or localized rock features such as rock piles, scattered rocks, rubble, retaining elements, drainage related stone, or other substrates that create crevices within the Project footprint (North property, south property). HDR cannot discount possible presence within the broader environs. If such features were present abuting or with potential to be impacted these would have been noted.	3		
30	Species at risk	Nimisha Elatt, Damien Mullin	Direct Impacts- Bat and Bat Habitat 81	The EPR applies a "one-window approach" (April 1 - October 1). The April 1-October 1 window would apply if the only species present are Little Brown, Northern Myotis or Tri-Coloured Bat. If any other species are present (in addition to or excluding the previously mentioned species), the timing window is adjusted to reflect species biology and migration periods. A consideration of species-specific active timing windows for all endangered bat species can be found below: March 15 – November 30: Eastern Small-footed Myotis April 1 – September 30: Little Brown, Northern Myotis, Tri-coloured April 1 – November 30: Hoary Bat, Silver-haired Bat, Eastern Red Bat	Acknowledged. As noted in the EPR potential Bat habitat (roosting, maternity affinities) is generally not suitable for north and south properties which encompasses smaller (>10 cm dbh) where trees and low shrubs are present. To align with Metrolinx's Vegetation Management Guidelines 2025 Tree/vegetation removals recommendations have been updated and should not occur from April 1st to October 1st.	3		

31	Species at risk	Nimisha Elatt	Indirect Impacts (page 83), Mitigation Measures, including Restoration and Enhancement (page 84)	The EPR identifies lighting as a potential indirect impact to wildlife. Based on mitigation measures commonly applied in similar projects to reduce lighting related impacts to bats, the following measures are noted for consideration: •No artificial lighting within natural areas, including the ecological buffer and woodland, or where lighting is required, lighting should be directed away from natural features. •Ensure all lighting installed as part of the Project is dark-sky compliant, including the following: -All LED lights shall be "warm" spectrum lights, with an amber colour or a correlated colour temperature of no more than 3000 Kelvin; -All lights shall be fully shielded and directed downward, and shall not cast light into adjacent natural features; -All lighting shall meet DarkSky-compliant standards, where applicable. •Additional light-abatement practices commonly used in similar projects include: -Using the minimum amount of artificial lighting necessary during construction and operation; -Turning off temporary lighting when not in use; -Restricting lighting to active work areas only; and -Installing both temporary and permanent lighting fixtures as low to the ground as feasible, while meeting safety requirements.	Acknowledged. As The EPR is a summary of key findings from all disciplines, lighting mitigation notes beyond what is provided in the EPR (lighting specifics) will be integrated through detail design in drawing details and tender/construction elements in consultation with other project elements (maintenance; landscaping, operations, Metrolinx standards and safety).	3		
32	Species at risk	Nimisha Elatt	Mitigation Measures, including Restoration and Enhancement 84	Additional mitigation options for consideration include the following: •Ensuring that all equipment and machinery left idle for extended periods or overnight within the work area are visually inspected prior to re ignition to ensure species at risk are not present. The inspection should include all lower components of the machinery, including operational extensions and running gear. •Machinery access routes and travel paths shall be clearly defined and shall avoid natural features.	The additional suggested mitigation has been incorporated into the EPR Section 5.1.2 and 5.9 Table 12.	1		
33	Species at risk	Nimisha Elatt, Damien Mullin	Mitigation Measures, including Restoration and Enhancement 85	An inconsistency has been identified regarding the application of the one-window approach for vegetation and tree removal: In Table 4 (Species Conservation Screening), the one window approach is described as avoidance of tree and vegetation removal from March 1 to October 1. In Section 5.1.2 (Mitigation Measures), the one window approach is described as conducting tree removal outside the active period from April 1 to October 1. It may be helpful to establish a single timing window that governs vegetation and tree removal activities under the one window approach, and ensure the window is applied consistently throughout the EPR.	Noted. The correct month as noted per comment 30 is April. This has been corrected in the EPR.	1		
34	Species at risk	Nimisha Elatt, Damien Mullin	Buffers 87	In Section 5.1.2.1 (Buffers), the EPR states that there are no SARA or PSO critical habitat definitions that would define a specific buffer distance. Please note that the definition and protection of habitat under the amended Endangered Species Act (ESA) and the Species Conservation Act (SCA) are consistent	Acknowledged.	3		
35	Species at risk	Nimisha Elatt, Damien Mullin	Table 4. Species of Conservation Screening 48	While Eastern Meadowlark and Bobolink are not included on the Protected Species in Ontario (PSO) List, they are federally protected Species at Risk and migratory birds. Comments below are for consideration from a due diligence and ecologically risk awareness perspective. Proponents are required to comply with all applicable obligations under the federal Species at Risk Act and the Migratory Birds Convention Act. There are historic records of Eastern Meadowlark in the Project Area from 2020, and historic records of both Eastern Meadowlark and Bobolink in the broader area surrounding the project from 2017. These records are not recent, thereby we understand not including them in the list of species high likely to be at the site, but there is potential for presence. These observations may also not be indicative of breeding habitat. A preliminary technical interpretation of SAR bird habitat is below and is based on best available information at this time. •Nests and the substrate, vegetation or structure (or part thereof) supporting nests •The area surrounding a nest or nest colony that is essential for breeding and rearing (based on the best available species-specific information) Implementation of proposed mitigation measures may reduce the risk of potential impacts. We note that sweeps will be conducted 24 hours prior to vegetation clearing - this window may be too large and you may consider a shorter time between sweeps and clearing, possible 1-2 hours depending on operational feasibility.	HDR has been working with ECCC generally as the updates have come forward. Please note. HDR does not recommend nest sweeps and is consistent with ECCC guidance, especially in complex habitats such as grasslands or woodland. Isolated trees and removals in simple habitats may be appropriated but only under certain project specific conditions (please also refer to Metrolinx Vegetation 2025 Guidelines).	3		

36	Species at risk	Nimisha Elatt	Direct Impacts-Monarch Butterfly Significant Wildlife Habitat	Managing the ecological buffer long term to maintain open, herbaceous/meadow conditions, rather than transitioning to dense woody vegetation, may benefit the species.	Acknowledged.	3		
37	Species at risk	Damien Mullin	35	Says reference not found	Corrected to reference the Table 2 in the EPR	1		
38	Species at risk	Damien Mullin	49	American Chestnut listed under fauna; below milksnake	Corrected.	1		
39	Species at risk	Damien Mullin	38, 48	Spelling of Pileated Woodpecker	Corrected to Pileated in the EPR	1		
40	Species at risk	Damien Mullin	48	Presence of buckthorn and hawthorn likely does not immediately preclude SAR Bats from occupying a site.	See comment to 28, 29. HDR recognizes bats may utilize a variety of habitats for summer roosting, however as noted in the EPR, habitat affinities (hawthorns and buckthorn) as maternity roost trees are generally limiting.	3		
41	Species at risk	Damien Mullin	38, 46, 48	Spelling of Pileated Woodpecker; occurs frequently	Corrected to Pileated in the EPR	1		
42	Species at risk	Damien Mullin	46	Spelling of American Goldfinch	Corrected to American Goldfinch in the EPR	1		
43	Species at risk	Damien Mullin	48	COSSARO can still assign a listing of special concern, but the Protected Species in Ontario List only contains Threatened, Endangered, and Extirpated Species. This may warrant rewording of the header for additional clarification.	Acknowledged.	3		
44	Air Quality	Timothy Hung	General - Air Quality	All updated air quality documents prepared after this EPR should be provided to MECP for review/ comment as soon as possible. It is expected that the updated air quality assessments will be stand-alone documents and will not reference outdated documents such as the documents referenced in this EPR. Any comments provided here also apply to the updated air quality documents. The 2 key background documents AECOM, 2018 and Dillon, 2019 were not provided and therefore not reviewed. In general, it is recommended the updated air quality documents follow the MECP document "Air Dispersion Modelling Guideline for Ontario [Guideline A-11] Version 3.0", (ADMGO), February 2017, "Procedure for Preparing an Emission Summary and Dispersion Modelling Report", March 2018 (ESDM Guide) and the Ministry of Transportation (MTO) document "Ministry of Transportation Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects" (MTO Guide), May 2020 where appropriate. A quantitative greenhouse gas assessment was not completed but typically completed and recommended in the updated air quality assessment. Please refer to the MTO Guide for details.	It is agreed that the methodology will primarily follow guidance provided by the MTO Guide for sources related to mobile transportation and also any specific guidance included in the Metrolinx environmental guide with respect to sources specific to operation of diesel locomotives. The ADMGO will be used for stationary sources, such as building HVAC, where appropriate. A quantitative greenhouse gas assessment that compares the change in greenhouse gas emissions relative to provincial totals will be provided post-TRPAP as part of the updated air quality assessment.	3		
45	Air Quality	Timothy Hung	4.3.1	In addition, to O. Reg 419/05 and CAAQS, Ambient Air Quality Criteria (AAQC) should be referenced. Note that not all standards/ criteria referenced are health-based.	As outlined in the MTO Guide, the CAAQS and AAQC will be used to determine thresholds for the contaminants to be considered. These contaminants and averaging periods are listed in the MTO Guide. AAQC has been referenced.	1		
46	Air Quality	Timothy Hung	4.3.1	Updated air quality studies should update all aspects of an air quality impact assessment, not just the gaps identified in existing reports	Noted. An updated Air Quality Assessment will be completed post-TRPAP and Metrolinx will provide a copy of the air quality impact assessment for information, once available.	3		
47	Air Quality	Timothy Hung	4.3.2	The study area and sensitive receptors should be revised in the updated air quality study. Ensure planned, future receptors if any (such as proposed residential developments) are included as well. It appears the chosen receptors in Figure 8 were all residential in contrast to "...commercial properties, community facilities, and outdoor spaces...". Please confirm the correct use of sensitive receptors (refer to the MTO Guide) and revise as appropriate. Receptors are not typically chosen when characterizing existing conditions (typically chosen during the impact assessment). Explain how these receptors were used in establishing existing conditions. Otherwise, remove.	Receptors for the Air Quality Assessment will be sensitive receptors as described in the MTO Guide. This will be updated in the updated Air Quality Assessment post-TRPAP.	3		
48	Air Quality	Timothy Hung	4.3.3	This appears to be a repeat of section 4.3.1. Please remove/ revise or explain the purpose of this section.	Noted. It was copied over in error. This has been removed.	1		

49	Air Quality	Timothy Hung	4.3.4	Many of the stations listed measure the same contaminant(s). Clarify how these stations were chosen and which station(s)/ year(s) were used for each contaminant with justification. Typically, background concentrations are based on the latest 5 years of complete data. In general, more explanation on the approach in this section is needed. "Annual background concentrations were calculated using mean annual values from the available years" requires more explanation. For example, it is unclear if the maximum annual mean over the past 5 years over all nearby/ representative stations was used for each contaminant. A similar comment applies to other averaging periods and contaminants.	Noted. The background concentrations and for which years were used in calculating the background concentrations for this project will be updated in the Air Quality Assessment post-TRPAP.	3		
50	Air Quality	Timothy Hung	4.3.4 - Table 8	"Averaging Period (hr)" have brackets with years (e.g. NO2 1-hr has "(2025)"). Clarify what this means. If these are phase-in periods of CAAQS/ AAQCs, the "Source of Standard" column would be more appropriate. These brackets require corresponding notes/ footnotes explaining these are phase-in periods (if they are). This needs to be applied consistently (e.g. 2025 NO2 annual would require "(2025)". Background Concentration (ug/m3). -O. Reg 419/05 was previously referenced but not utilized in this table. Consistency is needed. While both may share many similar values, note that an AAQC is not a regulatory value in contrast to Ontario Regulation 419/05. -Confirm whether the statistical form of the CAAQS (where appropriate) was applied for proper comparison to CAAQS. Corresponding notes should accompany the CAAQS explaining the statistical forms. If not, also include appropriate caveats/ notes. -In instances where there are both AAQCs and CAAQS. It is suggested that both be listed for reference. Acrolein -A 1-hr concentration of 0.026ug/m3 is reported. Please confirm which station and year(s) this concentration was retrieved from. VOC samples are typically 24-hr samples instead of 1-hr samples. It is not appropriate to report a 24-hr concentration as a 1-hr concentration. The ESDM Guide may be used to convert a 24-hr concentration to 1-hr concentration for the purposes of establishing this background concentration. If this approach is used, ensure appropriate caveats/ notes are included and the changes are carried throughout the report. Benzo(a)pyrene -please confirm the units of Benzo(a)pyrene. It is suspected these were reported in ng/m3 but have now been incorrectly reported as ug/m3. Update subsequent calculations as appropriate. Ensure these are carried forward throughout the report.	Noted. The CAAQs for PM2.5 have been updated and will be provided in the updated Air Quality Assessment post-TRPAP.	3		
51	Air Quality	Timothy Hung	4.3.4 - Figure 9	Please confirm the prevailing winds stated (northwest and west). The wind rose appears to indicate winds from the southwest to northwest as well as from the East. If the site-specific meteorological dataset prepared by MECP is available, please update this figure.	Confirmed. The site-specific meteorological data is available and will be provided in the updated Air Quality Assessment post-TRPAP.	3		
52	Air Quality	Timothy Hung	5.3	In addition, to O. Reg 419/05 and CAAQS, Ambient Air Quality Criteria (AAQC) should be referenced.	Noted. AAQC has been referenced.	1		

53	Air Quality	Timothy Hung	5.3.1	"Further air quality monitoring and analysis will be undertaken following the completion of the EPR to help confirm and refine the preliminary findings of this assessment" Confirm the statement above. Should "monitoring" actually be "modeling"? If the statement above is meant to say "modeling" instead of "monitoring", please ensure this updated assessment is provided to MECP for review. The assessment should use MECP site-specific meteorological data (it is understood a request was already submitted on February 12, 2026), follow the guides listed in the "General - Air Quality" comment above and the "Urban" option should not be used. If monitoring is proposed: Monitoring is a large amount of work that requires significant planning and time that will likely not fit in the tight timeline associated with this project and has questionable benefit in this situation. Please provide additional information as to why the proponent believes monitoring is necessary. Before any of this work is carried out, please consult MECP. Monitoring - Any air quality monitoring will require a monitoring plan that is to be developed with the MECP following the requirements set out in the MECP document "Operations manual for air quality monitoring in Ontario" (2016). Refinement of modeling - Please clarify if the results of air monitoring will be used to refine the preliminary findings of the assessment. Refer to the document "Combined Assessment of Modelled and Monitored Results (CAMM) as an Emission Rate Refinement Tool" (2017) as a starting point. A CAMM is an involved process and requires a well-defined plan/ approach and is suspected to have questionable benefits for this project. Any refinements to the model should first be planned in coordination with MECP.	Noted. The EPR has been updated to state "modelling". This will be provided to the MECP post-TRPAP as part of the updated Air Quality Assessment. There will not be any additional air quality monitoring as part of the updated Air Quality Assessment.	1		
54	Air Quality	Timothy Hung	5.3.1.2	Please confirm how road traffic on local roads will be accounted for. Section 3.3.7 states Livingston Avenue will extend further west with widening and grading work. Please confirm that the cumulative effects of the road improvements (Livingston Avenue Extension project along with associated traffic volume changes in other roads due to this new station) and the station-related emissions stated in this section will be accounted for either in this EA or the Livingston Avenue Extension project.	The updated air quality assessment will consider changing traffic patterns on local roads if traffic counts (peak hour and AADT) are provided for Future No-Build and Future Build.	3		
55	Air Quality	Timothy Hung	5.3.1.2	Please confirm emissions from trains were included in the AECOM assessment and will also be included in the revised assessment (e.g. idling trains) Ensure the contaminants listed in the MTO Guide are included in the final assessment. "Bus operations associated with GO Transit service are not expected to change significantly relative to existing service levels". General comment: Even if service levels are expected to the same, there may be different effects if buses at the new station are in closer proximity to receptors. Also, as stated in the MTO Guide, predictions 10-20 years into the future should be included. Bus operations in future scenarios may be the same but may also increase in the future. Ensure this possibility is accounted for. Please include the conclusion of cumulative effects (background + project) from the 2018 assessment. Typically, air assessments would include a "build" vs. "no-build" scenario. Confirm if this was done and provide the conclusions. The findings of the 2018 assessment appears to model a smaller station on the north side of the tracks. The current proposed station appears to have a larger footprint and is located south of the tracks which is closer to receptors. The	The train emissions were explicitely excluded, the AECOM assessment only considered on-site sources. This will be included in the updated Air Quality Assessment post-TRPAP. The contaminants listed in the MTO Guide will be included in the updated Air Quality Assessmet post-TRPAP. Bus operations will be considered in the updated air quality assessment. Information on future bus operations will be requested from Metrolinx. This assessment only assessed a single "build" scenario. The existing conditions were not modeled as a separate scenario but instead represented using background monitoring data and assumed to reflect current conditions. The updated air quality assessment will consider the footprint within the proposed Grimsby GO Station EPR. Metrolinx will provide a copy of the air quality assessment for information, once available.	3		
56	Air Quality	Timothy Hung	5.3.2	Please include the specific Ontario MECP regulatory requirement for mitigation measures that is being referred to. Remove/ revise as appropriate.	Noted. This section has been updated.	1		
57	Air Quality	Timothy Hung	5.3.2.1	Once prepared, please provide a copy of the Air Quality and Dust Management Plan (DMP) for review.	As per the Mx response to Comment #55, a copy of the air quality assessment will be provided for information, once available. At that time, Mx will request MECP to confirm if a copy of the Air Quality and Dust Management Plan, to be prepared by the Contractor, is still required for information.	3		

58	Air Quality	Timothy Hung	5.3.2.2	Also include mitigation options for trains, if any.	Noted. This section has been updated.	1		
59	Air Quality	Timothy Hung	5.3.3	*"...established under Ontario Regulation 419/05..."* *-AAQCs should be included* *Table 11* *Operation - Passenger Vehicle Idling (PPUDO & Park-n-Ride). Nox, PM2.5, benzene and BaP.* *-Ensure contaminants listed in the MTO Guide are included in the final assessment. PM from paved road dust resuspension, brake/ tire wear, not just exhaust emissions may contribute to air quality effects for both passenger vehicle and bus operations.* *-Confirm how the conclusion for "Minor, localized; not significant" residual/ net effects were found (for example: the 2018 AECOM source apportionment analysis found that passenger vehicle idling contributed <1% of all contaminant contributions to the nearest/ most impacted receptor). Similar comment applies to the Transit Bus Operations row* *-Train emissions should also be included* *Operational Effects Bullet Point* *-Include train emissions* *-Support the statement that operational emissions are minor compared to regional background levels (e.g. the 2018 AECOM assessment found that the project would increase concentrations by <1% of existing background concentrations for all contaminants at the nearest/ most impacted receptor)* *Overall Net Effect Bullet Point* *-Confirm whether exceedances are expected when accounting for cumulative effects (e.g. background + project)* *-Confirm if a modeling run with mitigation applied to sources was used to make*	Noted. AAQC has been added. Table 11. Operation - Passenger Vehicle Idling (PPUDO & Park-n-Ride). Nox, PM2.5, benzene and BaP. -contaminants listed in the MTO Guide will be included in the updated Air Quality Assessment post-TRPAP. -confirmed. For transit Bus Operations row, it was chosen due to modelling that showed bus-related emissions contribute only a small incremental increase to ground-level concentrations at nearby receptors and background sources (e.g. roads) generally dominate overall air quality. Measures of control staging, minimized idling and future fleet electrification further reduce emissions. - The train emissions will also be included in the updated Air Quality Assessment post-TRPAP. Operational Effects Bullet Point - The contaminants listed in the MTO Guide will be included in the updated Air Quality Assessment post-TRPAP. - Noted. This has been added to the EPR. Overall Net Effect Bullet Point - The updated air quality assessment to be provided post-TRPAP will confirm whether any exceedances are expected when cumulative effects (i.e., background conditions combined with project-related emissions) are taken into account. It will also clarify whether modelling runs incorporating mitigation measures applied to emission sources were used to inform these conclusions. -The modelling of the Future No-Build and Future Build scenarios will consider the combined impacts of baseline air quality and project-related air emissions, and will estimate concentrations of selected air pollutants at sensitive receptors within the Study Area. Vehicle emissions will be estimated using the US EPA MOVES3 model, and air dispersion modelling will be completed using the latest approved version of the US EPA AERMOD model.	1		

From: Deneault, Stephen (MECP)
To: Tania Gautam; Katie Bright
Cc: Desautels, Solange (MECP)
Subject: Grimsby GO Station - MECP Comments on Draft EPR
Date: April 17, 2026 3:52:33 PM
Attachments: GrimsbyGO_EASS Memo_04-17-2026.pdf
MECP-EASS_CommentTable_GrimsbyGO-DraftEPR.xlsx

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Hi Tania and Katie,

Please see attached MECP comments on the Grimsby GO Station draft EPR. As noted in the memo, MECP noise comments remain outstanding and will be provided to you by April 21/22.

Have a nice weekend.

Best,
Stephen

Stephen Deneault | Special Project Officer (A)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
☎: *437-247-3443* | ✉: *Stephen.Deneault@ontario.ca*

From:	Deneault, Stephen (MECP)
To:	Tania Gautam
Cc:	Solange.Desautels; Katie Bright; Dara Corrigan; Shaleeza Gordon; Biggs, Alicia; Mahmud, Anna
Subject:	RE: Grimsby GO TRPAP: MECP Draft EPR Review
Date:	Thursday, April 2, 2026 4:07:11 PM
Attachments:	image003.png image004.png

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Hi Tania,

I appreciate the update thanks. I am good being the point contact for the sharedrive access.

Have a great long weekend.

Best,
Stephen

Stephen Deneault | Special Project Officer (A)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
☎: *437-247-3443* | ✉: *Stephen.Deneault@ontario.ca*

Ontario

From: Tania Gautam <Tania.Gautam@metrolinx.com>
Sent: April 2, 2026 3:45 PM
To: Deneault, Stephen (MECP) <Stephen.Deneault@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Biggs, Alicia <Alicia.Biggs@hdrinc.com>; Mahmud, Anna <Anna.Mahmud@hdrinc.com>
Subject: Grimsby GO TRPAP: MECP Draft EPR Review

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Hi Stephen,

Following up from our **Grimsby GO Station TRPAP Update Meeting** held on February 25,

2026, please note we are on track to share the draft EPR for MECP review **next week on April 8, 2026**. As previously mentioned, we are working within a condensed schedule and seeking any pertinent comments from MECP by **EOD April 14, 2026**. This will allow our team the opportunity to review and incorporate feedback into the EPR before issuance of the Notice of Completion (planned for April 26, 2026).

A PDF copy of our EPR and a blank excel comment response sheet will be made available online through HDR's SharePoint next week.

We have identified you as the point-of-contact for access to HDR's SharePoint to download the draft EPR and comment sheet to coordinate access with the appropriate MECP reviewers. Efforts being made to manage the number of people who can be granted access. If there is someone else you prefer we designate this to, please let us know as soon as possible.

Thanks,
Tania

Tania Gautam
Manager, Environmental Programs and Assessment
Metrolinx
15th Floor | 10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.702.9536

METROLINX

From: Dara Corrigan <Dara.Corrigan@metrolinx.com>
Sent: March 3, 2026 4:24 PM
To: Tania Gautam <Tania.Gautam@metrolinx.com>; jake.noordhof@ontario.ca; Solange Desautels <Solange.Desautels@ontario.ca>; Stephen.Deneault@ontario.ca; James Francis <James.Francis@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>; Jordan.Hughes@ontario.ca
Cc: Abdirahman, Sulekha (MECP) <Sulekha.Abdirahman@ontario.ca>; Groombridge, Kim (She/Her) (MECP) <Kim.Groombridge@ontario.ca>; Ahmed, Aziz (MECP) <Aziz.Ahmed@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Merza, Header (MECP) <Header.Merza@ontario.ca>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Day, Sarah (MECP) <Sarah.Day@ontario.ca>; Rudzki, Kristina (She/Her) (MECP) <Kristina.Rudzki@ontario.ca>; Allingham, Steven (MECP) <Steven.Allingham@ontario.ca>; Robbins, Sarah (MECP) <Sarah.Robbins@ontario.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>
Subject: RE: Grimsby GO TRPAP Walk-Through

Hi everyone,

Thank you for attending our project introduction meeting. Please find attached the presentation slides and below an action item summary:

Action Items	Owner/ Status
Circulate presentation materials to all attendees. **Post meeting Note**: revisions made to slide 15.	Mx EPA (Complete)
MECP to provide contact(s) for expedited air quality meteorological datasets. **Post Meeting Note:** Action complete, Mx received meteorological data on March 2nd.	MECP (Stephen / Solange) (Complete)
MECP to assign noise engineer to the file once draft noise content/reporting begins.	MECP (Noise Unit) (Pending)
Mx to confirm the number of parking spaces with Mx Sponsor. **Post meeting Note:** Mx Sponsor confirmed 220 customer parking spaces to meet opening day customer needs expandable to 480 parking spaces required to meet future demand. This plus 7 barrier free, 3 service, and 2 staff parking spaces.	Mx EPA (Complete)
INFO: MECP recommendation to circulate Indigenous Community consultation record for review as early as possible.	Mx EPA/ EPA IR

Let us know if there are any questions.

Thank you,
Dara

Dara Corrigan, M.Env.Sc
Project Manager, Environmental Programs & Assessment
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3
C: 416.357.6123
METROLINX

-----Original Appointment-----
From: Tania Gautam <Tania.Gautam@metrolinx.com>
Sent: February 20, 2026 4:31 PM
To: Tania Gautam; jake.noordhof@ontario.ca; Solange Desautels; Stephen.Deneault@ontario.ca; James Francis; Katie Bright; Dara Corrigan; Shaleeza Gordon
Cc: Abdirahman, Sulekha (MECP); Groombridge, Kim (She/Her) (MECP); Ahmed, Aziz (MECP); Zeng, Rui (MECP); Merza, Header (MECP); Antunes, Marinha (MECP); Day, Sarah (MECP); Rudzki, Kristina (She/Her) (MECP); Allingham, Steven (MECP); Robbins, Sarah (MECP); Del Villar Cuicas, Joan (MECP)
Subject: Grimsby GO TRPAP Walk-Through
When: February 25, 2026 10:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

(Agenda added below)

Hi All,

Intent of this meeting is to walk-through the approach for the Grimsby GO TRPAP.
Presentation materials to follow post meeting.

Agenda

- Team Introductions
- Project Introduction and Background
- Transit and Rail Project Assessment Process (TRPAP)
- Environmental Studies Update
- Next Steps and Discussion

Thanks,
Tania

Tania Gautam
Manager, Environmental Programs and Assessment
Metrolinx
15th Floor | 10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.702.9536

METROLINX

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/28711053064052?p=voBYfE7FvhVu1cZiqZ

Meeting ID: 287 110 530 640 52

Passcode: x4pc7AR9

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From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: kim.groombridge@ontario.ca; Stephen.Deneault@ontario.ca; kathleen.oneill@ontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ministry of Municipal Affairs and Housing

Outlook

Re: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

From GrimsbyGo <grimsbygo@niagararegion.ca>
Date Fri 3/6/2026 11:38 AM
To Watt, Heather (CAB) <heather.watt@ontario.ca>; GrimsbyGo <grimsbygo@niagararegion.ca>
Cc Selig, Cheryl <Cheryl.Selig@niagararegion.ca>; Henriques, Anna (MMAH) <Anna.Henriques@ontario.ca>

2 attachments (890 KB)
FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf;

Thank you for letting me know.

Hello Ms. Henriques,

Please see below for the Notice of Commencement for the Grimsby GO Station Project. I have attached the notice in English and French.

Thanks,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

From: Watt, Heather (CAB) <heather.watt@ontario.ca>
Sent: Friday, March 6, 2026 10:08 AM
To: GrimsbyGo <grimsbygo@niagararegion.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>; Henriques, Anna (MMAH) <Anna.Henriques@ontario.ca>
Subject: RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

Hello - I am no longer with MMAH. Kindly remove me from your list. Please connect with Anna Henriques as an alternative. Thanks!

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: March 6, 2026 9:15 AM
To: Watt, Heather (CAB) <heather.watt@ontario.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Hello Ms. Watt,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ministry of Natural Resources

Outlook

RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

From Southern Region Planning Inbox (MNR) <SR.Planning@ontario.ca>
Date Mon 3/16/2026 1:41 PM
To GrimsbyGo <grimsbygo@niagararegion.ca>
Cc Short, Sam (MNR) <Sam.Short@ontario.ca>

1 attachment (287 KB)
MNR Southern Region Information Package – For External Proponent Environmental Assessments_Ver2 (4).pdf;

Hello,

The Ministry of Natural Resources (MNR) received the Notice of Commencement and Upcoming Public Information Centre for the Grimsby GO Station on March 6th. Thank you for circulating this to our office.

MNR has prepared the attached **MNR Southern Region Information Package – For External Proponent Environmental Assessments** (Package) to help project proponents understand MNR's role as a commenting agency and interests related to environmental assessment within the Ministry's mandate. The Package also provides information on the Ministry's regulatory authority to issue authorizations, permits, licenses and/or approvals. The information provided is subject to change from time to time and it is the proponent's responsibility to ensure the information used to support project planning and compliance with *Environmental Assessment Act* requirements is current and accurate. It is the proponent's responsibility to be aware of, and comply with, all relevant federal or provincial legislation, municipal by-laws and/or other agency approvals.

Please note the ministry has not completed a screening of natural heritage or other resource values at this time. If no MNR interests are identified based on the information contained in this Package, there is no need to further circulate MNR as a commenting agency when undertaking consultation and review under the applicable EA process. If you have identified any MNR interests in your project planning and require additional technical information, or if you have questions about the content of this Package, please feel free to contact SR.planning@ontario.ca. **Please include Sam Short, Regional Planner (Sam.Short@Ontario.ca) as the MNR contact on your distribution list for this project going forward.**

Thank you,
Pauline

Pauline Capelle (she/her)
A/Senior Planner | Southern Region
Ministry of Natural Resources | Ontario Public Service
705-313-0708 | pauline.capelle@ontario.ca

Ontario

Taking pride in strengthening Ontario, its places and its people

Please note: As part of providing accessible customer service, if you have any accommodation needs, require communication supports, or alternate formats please let me know.

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: March 6, 2026 9:15 AM
To: Environmental Planning Team (MNR) <Environmental.Planning.Team@ontario.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Hello,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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MNR SOUTHERN REGION INFORMATION PACKAGE – FOR EXTERNAL PROPONENT ENVIRONMENTAL ASSESSMENTS

MNR – SOUTHERN REGION – LUPSI

October 2024

How to Use This Information Package

Environmental Assessment (EA) is a planning and decision-making process used to promote environmentally responsible decision-making. In Ontario, this process is defined and is required pursuant to the *Environmental Assessment Act (EAA)*. The Ministry of Environment, Conservation and Parks (MECP) administers the *EAA*.

The Ministry of Natural Resources (MNR) may be asked by a proponent of a project subject to an EA or Class EA to participate as a commenting agency to ensure provincial interests within MNR's mandate are considered by the proponent in the project planning process.

Use of this Information Package "Package" is intended to help project proponents understand MNR's:

- role as a commenting agency and interests related to environmental assessment within the Ministry's mandate (refer Sections 1 through 8 of this document)
- regulatory authority to issue authorizations, permits, licenses and/or approvals (refer Appendix A – MNR Regulatory Role)

The information provided by MNR and the sources listed in this Package should not be considered exhaustive nor a substitute for consultation with other agencies, site visits and appropriate field studies. The information provided is subject to change from time to time and it is the proponent's responsibility to ensure the information used to support project planning and compliance with *EAA* requirements is current and accurate.

If no MNR interests are identified based on the information contained in this Package there is no need to further circulate MNR as a commenting agency when undertaking consultation and review under the applicable EA process. MNR Southern Region (via sr.planning@ontario.ca) may be contacted if there are any questions about the content of this Package or if specific technical information is required.

This Package is intended for use within MNR's Southern Region (SR) regional boundary only. To view the MNR SR regional boundary please see Ministry of Natural Resources and Forestry work centres | ontario.ca.

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1. MNR Mandate

MNR has a mandate to protect Ontario's biodiversity while promoting economic opportunities in the resource sector and supporting outdoor recreation opportunities by:

- Sustainably managing Ontario's fish and wildlife resources.
- Leading the management of Ontario's public (also referred to as Crown) lands, including the beds of navigable waters, oil, gas, salt and aggregate resources, and access to Crown land for renewable energy projects.
- Ensuring the sustainable management of Ontario's Crown forests.
- Protecting people, property and communities from forest fires, floods, and droughts.
- Developing and applying geographic information to help manage the province's natural resources.

MNR's regulatory role is triggered when a project proponent seeks an approval under legislation administered by the Ministry. Information on the Ministry's regulatory role under applicable legislation can be found in Appendix A.

2. MNR Role as Commenting Agency

MNR's role as a commenting agency on projects subject to *EAA* requirements is to:

- Assist and enable project proponents to access relevant technical and scientific information within the scope of MNR's mandate.
- Provide legislative / regulatory / policy information and direction regarding interests within MNR's mandate.
- Support the identification and consideration of the potential effects of a project on matters within MNR's mandate.
- Identify where the project proponent may need to seek MNR approvals regarding the project.

3. Provincial Planning Policies

Provincial plans together with the *Provincial Policy Statement, 2024* (PPS) issued under section 3(1) of the *Planning Act,* provide policy direction on matters of provincial interest related to land use planning and development in Ontario. The PPS and provincial plans contain policies specific to infrastructure projects.

A summary of matters related to MNR's mandate within specific infrastructure-related provincial planning policies can be found below. Please note, this is not an exhaustive list of provincial policies that may apply to a project and other MNR mandated interests may be applicable. It is the project proponent's responsibility to review the provincial plans and PPS,

which may be amended from time to time, to determine policies applicable to the proposed project.

Provincial Plan Mapping

Mapping of provincial plan boundaries and natural heritage areas as defined in individual provincial plans is available to view or download through Make A Map: Natural Heritage Areas or Ontario GeoHub (GeoHub) - Natural Heritage System Area.

Greenbelt Plan, 2017

Section 4.2.1.2 of the Greenbelt Plan contains policies which are designed to direct infrastructure away from, or where not possible, to minimize the impacts on the Natural Heritage and Water Resource Systems. It requires that new or expanding infrastructure "shall avoid *key natural heritage features, key hydrologic features or key hydrologic areas* unless need has been demonstrated and it has been established that there is no other reasonable alternative."

Niagara Escarpment Plan (NEP), 2017

The NEP is administered by the Niagara Escarpment Commission, the government agency mandated to develop, interpret, and apply NEP policies that maintain and enhance the Niagara Escarpment's unique environmental and landscape features. In addition to Make A Map: Natural Heritage Areas, mapping of NEP Escarpment Natural Areas and Escarpment Protection Areas may be obtained from your local municipality or the Niagara Escarpment Commission.

Oak Ridges Moraine Conservation Plan (ORMCP), 2017

Section 41 of the ORMCP contains policies specific to the development of new or the upgrading/extension of existing infrastructure. This policy direction includes where development shall not be permitted unless specified criteria have been satisfied (including where applicable that there is no other reasonable alternative) and establishes required documentation to support infrastructure projects. Specific conditions apply to proposed infrastructure development within a natural core area and infrastructure crossings of key natural heritage features.

Lake Simcoe Protection Plan (LSPP), 2009

Policy 6.23-DP of the LSPP directs that development or site alteration in relation to infrastructure shall not be permitted within a key natural heritage feature, a key hydrologic feature or within a related vegetation protection zone unless the need for the project has been demonstrated through an Environmental Assessment or other similar environmental approval and it has been demonstrated there is no reasonable alternative. Some exceptions may apply.

4. Fish, Wildlife and Natural Heritage

MNR's natural heritage and natural resources geospatial data layers can be accessed through the ministry's GeoHub and Natural Resources Data Access Requests | Ontario GeoHub. Please note, these Geospatial Ontario (formerly known as Land Information Ontario) GIS data layers available from MNR and the sources listed and linked on this webpage should not be considered as a substitute for site visits and appropriate field surveys. Generally, information available from MNR can be regarded as a starting point from which to conduct further field studies, if needed. While this data represents MNR's best available current information, it is important to note that a lack of information for a site does not mean that additional features and values are not present. There are many areas where MNR does not currently have information. On-site assessments can better verify site conditions, identify natural features and values and confirm presence of species at risk and/or their habitats.

The information below provides an overview of MNR's mandated interests in natural heritage to consider within the project study area. A detailed list of provincial technical guidance material used to identify significant natural heritage features in different landscapes can be found in Appendix B.

Fisheries

All permanent and intermittent watercourses and waterbodies have potential to contain fish habitat or contribute to fisheries resources. MNR is responsible for administering and enforcing the Ontario Fishery Regulations under the *Fisheries Act*.

When agency approvals are required for a proposed project, it is the responsibility of the authorizing regulatory agency to set any in-water work timing windows in their authorizations. These timing windows may be based on the MNR's In-water Work Timing Window Guidelines.

Areas of Natural and Scientific Interest

The study area should be screened for the presence of Areas of Natural and Scientific Interest (ANSI). ANSIs are lands and waters containing features that are important for natural heritage protection, scientific study, and education. ANSIs are identified and confirmed by MNR based on their representation of Ontario's significant geological and natural heritage features and are categorized as either Earth Science or Life Science.

Wetlands

Study areas that contain unevaluated or unmapped wet features should be investigated for the presence of wetlands. Wetlands are lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to the surface. Wetlands may

vary in their significance, and the four major types of wetlands are swamps, marshes, bogs, and fens.

As of January 1, 2023, MNR no longer reviews and confirms wetland evaluations. MNR's role with respect to wetland evaluation includes providing the provincial framework under which wetlands in Ontario are evaluated for significance (OWES), and uploading digital wetland boundary mapping and wetland status into the Geospatial Ontario database.

Significant Wildlife Habitat

Study areas which may contain significant wildlife habitat should be investigated for its presence or absence. Significant wildlife habitat may include features such as: seasonal concentration areas for wildlife species (e.g., snake hibernaculum), rare vegetation communities (e.g., tallgrass prairie), specialized habitats of wildlife (e.g., turtle nesting and over-wintering areas), habitats of species of conservation concern (e.g., Special Concern species as identified on the Species at Risk in Ontario list) and animal movement corridors (e.g., amphibian movement corridors). Provincially tracked species data (generalized to Natural Heritage Information Centre 1 km screening grid) can be viewed in Natural Heritage Make a Map. Detailed geospatial data may be obtained through GeoHub via a data sharing agreement.

Please note, relying on online mapping tools only may not accurately reflect the presence or absence of significant wildlife habitat within the project study area. Surveys or additional site level assessment are often required to confirm presence or absence of natural heritage features and values.

Significant Woodlands

Project study areas that contain wooded areas should be investigated for the presence of significant woodlands. Significant woodlands are areas that are ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to their contribution to the broader landscape; or economically important. Local planning authorities are responsible for identifying significant woodlands in accordance with criteria established by MNR.

Significant Valleylands

Project study areas that occur in a valley or other landform depression that has water for some period of the year should be investigated for the presence of significant valleylands. The identification of valleyland significance is the responsibility of the local planning authority. MNR recommends criteria for determination of valleyland significance.

5. Natural Hazards

In Ontario, development is generally directed away from areas impacted by natural hazards to prevent risks from inappropriate development on and around these lands and to ensure that the risks to public health and safety are minimized. Keeping people and property out of harm's way is a cost-effective, socially responsible, and proactive approach to addressing natural hazards. Various policies and programs direct people and development outside of natural hazard areas.

Responsibility for natural hazard management and implementation of programs and policies for most natural hazards has been delegated to municipalities and Conservation Authorities (CA) where they exist. MNR supports implementation of natural hazard policies by local municipalities and CAs by providing a series of natural hazard technical guidelines (see Appendix B).

Hazardous Lands (flooding, erosion and dynamic beach hazards)

The project location should be reviewed for the presence of hazardous lands. These may include lands subject to flooding and/or erosion and dynamic beaches. These lands become hazardous when people and property locate in these areas. The local municipality and CA should be contacted for further guidance where required.

Special Policy Areas

Some localized areas of the province may be subject to an approved Special Policy Area (SPA), as defined by the PPS. If the study area is located within or adjacent to a SPA, special consideration for any impacts to the flood plain and site-specific SPA policies may be necessary. Any proposed change or modification to the official plan policies, land use designations or boundaries applying to SPA lands, requires joint approval by the Ministers of the Ministry of Municipal Affairs and Housing (MMAH) and MNR.

Local official plans may be reviewed to identify the presence of SPAs within the study area. MNR may have additional information regarding SPAs which can be made available upon request.

Where applicable, information should be identified at the EA stage regarding any expected changes to the floodplain or potential modifications to the SPA subject to provincial approval.

Hazardous Sites (unstable soils and bedrock)

The project location should be reviewed for the presence of hazardous sites. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography). General information and mapping tools available to assist in identifying the

potential presence of hazardous sites (e.g., karst and organic soils) include, but are not limited to:

- GeologyOntario (gov.on.ca) is maintained by the Ministry of Mines and provides access to all Ontario Geological Survey maps, reports and digital datasets.
- Wetland mapping
- Soil information and mapping maintained by the Ministry of Agriculture, Food and Rural Affairs is available at Soil Survey Complex (GeoON) or AgMaps

Hazardous Forest Types for Wildland Fire

Project study areas containing wooded areas should be screened for the presence of hazardous forest types for wildland fire. Data to identify potential areas that meet this definition can be found in GeoHub - Potential Hazardous Forest Types for Wildland Fire. Note that this data layer is based on forest type data at a coarse scale. Complete assessment of risk and determination of appropriate mitigation measures can only be done with confidence on a site-specific basis.

6. Oil, Gas and Salt Resources

Oil, gas or salt wells are regulated under the *Oil, Gas and Salt Resources Act*, and the supporting regulations and operating standards.

To help determine the presence of petroleum wells within the proposed project area, basic mapping information can be found through the GeoHub portal or the Ontario Oil, Gas and Salt Resources Library (www.ogsrlibrary.com). The 'Definitions and Terminology Guide' listed in the publications section on the library website may provide a better understanding of the well and resource information available.

The Ontario Petroleum Institute (OPI) is an industry association that can assist with retaining the services of a consultant who can provide information about the potential resources located below the property.

If any unanticipated petroleum wells or associated works are encountered during a project, the proponent should cease work immediately and contact MNR's Petroleum Operations Section (POS) to further understand the proponent's obligations under the *Oil, Gas and Salt Resources Act*. The POS may be contacted at POSRecords@ontario.ca or 519-873-4634. In the event of a spill, the project proponent should report it to the Spills Action Centre at 416-325-3000, 1-800-268-6060 (toll free), or 1-855-889-5775 (TTY).

7. Mineral Aggregate Resources

Mineral aggregate resources are usually sand, gravel, clay, earth and bedrock. They are used to make roads, subway tunnels, homes and other structures. Mineral aggregate resources are a non-renewable resource that exist in fixed locations.

MNR has an interest in protecting mineral aggregate resources from incompatible development so they may continue to be available for future extraction. Data to map known deposits of mineral aggregate resources is available from Geology Ontario at GeologyOntario (gov.on.ca).

Project proponents should consider mineral aggregate resources by screening for existing aggregate operations at Find Pits and Quarries | ontario.ca, and consider any potential to preclude or hinder operations and the use of aggregate resource deposits through incompatible development.

8. Crown Lands, Lakes, Rivers and Forests

MNR manages public lands including the beds of most lakes and rivers. Some activities on shore lands (both public and private) are also managed by the MNR.

Public land boundaries (mapping is representative only) and applicable Crown land use policies can be viewed at Crown Land Use Policy Atlas | ontario.ca. Provincial parks and conservation reserves are managed by MECP under the *Provincial Parks and Conservation Reserves Act*.

MNR manages the health of Crown forests so they may continue to provide ecological, economic, and social benefits. Most of Ontario's Crown forests are managed by forest companies under 20-year Sustainable Forest Licences. These companies are responsible for working with government and others to prepare and implement a forest management plan for their licence area, monitoring compliance with the plan and renewing the forest after harvesting trees.

9. Conclusion

The list of interests within MNR's mandate described in this document is not exhaustive. For additional information on legislation and programs the ministry administers see Ministry of Natural Resources | ontario.ca.

If you have identified any MNR interests in your project planning and require additional information, please direct your specific questions to the designated Regional Planner for the project, or to SR.planning@ontario.ca.

Appendix A – MNR Regulatory Role

MNR's regulatory role is triggered when a project proponent seeks an approval under legislation administered by the Ministry. This Appendix provides information about some of the more commonly applicable approvals issued by MNR. Please note, MNR may not be able to confirm the requirement for an approval until a detailed project and site plan have been provided to the Ministry.

A proposal for an MNR approval may engage the ministry's duty to consult Indigenous peoples.

Where MNR is considering an application, the ministry must also ensure its own obligations under the *EAA* are satisfied prior to a final decision. Where an approval would dispose of rights to Crown Resources for a project that has already completed *EAA* requirements under another process, MNR will require written documentation from the applicant setting out how *EAA* requirements for the project have been met prior to MNR issuing any requested approval.

Fish and Wildlife Conservation Act

The *Fish and Wildlife Conservation Act, 1997* regulates the relocation of fish and wildlife. Accordingly, should a project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), will require a Wildlife Collector's Authorization.
- The destruction, taking or possession of any nests or eggs of species not protected by the *Migratory Birds Convention Act (*MBCA*)* or excluded under section 7(2) of the FWCA may also require a Wildlife Collector's Authorization.

To learn more about the management of Fish and Wildlife in Ontario, or to apply for permits or licenses, please visit the Natural Resources Information Portal.

Aggregate Resources Act

The *Aggregate Resources Act* (ARA) is the primary legislative framework for regulating aggregate resource extraction in Ontario. The MNR administers the *ARA* and issues licenses, permits and approves amendments to existing approvals. Information on existing pits and quarries and when an aggregate permit or license may be required can be accessed from MNR's Aggregates Section or GeoHub – Additional Resources

Lakes and Rivers Improvement Act

The *Lakes and Rivers Improvement Act* (LRIA) provides the MNR with regulatory authority over the design, construction, operation, maintenance and safety of dams in Ontario. For

information regarding when a MNR approval may be required and how the LRIA is administered by the Ministry visit Lakes and Rivers Improvement Act administrative guide | ontario.ca

Public Lands Act

The use of public land and shore lands are regulated under the *Public Lands Act*. A work permit must be obtained from MNR to undertake certain activities on public land and shore lands. To occupy public lands in Ontario, you must receive prior approval from MNR unless the use is permitted by regulation. Visit Natural Resources Information Portal for information on when a permit or approval is required and how to submit an application.

Crown Forest Sustainability Act

Any activities that involve a proposal to cut Crown forest resources (e.g., trees on Crown land) may require approval under the *Crown Forest Sustainability Act, 1994.*

Appendix B – Technical Guides

The following technical guides are the province's best available information to support identification of significant natural heritage features in different landscapes:

- Natural Heritage Reference Manual (2010)
- Greenbelt Technical Paper (2005)
- Oak Ridges Moraine Technical Paper 1 (Natural Heritage Features)
- Oak Ridges Moraine Technical Paper 2 (Significant Wildlife Habitat)
- Oak Ridges Moraine Technical Paper 7 (Significant Woodlands)
- Lake Simcoe Protection Plan Technical Paper
- Ontario Wetland Evaluation System (OWES)
- Significant Wildlife Habitat Technical Guide
    - Ecoregion Criterion Schedules for the identification of Significant Wildlife Habitat
        - Ecoregion 5E
        - Ecoregion 6E
        - Ecoregion 7E
    - Significant Wildlife Habitat Mitigation Support Tool (MiST)

Other supporting information may be found at Ontario GeoHub or Natural Resources Data Access Requests | Ontario GeoHub.

The following technical guides are the province's best available information to support implementation of MNR's interest in natural hazards (contact MNR to request pdf copies):

- Understanding Natural Hazards (2001)
- Special Policy Areas Procedures (2009)
- Technical Guide – River & Stream Systems: Flooding Hazard Limit (2002)
- Technical Guide – River & Stream Systems: Erosion Hazard Limit (2002)
- Great Lakes-St. Lawrence River Shorelines: Flooding, Erosion and Dynamic Beaches (2001)
- Technical Guide for Large Inland Lakes Shorelines: Flooding, Erosion and Dynamic Beaches (1996)
- Hazardous Sites Technical Guide (1996)
- Technical Bulletin: Flooding Hazards: Data Survey and Mapping Specifications (2023)
- Wildland Fire Risk Assessment and Mitigation Reference Manual (2017)

The following technical guide is the province's best available information supporting implementation of MNR's mandated interest in mineral aggregate resources (contact MNR to request pdf copy):

- Non-renewable Resources Training Manual (1997)

Agency Correspondence

Ministry of Tourism, Culture and Gaming

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: laurie.brownlee@ontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ms. Brownlee,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ministry of Transportation

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: cheryl.davis@ontario.ca; rina.kulathinal@ontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Agency Correspondence

Niagara Catholic

District School Board

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: cassandra.osborne@ncdsb.com
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Ms. Osborne,

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Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Niagara Emergency Medical Services (EMS)

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: emsoffice@niagararegion.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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D 289.695.4716

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Agency Correspondence

Niagara Escarpment Commission

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: janet.sperling@ontario.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Ms. Sperling,

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Agency Correspondence

Niagara Peninsula Conservation Authority

From:	Katie Bright
To:	Colleen Bain
Cc:	Selig, Cheryl; Mirjana Osojnicki; Leanna Burgess; Tania Gautam; Dara Corrigan; Shaleeza Gordon; Mahmud, Anna
Subject:	RE: NPCA Preliminary Comments RE: Grimsby GO Station
Date:	Thursday, April 2, 2026 12:59:11 PM
Attachments:	image001.png

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Hi Colleen,

Thank you for providing NPCA's feedback in response to the Notice of Commencement and PIC materials.

In response to the four bits of feedback:

1. This feedback is noted.
2. NPCA's regulated features, hazards, and allowances have been obtained from the NPCA's open data portal and incorporated into the project GIS database to inform project impact assessment and reporting.
3. Erosion impacts are anticipated to be mitigable through a combination of LIDs to manage water balance and/or implementing extended detention storage within the stormwater quantity control system. The specific technologies to be applied are to be determined through the detailed design process, and based upon more detailed investigations regarding soil infiltration potential and seasonally-high groundwater levels.
4. Natural heritage data from the NPCA was obtained as part of the project data request previously coordinated by Niagara Region, including information available through the NPCA open data portal. Should additional or privileged data not publicly available be required, the study team will coordinate directly with NPCA to obtain this information.

NPCA's ongoing engagement in this project is greatly appreciated.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Senior Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Colleen Bain <cbain@npca.ca>
Sent: March 23, 2026 6:10 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Selig, Cheryl <cheryl.selig@niagararegion.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Leanna Burgess <Leanna.Burgess@metrolinx.com>; Tania Gautam <Tania.Gautam@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>
Subject: NPCA Preliminary Comments RE: Grimsby GO Station

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Hi Katie,

Thank you for the meeting last Monday and for providing the meeting summary. NPCA technical staff have reviewed the Notice of Study Commencement and PIC #1 materials, and offer the following advisory comments:

1. Conceptually, NPCA has no concerns with this project, as the proposed development is outside the NPCA regulated features, hazards, and allowances, and the Cultural and Natural Heritage Protection Buffer goes well beyond the NPCA regulated area.
2. We recommend adding NPCA's regulated features, hazards, and allowances to the figures, which can be found within our open data portal here: Niagara Peninsula Conservation Authority Open Data
3. NPCA Engineering advises that if any storm sewer outlet be proposed onto the regulated creek, that should be designed to properly control erosion without any negative impact.
4. NPCA Planning Ecology recommends that the study team submits a formal natural feature information request to the NPCA if they have not done so already.

Please let me know if you have any questions.

Kind regards,

Colleen Bain (she/her), MES Planning
Senior Watershed Planner, Environmental Planning & Policy
Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 275
www.npca.ca
cbain@npca.ca

The NPCA completed its Watershed-based Resource Management and Conservation Area Strategies, paving the way for sustainable conservation across the Niagara Peninsula watershed. It's Watershed Natural Asset Analysis and Valuation for the Niagara Peninsula watershed offers new insights that redefine how we view nature. **Explore them today!**

From: Katie Bright
To: Selig, Cheryl
Subject: RE: Grimsby GO Station
Date: Tuesday, March 17, 2026 1:55:04 PM

Niagara Region Security Warning:	This is an external email, use caution when opening attachments or clicking links

Hi Cheryl,

Documentation for the NPCA meeting is the email I sent to NPCA earlier today…and any response to come.

- Katie

Katie Bright, MCIP, RPP
Senior Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Sent: March 17, 2026 1:31 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Subject: RE: Grimsby GO Station

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Hi Katie,

HDR is asking about this meeting we had yesterday and if there will be meeting minutes or how they should document this engagement as art of the EPR.

Thoughts?

Thanks,
Cheryl

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: March 17, 2026 8:31 AM
To: Kim Peters <kpeters@npca.ca>; Colleen Bain <cbain@npca.ca>
Cc: Selig, Cheryl <cheryl.selig@niagararegion.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Leanna Burgess <Leanna.Burgess@metrolinx.com>; Tania Gautam <Tania.Gautam@metrolinx.com>; Dara Corrigan <Dara.Corrigan@metrolinx.com>; Shaleeza Gordon <Shaleeza.Gordon@metrolinx.com>
Subject: RE: Grimsby GO Station

Hi Kim and Colleen,

Thank you for taking the time to meet yesterday to discuss the Grimsby GO Station project and ongoing Transit and Rail Project Assessment Process (TRPAP).
Sharing these key notes from the discussion - please follow up if you have any additions or clarifications:

- NPCA confirmed that a permit will not be required, as this is a provincial project.
- NPCA staff are currently reviewing the Public Information Centre materials to support providing project feedback. Comments are expected to be provided to Metrolinx (Katie) and the Niagara Region (Cheryl) by end of day **Tuesday March 24**.
    - NPCA will advise if this timeline changes or if any comments would benefit from discussion with Metrolinx and/or Niagara Region, in support of addressing in the upcoming TRPAP Environmental Project Report.
- NPCA is pleased to see the 30m natural environment buffer supporting adjacent watercourse and habitat mitigation and that the Metrolinx Vegetation Guideline will be followed for restoration planning.
- A restoration-focused meeting is planned for April 13, where Metrolinx and NPCA will discuss the ecological compensation requirements based on the Metrolinx Vegetation Guideline, as well as goals for the restoration planning.

Thanks again for being so responsive and collaborative.

- Katie

Katie Bright, MCIP, RPP
Senior Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

-----Original Appointment-----
From: Katie Bright
Sent: March 13, 2026 9:11 AM
To: Katie Bright; Colleen Bain; Selig, Cheryl; Mirjana Osojnicki; Leanna Burgess

Cc: Kim Peters
Subject: Grimsby GO Station
When: March 16, 2026 11:35 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please note the 11:35 start time

To connect about Grimsby GO Station and path forward for NPCA feedback.

For reference: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

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From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: David Deluce
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Mr. Deluce,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Niagara Region

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:17 AM
To: Busnello, Pat
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello Mr. Busnello,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

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Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Ontario Provincial Police

From: GrimsbyGo
Sent: Wednesday, March 11, 2026 12:24 PM
To: Davidson, Serena (OPP); GrimsbyGo
Subject: Re: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

Hello Serena,

Thank you for your email and you have been added to the mailing list for the OPP.

Have a great day,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

From: Davidson, Serena (OPP) <Serena.Davidson@opp.ca>
Sent: Wednesday, March 11, 2026 7:06 AM
To: GrimsbyGo <grimsbygo@niagararegion.ca>
Subject: RE: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

Good morning,

Please update your OPP contact list to include myself (Serena.Davidson@opp.ca).

Thank you,
Serena

Serena Davidson Administrative Assistant
Business Management Bureau
777 Memorial Avenue, Orillia, ON L3V 7V3
Office: (705) 329-6852

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: 6-Mar-26 9:15 AM
To: Chown, Jennifer (OPP) <jennifer.chown@opp.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

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Hello Ms. Chown,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Rogers

Williams, Alison

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:14 AM
To: info@rogers.com
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Hello,

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As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

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We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Solicitor General

Williams, Alison

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:15 AM
To: Kwan, Christina (SOLGEN); laura.berazadi@ontario.ca; Backler, Jennifer (SOLGEN)
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Town of Grimsby

Williams, Alison

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 6, 2026 9:16 AM
To: pw-general@grimsby.ca; sdowney@grimsby.ca
Cc: Selig, Cheryl
Subject: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026
Attachments: EN_0303_Grimsby GO_TRPAP Notice of Commencement.pdf; FR_0303_Grimsby GO_TRPAP Notice of Commencement.pdf

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Comments
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We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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Agency Correspondence

Transportation Canada

Outlook

RE: [External/Externe]: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

From ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>
Date Wed 3/11/2026 9:10 AM
To GrimsbyGo <grimsbygo@niagararegion.ca>
Cc Selig, Cheryl <Cheryl.Selig@niagararegion.ca>

Hello,

Thank you for your correspondence.

Please note Transport Canada does not require receipt of all Individual or Class EA related notifications. We request that project proponents self-assess whether their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per **Section 82 of the *Impact Assessment Act, 2019*** prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.

If the criteria above do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that apply to projects in an Environmental Assessment context:

- ***Canadian Navigable Waters Act (CNWA)*** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Inquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- ***Railway Safety Act (RSA)*** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program

is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Inquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- ***Transportation of Dangerous Goods Act (TDGA)*** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Inquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- ***Aeronautics Act*** – this Act and the associated Canadian Aviation Regulations (CARs) govern civil aviation in Canada. Transport Canada should be notified of projects involving aerodromes and associated structures, or activities that could affect aviation safety. Elevated structures, such as wind turbines and communication towers, are examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. Additional guidance can be found in the *Land Use In The Vicinity of Aerodromes* publication, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Information about Transport Canada's Civil Aviation program can be found at: https://tc.canada.ca/en/aviation. Inquires can be directed to aviation.ont@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca

From: GrimsbyGo <grimsbygo@niagararegion.ca>
Sent: Friday, March 06, 2026 9:15 AM
To: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>
Cc: Selig, Cheryl <Cheryl.Selig@niagararegion.ca>
Subject: [External/Externe]: Grimsby GO Station- Notice of Commencement of the Transit and Rail Project Assessment Process (TRPAP) and Upcoming Public Information Centre (PIC) March 11-25, 2026

You don't often get email from grimsbygo@niagararegion.ca. Learn why this is important

Hello,

Niagara Region, in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. The Grimsby GO Station project will add a new GO Station between Confederation Station

in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Please find attached the Notice of Commencement for this project and an invitation to the self-serve Public Information Centre (PIC), where materials will be made available from March 11 to March 25, 2026 on the project website: https://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx

As part of this process, we kindly request that all questions or comments be submitted no later than **March 25, 2026**.

Comments
If you have any additional questions or comments regarding this process, please submit them via email to: **Grimsbygo@niagararegion.ca**. We would also appreciate you sharing this notice with others within your organization or network who may have an interest in this project.

Your timely feedback is important to the advancement of this assessment process, and we thank you in advance for your participation.

We look forward to hearing from you.

Kind regards,
Anna Mahmud, (She/Her) H. M.Sc.
D 289.695.4716

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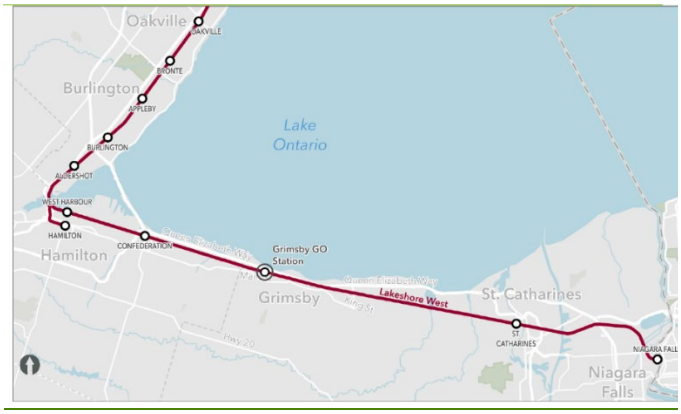
Appendix D. Public Pre-TRPAP and TRPAP Engagement Materials and Correspondence Records

May 15, 2026



Public Information Centre: Summary

Grimsby GO Station

Transit and Rail Project Assessment Process

March 11, 2026 to March 25, 2026

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Grimsby GO Station

Figure 1 Project Study Area

The proposed Grimsby GO Station is being planned by Niagara Region in partnership with Metrolinx to improve regional transit access and support future growth within the Town of Grimsby. The project includes the development of a new GO rail station and associated infrastructure along the Lakeshore West corridor. The study is being carried out in accordance with Ontario's environmental assessment requirements for transit projects.

The Project Study Area for the Grimsby GO Station is illustrated in *Figure 1*. This area defines the geographic extent within which existing conditions are documented and potential project interactions are assessed.

Public, Indigenous communities, and interested parties consultation is an important component of the study. Feedback received through the Public Information Centre (PIC) and other engagement activities will be used to inform the ongoing planning and design of the project.

Introduction and Notification

A self-serve Public Information Centre (PIC) was held for the Grimsby GO Station project to present the proposed station, outline the Transit and Rail Project Assessment Process (TRPAP), and gather input from interested parties, Indigenous communities, and the general public. This was held from March 11th, 2026 to March 25th, 2026, it was held online virtually.

Notification of the PIC was provided through a variety of methods, including project website postings, direct email notifications to interested parties and Indigenous communities, and other public outreach measures. The notices included information regarding the study purpose, PIC format, project background, and opportunities for public participation. Variety of mediums were used to provide notification:

- Posting on the Project website – www.niagararegion.cahttps://www.niagararegion.ca/transportation/go-train/grimsby/default.aspx on March 12, 2026
- Mail notice distributed to residents and businesses within and beyond the minimum 30 m regulatory requirement to ensure broader community awareness on March 11, 2026.
- Posting announcement on Metrolinx socials on March 11, 2026

Copy of the notice of the PIC is included in Appendix A. A copy of the posting announcement on Mx socials is included in Appendix B.

PIC Display Boards

The PIC display boards provided an overview of the proposed Grimsby GO Station and the associated Transit and Rail Project Assessment Process (TRPAP), outlining the project's purpose, location, and planning context within the broader GO rail expansion into Niagara Region (Appendix C) The boards described the preliminary station concept and access features, summarize previous studies and policy support, and explained the TRPAP steps, timeline, and consultation opportunities. Key environmental and technical considerations, including natural environment, cultural environment, socio-economic and land use, air quality, noise and vibration, traffic, and transportation were included, along with proposed mitigation approaches. Overall, the materials are intended to inform the public about the project scope, potential benefits, and next steps, and to invite feedback as the assessment progresses.

Comments and Questions Received

A total of 133 public comments were received through online comment forms, email correspondence, and engagement materials.

Public sentiment is overwhelmingly supportive of the proposed Grimsby GO Station. Respondents frequently described the project as long overdue, essential for regional mobility, and critical to supporting population growth within the Niagara Region.

However, this support is conditional and closely tied to key factors including service levels, implementation timelines, and potential community and environmental impacts.

Some of the key themes identified were:

Rail Service Levels

The most prominent concern relates to train service. Participants emphasized the importance of frequent, all-day, two-way service, including express or limited-stop options to Union Station, and reduced travel times.

Many respondents noted that existing Niagara corridor service is not competitive with driving, resulting in continued reliance on other stations such as Burlington GO Station.

Project Urgency and Delivery

A strong theme across submissions is frustration with the project timeline given how long this proposed station has been planned. Concerns were raised regarding the lengthy planning process, perceived delays, and lack of clear construction timelines.

Participants requested defined milestones, accelerated approvals, and timely progression to construction following TRPAP approval.

Regional Demands and Benefits

Feedback highlighted significant demand for improved transit in the region. Anticipated benefits include reduced congestion on the QEW, lower commuting costs, improved access to employment and services, environmental benefits, and increased tourism and economic development.

Local Transit Integration and Accessibility

First- and last-mile connectivity was identified as a critical gap. Respondents emphasized the need for local transit connections to surrounding communities, integration with regional transit providers, and improved accessibility for non-drivers, including seniors and students.

Pedestrian and Cycling Infrastructure

There is strong support for active transportation infrastructure, alongside concerns regarding safety. Key requests include grade-separated pedestrian crossings, dedicated cycling infrastructure, secure bicycle parking, and improved walkability.

Traffic Impacts and Grade Separation

Traffic and congestion concerns were frequently raised, particularly regarding existing conditions at Casablanca Boulevard and the QEW. Many participants advocated for grade separation solutions to address rail crossing delays and improve traffic flow, as well as updated traffic studies reflecting current conditions.

Parking and Station Design

Public opinion on station design is mixed. While many support adequate or structured parking to accommodate demand, others expressed concern regarding excessive parking and suburban design approaches.

Some respondents encouraged a more integrated, transit-oriented development approach that aligns with the surrounding community.

Environmental and Neighbourhood Impacts

Participants identified concerns related to noise and vibration, air quality, stormwater management, light pollution, and privacy. Requests were made for updated environmental assessments, long-term monitoring, and mitigation measures, including naturalized landscaping.

Land Use and Growth Planning

Feedback reflected both concern and opportunity regarding land use planning. Key themes include preserving community character, supporting transit-oriented development, and aligning with municipal planning frameworks such as the Town of Grimsby Official Plan.

Station Amenities and User Experience

Respondents identified desired station features such as heated shelters, accessible design, safe pick-up and drop-off areas, and integration with nearby amenities. Some suggested a phased implementation approach, beginning with a basic functional station.

Phasing and Development Strategy

Concerns were raised regarding the proposed phasing approach, including potential limitations on long-term development, separation from future communities, and impacts on ridership and accessibility.

Appendix D provides a complete record of comments related to the topics above and the corresponding responses from the project team.

Conclusion and Next Steps

Feedback received from both the PIC interested parties consultation will be used to refine the project design and inform mitigation strategies as the project advances through the TRPAP.

Comments and input from participants will be incorporated into the ongoing planning and design of the Grimsby GO Station project, including key considerations such as cultural heritage assessments, natural environment features, and coordination with municipal interested parties. These commitments will be documented within the EPR.

The project team will continue consultation with interested parties throughout the TRPAP process, including follow-up meetings, technical coordination, and review of draft materials.

Future engagement opportunities will be provided to present project updates, including the recommended design and additional technical findings. All materials will be made available on the project website and incorporated into the EPR as the project progresses.

Appendix A – Notice of Public Information Centre

Notice of Commencement
Transit and Rail Project Assessment Process

Grimsby GO Station

Niagara Region in partnership with Metrolinx, is commencing the Transit and Rail Project Assessment Process for the Grimsby GO Station, pursuant to Ontario Regulation 231/08 – Transit and Rail Project Assessment Process under the *Environmental Assessment Act*. Niagara Region is an upper-tier municipal government that provides regional services and coordinates, infrastructure, and transit across its twelve local municipalities. The Region plays a key role in supporting sustainable growth, transportation, and economic development throughout the Niagara area.

The Project

Metrolinx is expanding transit infrastructure along the Lakeshore West rail corridor between Hamilton and Niagara Region, extending from the Hamilton Junction to Niagara Falls. This expansion includes future enhancements to the track, rail corridor facilities, associated station improvements, and new GO Stations.

The Grimsby GO Station project will add a new GO Station between Confederation Station in east Hamilton and St. Catharines GO Station offering more access to the GO Transit network in Niagara Region.

Grimsby GO Station will be delivered in phases and proposed to include such features as:

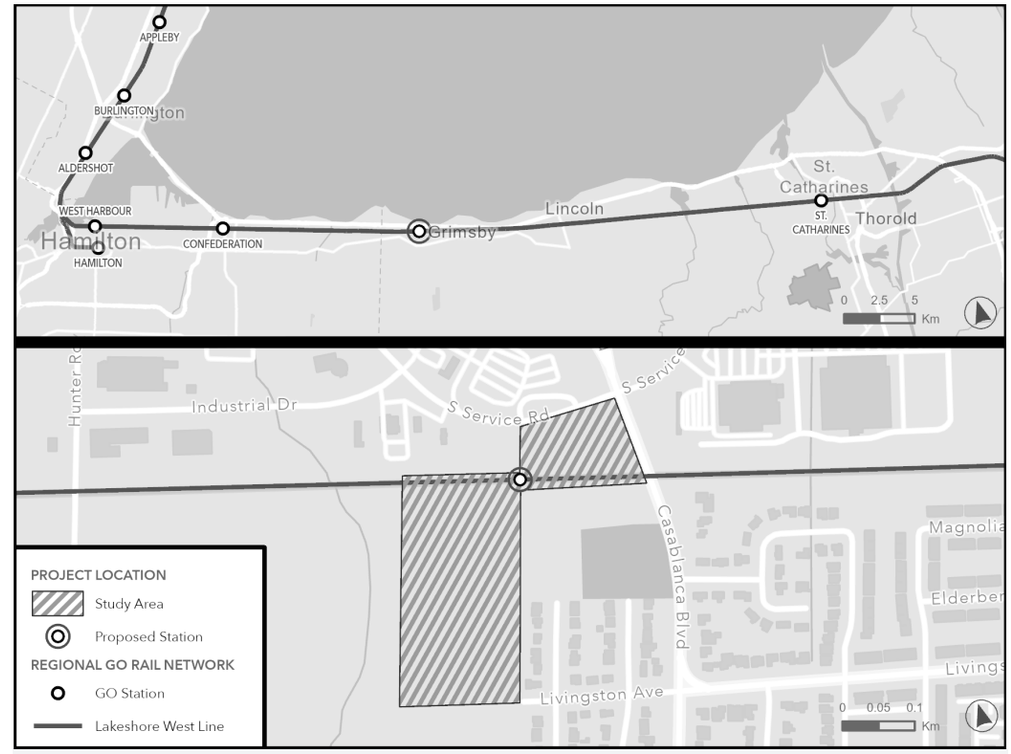
- A Customer platform to access train service
- Station infrastructure required for operations
- A bus loop for customers to access GO Bus and Niagara Regional Transit services
- Customer shelters, fare payment kiosks, digital information screens for trip information/wayfinding, parking lot, bicycle racks, pick up and drop off zone, and pedestrian access to the station

This process will identify and assess potential environmental impacts of this project along with mitigation measures and future commitments to avoid or reduce negative effects.

The project Study Area to be assessed is situated south of the Queen Elizabeth Way (QEW) interchange and west of Casablanca Boulevard, within the Town of Grimsby, Region of Niagara.

The Process

The environmental impacts associated with the Project are being assessed according to the Transit and Rail Project Assessment Process (TRPAP), as prescribed in Ontario Regulation 231/08 (made under the *Environmental Assessment Act*). The TRPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects. The TRPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day the regulated assessment timeline. As part of the TRPAP, an Environmental Project Report (EPR) is being prepared for the project to reflect project impact assessment, mitigation measures, and commitments to future work. The EPR will be publicly posted with the future TRPAP Notice of Completion initiating a regulatory 30-day public and agency review period and a further up to 35-day Ministry of the Environment, Conservation and Parks (MECP) review.



The map shows the approximate limits of the study area for the TRPAP assessment south of QEW, West of Casablanca Boulevard, East of Hunter Road and in the municipal boundary of Town of Grimsby.

Consultation

Consultation with the public, Indigenous communities, regulatory agencies, and stakeholders is a key element of the TRPAP. A self-serve online Public Information Centre (PIC) will be available from March 11 to March 25, 2026.

The PIC presentation materials will present the purpose and scope of this project, TRPAP process, existing conditions, concept design, and next steps.

Your Opportunity to Have Your Say

Members of the public, Indigenous communities, government agencies, and other interested parties are invited to provide comments on the project.

For more information on the study and consultation process, and view upcoming PIC presentation materials, please scan the QR code or visit the Project web page at Grimsby GO Station. If you have any project related questions for Metrolinx and the Niagara Region or would like to be added to the study mailing list, please contact:

GrimsbyGO@Niagararegion.ca

905-521-1003

This notice was first issued on March 6, 2026.

Appendix B – Metrolinx Socials

SHARE

Grimsby GO moves forward

Have your say on Niagara Region's newest GO station

Mar 11, 2026

Niagara Region, in partnership with Metrolinx, has begun planning for the future Grimsby GO Station.

Grimsby GO Station is a proposed station on the Lakeshore West Line, east of Hamilton's

t of a public
Niagara Region

webpage.

You can also keep up with updates and construction progress by **subscribing to our e-newsletter** and following our Hamilton-Niagara social media accounts on **Instagram**, and **Facebook**.

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Building Transit

METROLINX

Metrolinx, an agency of the **Ontario Government** under the Metrolinx Act, 2006, was created to improve the coordination and integration of transportation in the **Greater Toronto and Hamilton Area** alongside the **Ministry of Transportation**.

GO UP Union Pearson Express PRESTO

TERMS & CONDITIONS **PRIVACY** **CONTACT** **STAFF PORTAL**

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Metrolinx Hamilton—Niagara
Ad ·

Share your feedback on the future Grimsby GO station as part of the Transit and Rail Project Assessment Process. Visit the online Public Information Centre now through March 25.

niagararegion.ca
Share your feedback
Consultations open Marc...
Learn more

92 44 comments

Like Comment Share

Appendix C – PIC Slides

Grimsby GO Station

Transit and Rail Project Assessment Process (TRPAP)

Public Information Centre

Wednesday, March 11, 2026

METROLINX Niagara Region HDR

Land Acknowledgment

- We would like to acknowledge that the Grimsby GO Station project is geographically located in an area that is rich in indigenous history, and that there are many groups, that have resided in and travelled through the region since time immemorial. We encourage viewers to learn whose traditional territory in which their home and work are located.
- For this project, we acknowledge the presence of the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe including the Mississaugas of the Credit First Nation, and other Indigenous communities and peoples within the project area. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara Region today.

Welcome

- **Exploring This Project Together**
  - Overview of the proposed GO Station
  - Next Steps in the Transit and Rail Project Assessment Process
  - Findings of impact assessments studies to date
  - Due Diligence Commitments
  - How to provide feedback

- **Your Role in the Process**
  - Self Serve
  - Submitting questions and comments via

Grimsbygo@niagararegion.ca

905-521-1003

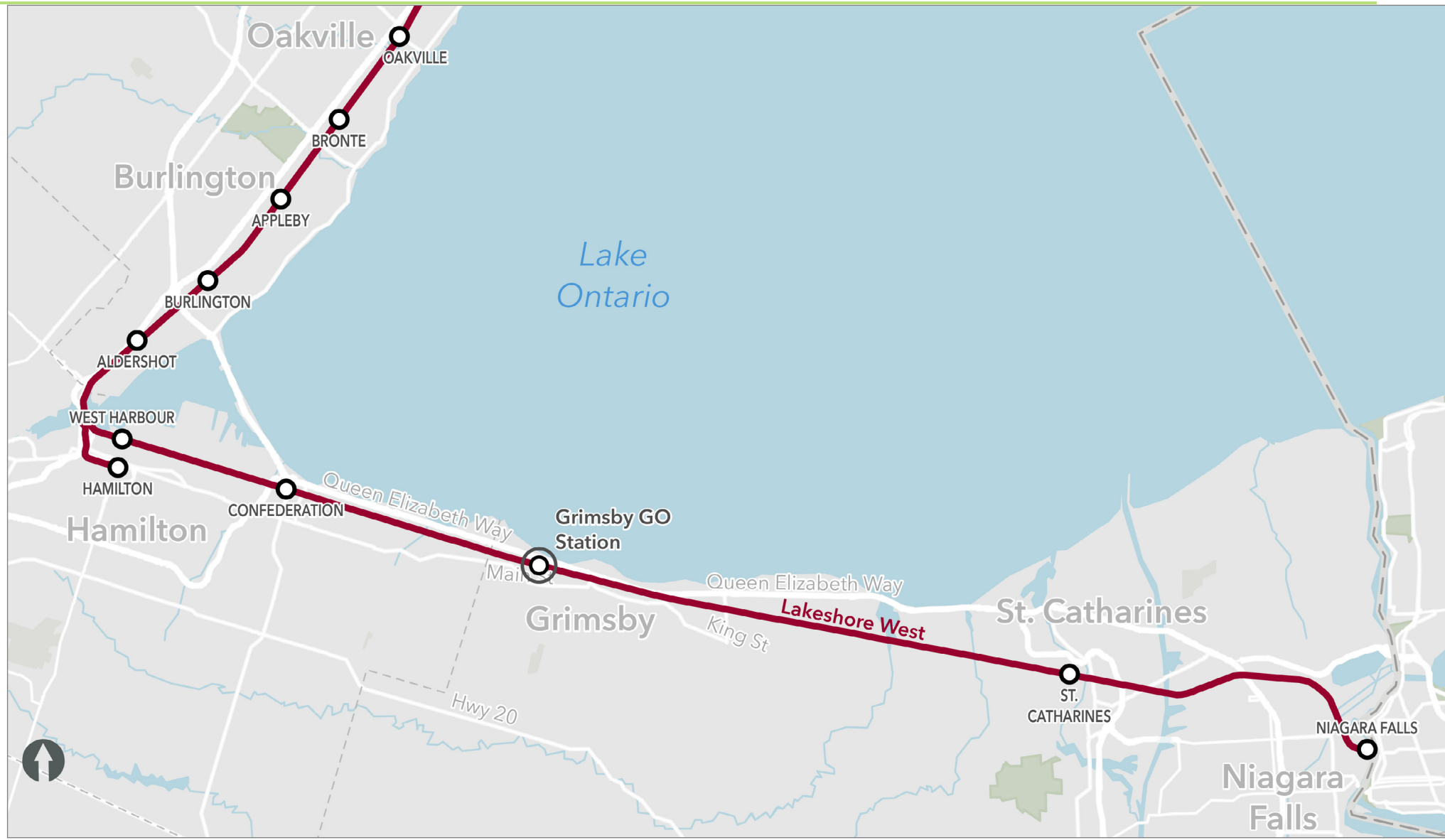
METROLINX Niagara Region HDR

Project Overview

- Metrolinx is expanding transit infrastructure along the GO Transit rail corridor beyond Hamilton into the Region of Niagara, under the GO 2.0 program – the next generation of GO train service across the Greater Golden Horseshoe. This is expected to include exploring new corridors and building new stations across the network including Grimsby GO Station.
- The Grimsby GO Station project will add a new GO Station between East Hamilton and St. Catharines offering more access to the GO Transit network in Niagara Region.
- It is proposed along the Canadian National Railway (CN) Grimsby Subdivision near Casablanca Boulevard in Grimsby, Ontario.

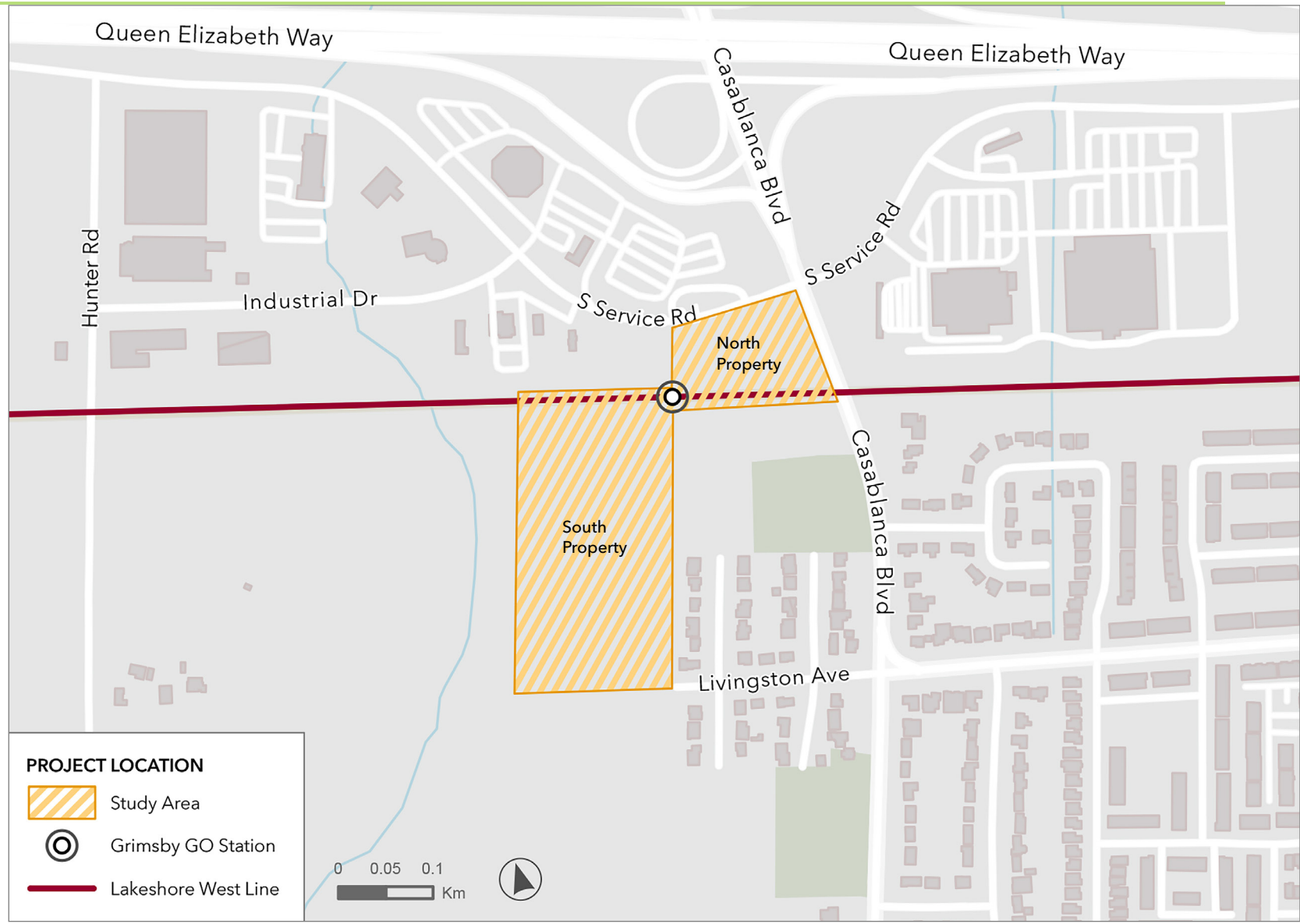
- Scope that is being considered for the Grimsby GO Station includes:
  - » A Customer platform to access train service
  - » Station infrastructure required for operations
  - » A bus loop for customers to access GO Bus and Niagara Regional Transit services
  - » Customer shelters, fare payment kiosks, digital information screens for trip information and wayfinding.
  - » Parking lot, bicycle racks, pick up and drop off zone, and pedestrian access to the station

Key Map



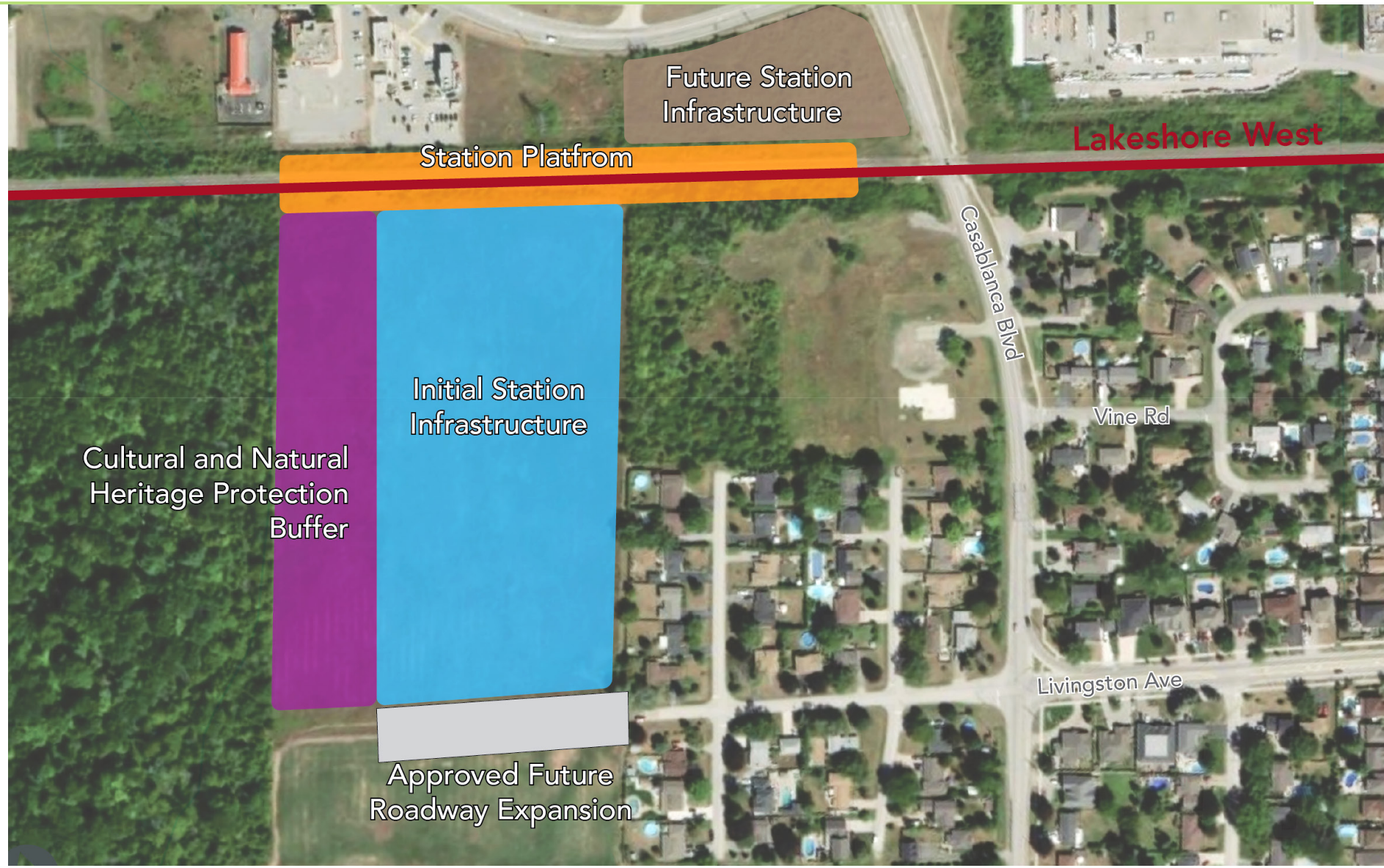
METROLINX Niagara Region HDR

Study Area



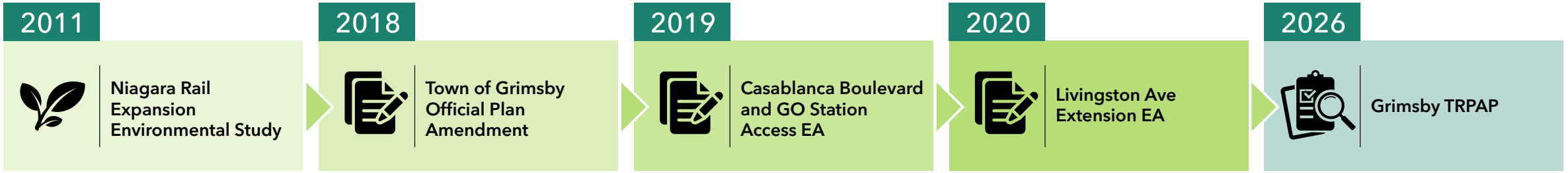
METROLINX Niagara Region HDR

Current Concept Plan



METROLINX Niagara Region HDR

Utilization of Previous Studies



Planning for the Grimsby GO Station has been underway for more than 15 years. During this time, several key studies and planning initiatives have supported the future station:

2011 Metrolinx completed the Niagara Rail Service Expansion Study, identifying Grimsby as a new GO station location as part of expanded service to Niagara Falls.

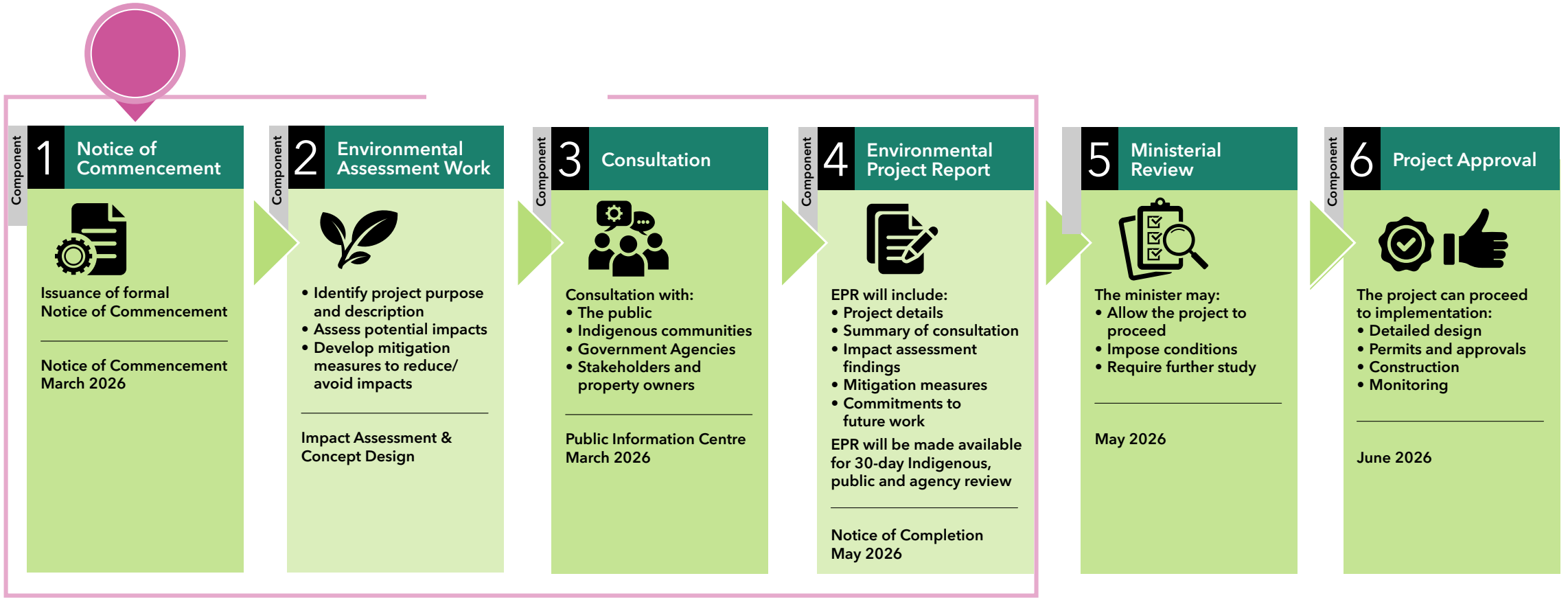
2018 The Town of Grimsby adopted Official Plan Amendment No. 6: Grimsby GO Station Secondary Plan to encourage mixed-use development around the future station and to designate the station lands as transit station area to permit use of the lands for transit related uses and infrastructure.
Town of Grimsby – Official Plan

2019 Niagara Region completed the Casablanca Boulevard and GO Station Access Environmental Assessment to plan road improvements supporting station access.

2020 The Region completed the Livingston Avenue Extension Environmental Assessment to improve transportation connections and accommodate long-term travel needs related to the planned station.

TRPAP Process Flow Chart

- The Transit and Rail Project Assessment Process (TRPAP) is a streamlined environmental process under the Ontario Environmental Assessment Act for eligible transit and rail projects.



What This Assessment Examines

Present Environmental Conditions

How the project may affect environmental condition

Mitigation and Commitments

TRPAP – Environmental Studies

The TRPAP will ensure that natural, social, cultural, and economic environments are assessed and protected, and that any potential adverse effects from proposed infrastructure are avoided, mitigated, or minimized.

Natural Environment

Cultural Heritage

Archaeology

Socio-Economic and Land Use Characteristics

Air Quality

Noise & Vibration

Traffic & Transportation

The assessment will be informed by available information, and commitments to future work will be made as warranted.

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TRPAP – Environmental Studies (continued)

Natural Environment

- The scope of the assessment will inform the ecological and physical conditions on-site and build on existing information to document existing conditions. In addition, the assessment will document the potential effects and required mitigations and monitoring activities for the construction and operations.

Cultural Heritage

- Previous Cultural Heritage assessments will be reviewed and summarized to identify known and potential built heritage resources and cultural landscapes within, and adjacent to the Project area and confirm if any site-specific mitigation measures are required.

Archaeology

- Previous findings and recommendations of Stage 1 and 2 archeological assessment reports will be reviewed, summarized, and confirm if any site-specific mitigation measures are required

Socio-Economic and Land Use

- A summary of background documentation and statistics will be complied to describe the current and future social and economic context that will influence the use of the Grimsby GO Station, as well as land use and growth within the vicinity of the project area.

TRPAP – Environmental Studies (continued)

Air Quality

- An Air Quality Impact Assessment will be conducted to assess potential impacts from construction-related activities, train operations, and station -related vehicle movement and to identify sensitive receptors in the surrounding area.

Noise and Vibration

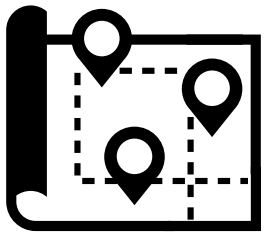
- A construction noise and vibration assessment will be conducted. A Noise and Vibration Impact Assessment will also be required to evaluate potential impacts from train operations and station-related vehicular movements and to identify nearby sensitive receptors.

Traffic and Transportation

- A targeted traffic impact assessment will be completed for the Grimsby GO Station. Building on previously completed studies, this assessment will review how the latest station design will affect the Casablanca/Livingston intersection and Livingston Road west of Casablanca Boulevard.

Natural Environment Summary

Field Program Background

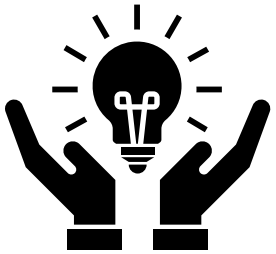


Focused Field Program

Teams evaluated existing reports and field survey data covering study area properties

Inclusive of Regional Requirements

Field program included 2020 ELC data collected by Niagara Region/Niagara Region Conservation Authority from 2006 to 2009, and previous data from 2009 to 2018 from surrounding multi-season surveys and studies



Recommended Approach

Utilization of past data, updated legislative and policy information, with review and adherence to regional guidelines and the Metrolinx Vegetation Guideline

Site Verification and Surveys

Field program incorporated spring ephemeral and wildlife/ amphibian habitat review, ELC, breeding birds and tree inventory within vegetation/ wildlife active periods

2025 Simplifed Natural Environment Results

North Property

No notable ecological features were observed

South Property

Ecological features are primarily associated with the adjacent woodland

Vegetation and Land Use

The woodland edge and adjacent fallow field are heavily disturbed

Hydrology and Designations

No headwater drainage features were identified

Summary of 2025 Natural Environment Field Program

North Property – Key Findings 2025

- Highly disturbed site which lacks suitable habitat for Species of Conservation Concern (SCC)
- Tree/ vegetation re-confirmed in 2025 and consistent with prior fieldwork
- No raptor nests, stick nests, or colonial species (herons) or piliated woodpecker cavities were observed with trees of no notable size, lacking typical habitat characteristics for bats
- Property is not wetland or meadow marsh

Representative cultural thicket

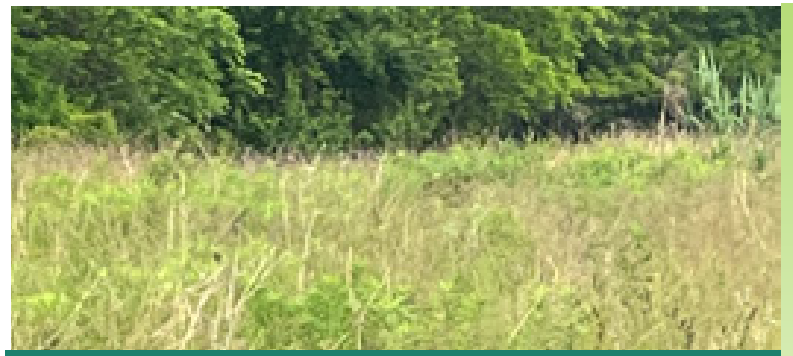
Tree Inventory assessment work will be refined as project progresses.

Summary of 2025 Natural Environment Field Program (continued)

South Property – Key Findings 2025

Site limits/Proposed Development Area

- Property is fallow field with woodland located on adjacent lands
- No habitat exists for herpetofauna, terrestrial crayfish etc. within the property
- Targeted grassland breeding bird surveys completed in May/June 2025, and no SCC observed, as habitat has very low potential for SCC birds
- Multiple Migratory Birds Conservation Act (MBCA) – regulated species showed probable or confirmed breeding and nesting activity



Overview of fallow field with adjacent woodland

Overview of sparse ground thatch in fallow field

Tree Inventory assessment work will be refined as project progresses.

METROLINX Niagara Region HDR

Summary of 2025 Natural Environment Field Program (continued)

South Property – Key Findings 2025

Adjacent & Abutting Features

- A small, constructed pond occurs off site (beyond property boundary) and woodland with a watercourse occurs but not within the property
- Woodland expected to provide habitat for a variety of wildlife. No SCC were observed or heard within the woodland edge (10m) or interior (within 100 m) during 2025 work

Overview constructed pond

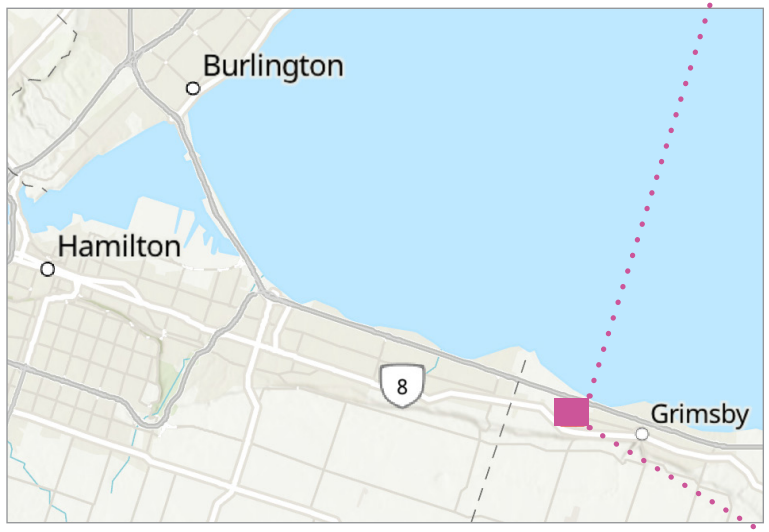
Staking of woodland edge

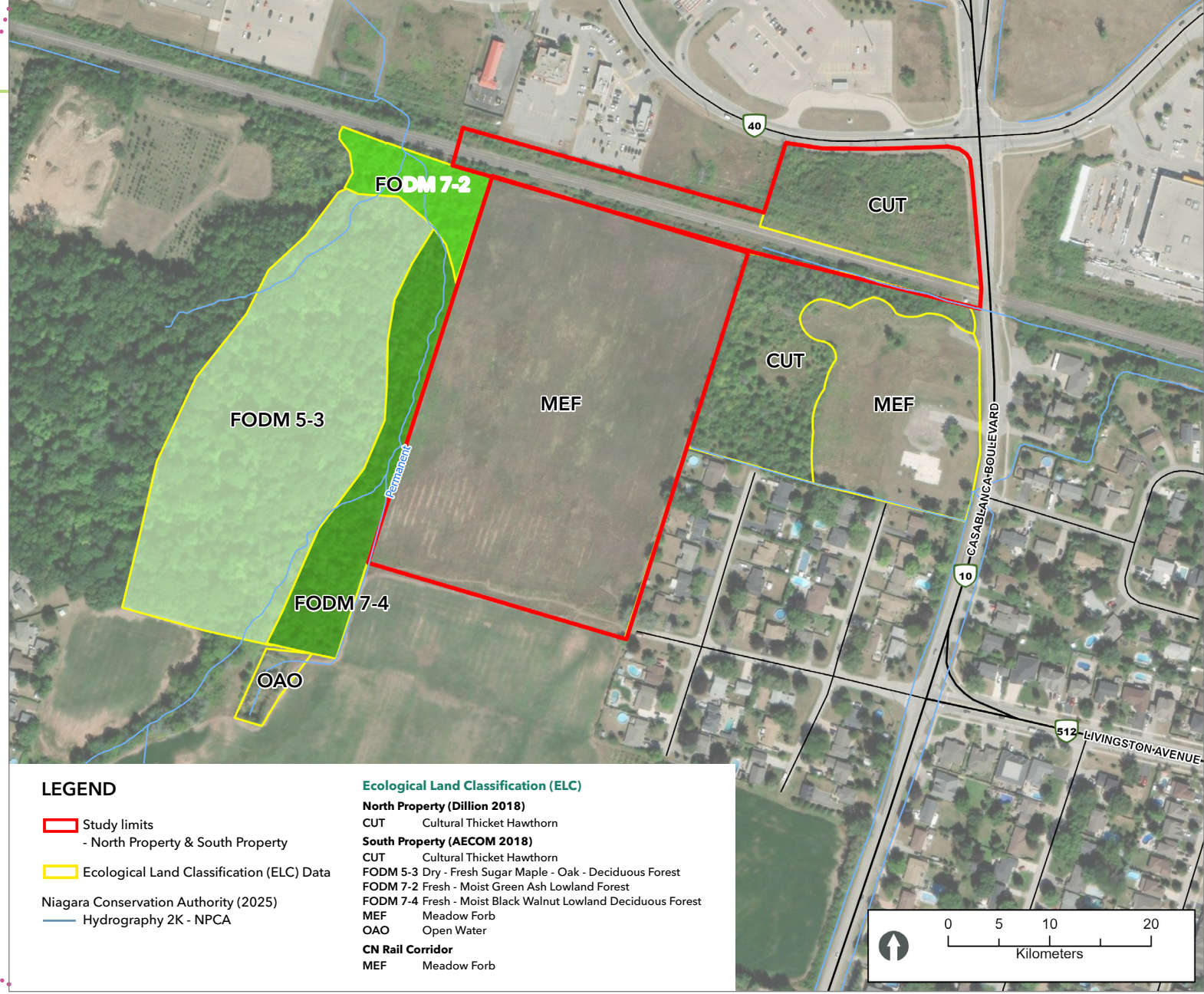
Overview of watercourse

An anticipated buffer from the watercourse would avoid impacts to the woodland/watercourse feature and any potential wildlife habitat. This buffer will be considered to inform the station design.

Feature Characterization

North & South Properties





LEGEND

- Study limits
  - North Property & South Property
- Ecological Land Classification (ELC) Data

Niagara Conservation Authority (2025)
- Hydrography 2K - NPCA

Ecological Land Classification (ELC)

North Property (Dillion 2018)
CUT Cultural Thicket Hawthorn

South Property (AECOM 2018)
CUT Cultural Thicket Hawthorn
FODM 5-3 Dry - Fresh Sugar Maple - Oak - Deciduous Forest
FODM 7-2 Fresh - Moist Green Ash Lowland Forest
FODM 7-4 Fresh - Moist Black Walnut Lowland Deciduous Forest
MEF Meadow Forb
OAO Open Water

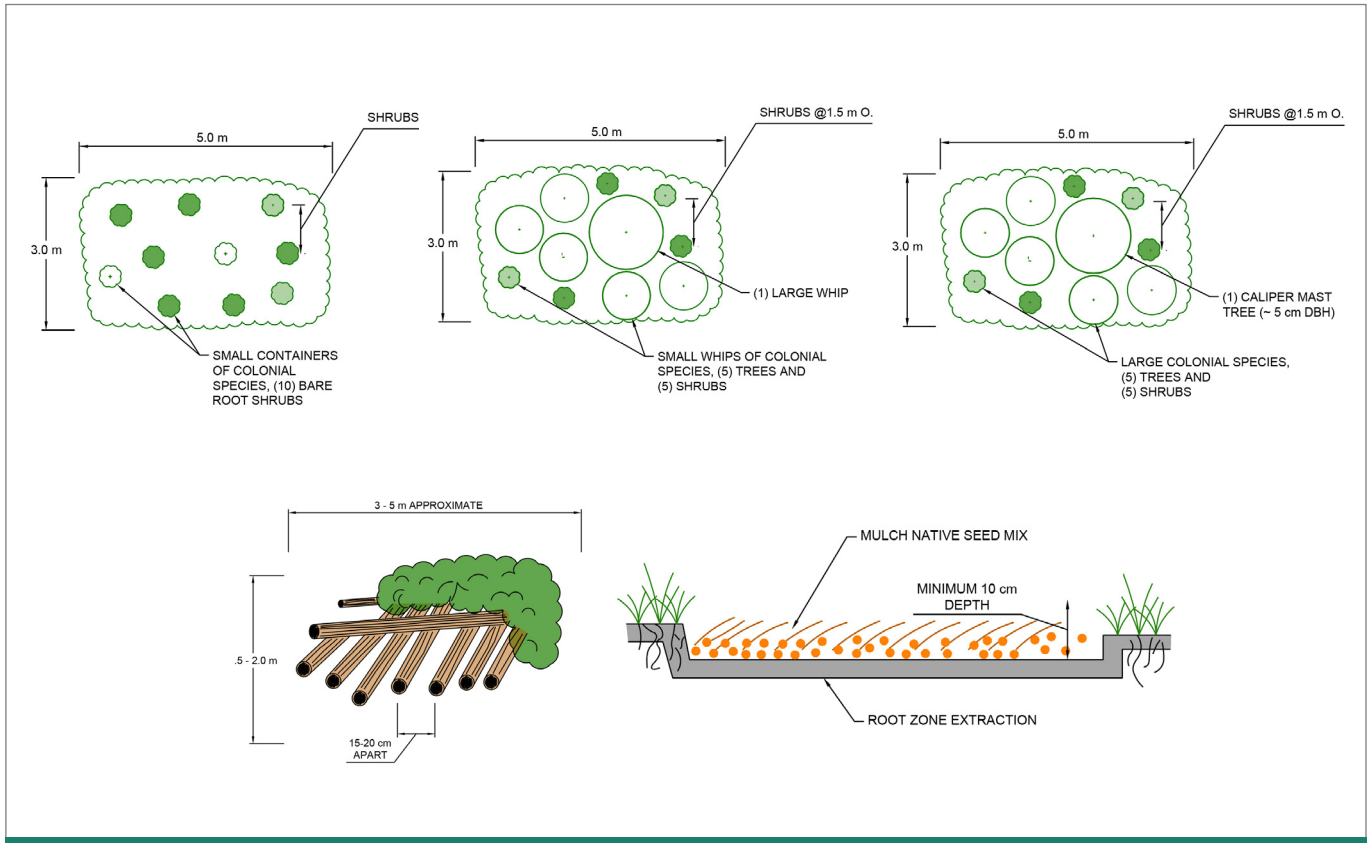
CN Rail Corridor
MEF Meadow Forb

METROLINX Niagara Region HDR

Restoration Planning

- Compensation for the project will be based on the 2025 Metrolinx Vegetation Guideline.
- Natural environment studies will inform avoidance/ minimization in our initial designs, where possible.
- Restoration opportunities will be informed by natural environment studies and anticipated ecological impacts.

Restoration planting initiatives supported by local communities



Example of Ecological Restoration Planting Plan

Cultural Environment(Archaeology)

Archaeological Assessments

Stage 1 (2019 - ASI Report)

Background Summary & Research

Reviewed previously registered archaeological sites in the surrounding area, 19th- and 20th-century historical settlement patterns, and original environmental conditions of the property

Findings

Property has potential for Indigenous archaeological resources and for Euro-Canadian archaeological resources

Stage 2 (2019 - ASI Report)

Field Investigation

Systematic walking survey of entire property at 2.5 m intervals

Findings

One Indigenous site (AhGv-55) was found in the southern portion of the study area, along with two Indigenous findspots in the northern portion of the study area

A buffer will be maintained to avoid impacts to the archeological site.

METROLINX Niagara Region HDR

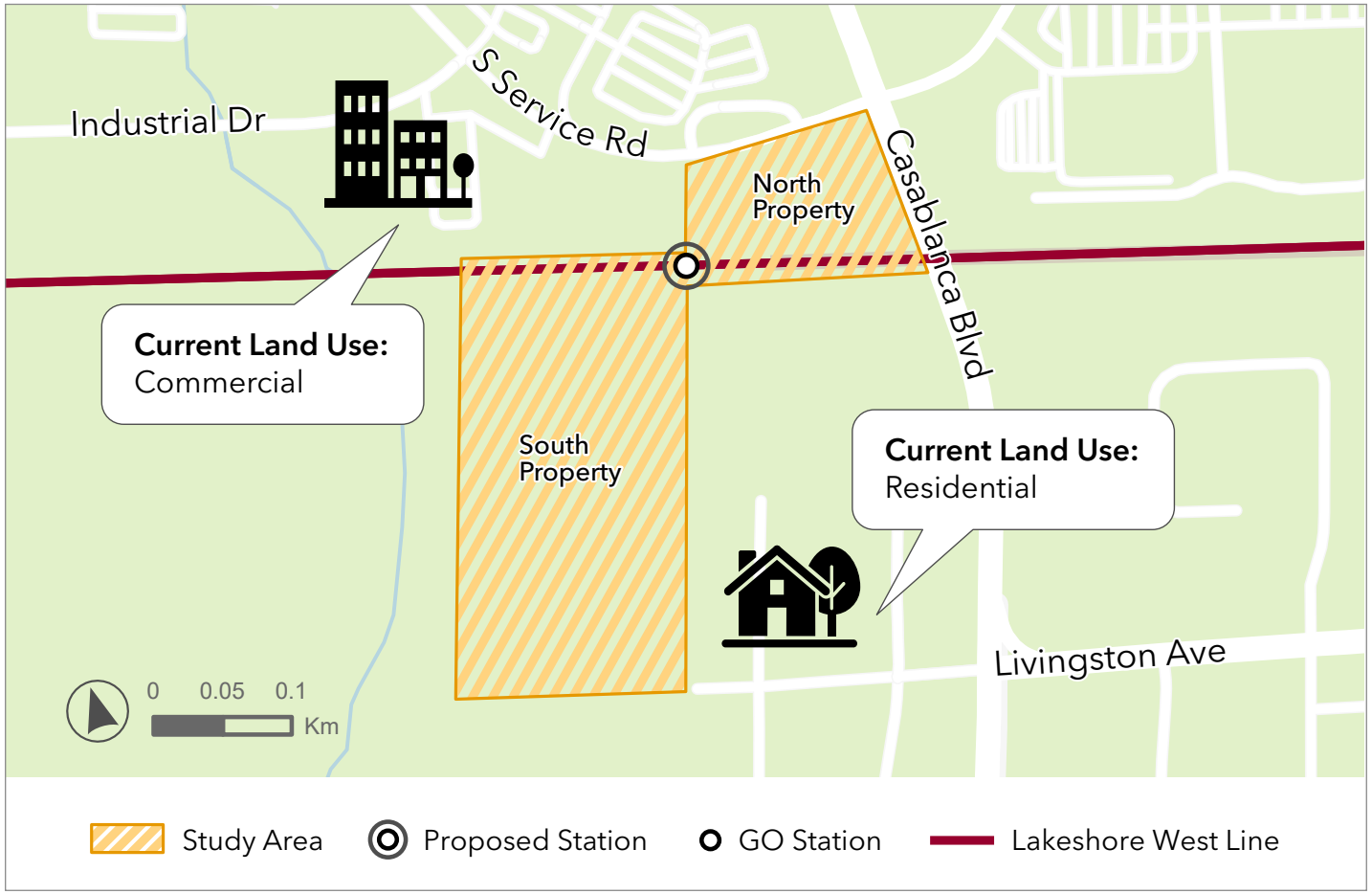
Cultural Environment (Cultural and Built Heritage)

Cultural Heritage and Environmental Assessments

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Landscapes (March 2010)	No cultural heritage resources were identified within or directly bordering the Grimsby–Casablanca Boulevard study area.
Casablanca Boulevard and GO Station access Environmental Assessment Environmental Study Report (March 2019)	One cultural heritage resource (BR-12) was identified adjacent to the Casablanca Boulevard Improvements study area, along with 17 additional resources adjacent to the Livingston Avenue Extension study area. All of these built heritage features are situated along Main Street, which is not in close proximity to the subject site. Given this separation, the 2019 ESR concluded that no specific mitigation measures were necessary, as the project was not anticipated to impact any of the identified cultural heritage resources.

METROLINX Niagara Region HDR

Socio-Economic and Land Use



Per Amendment 6 of Town of Grimsby Official Plan

Supports mixed-use development around the future station and designates the station lands as transit station area to permit use of the lands for transit related uses and infrastructure

Land Use Vision: guided by Planning Framework – incorporating transportation, urban design, and high-quality public realm

Socio-Economic Objectives: aligning with provincial and regional policy objectives to promote compact, walkable neighbourhoods near transit, support economic activity, encourage housing diversity, effectively use existing infrastructure and regional transit investments

Air Quality

Findings from the existing air quality assessments for the proposed Grimsby GO Station will guide the current phase of work and support informed decision-making.

Contaminants Identified Above Air Quality Thresholds

Overview: The assessment identi ied several contaminants predicted to exceed current or future air quality thresholds.

- **PM2.5**: (ine particulate matter): Exceeded the annual average threshold
- **Benzene**: Exceeded the annual average threshold
- **Benzo(a)pyrene**: Exceeded the 24-hour and annual average thresholds

All exceedances were primarily driven by existing background air quality, not the new GO Station.

Air Quality

Cumulative Frequency Analysis– Grimsby Station

Overview: Additional analysis examined how often air quality thresholds were exceeded

- **Benzo(a)pyrene**: Cumulative concentrations exceed the Ambient Air Quality Criterion (AAQC) threshold of 0.00005 µg/m³ 100% of the time
- **Grimsby Station contribution**: Less than 1% of total benzo(a)pyrene concentrations more than 90% of the time
- **Key Finding**: Exceedances are driven primarily by existing background air quality, not the facility

Due Diligence Commitment

We will build on existing air quality information and update the assessment to reflect the revised Grimsby GO station design, including the south property

Noise and Vibration

The existing noise and vibration assessment findings for the proposed Grimsby GO Station will inform the current project and ensure that decisions are based on the most up-to-date information.

Noise and Vibration Summary

- **SiteObservations**: Noise measured during site inspection was within applicable sound level limits at all monitored locations
- **South Side Consideration**: Because earlier assessments did not include the south side of the CN rail corridor, there is potential for noise and vibration impacts in that area

Casablanca Boulevard and GO Station Access Environmental Assessment (2019)

- Noise levels were evaluated at representative Points of Reception (PORs), including nearby homes and other sensitive locations
- The study found no significant increases in noise levels
- All predicted changes were less than 5 dBA, which is below the threshold considered noticeable or significant

Due Diligence Commitment

We will build on existing noise and vibration information and update the assessment to reflect the revised Grimsby GO station design, including the south property

Transportation

What is Proposed?

The planned GO Transit station in Grimsby will be located along the Lakeshore West line and will provide direct rail service to:

- Hamilton
- Burlington
- Toronto
- Niagara Region

How Will You Get There?

The station is being designed for multiple travel options, including:

- Safe walking routes
- Cycling connections and bike parking
- Local and regional bus connections
- Parking areas
- Passenger Pickup and Drop-off

The goal is to make the station easy to access whether you walk, bike, take transit, or drive.

Road & Traffic Improvements

Planning for the station area may include:

- Improvements to surrounding roads such as Casablanca Boulevard and Livingston Avenue
- Better pedestrian crossings and safer intersections
- Enhanced connections between neighbourhoods and the station

These changes aim to support increased activity while maintaining safe and efficient travel.

Why It Matters

The Grimsby GO Station will:

- Improve access to jobs and education across the region
- Provide more transportation choices
- Reduce reliance on long car commutes
- Support future growth in the station area

It represents a major investment in Grimsby's long-term transportation network.

METROLINX Niagara Region HDR

Traffic

How Traffic Moves Today

Road Access

The area is mainly accessed by Casablanca Boulevard and South Service Road, which connect directly to the QEW

Traffic in the area includes:

- Residents
- Highway-related traffic
- Commercial and service vehicles

Peak-hour volumes increase near QEW ramps and key intersections

Walking and Cycling

- Sidewalks exist in some areas, but pedestrian connections are not continuous
- Cycling infrastructure is limited in the immediate station area
- As a result, most people currently access the area by vehicle

What This Means

- The station area today functions primarily as a vehicle-oriented environment
- Traffic is steady, especially near highway access points
- Future planning for the GO Station will consider how to manage traffic safely and improve options for walking, cycling, and transit

Next Steps

Following the Public Information Centre (PIC), the proponent will complete the following:

Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public.

Prepare the Environmental Project Report to document the Process and commitments to detailed design.

Publish the Notice of Completion and commence the 30-day Environmental Project Report review period.

We Want to Hear from You!

We encourage you to share your comments or questions with us at Grimsbygo@niagararegion.ca

The Project Team will be accepting your feedback until **March 25, 2026**.

METROLINX Niagara Region HDR

Appendix D – Summary of Comments and Responses

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
1	17-Mar-26	The Grimsby station is a fantastic idea. It would significantly reduce traffic during rush hour for residents of Stoney Creek and the Niagara region who need to travel to Burlington to catch trains that align with business hours. These trains run express to Toronto's financial district, bringing commuters to downtown within an hour. However, if the Grimsby station doesn't offer express trains and more frequent schedules, it won't be effective. Commuters will likely continue driving to Burlington's station.	No	No response required		
2	17-Mar-26	Hi, I am a resident of Grimsby, living in close proximity to the proposed plans for the Grimsby GO Station. My home is located on Gage Street and runs along the creek identified in the proposal; my property line includes ownership of this creek. Iam writing to formally express several concerns regarding the project. First, I would like to address the Environmental Assessment findings from 2019, which state that "all predicted changes were less than 5 dBA," indicating no noticeable or significant increase in noise levels. Based on lived experience, this conclusion does not align with current conditions.Train activity is clearly audible from my property, and we regularly experience noticeablevibrations that impact our home, such as movement in windows and fixtures, as well asvisible cracking in drywall and taping. These observations suggest that both noise andvibration levels are already more significant than reported. Given this, I respectfully requestthat updated noise and vibration studies be conducted using current, real-world conditionsand include input from nearby residents with a survey. It is also important that any revisedassessment consider the cumulative, long-term effects of increased train frequency andservice levels on surrounding homes and infrastructure and consider compensation to thesurrounding homes for maintenance and upkeep of current structures. In addition to noiseand vibration, I have concerns regarding traffic impacts. The rail line presents a physicalbarrier through the town, particularly	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). As part of the Grimsby GO Station project, a noise and vibration impact assessment and air quality impact assessment are being undertaken to identify any change in impacts from previously completed assessments, where mitigation measures tied to temporary construction activities and permanent operations of this Station may be required. As design advances and a contractor is onboarded, pre-condition survey's will be undertaken as warranted for structures (i.e. homes/buildings) adjacent the project area to further inform any impacts during and post-construction that need to be addressed. A targeted traffic impact assessment is underway to evaluate how the proposed GO Station at the Livingston/Casablanca intersection—and along Livingston Avenue west—will affect traffic within the study area. As part of this work, a site visit and traffic counts will be completed to capture current conditions and better reflect day-to-day traffic patterns. The study is also reviewing the proposed train frequencies at Grimsby GO Station to understand how service levels may influence traffic operations. From a high-level assessment, relocating the station entrance to the south property (with access from Livingston Avenue) is expected to result in most station-bound traffic approaching from the south side of the tracks. This suggests only a small increase in traffic crossing the rail line compared to earlier concepts where access was on the north side. The design has also considered the required minimum distance between the eastern edge of the proposed platform and the Casablanca Boulevard at-grade crossing to avoid operational conflicts, including impacts on gate-down timing. These considerations help ensure that station	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
		along key routes such as Casablanca Boulevard andthe South Service Road. When crossings are active, there are currently no viable alternativeroutes, resulting in traffic congestion and delays. With increased train service, this issue islikely to worsen. Regular maintenance and proper timing of crossing barriers are also critical,as any malfunction can further disrupt traffic flow. A more comprehensive, real-time trafficstudy would better reflect the day-to-day challenges residents already face and the potentialimpact of expanded service and resident input on said proposals. The proposal alsoreferences “road and traffic improvements” to surrounding roads such as CasablancaBoulevard and Livingston Avenue. I would appreciate further clarification on what specificimprovements are planned, the anticipated timeline for construction, and how traffic flow willbe managed during this period. Based on current conditions, construction activity in this areacould significantly exacerbate congestion. Noting the duration of construction and the affectsthis would directly impact all residents within the town. Additionally, the proposal highlights“supporting future growth in the station area.” However, the plans also indicate the presenceof protected lands (including areas referenced as FODM 7-4, FODM 5-3, FODM 7-2, and OAO designations) surrounding the site. I would like clarification on what type of growth isanticipated, where it would occur, and how it aligns with existing land use restrictions.Finally, I am concerned about air quality impacts, particularly given the presence of youngchildren and seniors within the community. I would like to better understand how bothconstruction activities and ongoing station operations may affect air quality in the area, andwhat mitigation measures will be implemented to ensure the health and safety of nearbyresidents. Overall, I strongly encourage further study and community engagement to ensurethat the full impact of this project is accurately understood and addressed and measures aremade to reduce the impact of future development, now rather than when		operations do not worsen existing traffic conditions. Further refinement will occur during the design process.Niagara Region has planned for this station in the design for the reconstruction of Casablanca Boulevard. Full build out has already identified the required lane configurations and traffic signal requirements based on anticipated traffic. Niagara Transit is also responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can be booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station.Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. The Town's Official Plan provides the land use planning guidance for where development can occur.Information about the reconstruction of Casablanca Boulevard and Livingston Avenue can be found at: https://www.niagararegion.ca/projects/casablanca-livingston-ea/default.aspxConstruction is currently expected to take place between 2026-2027. Community engagement will continue throughout the duration fo the project. We welcome questions and comments any time via email or phone. Email: Grimsbygo@niagararegion.ca. Phone: 905-521-1003.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
		construction hasalready started or has been completed. We live in a time where there are both the tools andthe responsibility to pursue land development in a manner that is ethical, well-informed, andenvironmentally responsible. Such decisions should clearly reflect whether the NiagaraRegion prioritizes the well-being of its residents, rather than focusing solely on cost-drivendevelopment and project objectives. I appreciate your time and consideration and lookforward to your response. Sincerely,				
3	16-Mar-26	It has been years since this station was promised. We really need this as the train is already passing through Grimsby. This will be a big time saver and also environment saver as many cars will be off the highway as they won't need to drive all the way to Burlington. Please get this done!	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
4	16-Mar-26	Hello,I saw the Niagara region's website regarding grimsby go station. I think it's a brilliant idea that needsto be completed as soon as possible.I live in Smithville and work in Downtown Toronto so for me, so this would help me a lot. I wanted to highlight two points:1) This station would only help folks if it provides fast commute to either Toronto or Niagara Falls. I noticed that for lakeshore west go train, there is a big speed discrepancy. The train runs high speed from union until aldershot. However the speeds instantly drops after that and it takes another 45 minutes to reach confederation. Since grimsby is past that, it's going to take even longer. I tried taking the train from confederation go but it ended up taking me 30 extra minutes one way. Now, I drive to Burlington go and then take the train as that's faster. So in my opinion, it's essential to consider the speed of the train. There may be an opportunity to make express trains with stops from Niagara to aldershot and then express to union. 2) A big parking lot should be added to initial plans. A multi level lot is better than a small lot likeconfederation. I hope this helps.Thanks,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. Parking needs are also being evaluated as part of the station design. The design is planning to accommodate future growth and demand at the station. Your comments about planning for future growth and considering structured parking will be documented and reviewed as design work progresses. The goal is to ensure the station supports long-term ridership and provides safe, accessible, and convenient options for commuters across the region.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
5	16-Mar-26	Hello, Me & my partner work out of DT Toronto and now that offices are emphasizing the need for in person work, this train station could not come sooner for us. However, it's pertinent that not only the Grimsby station gets built but also equally important is that the speed of the train remains consistent. We have noticed that as of now we do not benefit onboarding from Confederation Go, in fact, it only adds more to our commute as the train speed is extremely slow between confederation to aldershot go. To avoid delays, more often than not we take our car all the way to Burlington go and begin our train journey from there. So, even though we have a go station closer to our home, the slow speed defeats all the purpose. Looking forward to speedy updates. Regards,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Thank you for your feedback. At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
6	16-Mar-26	After looking at the last proposal we have some concerns. My wife and I have lived at 49 Emily St. for 40 Years, the last house on the north west corner of Emily St. We have some issues at the back and north side of our property with the connecting parking lot for the Go Station. Our concerns are Security issues, Lighting and Noise pollution. We believe an 8' foot high wall should be required behind the properties along the field behind all the houses on the west side of Emily St. to the go station. There is also a concern with water that runs off the escarpment down through the field behind us that and turns into the ditch (town easement) on the north side of my property with water levels of roughly 4 feet every spring. Thank You Waiting for your reply	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your concerns. We appreciate you taking the time to outline the issues affecting your property.As part of the Grimsby GO Station project, we are assessing potential effects related to noise and site drainage, and mitigation measures will be developed where impacts are identified. Noise and vibration impact assessments are being undertaken to help determine what mitigation measures tied to temporary construction activities and permanent operations may be required. Regarding water runoff, the project team is reviewing existing drainage patterns and local hydrology at a concept level to support the project. As design advances, stormwater management will be appropriately reviewed and addressed to not worsen existing conditions and support the station construction. While impacts to light pollution will not be determined during the TRPAP phase of the project, as design progresses the Metrolinx station lighting design (including the proposed parking area) will be completed in a manner to minimize glare and light to adjacent lands.Your comments regarding privacy and security, options such as fencing or barriers, will be documented and further considered in the design stage. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
7	16-Mar-26	Glad to see you posting plans, status of the project, and seeking public comment.I feel your decisions are very suburban, and that is disappointing. The historic via station is much more urban and provides an opportunity to foster a strong urban/ village core to intercity transit connections for GO to Hamilton, Niagara Falls, and Toronto. Please let me know what studies were conducted that determined that yet another suburban rail station with a sea of parking is the best decision for Grimsby. Please don't compromise the excellent opportunity before you to foster a GO station in a healthy village core - which could foster additional condo development - instead of a sprawling station that would be so suburban. If GO feels strongly that a suburban station should be a part of services along the south shore of the lake - consider suburban areas further from the great urban Grimsby option. Perhaps at either the strong suburban development at Winona or further east closer to Vineland or Jordan Station.I look forward to your response,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your thoughtful comments. We appreciate your interest in how station location and design decisions were made.As outlined in the PIC materials, the Casablanca Boulevard location was selected through earlier planning work by Metrolinx, the Town of Grimsby, and Niagara Region, which identified the Casablanca area as the preferred station location based on land-use compatibility, transportation access, and technical feasibility.As development in the Town of Grimsby evolves it is expected that the area surrounding the GO station will transform from suburban to a more urban built form, the Town's land use policies are providing the appropriate guidance to enable appropriate development around the station.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
8	16-Mar-26	Hello, I think it would be great if the station had service to and from Hamilton, especially during summer months. I would love to come to Grimsby in the morning, and leave in the late afternoon or early evening. It would be great if the station would have some place to keep bicycles safe, and also would have bus service to get into Grimsby.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). As part of the design stage, elements to support covered bike Parking, a vehicle Pick Up/Drop Off, bus bays, and sidewalk connection to municipal infrastructure are all being included to enable access to those who do not drive. Niagara Transit currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route buses from the station with connections to Hamilton. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
9	16-Mar-26	Hi, Just reaching out to provide support for GO train Service to Grimsby. I support for three major reasons: 1) As a downtown Hamilton resident with my wife and children on the way, I hope to see Hamilton continue to grow as an employment and innovation hub. While I do think Grimsby has its own economy I think offering regular train service between the two communities will bring them closer, offer economic opportunities to both, and provide flexibility to families where one person works in one community and the other in a different one. Offering service from Grimsby to Hamilton will open up potential white collar jobs to Grimsby residents and agricultural jobs to Hamiltonians. 2) Additional stations will hopefully justify additional services. West Harbour and further down should have 30 minute service all day, and having more people on GO can help justify that investment as it shows there is demand from Ontarians for transit. 3) Downtown Hamilton is becoming a bustling centre for activities, concerts, and other play. Offering GO service to outside communities means they can leave the car at home or at the station and avoid wasting time and gas in traffic, and we who live here can have less cars downtown. I support Grimsby GO and believe it should either be somewhere central, or additional work should be done to ensure people can walk, cycle, and take transit to the station. Regards,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Train service levels are under review and more information will be shared with the community as they become available. Niagara Transit currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route buses from the station with connections to Hamilton.A downtown location for the station was reviewed in the 2011 Niagara Rail Expansion Class Environmental Assessment and was not the perferred site due to constraints related to providing access, long-term station expansion, and train servicing needs. However, there is Niagara Transit micro transit available in Grimsby with the expectation of fixed route service in the future to provide connectivity from the GO Station to the downtown core.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
10	16-Mar-26	Good afternoon:I would like to join your mailing list pertaining to updates surrounding the Grimsby Go Station.Thank-you,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Metrolinx is improving and building an affordable, integrated and sustainable transit network that connects communities to the things that matter most to them. Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emailsWe value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
11	16-Mar-26	Our beautiful community is growing fast. New neighborhoods and infrastructure are being build responding to the demand. Grimsby needs now new transit way facilitate our ride to different locations in Ontario. Thankyou for making this possible.	No	No response required	N	
12	16-Mar-26	I am excited to see this project that I think will add a lot of access through the lakeshore west corridor for commuting and tourism. I am glad to see there is plans to keep a wild life buffer for the forested area and do restoration planting. I would personally be likely to take my bike on the train and the travel by bike to Grimsby center (as I have done travelling to Burlington and Hamilton) so I am pleased to see plans to improve the bicycle network at the station. Having a bus loop to serve go buses and local bus connections at the same location is also something I support. Thank you.	No	No response required	N	
13	16-Mar-26	Hello - I wanted to thank the team for the thorough work (over so many years!). I am writing in support of the Grimsby Go expansion and I also wanted to highlight a few other points that I'd encourage you to consider. First, in order for this expansion to be successful, it's **IMPERATIVE that Metrolinx focus not just on station build-outs but also on ensuring there are actual trains that service commuters**	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP).At this time, train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data, and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
		(in fact, I'd recommend prioritizing the latter). At a minimum, this should include at least one option that permits people to work a basic 9-5 day. Currently, the only Niagara weekday morning train arrives after 9, and the return is at 5pm, making a bare-minimum workday impossible, even if their office is close to Union Station. **Second, I'd also suggest your analysis include other important considerations for the citizens this is designed to serve, namely, the impact improved service (not just stations) would have on people's health and well-being.** For example, I currently live within walking distance of the St.Catharines Go/former Via station. I'd love nothing more than to walk to the station and take a train to my office in downtown Toronto. However, due to the lack of service and the state of traffic on the QEW, I instead have to wake up at 4:45am, drive to Burlington (to avoid traffic, which can more than double the commute time) and take a train from that station where service is more regular. And the return drive home typically takes an hour. This is not only a huge drain on me and my family (90 mins of driving at minimum each day), but it also adds personal cost (we have to lease a second car solely for this reason) and more importantly congestion and pollution on the QEW. Perhaps including some consideration for the human cost of our poor transit infrastructure would help drive support from local residents and politicians. As you surely know, cost of living is very challenging at the best of times, and if people could commute more reasonably it would not only help them but also help enable more people to live in Niagara and take advantage of all it has to offer. Thank you for reading my note. I truly hope this is not a controversial decision. After all, it was not that long ago that Via operated a commuter train from that station that I wish we still had. It's a sad state of affairs that the rail service is worse now than it was 25 years ago! I would be pleased to assist further in any way if I can. Wishing you all the best with this effort.		who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
14	16-Mar-26	awaitting since long time . need to travel for Toronto . lack of go bus timings need to travel everyday Burlington .	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
15	15-Mar-26	This is all needed within this area. And for many people and who commute back-and-forth in and out of cities. I think this can make Grimsby a destination within the future as well. Especially with the surrounding development. Personally, I've been waiting for this station for over eight years now. This would be such a great thing in terms of communication and transportation.	No	No response required	N	
16	15-Mar-26	I'm am in favour of there being a train from Grimsby to Toronto or even westbound options to Kitchener etc. I am someone who has to go to the office downtown Toronto and it takes me almost 2 hours each way driving to the Burlington GO and catching the train from there to downtown. The train should run frequently throughout the days to allow for more flexibility for commuters. This should've been done a long time ago as the population in this area has grown exponentially and the highways are busier than ever. You're not keeping up with the demands, the infrastructure is not able to keep with the rate of growth and the bridge also limits folks if it's closed down etc. Once upon a time there was the flexibility to work from home but now we are going in 3-4 or even 5 days a week and the city should provide go train options for us.	No	No response required	N	

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
17	15-Mar-26	fastrack this project and add extra service on route. Fastrack Beamsville station also.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Metrolinx has completed an Initial Business Case (IBC), in partnership with Niagara Region, the Town of Lincoln, and a third-party partner, for a proposed GO Station in Beamsville through Metrolinx's Transit Oriented Communities (TOC) program. The release of the IBC is the first step in the planning process and is good news for those looking to see expanded transit access in Niagara Region. Niagara Region has been working to transform the train stations at St. Catharines and Niagara Falls to enable enhanced GO service to Niagara. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
18	15-Mar-26	Hello, as a resident of Lincoln, just want to say that this ABSOLUTELY needs to be done, and as fast as possible. And, when the Grimsby GO station is up and running, please make the train schedule actually good. NOT like what was done at the newest Confederation GO when it's utterly useless to get from there to Union Station and back unless you're using it for work. What about when we use it just for getting to events in Toronto like sports games, dining, etc… And on the flip side, what about bringing people from Toronto to experience the wine region and not having to drive all the way here? The Grimsby GO needs a regular running train 7 days a week, like Aldershot or Burlington GO, making all stops running to and from Union Station. Thank you,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
19	15-Mar-26	We absolutely need this to happen. Families are forced to drive to Burlington when we live in beamsville.	No	No response required	N	
20	14-Mar-26	When we will have a GO train service? Really looking forward to. It has been too long .. what takes so long? Grimsby Go service really helps to ease up traffic. It's wonderful! Hope it really will happen soon. Thank you!	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
21	14-Mar-26	We do not need a fancy station or a huge parking lot people will drop passengers off at the GO Station. All we need is a platform for the trains to stop and regular service to Toronto weekdays and weekends.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
22	17-Mar-26	This would be a great opportunity for Grimsby residents to get to and from Toronto. I am thankful for the Centennial station but last weekend I had to get off there to uber to Grimsby and my friend lives in St Catharines and took the go all the way there. Seems like it's a no brainer.	No	No response required	N	
23	14-Mar-26	Hi, These are likely under consideration already but I would like to emphasize the need for walking/bike access to the station from neighborhoods west of the station. This could include a pedestrian bridge across the highway from Hunter rd. and a connection between Hunter rd. and Livingston. Thank you,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). As part of the design stage, elements to support bike access and sidewalk connections to municipal infrastructure will be reviewed and included to enable access to those who do not drive. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
24	14-Mar-26	Hello, this feels like Oakville 1975 and it's insane. There is no normal way to get from the Niagara region to the Falls, Hamilton or beyond. A 5am express GO isn't what is wanted. We need a station in Grimsby and Beamsville asap!!!! Tracks are there - we just need a station and GO train scheduled stops. Our towns want tourism yet no way to get in or out without the QEW mania of congestion. This is 20 years overdue!	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Train service levels are under review and more information will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
25	14-Mar-26	What is taking so long to get this project done!	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question.Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their corridor; however, formal construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
26	14-Mar-26	I'm really hoping to see the lakeshore west Go train at Casablanca! I, and many others, commute to TO every week, and the centennial GO was a bit of a failure. There needs to be frequent trips to and from Toronto like in Burlington and lots of parking. Most of us still drive that highway hell to Burlington GO because of the trip frequency and parking, we don't get that with the new one at centennial so there's no pressure being alleviated from the Skyway. Please please match Burlington GO.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
27	14-Mar-26	Dear Project Team, Thank you for the information presented as part of the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). The materials were very helpful in outlining the proposed station location, the study area, and the transportation and environmental assessments currently underway. As a resident of Grimsby who has been following both the GO station planning process and the Town's Draft Official Plan discussions, I am interested in understanding how the future station planning area relates to broader land-use discussions occurring elsewhere in the Town. The presentation materials appear to show the proposed GO station located near the Casablanca Boulevard corridor, with planning work focused on access, transportation connections, and surrounding land uses in that area. In recent public discussions related to redevelopment proposals in other parts of Grimsby, references have occasionally been made to the rail corridor more generally as a justification for higher-density development within approximately 800 metres of the tracks. Given that the GO station planning and station-area studies appear to be centred near Casablanca Boulevard, I would appreciate clarification on the following points: 1**. Whether areas of the Town that are near rail infrastructure but not within the station planning area would typically be considered part of a transit-oriented intensification framework. 2. How municipal land-use planning for areas outside the immediate station planning area is expected to relate to the GO station project. 3. Understanding how the future GO station planning area is defined would be helpful for residents following broader planning discussions in Grimsby**. Thank you for your time and for the work being undertaken as part of this project. I appreciate the opportunity for residents to provide input during this stage of the process. An email response would be most appreciated. Kind regards,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your thoughtful comments.The TRPAP focuses specifically on the lands required to support the proposed GO Station. Areas along the rail corridor but outside this defined station area are not part of the GO Station's transit-oriented development (TOD) planning under the TRPAP.Not all lands adjacent to the rail corridor would be considered for transit-oriented construction, only the lands within a certain radius of the proposed station are expected to be planned for transit orient development. It is expected that the Town will plan for intensification around the station lands. The Town has proactively planned for a GO Station in this location, on the identified lands, since 2018 when they adopted Official Plan policies through a GO Station Area Secondary Plan. The current and proposed Official Plan outline the areas adjecent to the station lands that are intended for transit-oriented-development.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
28	14-Mar-26	I support this.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
29	14-Mar-26	I 100% fully support this project. I would like to learn more about what would be involved in the two different stages, and if it will be years or decades before the second phase starts after the first finishes. I'm assuming the road and pedestrian upgrades to Casablanca across the QEW will be completed during phase 1. Due to the phasing, I think it will be important that the first phase includes a walkway/access close to the Casablanca and South Service Road intersection. This is where majority of pedestrian activity will be coming from due to the density across the QEW. If pedestrians need to walk down to Livingston and back up north towards the platform across what I expect will be mostly a parking lot - it will disincentive pedestrians and encourage more driving. Thank you very much for pushing this project forward	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Assessment Process (TRPAP)As design advances for the initial station infrastructure, elements to support a vehicle Pick Up/Drop Off, bus bays, and sidewalk connection to municipal infrastructure are all being included to enable access to those who do not drive. As future phases of the project are advanced, which will be driven by ridership demands and station expansion needs, the design phase will consider additional station amenities within the south and north properties, as assessed within the footprint of the Grimsby GO Station TRPAP. We value the time you have taken to provide comments and feedback. This information will be recorded and wil help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
30	14-Mar-26	It would definitely help a lot of people here in Grimsby to be more free and dynamic, the fact that there is direct train to Union station it makes it difficult for people who work in toronto and study in that region, if you don't have a car then you are stuck, if you want to rely on GO Bus to get to burlington you will soend 2h and half to just get to union station and sometimes more than that, basically you spend the whole day to reach to other cities. People without car they frel isolated here in Grimsby. We are inpatiently waiting for A grimsby GO train.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
31	14-Mar-26	Hi, I don’t believe that Casablanca for Go Train is not a good Idea. Once all remaining Housing is being built, there will be to much congestion in the area. Especially with Queen Elizabeth Way right there and multi Accident makes it not ideal for Emergency Vehicles easily access. Use Stop at Ontario Street straight access to Town. Move Water Tank loading Station to easier Location. Also move Grimsby Works Department and Grimsby Legion to different easier access Location. People would be right in Town especially in Summer. Continue to Work with Metro linnk	No	No response required		
32	13-Mar-26	Fully in support of the GO station	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
33	13-Mar-26	This is a welcome development for Grimsby community. It will open up more tourist to the lovely wineries of Grimsby. The local businesses will benefit from this and more businesses will begin to open up in the community. Plus, people can park their cars and travel by rail to Toronto and environs. I'm looking forward to the new Grimsby GO.	No	No response required		
34	13-Mar-26	We need a go station in Grimsby asap! Come on, get this done.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
35	13-Mar-26	Please tell me why another study on top of all the previous studies needs to be completed, it’s simple just get it built. Thanks	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. We understand the desire to see the station built as soon as possible. Although several studies have been completed in the past, updated work is required in that the project must follow the provincial Transit and Rail Project Assessment Process (TRPAP) which requires current environmental information be assessed before construction can begin. This study is not restarting the process; it builds on all previous work and helps confirm the final design so the project can move forward to construction. Thank you again for your interest in the project. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
36	13-Mar-26	Hi I live in Beamsville and been hearing for years that a GO station was going to be built in Grimsby.Why is it taking so long? and why does it need yet another study? Please explain to me how its possible this station isn't ready to be built now?The traffic and negative environmental outcomes of this traffic is crazy coming into niagra. Look how quick capital projects get done in Toronto.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. We understand the desire to see the station built as soon as possible. Although several studies have been completed in the past, updated work is required in that the project must follow the provincial Transit and Rail Project Assessment Process (TRPAP) which requires current environmental information to be assessed before construction can being. This study is not restarting the process; it builds on all previous work and helps confirm the final design so the project can move forward to construction.Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their corridor; however, formal construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
37	13-Mar-26	We are thrilled to have a Go Station in Grimsby. Please make it happen quickly. Gas prices are going up and commuting to Toronto has proven difficult due to traffic. We need this train station to open asap. Thank you.	No	No response required		
38	13-Mar-26	When is the expected go train station suppose to start at Casablanca? Can u give a time frame on this ?	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
39	13-Mar-26	Totally for it. My son goes to school in Toronto and. Commutes.	No	No response required		
40	13-Mar-26	Hello We are Grimsby reside ts and excited about the upcoming Go station in Grimsby. Please add me to the project mailing list.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Metrolinx is improving and building an affordable, integrated and sustainable transit network that connects communities to the things that matter most to them. Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
41	13-Mar-26	Thank you for providing us with the opportunity to provide our feedback relating to this project! The information as provided is excellent! I appreciate you taking into account all impacts. **I'm concerned about the increased traffic = noise, and how the station will be designed.** Just like in Niagara-on-the-lake, our town has a certain character that's calm, quiet and abound with natural beauty. Has that been taken into consideration? This is a chosen home for so many of us because of those characteristics and I feel that it's important to have that lens. I'm excited for this project as I will definitely be using the service from time-to-time, so I appreciate all your efforts! Thank you for your time. Regards,	No	No response required		
42	13-Mar-26	This is so exciting and badly needed. We hope there will be several time choices on a daily basis.	No	No response required		
43	13-Mar-26	Good morning, I just want to provide positive feedback about the future go station. Let's get it "go"ing (get it...) ASAP. It will be great for our community. The future site sign has been in those bushes since my wife and I moved to Grimsby almost 8 years ago. I would have expected it to move a bit quicker, however that being said I'm pleased that there has been positive momentum in the last 6 months to a year. Please continue your good work. Thanks and have a great day,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
44	13-Mar-26	HI, I moved to Beamsville 3 years ago in the hopes of having a GO train nearby. I still continue to commute to downtown Toronto for work and excited to see progress. With more days in the office, it has been a challenge. Is there a rough timeline for the completion of this station? Also, could there be express stops added please to reduce the commuting time. Thanks!	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
45	13-Mar-26	Hello all, I would like to say I work in Grimsby at the FedEx Last Mile Station off of Tops Dr. I live in Stoney Creek downtown, and having a Go Train head there would be very beneficial for me as I don't own a car anymore, and there is no transit in the area. I take the number 55 from East Gate Square in Hamilton to Costco in Winona, and that is how far the Hamilton bus goes. Then it's a 30-minute walk to work or a 15-minute bike ride when the weather is good. That's all I have to say; build it, and they will come.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
46	13-Mar-26	This can not come fast enough. I know it will take time but what is the estimated completion date?	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
47	13-Mar-26	Great idea to help with traffic congestion on the QEW Should have been done years ago	No	No response required		
48	13-Mar-26	I would love to see a Go Station at Grimsby. Without knowing the ridership stats, it is difficult to understand schedules. That is the biggest issue with the existing Confederation Go… need at least one train every 2 hours to be flexible enough to make sense. Not really interested in jumping on a bus transfer to fill in the gaps.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
49	12-Mar-26	Please consider a place to heat durning winter. 1) Confederation has no place to warm part from one area near the accessibility waiting area. 2) More frequency during peak hours - currently hardly there is one train durning peak hours! 3) please provide the timeline.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question.Your feedback about providing warm, sheltered areas for customers will be considered during the station design process. Amenities such as shelters and waiting areas are reviewed as part of the environmental and design studies.At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Construction Manager is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
50	12-Mar-26	Would love to see a station added, but it needs to be a continuous route all the way to Union station, these transfers in Hamilton are what makes the current setup useless.	No	No response required		
51	12-Mar-26	We are residents of smithville ontario and are looking forward to access to grimsby go station. The plan you have laid out looks great off of Casablanca there and we hope there is lots of parking a a future bus loop for Niagara transit To use as we are looking forward to being able to use a bus from Smithville to get to the station Many thanks for your time	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
52	12-Mar-26	Please speed it up. Why not build the Beamsville stop at the same time, it is much needed. Many commuters from Beamsville drive to Burlington now because of infrequent bus connections from Beamsville GO. It would relieve congestion on the QEW and have many environmental benefits. The morning GO buses are very full.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
53	12-Mar-26	The Grimsby GO train is needed immediately,of the highest priority for provincial cost savings. The vehicle congestion on the QEW is already very dangerous for driving and costly to the province for the continous road repairs due to the very heavy volumes. The traffic pollution along that corridor is an increaing health care costs to the province for lung and other related respiratory and blood illnesses. We need the GO train now as a priority not billions on pleasure islands and highways too far north to eleviate any Toronto traffic.	No	No response required		
54	12-Mar-26	Makes at lot of sense to minimize traffic	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
55	12-Mar-26	Let's go! We are so excited for this project. It's going to completely change lives for the better.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
56	12-Mar-26	Hello, I am very excited to see that the go station may finally be coming to Grimsby, it will cut my commute time to Toronto for work by 45 mins one way. Do we have insight into the frequency of trains at this point of time? Also, will it add bus connections to the Waterloo area? It will be a great addition as Waterloo has multiple universities and will immensely benefit students travelling from the Grimsby area significantly. Thanks,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). GO Train service levels and GO Bus service connections from the Grimsby GO Station are still to be determined, and more information will be shared with the community as it becomes available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
57	12-Mar-26	Hi Niagara Region Transit / Grimsby Go team,I appreciate your efforts in bringing Go transit to Grimsby. I commute 5 days a week to Toronto, and having Go train in Grimsby would make my journey so much better.Congratulations on the commencement of the program. I hope to see the Go train stop in Grimsby soon/in coming years!Regards,	No	No response required		
58	12-Mar-26	Great to hear that the project is moving forward. It will be beneficial for residents in this area if the project is completed soon, as many commuters rely on the GO Train for work and currently have to drive to the Burlington or Hamilton stations, which is not very convenient.	No	No response required		
59	12-Mar-26	Please add me to your mailing list for the Grimsby GO project.	No	No response required		
60	12-Mar-26	This looks like a good plan. It’s been a long time coming. I will be most concerned for pedestrian safety crossing over the service road, and how pedestrians might impact traffic. A pedestrian tunnel to separate them from the roadway would be worth considering.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
61	12-Mar-26	Looks very positive so far. No mention of a walking bridge over the qew?	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Assessment Process (TRPAP) While no pedestrian bridge of the QEW is proposed as part of the station, Niagara Region is making improvements to Casablanca Boulevard from the North Service Road to Main Street, the reconstruction project includes providing better active transportation facilities along this corridor to faciliate active transportation from the north side of the QEW to the south side. We value the time you have taken to provide comments and feedback. This information will be recorded and wil help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
62	12-Mar-26	Hello..when do you anticipate The GO towards Niagara (St.Catharines) to be in service? Thank you....	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP).Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
63	12-Mar-26	We definitely need the Grimsby Go Train Station	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
64	11-Mar-26	I would like to bring the attention to the population growth in the area along with proposed housing plans. This is a big opportunity to make something useful & feasible for the	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
		community not just limited to Grimsby but even Lincoln, West Lincoln, Smithville & surrounding areas.		feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.		
65	11-Mar-26	The Grimsby station is long overdue and I'm happy to see that there is some movement. Looking forward to future developments!	No	No response required		
66	11-Mar-26	This plan has been discussed for literally years. How long will this stage take and then how long after that before the stations are completed and ready for use? Grimsby has no public bussing, and is in DIRE need of connecting beyond its borders for many reasons(such as employment and educational opportunities for its residents, the youth in particular). This needs to happen and in short order. Everyone I've spoken with has very little faith that the powers that be will pull this off. Your track record hasn't been very good so far. All talk and promises over a very prolonged period of time. It's well passed time to make this happen.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
67	11-Mar-26	Just please do it! We've been waiting for a GO train station for years!	No	No response required		

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68	11-Mar-26	Hello,I have been a resident of Smithville (West Lincoln in west Niagara and south of Grimsby) for ten years. My family and me moved here from Mississauga where we appreciated access to GO services!If there is one thing lacking in West Niagara, it is commuter transit! Having a GO train station in Grimsby would alleviate the need to drive a car from Smithville, all the way to Burlington, in order to catch a train to downtown Toronto (workplace).When our family moved to Smithville in 2016 (ten years ago), the signage communicating the Grimsby station was indeed exciting. Then we had a change in provincial government and things appeared to come to a standstill.My concern is that surface parking only will not meet the needs of those that come from Beamsville, Smithville and Grimsby to commute to the GTA and everywhere in between.The design needs to anticipate the growth that is set to take off in West Niagara and the commuting needs of those who live here. We need to consider parking house style parking for this stop to be a commuter success!With thanks,	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Parking needs are also being evaluated as part of the station design. The design is planning to accommodate future growth and demand at the station. Your comments about planning for future growth and considering structured parking will be documented and reviewed as design work progresses. The goal is to ensure the station supports long-term ridership and provides safe, accessible, and convenient options for commuters across the region.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
69	11-Mar-26	I used to take Via from Toronto to Grimsby a few years ago. What on earth is the hold up now? Sincerely- this is so overdue and necessary! Thanking you!	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
70	11-Mar-26	We would love to have Go train station in our town for better accessibility.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
71	11-Mar-26	Hello, I think this GO Station would be beneficial for Niagara residents. Many people in the Niagararegion commute to the GTA. Can't wait. Regards	No	No response required		
72	11-Mar-26	Thank you for finally reaching this stage. Please fast track this and get the station approved and built ASAP. It has dragged on far too long.	No	No response required		
73	11-Mar-26	Me and my husband are very happy to hear that the go train project to Grimsby is moving. We live in Grimsby, and work in Burlington and Oakville. Every day we drive the highway, expending lots of money in gas, and getting stack in traffic. We Really welcome the Grimsby Go Train!!!	No	No response required		

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74	11-Mar-26	To Whom it may concern, I wanted to share some feedback about the Grimsby Go proposition. My husband and I moved to Grimsby from Mississauga in 2021 and were so excited to see the big sign that said “coming soon” for the Grimsby Go station. After a few years here that sign was removed and we started to lose hope. We moved to Grimsby to be closer to my husband’s aging parents and because we enjoyed the pace of life out here. We wanted to be far from Toronto, however we have found ourselves having to make many trips out to Toronto over the years. Whether for concerts, plays or other exciting experiences or for many doctors appointment and specialists while navigated chronic health issues. We more often than not have chosen to take the Go train. But living in Grimsby we have had to travel to another Go Train station, often Burlington Go for the convenience to the highway. Having a station in Grimsby would eliminate at least 20 minutes of our driving commute, which is more sustainable and eliminates pollution. I could list more reasons why this would be a great thing all around. Not to mention creating more jobs. I’m sure you’re going to get a lot of negativity about this but sadly Grimsby is a town that doesn’t want to change and doesn’t like outsiders. But there are more people like my husband and myself moving here all the time and the stubborn ones won’t be around for long. I hope you take age into consideration as those that will oppose this are the people that don’t take the Go Train anyway and won’t be affected by this at all so their negative views shouldn’t outweigh the positive. This will be the best addition to Grimsby.	No	No response required		
75	11-Mar-26	I’m all for this project. It has taken since 2011. Please don’t let Metrolinx inefficiency get ruin another Ontario transit project. Build this faster.	No	No response required		

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76	11-Mar-26	Good evening, just saw the ad in Facebook for TONIGHTS meeting, which obviously too late for us to attend! My husband and I moved from Burlington, with the knowledge of a train station being available and that was six years ago! We were so excited that we would have the same convenience in travel that we had previously. We would be so happy to see and definitely use this form of transport, easily going back and forth to our family in Burlington and Toronto.Please sign our names in FAVOUR of this project going forward. Much obliged!	No	No response required		
77	11-Mar-26	Hello, I've lived in Grimsby since I was born. And since I born I've had to drive to Burlington to take the go train I think that should have changed 20 years ago. Would be nice to get one in our back yard :) Looking forward to seeing progress…	No	No response required		
78	11-Mar-26	We need this station badly	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
79		Excited for the future Grimsby GO station. I think fixed bus routes for this station are definitely required. I may suggest 2-3 bus routes. The first connecting Grimsby GO down Livingston avenue and Main street W+E to Niagara West YMCA with a bus terminal there. The infrastructure is basically already built there. The second route going up Casablanca Blvd to North service road, down Olive street then going down Lake street before turning right at Bartlett avenue then connecting to Niagara West YMCA that way and same route back. Third possible route connects both by going up Ontario street past the current Via rail station and taking a combination of both bus routes if possible. This not only provides service to residents north and south of the QEW but it is also easy to operate as each route takes roughly 20 min one way connecting Grimsby GO to Niagara	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station to communities east and west of Grimsby. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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		West YMCA so hourly service is definitely possible. Thank you.				
80	11-Mar-26	Hi I wanted to know, once approval to proceed with construction is received, say in June 2026, the tentative timeline to complete the construction and commissioning of the station. Kind Regards Grimsby resident	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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81	11-Mar-26	Just had a read through the latest display boards and am happy to provide input. - First, this has been delayed way too long, and I sincerely hope the station is built when I'm still alive. Please expedite the project so those of us who are looking forward to it can actually enjoy it in our lifetimes. - Secondly, please ensure pedestrian access – every access point today is vehicle specific and you take your life in your hands walking anywhere near the Gateway and GO bus stop. - Lastly, not everyone in town has a car and the majority of the population is in the east end or central part of town. Walking is not an option for many. Please ensure that there is a local bus that can take people to the GO station. Preferably, have the HSR and St. Catherines transit loop through town frequently to help those who don't drive and to encourage people to leave their vehicles at home. PS I grew up in town and had to leave in 1973 as I couldn't access employment without a vehicle. And we at least had Grey Hound bus service and VIA trains then. Having moved back in 2020, I have been enormously disappointed that there are even fewer options in 2026 than there were 53 years ago. It's time!	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your questions.Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. As part of the design, Covered Bike Parking, a vehicle Pick Up/Drop Off, bus bays and sidewalk connection to municipal infrastructure are all being included in the station design to enable access to those who do not drive. Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station with connections to communities to the east and west.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
82	11-Mar-26	Please, please, the only request I have is to get it done sooner than later. We waited too long for this!!	No	No response required		
83	11-Mar-26	This is such a great move. It will be beneficial to so many commuters from Grimsby and nearby areas. With back to office this project should be promoted and prioritized by the government for better connectivity to GTA and Niagara	No	No response required		
84	11-Mar-26	Happy to hear progress of this project, it is been a long awaited one! I travel through QEW everyday up to Toronto it's so much traffic leading to pollution - this project will help everyone with reducing carbon foot print	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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85	11-Mar-26	Very happy that we are getting a stop here for the go train. It's been a long drive for me to go to Toronto for my specialist.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
86	11-Mar-26	Hello. I am a senior who loves to use public transit when convenient or even somewhat inconvenient. I would like to see the construction and implementation of a pathway dedicated solely to bikes/pedestrians following along the side of the rail tracks (from 50 Road to Bartlett) which would provide access into local residential areas and bridges over the QEW. As there is no local transit from point to point, this dedicated pathway would highly benefit the community, ease traffic congestion on both local roads and highways, ease pollution counts, and be a route safe from road traffic. The town of Grimsby population appears to be health conscious and the pathway will definitely be utilized as a safe commute without the necessity of dedicated bike lanes on existing thoroughfares and their inherent cost, danger and driver aggravation resulting in accidents and personal injuries. Perhaps Metrolinx might consider this type of pathway for the entire stretch between Centennial Parkway and Niagara Falls. Given our extended biking season in the Niagara peninsula there would be few days during any given year when the path would not be used by commuters. Thank you.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Project (TRPAP) As part of the Grimsby station design, Covered Bike Parking, a vehicle Pick Up/Drop Off, bus bays and sidewalk connection to municipal infrastructure are all being included in the station design to enable access for those who choose to access the station without driving. Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station with connections to communities to the east and the west. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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87	11-Mar-26	I would like to see a stop at Ontario St in Grimsby this would be the CN station it would be great to have Go trains stop there for a trial during the summer seas station is open as someone who has lived in Grimsby for 60 years I know it would be popular . The property is owned by CN and there is a level platform in the Thank you for your time.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). A downtown location for the station was reviewed in the 2011 Niagara Rail Expansion Class Environmental Assessment and was not the perferred site due to constraints related to providing access, long-term station expansion, and train servicing needs. However, there is Niagara Transit micro transit available in Grimsby with the expectation of fixed route service in the future to provide connectivity from the GO Station to the downtown core.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
88	11-Mar-26	Hello, Will there be an email mailing list associated with the project? Thanks	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). This information will be recorded and will help inform the future of the proposed Grimsby GO Station. Metrolinx is improving and building an affordable, integrated and sustainable transit network that connects communities to the things that matter most to them. Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails	Y	01-Apr-26
89	11-Mar-26	Hello , Being a daily commuter to and from from my home in Grimsby to workplace Toronto this is much needed .	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
90	11-Mar-26	Get it done!!! This is so slow. No more surveys or studies.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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91	06-Mar-26	Good evening Is there someone I can speak to by phone early next week for an article on what this is all about? Thanks Niagara This Week	Yes	[Note for consultation record: Metrolinx Media relations team provided response]		01-Apr-26
92	18-Mar-26	Get this open asap! And the Beamsville station too! What is the hold up? To have trains pass through here and not give service to grimaby/lincoln makes zero sense.	No	No response required		
93	18-Mar-26	Let's 'GO' Let's expedite the project and have it operational within a realistic time frame. The sooner we prioritize Public transit this helps elevate road congestion.	No	No response required		
94	18-Mar-26	Looks like you are doing the right things. This is long overdue. Hope it’s operational before I get too old to use it. Good luck with the process and the project!	No	No response required		
95	18-Mar-26	My issues with how we implement high speed rail is two fold: 1. We build platforms without accompanying it with zoning changes in the immediate vicinity of the station. They often remain zoned as single family houses for decades after the station is built. 2. We build stations that are not “destinations” but instead are used solely as commuter stations. This goes hand in hand with point 1, but is more focused on what each station could be. Centres for art/religion/parks/recs/community centres all in one, or even a short walk away from the station would drastically improve the lives of everyone living near or at the station. Each station would be different and not cookie cutter parking lots for commuters to go to downtown offices, but instead, community hubs where people of one neighbourhood can easily visit and engage with the other. To build infrastructure without this community aspect space and solely for 9-5s to get downtown defeats the purpose of rapid transit.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). A downtown location for the station was reviewed in the 2011 Niagara Rail Expansion Class Environmental Assessment and was not the perferred site due to constraints related to providing access, long-term station expansion, and train servicing needs. However, there is Niagara Transit on-demand service available in Grimsby with the expectation of fixed route service in the future to provide connectivity from the GO Station to the downtown core. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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96	18-Mar-26	I am happy to know that work towards the Grimsby GO station is happening. We have not heard anything since the project was revived just before the last provincial election. What is also important is for the GO train schedule to increase to include the needs of Niagara residents who want to travel towards Toronto to arrive there before noon on weekends! We need more frequent GO train service between Niagara and Toronto - weekdays and weekends.	No			
97	18-Mar-26	Yes its been FAR Toooo Long . The huge board on the Casablanca by the Service road has been up for literally years finally it's I guess it's down now. This is way overdue. We used to have a train station that would stop right outside the restaurant at the rail house years ago and it's taking a long time to get To us again.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
98	18-Mar-26	Good Afternoon, The following is our feedback to the Region of Niagara for the Grimsby GO Station Online PIC presentation of March 11, 2026. 2. In the Process Flow Chart timeline slide 9 below we see a fast path delivery date for the Grimsby GO Station TPAP Approval, set for June 2026. The 'Project Approval' for the TPAP is a fundamental milestone to get shovels in the ground. It gives developers the green light to engage in funding opportunities to start the business of building homes. It eliminates the threat of further delays to the project because the Province has committed to fund the infrastructure surrounding the GO Station and will issue RFP's for GO Station construction to begin. Grimsby can expect a surge in development applications starting by 2027 after the TPAP is approved. Figure - TRPAP Process Flow Chart graphic	Yes	See response below, second submission was an addendum to the first submission	Y	01-Apr-26

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		3. The Project Overview slide 4 below provides a listing of in-scope infrastructure items being considered for the Grimsby GO Station. Notable is that Grade Separation is absent from the list. Although a very expensive add-on, it would be best considered for the initial build rather than as a future consideration: The existing Casablanca Blvd QEW interchange will be completely rebuilt as part of the GO Station Project. Why not incorporate the Grade Separation bridgework during the rebuilding process when closures and traffic upset will already be on hand, rather than have a separate new major project causing a repeat of road closures and further traffic upset year(s) later - when GO Station traffic will have peaked. Keep in mind there is existing CN freight train traffic at the Casablanca Blvd level crossing impacting auto / cyclist / pedestrian traffic at the (GO Station) interchange. The plan is to build the Grimsby GO Train Station with the Metrolinx GO "Full Service" model as well as the Province's "Destination Niagara Strategy" in mind. These strategic Province of Ontario initiatives will compound existing high rush hour traffic conditions at the Casablanca Blvd QEW interchange and surrounding access routes: The Lakeshore West GO line aims for 15-minute or better, all-day, two-way "Full Service" trains between Union Station and Niagara Falls. Figure - AI overview The Province has promoted its "Destination Niagara				

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		Strategy" - a multi-billion-dollar plan to transform the region into a year-round, world-class tourism hub, aiming to attract 25 million visitors annually and boost the local economy by $3 billion. This initiative will greatly increase ridership and traffic of GO Trains along the Lakeshore West Line at the Niagara GO Stations and beyond. Grade Separation for the Grimsby GO Station should be a primary consideration for the initial opening day build despite the cost / funding implications. Figure - Project Overview Although plans for all GO Stations ensure full accessibility to the platform and amenities (such as was the case for the Confederation GO Station) this online PIC does not explicitly make that statement. 4. The Town of Grimsby planning department is well into the development of their Official Plan (OP) document. Both, the Grimsby OP and the Metrolinx Grimsby GO Station TPAP documents under development and are both scheduled to be approved in July 2026. The development for the Grimsby GO Station TPAP currently under way is largely based on Grimsby's Official Plan Amendment (OPA) 6 adopted in 2018 as well as from other completed 'Previous Studies' listed on Slide 8. The sequence of approvals for a GO Station TPAP and an OP have no legal order requirement; they are independent of each other. AI search result states "For funding certainty and development coordination, municipalities and Metrolinx				

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		usually try to align the two processes". Figure - AI summary) Would there be benefit to delay the Grimsby OP finalization until after the Grimsby GO Station TPAP is approved? 5. Finalizing the Grimsby OP after the Grimsby GO Station TPAP would provide benefit by: Avoiding to make formal amendments to the Official Plan (OPA's) that relate to details finalized later in the TPAP. Assist with Transit-Oriented Development (TOD) planning by serving as the critical regulatory bridge between infrastructure engineering and urban land-use strategy. An example would be to consider incorporating a "1.5 km tier model" in the Grimsby OP to facilitate a broader development zone. This model facilitates the Provinces mandate to include "missing middle" housing within Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs). Figure - AI summary) The map below shows the PMTSA delineated in the Grimsby Draft OP with an area confined within an 800 meter radius or less; this map could be updated to show the 1.5 km tier model after the TPAP is approved when the GO Station platform is defined. Much of the delineated PMTSA in the draft Grimsby OP is restricted by existing built up areas and protected lands. Extending the boundary to a 1.5 km tier (where lands are available) would allow for the building of housing in a larger PMTSA zone - with a greater mix of housing. The delineated PMTSA in the map below is the colourized portion outlined with the heavy intermittent dashed black line. The Hunter Road limit to the west shown on the map is less than 800 meters from the GO Station platform and could be				

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		extended west to a 1.5 km tier - between the tracks and Winston Rd. See Point 6 below regarding the "1.5 km tier model". Figure - Town of Grimsby's Schedule C4: Protected Major Transit Station Character Areas 6. In the red box below is an AI search result for the framework of a realistic density structure applicable for the Grimsby GO Station. Note the allocation for the "missing middle" intensification in the 800 m to 1.5 km zone. Also note the comment in the last line of the box below "This is exactly how many new Transit-Oriented Communities are being planned around GO stations". We have seen the "1.5 km tier model" for "missing middle" intensification in place for the delineated PMTSA at the Aldershot and Bowmanville GO Stations. Both of these GO Stations have their delineated PMTSA extending to 1.5 km from the GO Station platform. The "1.5 km tier model" would best be incorporated into the Grimsby OP once the approved TPAP Environmental Project Report (EPR) defines the GO Station footprint and platform. Having the TPAP approved before the Grimsby OP would eliminate the need to backtrack and undergo an Official Plan Amendment (OPA) development project, approval and adoption. Figure - AI summary Thanks				

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99	20-Mar-26	Good morning, An important add-on for point 6 in our original email forward below, is the actual mapping for the Bowmanville West Urban Centre and MTSA Secondary Plan Update + Aidershot Go MTSA OPA showing the "1.5 km tier model" incorporated. An important add-on for point 6 in our original email forward below, is the actual mapping for the Bowmanville West Urban Centre and MTSA Secondary Plan Update + Aidershot Go MTSA OPA showing the "1.5 km tier model" incorporated.In light of this, can Grimsby incorporate the "1.5 km tier model" for its MTSA mapping in its new Official Plan?Figures included in comment.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). MTSA boundaries are defined based on land use plannig policies in provincial and town land use planning documents including the Official Plan. The TRPAP identifies and assesses potential environmental impacts of the proposed station. It will also identify mitigation measures and future commitments to avoid or reduce negative impacts, it does not make recommendations with respect to changes in land use.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
100	19-Mar-26	Super excited to hear about this track FINALLY starting back up to potentially have the GO train flow through Grimsby to Toronto. LONG OVERDUE. It was promised years ago, one of the reasons I moved to Grimsby. Full endorsement!	No			

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
101	19-Mar-26	Hi there! I am a Niagara resident, and I have a few comments regarding the listed Public Information Centre materials for the future Grimsby GO station. One of them directly relates to the ongoing TRPAP, while two are more general station design considerations.1. The Cultural and Natural Heritage Protection Buffer is welcome. However it should not be grass landscaping, rather it should be planted to become a natural self-sustaining vegetated area. This would align with the Natural Environment policies of the Draft Grimsby Official Plan which is slated to come into effect later this year, specifically policies 7.1.1,7.1.2, 7.1.3.1, and 7.1.4. This would serve to expand the boundary of the existing woodlot and would be a nice improvement to the natural system in Grimsby.2. The existing bus loop should remain and access should be provided from the new station. A new bus loop should NOT be built on the south side. Westbound buses already take a very long time to enter and exit the highway due to the design of the Casablanca Boulevard interchange. A further bus loop would only increase travel time for bus users even more. Alternatively, this issue should be comprehensively addressed through the ongoing Casablanca Blvd redesign.3. Safe bicycle access to the new station must be a priority for regional and provincial road redesigns.I trust you will consider these comments as the project moves forward. Thank you very much!	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Ecological buffers will be designed with consideration for provincial and municipal policies in consultation with the Region of Niagara, the Niagara Region Conservation Authority and Metrolinx in accordance with their policies and guidelines. As part of the Grimsby GO Station design process, a detailed landscape plan will be developed to assess opportunities for plantings and other landscape features for the station site. Additionally, covered Bike Parking, a vehicle Pick Up/Drop Off, bus bays and sidewalk connection to municipal infrastructure are all being included in the station design to enable access for those who choose to access the station without driving. Niagara Region has planned for this station in the design for the reconstruction of Casablanca Boulevard. Full build out has already identified the required lane configurations and traffic signal requirements based on anticipated traffic. Niagara Transit is also responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can be booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station to communities east and west of Grimsby.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
102	19-Mar-26	Hello:I have the following comments regarding the Grimsby GO Station TRPAP online PIC information:1. Minimal services, such as provided at Acton station, would be sufficient to begin service. These should include heated shelters, electronic payment (not staffed) and full accessibility for pedestrians, cyclists, motorists and transit users. Washrooms would be ideal but I understand that bringing in both water and sewer lines would greatly increase the cost and timeframe.2. A major short-term impact of the GO station will be traffic disruptions due to construction. Of particular concern is the potential that road which is about to be reconstructed (specifically Casablanca Boulevard between the South Service Road and Livingston Avenue) will need to be disturbed again. Clearly the mitigating measure would be for the Region and Town to incorporate likely requirements (such as turning lanes, traffic signal infrastructure and potentially storm water connections) so that a brand new roadway does not need to be torn up. These requirements need to be identified immediately, as projects in are in the detailed design phase.3. The impact on the residents of Emily Street, Rosedale Street and Livingston Avenue west of Casablanca will be significant. These are likely to include traffic, noise and light and potentially vibration and storm water. Has there been any consideration of extending the urban boundary of Grimsby to encompass this residential area and to enable future rezoning for high-density development? At least this would allow homeowners on these streets to sell their properties at a profit instead of reducing their value. It would also be highly logical in terms of proximity of development to the GO station.4. In this expedited approval schedule I am unclear about future public input, as would be typical in Environmental Assessment and Detailed Design phases. In case this is the only opportunity to provide comments before construction:1. Minimal services, such as provided at Acton station, would be sufficient to begin service. These should include heated shelters,	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience.As part of the Grimsby station design, Covered Bike Parking, passenger amenities including shelters and payment systems, a vehicle Pick Up/Drop Off, bus bays and sidewalk connection to municipal infastructure are all being included. Niagara Region has planned for this station in the design for the reconstruction of Casablanca Boulevard, there will be no need to disturb the road again after reconstruction in order to accommodate station traffic. Full build out has already identified the required lane configurations and traffic signal requirements based on anticipated traffic.As part of the TRPAP, we are assessing potential effects related to noise and site drainage, and mitigation measures will be developed where impacts are identified. Noise and vibration impact assessments are being undertaken to help determine what mitigation measures tied to temporary construction activities and permanent operations may be required. Regarding water runoff, the project team is reviewing existing drainage patterns and local hydrology at a concept level to support the TRPAP. As design advances, stormwater management will be appropriately reviewed and addressed to not worsen existing conditions and support the station construction. While impacts to light pollution will not be determined during the TRPAP phase of the project, as design progresses the Metrolinx station lighting design (including the proposed parking area) will be completed in a manner to minimize glare and light to adjacent lands.Parking needs are also being evaluated as part of the station design. The design is planning to accommodate future growth and demand at the station. Your comments about planning for future growth and considering structured parking will be documented and reviewed as design work progresses. The goal is to ensure the station supports long-term ridership and provides safe, accessible, and convenient options for commuters across the region.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
		electronic payment (not staffed) and full accessibility for pedestrians, cyclists, motorists and transit users. Washrooms would be ideal but I understand that bringing in both water and sewer lines would greatly increase the cost and timeframe.2. An attempt should be made to anticipate the configuration of a future full service station and to adjust the initial plan to allow for this wherever possible.3. Both sidewalks and bicycle lanes on both sides of Livingston Avenue should be continued west of Casablanca and through the parking area to the platform. One side only is not sufficient for safety reasons.4. A transit pickup area should be sufficiently sized to allow for multiple services. For example, a GO bus, several NRT vehicles and potentially even a HSR bus should be able to be accommodated simultaneously. This would allow for easy implementation within the near future.5. The passenger drop off/ pick up should be generously sized, and allow for ride-sharing vehicles. At opening there will be few transit users and in winter there will be few cyclists and pedestrians.6. Similarly, the parking lot should be sized for the maximum expected growth of ridership, as the incremental cost will be smallest at this stage as opposed to through a separate project to extend.I look forward to seeing this project go forward and its impact on the Town of Grimsby.				
103	19-Mar-26	We definitely need GO Transit in Grimsby and it is very long overdue! We have no local transportation and this would reduce the cars on the highways.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
104	19-Mar-26	Please get the Grimsby GO station completed ASAP to eleviate QEW terrible congestion and the accompanying pollution with health care costs. Please increase the frequency of the egisting train schedules to and from Confederation. If you rely on current ridership statistics they will be very misleading. People would take the GO if it was available but the infrequent trains past Burlington or even West Harbour are stopping anyone from riding the GO. For example, it took 3 sequential trains and 2.5 hours for me to get from Exibition to Confederation last Saturday.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience.Improving transit access and reducing congestion on the QEW are key goals of the proposed Grimsby GO Station. At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
105	20-Mar-26	To whom it may concern,As a regular commuter from St. Catharines to Toronto 4 days per week, I'm very excited to hear that the project to build a grimsby station is moving forward. As a near daily commuter and very much wanting to utilize go transit as much as possible, I wanted to reach out on two things that I believe will make Go Toronto-Niagara service a real, viable option for Niagara commuters.1. The line needs more direct service from Toronto-Niagara. I'm already spending a huge portion of my life commuting, and saving 20-30 mins one-way here and there is not a small thing. I occasionally ride from confederation but the stretch between the Burlington station and confederation takes 30 mins by train (and only 9 mins driving). St Catharines-Toronto takes 2 hours currently, when I can make the trip in 1HR30-40Mins leaving from the Burlington station. Making the trains more express from Niagara to Toronto (and reducing the commute by even just 15 mins) will have an enormous impact on my willingness to commute from a station further down the line.2. The lines needs more scheduled trips from Niagara-Toronto. St Catharine's-Toronto only has 1 train leaving from 7 am, meaning I only arrive to work at 930; and just one train leaving Toronto at 5pm to arrive at 7pm. Because of this schedule, I'm rarely able to take advantage of the St. Catharines station. It's the same situation for Confederation Go which has limited trains and I imagine this issue will persist for grimsby. Having even just 1 -2 more scheduled trips would make a big difference.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). At this time, Train service levels are under review and more information will be shared with the community as they become available. GO train service is dependent on ridership patterns and data and Metrolinx does not own the Lakeshore West rail corridor between Aldershot to Niagara Region. Current priority track use belongs to freight rail operators who own the track. Metrolinx will continue to make incremental changes into the future based on ridership demands, with the understanding that major rail and station infrastructure can take several years to complete. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
106	20-Mar-26	I support the Grimsby GO train. I live in Beamsville. This would provide a continuous way of traveling to Toronto.	No	No response required		

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
107	20-Mar-26	Hi, I have a few questions that I couldn't decipher from the planning document. 1. I'm curious to know what you are planning to do with the Livingston Casablanca intersection? 2. What is happening on the property south of the train tracks, adjacent to Casablanca, where the old church used to be? Will that remain a green space or access to the GO station? Thanks	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your concerns. Niagara Region will be implementing intersection improvements and signalization at Casablanca Boulevard and Livingston Avenue. Full detals can be found at https://www.niagararegion.ca/projects/casablanca-livingston-ea/default.aspxThe site of the old church is in private ownership and is not included in the station area.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
108	20-Mar-26	When is the train station gonna be built and ready?	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
109	19-Mar-26	I think it's great! I have anxiety and find driving into Toronto very nerve wracking and would love to be able to just take the Go Train. The sooner the better!	No			
110	20-Mar-26	Can't wait to see this station completed, and up and running. I have family in Toronto and Peterborough who will use it when visiting. Traffic on the QEW, 401, Gardiner, DVP is crazy!	No			

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
111	20-Mar-26	This is long overdue. It would be wonderful to get GO train service. It's needed for those of us that commute.	No	While impacts to light pollution will not be determined during the TRPAP phase of the project, as design progresses the Metrolinx station lighting design (including the proposed parking area) will be completed in a manner to minimize glare and light to adjacent lands.		
112	20-Mar-26	Station is must for Grimsby population to minimise their travel time to Toronto As well as to Niagara	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
113	21-Mar-26	Can't wait for the Grimsby GO Station. What a great service for our town ! The traffic on the QEW gets worse by the day. Having access to the GO train may ease some of the traffic. Long overdue. Thanks.	No			
114	21-Mar-26	Recently moved to Grimsby and frequent downtown Toronto. Looking forward to the Go Train being completed. One of the reasons for buying a home here. The Niagara Region needs easy access to the GTA. I have no reasons to object its construction. The sooner it's completed the better. The Niagara Region has waited long enough. Let's start construction.	No			
115	21-Mar-26	Yes , please , train , now. Been waiting for 10 years. Omg.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
116	21-Mar-26	My husband and I are retired but would use the service to go into Toronto for events as we sometimes do now from Burlington. We would enjoy being able to take the GO from Grimsby but would hope that it would be a direct trip from Hamilton or at the very least Aldershot and not stop in Burlington, Oakville, or Mississauga as it would take too much time. One of the reasons I retired early is because I was driving to Hamilton for work and the traffic was becoming unbearable on the QEW. With all the housing expansion in Grimsby, there seems to be a need for the service but it has to make sense for commuters to use it. Thank you	No			
117	21-Mar-26	I would like a bus along Livingston to the train	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
118	21-Mar-26	I am happy with Grimsby going to have a GO Station. As I live in downtown Grimsby, the distance to the GO Station at Casablanca Blvd and QEW is 4.2 km, approximately an hour's walk. Will there be a GO Bus to get to the Grimsby GO Station from downtown Grimsby?	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
119	21-Mar-26	Please keep moving forward to get this GO station built. I support proposed improvements for accessing the station particularly for cyclists travelling from Grimsby's downtown and east side neighbourhoods. Local shuttle service (taxi/ on-call mini bus) for Grimsby residents should also be considered as part of the supportive transportation plan.	No			
120	21-Mar-26	The proposed GO Station in Grimsby is an incredibly exciting and forward-thinking project that will bring lasting benefits to our community. As our town continues to grow, having reliable and efficient public transit is no longer a luxury—it's a necessity. A GO Station will provide residents with convenient access to larger urban centers, making commuting for work, school, and leisure far easier and less stressful. This project will also help reduce traffic congestion on our roads, lower emissions, and support a more sustainable future for Grimsby. Beyond transportation, the station has the potential to stimulate local economic growth by attracting new businesses, increasing property values, and encouraging thoughtful development in the area. Perhaps most importantly, it will strengthen our connection to the broader region while preserving the small-town charm that makes Grimsby special. Investing in this kind of infrastructure shows a commitment to our future, ensuring that our town remains vibrant, accessible, and thriving for generations to come.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
121	21-Mar-26	It's going to change this fine community but not for the better...see what happened to the small town of Brampton Ontario	No			
122	22-Mar-26	I commute for work and the unpredictability is frustrating. I would use the GO train service frequently. I would travel on it for weekends as well as during the week. It would also be great to have a water taxi service during the warmer months taking trips from Grimsby to other Niagara towns.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
123	22-Mar-26	Should be ready, when can we step on the Train ?? This review and that review. Can we appoint a Construction Manager who will lead this and Push it Along. Regards	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station TRPAP and for your question. Timelines for major construction of the new Grimsby GO Station will be confirmed once a Contractor is formally engaged for the project. Environmental studies to support the Transit and Rail Project Assessment Process (TRPAP) are underway and will be completed prior to Metrolinx commencing construction. You may see some early site investigations, preparation activities or CN work within their rail corridor; however, formal station construction has not yet been scheduled. More detailed timelines will be shared with the community as they become available. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
124	23-Mar-26	YES PLEASE. PLEASE BUILD THIS ASAP.	No			
125	23-Mar-26	We need more stops and go bus.to Beamsville lots of people to support itt	No			
126	24-Mar-26	Build it! What are you waiting for	No			
127	25-Mar-26	Hi, We should have Go train stop at Grimsby also at Beamsville. My kids have to go to Burlington for Go. Confederation Go train also not on regular basis.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
128	25-Mar-26	This is been going on for 11 years already. Get on with it already. We need a platform for the station to stop at and that's it. If this go station follows a timeline of other go stations it'll take 20 years to be opened. This is beyond ridiculous. In Europe, they build new tracks for transportation do all the approvals in a matter of three years. The via train stops in town… Without issue… Get the platform and parking lot done and let's get on with it. This could be completed in one month.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
129	25-Mar-26	Good afternoon,We are writing regarding the Transit and Rail Project Assessment Process (TRPAP) for the Grimsby GO Station. We have a strong interest in ensuring that this long-anticipated transit investment, along with the broader Protected Major Transit Station Area (PMTSA), is successful for Metrolinx, Niagara Region, and the Town of Grimsby.Below is a summary of our key questions, comments, and concerns. Transit-Oriented Communities and the PMTSA The selection of this site for a future GO Station was based on the opportunity to accommodate significant growth in both residential housing and employment within the Region. However, under the current concept plan, the Phase 1 lands (the southerly property) are physically separated from the PMTSA by the CN rail corridor. This creates a substantial barrier to pedestrian access. As proposed, residents and employees within the Grimsby GO Secondary Plan area would be required to walk a minimum of 1 km (measured from the easterly limits of the Secondary Plan) to reach the train platforms. Although the PMTSA boundary technically falls within the 500–800 m radius recommended for station proximity, the actual walking distance and access challenges undermine the intent of transit-oriented development. This disconnect may discourage development, reduce transit uptake, and limit the number of potential riders. For reference, we have attached an aerial image illustrating the physical separation created by a Phase 1 only station.Choosing to build Phase 1 on the south side first undermines development on the north side which is the planned Transit-Oriented Community, because a developer will not invest without a station in place. This creates a clear catch-22: the community depends on the station, and the station is waiting on the community. Phase 1 Impacts on the Adjacent Stable Residential Neighbourhood Based on the TRPAP materials and presentations to Grimsby Town Council, Phase 1 includes train platforms, parking facilities, a pick-up/drop-off area, and a GO bus loop. These “Day 1”	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you’ve taken to share your experience.Constructing the Grimsby GO Station on the north side of the CN rail corridor is currently not feasible as this stage due to constraints posed by a Hydro One easement and the active CN rail service operating within their corridor. Based on an assessment of the station’s functional requirements, Metrolinx determined that a walk-on platform could be accommodated on the south side of the tracks and not on the north side. This is due to Metrolinx commuter train operations being limited to CN’s south track (within the two track corridor) and no operating rights for the north track. As design advances for the initial station infrastructure, elements to support a vehicle Pick Up/Drop Off, bus bays, and sidewalk connection to municipal infastructure are all being included to enable access to those who do not drive. Niagara Transit also currently provides micro transit service in Grimsby, which can be booked to connect transit riders from the station into Grimsby. There are also plans for future fixed route buses from the station with connections to communities east and west of Grimsby. The goal is to ensure the station supports long-term ridership and provides safe, accessible, and convenient options for commuters across the region. As future phases of the project are advanced, which will be driven by ridership demands and station expansion needs, the design phase will consider additional station amenities within the south and north properties, as assessed within the footprint of the Grimsby GO Station TRPAP. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

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		operations will generate additional vehicle and bus traffic along the Livingston Avenue Extension, directly affecting the nearby established neighbourhood. If both phases were developed concurrently, a significant portion of bus and vehicle traffic could be redirected to the north side of the rail corridor via the South Service Road. While some traffic through the existing neighbourhood would still occur, it would be meaningfully reduced, lessening impacts on local residents. We appreciate your consideration of these comments and would welcome the opportunity to further discuss potential solutions that support a fully connected, transit-oriented community and a successful GO Station for Grimsby.Kind Regards,				
130	25-Mar-26	Hello, please add me to the info list about Grimsby GO station.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
131	25-Mar-26	I'm sharing my feedback ... I was a regular GO user between Burlington and Toronto. While I no longer do this commute, I felt the Grimsby location would have been of great benefit to the community. Given where the proposed location is, my only real concern are the plans for pedestrian traffic. I would imagine that a cross over bridge would make the most sense, as I can see people running across the road (not at the cross walk) in what is already a very busy area. I also am wondering about the long term plans for parking, and estimated available spaces. Finally, given there is already a number of food options in the immediate vicinity, wondering if anything is planned to either connect these outlets or deal with the potential for increased traffic visiting these places before catching a train. I would be interested in being on an email list for updates.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We appreciate your comments and the time you've taken to share your experience.As part of the design stage for the initial station infrastructure, elements to support bike access and sidewalk connections to municipal infastructure will be reviewed and included to enable access to the station. A traffic impact assessment is underway to support the project. Results of this study will help further inform the design stages of this project to determine what improvements should be considered for traffic circulation in and around the GO Station. Niagara Region has also planned for this station in the design for the reconstruction of Casablanca Boulevard. Full build out has already identified the required lane configurations and traffic signal requirements based on anticipated traffic. Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can be booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station.Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emailsWe value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26
132	25-Mar-26	Hello, I would like to receive updates on Grimsby go station please. Thank you	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
133	25-Mar-26	Please incorporate a plan to raise the track over Casablanca in order for traffic to be able to drive under it to avoid significant congestion concerns. The access from the QEW is too limiting. Ensuring that traffic will not need to stop completely during on-boarding will address safety matters.This station should incorporate shared usage by VIA rail as well. A combined station that could accommodate both systems would enable efficient transportation for all.Thank you	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your concerns. We appreciate you taking the time to outline the issues affecting your property.While a grade seperation is not proposed as part of the Station, Niagara Region is making improvements to Casablanca Boulevard from the North Service Road to Main Street, the reconstruction project includes providing better active transportation facilities along this corridor to faciliate active transportation from the north side of the QEW to the south side.At this time, Train service levels are under review and more information will be shared with the community as they become availableWe value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

Number	Date of Email	Comment	Reply Selected By Public (Y/N)	Response	Response Sent (Y/N)	Date of Response
134 - POST PIC	31-Mar-26	With the development of the new station and expected increase in traffic, noise, and overall activity in the area, I wanted to inquire whether my property has been included in any impact assessments or mitigation planning.Specifically, I'm wondering:• Whether any noise or traffic studies were conducted for homes along Casablanca Blvd• If there are any plans for fencing, sound barriers, or other forms of property mitigation• Whether homeowners in my area may qualify for any upgrades or improvements due to the projectMy property is a corner lot and directly exposed to the main road, and I've noticed that some nearby homes have more substantial barriers (such as masonry walls), which raised the question. I would really appreciate any information or direction you can provide regarding this.	Yes	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your questions.As part of the Grimsby GO Station project, noise and vibration impact assessments are being undertaken to help determine what mitigation measures tied to temporary construction activities and permanent operations may be required. A targeted traffic impact assessment is also underway to evaluate how the proposed station may influence traffic operations along Casablanca Boulevard and the surrounding road network. This includes traffic counts and site observations to capture current conditions and better understand day to day patterns. Niagara Region has also planned for this GO Station in the design for the reconstruction of Casablanca Boulevard. The full build out for Casablanca Boulevard has identified required lane configurations and traffic signal requirements based on anticipated future traffic.As design advances and a contractor is onboarded, pre-condition survey's will be undertaken as warranted for structures (i.e. homes/buildings) adjacent the project area to better understand the current structural conditions and monitor to further inform any impacts during and post-construction that need to be addressed. Where impacts are identified through the environmental assessments, appropriate mitigation measures, such as fencing or barriers, will be considered during detailed design.We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	01-Apr-26

134 - 31-Mar-26 POST PIC	With the development of the new station and expected increase in traffic, noise, and overall activity in the area, I wanted to inquire whether my property has been included in any impact assessments or mitigation planning. Specifically, I'm wondering: • Whether any noise or traffic studies were conducted for homes along Casablanca Blvd • If there are any plans for fencing, sound barriers, or other forms of property mitigation • Whether homeowners in my area may qualify for any upgrades or improvements due to the project My property is a corner lot and directly exposed to the main road, and I've noticed that some nearby homes have more substantial barriers (such as masonry walls), which raised the question. I would really appreciate any information or direction you can provide regarding this.	Yes	Transit	Y	Thank you for participating in the Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP) and for sharing your questions. As part of the Grimsby GO Station project, noise and vibration impact assessments are being undertaken to help determine what mitigation measures tied to temporary construction activities and permanent operations may be required. A targeted traffic impact assessment is also underway to evaluate how the proposed station may influence traffic operations along Casablanca Boulevard and the surrounding road network. This includes traffic counts and site observations to capture current conditions and better understand day to day patterns. Niagara Region has also planned for this GO Station in the design for the reconstruction of Casablanca Boulevard. The full build out for Casablanca Boulevard has identified required lane configurations and traffic signal requirements based on anticipated future traffic. As design advances and a contractor is onboarded, pre-condition survey's will be undertaken as warranted for structures (i.e. homes/buildings) adjacent the project area to better understand the current structural conditions and monitor to further inform any impacts during and post-construction that need to be addressed. Where impacts are identified through the environmental assessments, appropriate mitigation measures, such as fencing or barriers, will be considered during detailed design. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	1-Apr-26

135 - 31-Mar-26 POST PIC	Thank you for the update. I am truly a Niagara resident of many years but now living in Burlington as family choice as they do not like travelling that QEW and prefer I not as well...we shall see...but I miss Niagara and friends.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	11-May-26

136 - 26 POST PIC	31-Mar-	Unbelievable, no wonder canada is falling behind. Study on top of study . Wow!	Yes	TRPAP	Y	Thank you for participating in the Public Information Centre for the Grimsby GO Station and for your question. We understand the desire to see the station built as soon as possible. Although several studies have been completed in the past, updated work is required in that the project must follow the provincial Transit and Rail Project Assessment Process (TRPAP) which requires current environmental information be assessed before construction can begin. This study is not restarting the process; it builds on all previous work and helps confirm the final design so the project can move forward to construction. Thank you again for your interest in the project. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	11-May-26

137	-	26-Apr-26	Hello Cheryl and to whomever else will head the development of the long anticipated Grimsby GO Station. As a resident of Grimsby my whole life, I think it is crucial to implement this station considering the 1.4% annual growth this town will face over the next 20 years. The primary concern I have toward this station is the lack of transit Grimsby has. The proposed site of the GO Station at Casablanca is easily accessible for those who live in Grimsby on the lake, who amount to a small section of the vast town Grimsby is. To maximize GO profits and customer satisfaction, as well as efficiency, Grimsby desperately needs localized transit to reach the train terminal. I love public transit, I'm actually writing this on the train to Union! But I happen to live 6 kilometres away from Casablanca – not a fair distance for anyone to walk for a train. Not implementing a bus system in Grimsby will deter the population from considering the idea of using the GO station. Even a simple route starting at Bartlett and Main, running straight down main to Casablanca would be magical for the towns economy and would vastly increase the quality of living. As a GO Train defender in a car centric town, please consider implementing a bus system in Grimsby. Thank you for hearing me out.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Transit and Rail Project Assessment Process (TRPAP). Niagara Transit is responsible for providing local transit in collaboration with the Town and currently provides micro transit service in Grimsby that can booked to provide transit from the station into Grimsby. There are also plans for future fixed route bus service from the station to communities east and west of Grimsby. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	Y	11-May-26

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138 - POST PIC	17-Apr-26	We are the owners of 63 Casablanca Boulevard, being the lands immediately adjacent to the Grimsby GO Train Station Yes site as shown on the Current Concept Plan proposed by the Region of Niagara in its current EA Report. Losani Homes is a developer/builder in the Hamilton/Halton/Brantford/Niagara areas, having a 50 year record of building strong communities in these regions. We have completed several P3 related transactions with municipalities, Infrastructure Ontario, the Region of Niagara, School Boards and other governmental agencies. Our senior staff have completed P3 projects specifically connecting Housing with Transit, those notable projects in Toronto include the 8 Storey "Twenty Gothic" building atop of the High Park TTC Station. We write to you now because, despite being immediately next to the GO Station, Ontario's Ministerial Review is expected next month with construction of the project potentially starting in June of this year. This is a tragic lost opportunity given that we are adjoining next door neighbors. Both our capability as community developers and the efficacy of our immediate connection to the station, have been left out of all planning for the station. We feel that the Province should build upon the strengths of its citizens and neighbors, and utilize available lands to create Major Transit Station Areas rather than leave them entirely out of all planning processes. We have made submissions to Ontario in 2022 through the Environmental Registry Portal ERO 019-6216, to the Town of Grimsby through its 2018 Transit Station Secondary Plan and Official Plan processes, and to the Region of Niagara through its 2017 Transportation Master Plan. Despite our pleas for consideration, we find that the following anomalies as summarized in the EA Report remain: • Future Growth Planning: The EA proposes to support future growth in the station area but refuses to plan for any growth on the immediately adjacent lands. • Mixes of Uses: The EA refers to the 2028 Grimsby GO Station Secondary Plan as 'encouraging.mixed.use.development.around.the.future.station"" but instead refuses to plan for, or even consider, any utilization of the immediately adjacent lands. • Social and Economic Context: The EA purports to consider the future social and economic context that will influence the use of the Grimsby GO Station, as well as land use and growth within the vicinity of the project area. This statement is inconsistent with the current planning which entirely leaves out the immediately adjacent lands. • Land Use: The EA confirms its land use vision as guided by a Planning Framework – incorporating transportation, urban design, and high-quality public realm, despite, and in stark contravention of Transit Station Area policy, it provides no Planning Framework for the immediately adjacent lands. • Safety and Accessibility for Ontarians: The EA proposes safe walking routes, but paradoxically all planning ignores	Y	1-May-26	Thank you for participating in the online Public Information Centre for the Grimsby GO Station and for sharing your thoughtful comments. The TRPAP focuses specifically on the lands required to support the proposed GO Station and not on developing a land use planning framework for the surrounding lands. Areas along the rail corridor but outside this defined station footprint are not part of the GO Station's transit oriented development (TOD) planning under the TRPAP. Major Transit Station Area boundaries are defined based on land use planning policies in provincial and town land use planning documents including the Official Plan. The TRPAP identifies and assesses potential environmental impacts of the proposed station. It will also identify mitigation measures and future commitments to avoid or reduce negative impacts, it does not make recommendations with respect to changes in land use. As future phases of the project are advanced, which will be driven by ridership demands and station expansion needs, the design phase will consider additional station amenities within the south and north properties. We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.

139 - POST PIC	2-May-26	Hi, Can we get an update as your website does not include any updates for 2026. Please put me on the email list to receive updates.	Yes	Thank you for participating in the online Public Information Centre for the Grimsby GO Station Y 11-May-26 Transit and Rail Project Assessment Process (TRPAP). Metrolinx is improving and building an affordable, integrated and sustainable transit network that connects communities to the things that matter most to them. Please subscribe in the URL below to stay up to date with the latest news, progress announcements and construction updates from Metrolinx: www.metrolinx.com/en/subscribe-to-emails We value the time you have taken to provide comments and feedback. This information will be recorded and will help inform the future of the proposed Grimsby GO Station.	

Appendix E.
Flora and Fauna List

Flora Observation Summary

Grimsby GO Station – Transit and Rail Project Assessment Process
Summary of Flora and Fauna Observations (All sources combined)

Flora Observation Summary

HDR Project No. 10385866.

HDR 2025, Grimsby GO Station – Transit and Rail Project Assessment Process Prepared for Niagara Region and Metrolinx (their study area included North and South Property / Broader Area Species Generally Obseved)
Dillion 2018 / 2019, Appendix F Livingston Avenue Extension EA - Natural Heritage Casablanca Boulevard & GO Access EA (Their study area included South Property (woodland) / Broader Area Species Generally Obseved)
AECOM 2018 - Emergent Task #11 Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station (their study area included North Property / Broader Area Species Generally Obseved)
AMEC - Class Environmental Assessment And Preliminary Design Widening Of Regional Road 10 (Casablanca Boulevard) (Their study area included South Property / Broader Area Species Generally Obseved)

Federal Species at Risk Act (SARA) / Protected Species in Ontario List under the Species Conservation Act, 2025

Provinical Conservation Ranking [SNA] Not Applicapable, [SE] Non-Native, [S1] Extremely Rare [S2] Very Rare [S3] Rare [S4] Apparentenly Secure [S5] Secure

Coefficient of Conservatism values range from 0 to 10 and represent an estimated probability that a plant is likely to occur in a landscape that is relatively unaltered or is in a pre-settlement condition.

HDR recognizes scientific names may not be current. Where possible the 2026 NHIC data species names and Database of Vascular Plants of Canada (VASCAN). listings may vary due to incorporation of secondary data sources (previous survey lists by others).

HDR reconginizes there are also the LOCAL STATUS Site District 7E-4 and Local Status in Niagara however these have not been verified as updated and therefore excluded.

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	Srank	CC	HDR Woodland	HDR South	HDR North	Dillion	AECOM	AMEC
Acer negundo	Manitoba Maple	---	---	S5	0	●	●	●	●		
Acer platanoides	Norway Maple	---	---	SNA	---	●		●			
Acer rubrum	Red Maple	---	---	S5	4	●			●		
Acer saccharinum	Silver Maple	---	---	S5	5	●			●		●
Acer saccharum	Sugar Maple	---	---	S5	4	●			●		●
Acer x freemanii	Freeman's Maple	---	---	SNA	---	●		●	●		
Achillea millefolium	Common Yarrow	---	---	SE	---	●	●		●		●
Agrimonia eupatoria	European Agrimony	---	---	SNA	---	●	●		●		
Agrimonia sp.	Agrimony species	---	---	SNA			●				●
Agrostis gigantea	Redtop*	---	---	SNA	---						●
Agrostis stolonifera	Creeping Bentgrass	---	---	SNA	0		●		●		
Alliaria petiolata	Garlic Mustard	---	---	SNA	---	●	●		●	●	●
Anemone canadensis	Canada Anemone	---	---	S5	3	●		●	●		
Arctium minus	Common Burdock	---	---	SNA	---		●	●	●	●	●
Arisaema triphyllum	Jack-in-the-pulpit	---	---	S5	5				●		●
Asclepias syriaca	Common Milkweed	---	---	S5	0		●	●	●	●	
Asparagus officinalis	Asparagus	---	---	SNA	---						●
Asparagus officinalis	Garden Asparagus	---	---	SNA	---		●		●		
Asteraceae sp.	Aster Species	---	---	---	---		●	●	●		●
Barbarea vulgaris	Bitter Wintercress	---	---	SNA	---						
Barbarea vulgaris	Garden Yellowrocket	---	---	SNA	---			●		●	
Berberis thunbergii	Japanese Barberry	---	---	SNA	---						●
Betula papyrifera	Paper Birch	---	---	S5	2	●					
Bidens frondosa	Devil's Beggarticks	---	---	S5	3		●		●		
Bromus inermis ssp. inermis	Smooth Brome	---	---	SNA						●	
Caltha palustris	Yellow Marsh Marigold	---	---	S5	5				●		
Campanula americana	Tall Bellflower	---	---	S4	8		●		●		
Carduus nutans ssp.*nutans*	Nodding Thistle	---	---	SNA	---		●		●		
Carex Sp.	Sedge Species	---	---	---	---				●		●
Carya cordiformis	Bitternut Hickory	---	---	S5	6	●			●		●
Carya ovata	Shagbark Hickory	---	---	S5	6	●			●		●
Cerastium fontanum	Common Mouse-ear Chickweed	---	---	SNA	---		●				
Cirsium arvense	Canada Thistle	---	---	SNA	---		●		●	●	●
Cirsium vulgare	Bull Thistle	---	---	SNA	---		●		●	●	

Flora Observation Summary

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	Srank	CC	Woodland	South	North	Dillion	AECOM	AMEC
							HDR				
Cornus alternifolia	Alternate-leaved Dogwood	---	---	S5	6	●			●		
Cornus racemosa	Gray Dogwood	---	---	S5	2			●	●	●	●
Cornus sericea ssp sericea	Red-osier Dogwood	---	---	S5	2	●		●	●		●
Crataegus crus-galli	Cockspur Hawthorn	---	---	S5	4				●		
Crataegus mollis	Downy Hawthorn	---	---	S5	4				●		
Crataegus sp	Hawthorn Sp.	---	---	S5	4		●	●		●	●
Dactylis glomerata	Orchard Grass	---	---	SNA	---		●				
Daucus carota	Wild Carrot	---	---	SNA	---		●	●	●	●	●
Dipsacus fullonum	Fuller's Teasel	---	---	SE5	---		●	●	●	●	
Echium vulgare	Viper's Bugloss			SNA						●	
Elaeagnus angustifolia	Russian Olive	---	---	SNA	---				●		
Elymus repens	Creeping Wildrye	---	---	SNA	---		●	●	●		
Epilobium ciliatum ssp. *ciliatum*	Hairy Willowherb or Sticky Willowherb	---	---	S5	3		●		●		
Erigeron hyssopifolius	Daisy Fleabane	---	---	S5	10		●		●		
Erythronium sp.	Trout-lily sp.	---	---	S5	---	●					●
Euonymus alatus	Winged Euonymus	---	---	SNA	---				●		
Euonymus obovata	Running Strawberry Bush	---	---	S5	6	●			●		
Euthamia graminifolia	Grass-leaved Goldenrod	---	---	S5	2		●	●	●	●	
Fagus grandifolia	American Beech	---	---	S4	6				●		
Fallopia sp.	Knotweed species	---	---	---	---		●		●		
Fragaria vesca	Woodland Strawberry	---	---	S5	2						●
Fragaria virginiana	Wild Strawberry	---	---	S5	2	●	●	●	●	●	●
Fraxinus americana	White Ash	---	---	S4	4		●	●	●	●	●
Fraxinus pennsylvanica	Green Ash	---	---	S4	3		●		●		●
Galium aparine	Cleavers	---	---	SNA	---						●
Galium mollugo	Smooth Bedstraw	---	---	SNA	---		●		●		
Geranium maculatum	Spotted Geranium	---	---	S5	6				●		●
Geranium robertianum	Herb-Robert	---	---	S5	---	●			●		
Geum aleppicum	Yellow Avens	---	---	S5	2				●		
Geum sp.	Avens Speceis	---	---	---	---	●			●		●
Glechoma hederacea	Ground Ivy	---	---	SNA	---				●		
Heracleum maximum	Cow-parsnip	---	---	S5	3		●		●		
Hesperis matronalis	Dame's Rocket	---	---	SNA	---						●
Hibiscus sp.	Rose-mallow species (non-native)	---	---	SNA	---				●		
Impatiens capensis	Spotted Jewelweed	---	---	S5	4				●		
Iris pseudacorus	Yellow Iris	---	---	SNA	---				●		
Juglans nigra	Black Walnut	---	---	S4	5	●		●	●		
Juncaceae sp.	Rush Species	---	---	S5	4				●		
Juncus effusus	Soft Rush	---	---	S5	4				●		
Juncus tenuis	Path Rush	---	---	S5	0				●		
Juncus torreyi	Torrey's Rush	---	---	S5	3					●	
Juniperus virginiana	Eastern Red Cedar	---	---	S5	4				●		
Leucanthemum vulgare	Oxeye Daisy	---	---	SNA	---	●	●		●		

Flora Observation Summary

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	Srank	CC	Woodland	South	North	Dillion	AECOM	AMEC
							HDR				
Lilium michiganense	Michigan Lily	---	---	S5	7	●			●		
Linaria vulgaris	Butter-and-eggs	---	---	SNA	---		●		●		
Lonicera tatarica	Tartarian Honeysuckle	---	---	SNA	---	●	●	●	●	●	●
Lotus corniculatus	Garden Bird's-foot Trefoil	---	---	SNA	---		●	●	●		
Lythrum salicaria	Purple Loosestrife	---	---	SNA	---			●	●	●	
Malus coronaria	Sweet Crabapple	---	---	S4	5				●		
Malus pumila	Common Apple	---	---	SNA	---			●	●	●	
Malus sp.	Apple species	---	---	S5	---						●
Medicago lupulina	Black Medic	---	---	S5	---						●
Melilotus albus	White Sweet-clover	---	---	SNA	---		●	●	●	●	
Oenothera biennis	Common Evening Primrose	---	---	S5	0			●	●	●	
Ostrya virginiana	Eastern Hop-hornbeam	---	---	S5	4	●			●		●
Parthenocissus quinquefolia	Thicket Creeper	---	---	S5	---						●
Parthenocissus quinquefolia	Virginia Creeper	---	---	S4?	6	●			●		
Phalaris arundinacea	Reed Canary Grass	---	---	S5	0			●	●	●	
Phleum pratense	Common Timothy	---	---	SNA	---		●		●		●
Phragmites australis ssp. *americanus*	Common Reed	---	---	S4?	---			●	●	●	
Picea glauca	White Spruce	---	---	S5	6				●		
Pilea pumila	Canada Clearweed	---	---	S5	5	●			●		
Pinus strobus	Eastern White Pine	---	---	S5	4	●			●		
Pinus sylvestris	Scotch Pine	---	---	SNA	---	●			●		
Plantago major	Common Plantain	---	---	S5	---		●	●	●	●	●
Poa sp.	Poa species	---	---	---	---			●			
Poaceae sp.	Grass Species	---	---	---	---		●	●	●	●	●
Podophyllum peltatum	May-apple	---	---	S5	---						●
Populus alba	White Poplar	---	---	SNA	---	●			●		
Populus balsamifera	Balsam Poplar	---	---	S5	---						●
Populus deltoides ssp. *deltoides*	Eastern Cottonwood	---	---	S5	4			●	●		
Populus grandidentata	Large-tooth Aspen	---	---	S5	5	●		●	●		●
Populus tremuloides	Trembling Aspen	---	---	S5	2			●	●	●	
Potentilla recta	Silphur Cinquefoil										●
Prunella vulgaris ssp. *lanceolata*	Self-heal	---	---	S5	5	●			●		
Prunus avium	Sweet Cherry	---	---	SNA	---				●		
Prunus padus	European Bird Cherry	---	---	SNA	---				●		
Prunus pensylvanica	Pin Cherry			S5	3					●	
Prunus serotina	Wild Black Cherry	---	---	S5	3	●			●		
Prunus virginiana	Choke Cherry	---	---	S5	2				●		
Quercus alba	White Oak	---	---	S5	6				●		
Quercus macrocarpa	Bur Oak	---	---	S5	5	●			●		
Quercus rubra	Northern Red Oak	---	---	S5	6	●			●		
Ranunculus acris	Tall Buttercup	---	---	SNA	---		●	●	●		
Rhamnus cathartica	Common Buckthorn	---	---	SNA	---	●	●	●	●	●	●
Rhus hirta	Staghorn Sumac	---	---	S5	1	●	●	●	●	●	

Flora Observation Summary

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	Srank	CC	Woodland	South	North	Dillion	AECOM	AMEC
							HDR				
Ribes cynosbati	Prickly Gooseberry	---	---	S5	4				●		●
Rosa multiflora	Multiflora Rose	---	---	SNA	---	●		●	●	●	●
Rosa sp.	Rose species	---	---	---	---						●
Rubus allegheniensis	Alleghany Blackberry or Common Blackberry	---	---	S5	2				●		
Rubus idaeus ssp *idaeus*	Common Red Raspberry	---	---	SNA	---				●		●
Rubus occidentalis	Black Raspberry	---	---	S5	2				●		
Rubus odoratus	Purple-flowering Raspberry	---	---	S5	3	●			●		
Rumex crispus	Curly Dock	---	---	SNA	---		●	●	●	●	●
Salix alba	White Willow	---	---	SNA	---				●		
Salix amygdaloides	Peach-leaved Willow	---	---	S5	6				●		
Salix nigra	Black Willow	---	---	S5	---						●
Salix sp.	Willow species	---	---	---	---						●
Sambucus racemosa ssp. *Pubens*	Red-berried Elderberry	---	---	S5	5				●		
Sanguinaria canadensis	Bloodroot	---	---	S5	5	●			●		
Schedonorus sp.	Fescue species	---	---	---	---				●		
Scirpus atrovirens	Dark-green Bulrush	---	---	S5	3				●		
Setaria viridis	Green Foxtail	---	---	SNA	---				●		
Silene vulgaris	Maiden's Tears	---	---	SNA	---				●		
Solanum dulcamara	Climbing Nightshade /Bittersweet Nightshade	---	---	SNA	---	●			●		
Solidago altissima ssp. *altissima*	Eastern Late Goldenrod	---	---	S5	1		●	●	●		
Solidago canadensis var. *canadensis*	Canada Goldenrod	---	---	S5	1		●		●	●	
Solidago nemoralis ssp. *nemoralis*	Gray-stemmed Goldenrod	---	---	S5	2				●		
Solidago sp.	Goldenrod Species	---	---	---	---		●	●	●	●	●
Symphyotrichum ericoides var. *ericoides*	White Heath Aster	---	---	S5	4				●		
Symphyotrichum lanceolatum ssp. *lanceolatum*	Panicled Aster	---	---	S5	3		●		●		
Symphyotrichum lateriflorum	Starved Aster	---	---	S5	3				●		
Symphyotrichum novaeangliae	New England Aster	---	---	S5	2		●	●	●		
Symphyotrichum pilosum var. *pilosum*	Old Field Aster	---	---	S5	4				●		
Symphyotrichum puniceum var. *puniceum*	Swamp Aster	---	---	S5	6				●		
Syringa vulgaris	Common Lilac	---	---	SNA	---			●	●		
Tilia americana	American Basswood	---	---	S5	4	●	●		●		
Tilia cordata	Little-leaf Linden	---	---	SNA	---				●		
Toxicodendron radicans	Poison Ivy	---	---	S5	---	●	●	●		●	
Trifolium pratense	Red Clover	---	---	SNA	---						●
Trillium grandiflorum	White Trillium	---	---	S5	5				●		
Triodanis perfoliata	Clasping-leaved Venus' Looking-glass	---	---	S5	---						●
Typha angustifolia	Narrow-leaved Cattail	---	---	SNA	3				●		
Ulmus americana	American Elm	---	---	S5	3				●		●
Verbascum thapsus	Common Mullein	---	---	SNA	---			●		●	●
Verbena hastata	Blue Vervain	---	---	S5	4				●		
Veronica arvensis	Corn Speedwell	---	---	SNA	---						●
Viburnum lentago	Nannyberry	---	---	S5	4			●	●	●	
Vicia cracca	Tufted Vetch	---	---	SNA	---		●	●	●		●

Grimsby GO Station – Transit and Rail Project Assessment Process
Summary of Flora and Fauna Observations (All sources combined)

Flora Observation Summary

HDR Project No. 10385866.

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	Srank	CC	Woodland	South	North	Dillion	AECOM	AMEC
						HDR					
Viola sororia	Wolly Blue Violet	---	---	S5	---						●
Vitis riparia	Riverbank Grape	---	---	S5	0	●			●	●	●
Zanthoxylum americanum	Northern Prickley Ash	---	---	S5	3				●		

Wildlife Observation Summary

Grimsby GO Station – Transit and Rail Project Assessment Process
Summary of Flora and Fauna Observations (All sources combined)

Wildlife Observation Summary

HDR Project No. 10385866.

HDR 2025, Grimsby GO Station – Transit and Rail Project Assessment Process Prepared for Niagara Region and Metrolinx (their study area included North and South Property / Broader Area Species Generally Obseved)
Dillion 2018 / 2019, Appendix F Livingston Avenue Extension EA - Natural Heritage Casablanca Boulevard & GO Access EA (Their study area included South Property (woodland) / Broader Area Species Generally Obseved)
AECOM 2018 - Emergent Task #11 Niagara GO Expansion – Natural Environment Memorandum for Grimsby Station (their study area included North Property / Broader Area Species Generally Obseved)
AMEC - Class Environmental Assessment And Preliminary Design Widening Of Regional Road 10 (Casablanca Boulevard) (Their study area included South Property / Broader Area Species Generally Obseved)

Federal Species at Risk Act (SARA)

Protected Species in Ontario List under the Species Conservation Act, 2025

Provincial Conservation Ranking [SNA] Not Applicable, [SE] Non-Native Species [S1] Extremely Rare [S2]Very Rare [S3] Rare [S4] Apparently Secure [S5] Secure with [B] Within Breeding Range Of Species [S]Subnational Ranking, [N] National Ranking

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	MBCA, 2022 Sch 1	Srank	HDR				HDR Comments	Dillion Woodland	AECOM	AMEC
						HDR Woodland Edge	South	North	General Area				
Empidonax alnorum	Alder Flycatcher	---	---		S5B						●		
Corvus brachyrhynchos	American Crow	---	---		S5B	S	S		●		●		●
Carduelis tristis	American Goldfinch	---	---		S5B		V		●		●		●
Setophaga ruticilla	American Redstart	---	---		S5B						●		
Turdus migratorius	American Robin	---	---		S5B		X	S	●			●	●
Icterus galbula	Baltimore Oriole	---	---		S4B	S			●		●		●
Riparia riparia	Bank Swallow	THR	No longer Listed		S4B					No habitat affinities	●		
Hirundo rustica	Barn Swallow	THR	No longer Listed		S4B		X (Several Paris)		●	no nesting structures	●		●
Dolichonyx oryzivorus	Bobolink	THR under consideration for status Change	No longer Listed		S4B					Not Observed / Habitat low affinities			●
Mniotilta varia	Black-and-white Warbler	---	---		S5B		V				●		
Poecile atricapillus	Black-capped Chickadee	---	---		S5				●		●		●
Setophaga striata	Blackpoll Warbler	---	---		S4B						●		
Cyanocitta cristata	Blue Jay	---	---		S5	S	S		●		●		●
Buteo platypterus	Broad-winged Hawk	---	---		S5B						●		
Molothrus ater	Brown-headed Cowbird	---	---		S4B	S	S		●		●	●	●
Branta canadensis	Canada Goose	---	---		S5		X		●	Foraging / Overhead			
Bombycilla cedrorum	Cedar Waxwing	---	---		S5B	S			●		●		●
Setophaga pensylvanica	Chestnut-sided Warbler	---	---		S5B						●		●
Chaetura pelagica	Chimney Swift	THR	No longer Listed		S3B								●
Spizella passerina	Chipping Sparrow	---	---		S5B,S3N		S		●				●
Quiscalus quiscula	Common Grackle	---	---		S5B				●		●	●	●
Geothlypis trichas	Common Yellowthroat	---	---		S5B		S		●		●		
Accipiter cooperii	Cooper's Hawk	---	---		S4						●		
Picoides pubescens	Downy Woodpecker	---	---		S5	P			●		●		●
Sturnella magna	Eastern Meadowlark	THR	No longer Listed		S4B					Not Observed / Habitat low affinities	●		●
Sayornis phoebe	Eastern Phoebe	---	---		S5B						●		

Grimsby GO Station – Transit and Rail Project Assessment Process
Summary of Flora and Fauna Observations (All sources combined)

Wildlife Observation Summary

HDR Project No. 10385866.

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	MBCA, 2022 Sch 1	Srank	HDR Woodland Edge	South	North	General Area	HDR Comments	Dillion Woodland	AECOM	AMEC
							HDR						
Megascops asio	Eastern Screeh Owl	---	---		S4	1 Adut in nest Box			●	Nest Box – Observed in box during earlier April surveys. No young.			
Contopus virens	Eastern Wood-pewee	SC	No longer Listed		S4B						●		
Sturnus vulgaris	Eurpean Starling	---	---		S5B	S	S	S	●			●	●
Spizella pusilla	Field Sparrow	---	---		S4B		S		●		●		
Dumetella carolinensis	Gray Catbird	---	---		S4B				●		●		●
Eremophila alpestris	Horned Lark	---	---		S4B								●
Myiarchus crinitus	Great Crested Flycatcher	---	---		S4B						●		
Picoides villosus	Hairy Woodpecker	---	---		S5						●		
Larus argentatus	Herring Gull	---	---		S5B,S5N				●		●		
Carpodacus mexicanus	House Finch	---	---		SNA						●		
Passer domesticus	House Sparrow	---	---		SNA	S	V		●		●	●	●
Troglodytes aedon	House Wren	---	---		S5B								●
Passerina cyanea	Indigo Bunting	---	---		S4B						●		
Charadrius vociferus	Killdeer	---	---		S5B,S5N		NN		●		●		●
Empidonax minimus	Least Flycatcher	---	---		S4B						●		
Setophaga magnolia	Magnolia Warbler	---	---		S5B						●		
Anas platyrhynchos	Mallard	---	---		S5						●		
Zenaida macroura	Moring Dove	---	---		S5B		S	S	●				●
Cardinalis cardinalis	Northern Cardinal	---	---		S5	S	S		●		●		●
Colaptes auratus	Norther Flicker	---	---		S5B				●				●
Mimus polyglottos	Norther Mocking Bird	---	---		S4								
Dryocopus pileatus	Pileated Woodpecker	---	---	Y Nest Cavity	S5				●	Interior Woodland			
Progne subis	Purple Martin	---	---		S3B								●
Carpodacus purpureus	Purple Finch	---	---		S4B						●		
Melanerpes erythrocephalus	Red-headed Woodpecker	THR	No longer Listed		S4B					No observed	●		●
Buteo jamaicensis	Red-tailed Hawk	---	---		S5				●	Overhead / no visiable stick nests			●
Agelaius phoeniceus	Red-winged Blackbird	---	---		S4		S		●	Foraging (no wetland habitat)	●	●	●
Vireo olivaceus	Red-eyed Vireo	---	---		S5B								●
Larus delawarensis	Ring-billed Gull	---	---		S5B,S4N				●	Overhead	●		●
Patagioena livia	Rock Pigeon	---	---		S5				●	Overhead			●
Pheucticus ludovicianus	Rose-breasted Grosbeak	---	---		S4B						●		
Passerculus sandwichensis	Savannah Sparrow	---	---		S4B		V		●	Most common species observed in Fie	●		●
Melospiza melodia	Song Sparrow	---	---		S5B						●	●	●
Accipiter striatus	Sharp-shinned Hawk	---	---		S5					no visiable stick nests			●
Tachycineta bicolor	Tree Swallow	---	---		S4S5B								●
Pooecetes gramineus	Vesper Sparrow	---	---		S5B		V		●	Most common species observed in Fields			

Wildlife Observation Summary

Scientific Name	Common Name	Federal SARA Sch 1	PSO List	MBCA, 2022 Sch 1	Srank	HDR Woodland Edge	HDR South	HDR North	HDR General Area	HDR Comments	Dillion Woodland	AECOM	AMEC
Empidonax traillii	Willow Flycatcher	---	---		S5B						●		●
Sphyrapicus varius	Yellow-bellied Sapsucker	---	---		S5	S					●		
Setophaga petechia	Yellow Warbler	---	---		S5B	S	S	S	●		●	●	●
Empidonax flaviventris	Yellow-bellied Flycatcher	---	---		S5B						●		
Mamals													
Canis latrans	Coyote	---	---	---	S5		●	●		Tracks, Scat			
Procyon lotor	Northern Raccoon	---	---	---	S5		●			Tracks, Scat			●
Mephitis mephitis	Striped Skunk	---	---	---	S5		●			Tracks			●
Odocoileus virginianus	White-tailed Deer	---	---	---	S5		●						
Sciurus carolinensis	Eastern Gray Squirrel	---	---	---	S5		●	●					
Tamiasciurus hudsonicus	Red Squirrel	---	---	---	S5	●							
Reptiles / Turtles													
Thamnophis sirtalis sirtalis	Eastern Gartersnake	---	---	---	S5		●			Others Metrolink			
Lithobates clamitans	Green Frog	---	---	---	S5				●	adjacent Pond			
Insects												●	
Pieris rapae	Cabbage White	---	---	---	SNA		●	●					
Celastrina	Azure	---	---	---	S5		●						
Thymelicus lineola	Eurpopean Skipper	---	---	---	SNA		●						
Colias philodice	Clouded Sulphur	---	---	---	S5		●						

Breeding Bird Evidence Codes

Observed

X: Species observed during its breeding season, but NOT in suitable nesting habitat (no breeding evidence found). Note that this code is rarely used as birds tend to occupy nesting habitat during the breeding season. Do not use for species known to be migrants.

Possible

H: Species observed in suitable nesting Habitat during its breeding season.

S: Singing male or adult producing other sounds associated with breeding (e.g., calls or drumming) in suitable nesting habitat during the species' breeding season.

Probable

M: Multiple singing/calling/drumming individuals (7 or more) heard during one visit to a single square and in suitable nesting habitat during the species' breeding season.

P: Pair observed in suitable nesting habitat during the species' breeding season.

T: Presumed Territory based on the presence of an adult bird in the same suitable nesting habitat patch on at least two visits, one week or more apart
during the species' breeding season. "T" is not to be used for colonial birds, or species that might forage or loaf a long distance from their nesting site (e.g. Turkey Vulture, and male waterfowl).

Confirmed

NB: Nest building, including the carrying of nesting material, by all species except wrens and woodpeckers.

DD: Distraction Display, injury-feigning, or other displays attempting to draw attention away from a nest or young.

NU: Empty Nest Used or identifiable eggshells from earlier in the same nesting season.

FY: Recently Fledged Young (nidicolous species – whose young are raised in a nest) or downy young (nidifugous species – whose young leave the nest soon after hatching) incapable of sustained flight.

AE: Adult Entering, occupying, or leaving a nest site (visible or not) or whose behavior suggests the presence of an occupied nest.

FS: Adult carrying a Faecal Sac.

CF: Adult Carrying Food for young.

NE: Nest containing eggs

NY: Nest with Young (seen or heard)

Appendix F.
Tree Inventory (Table and Location Map)

May 15, 2026

Grimsby GO Station – Transit and Rail Project Assessment Process
Field Survey September 2025/ March 2026

Tree Inventory Table

HDR Project No. 10385866.

1)The timing of the tree evaluation can have a significant impact on the accuracy of tree identification. Acer x freemanii and Acer saccharinum are difficult to distinguish, particularly in urban environments where trees may show traits of hybridity.
2) Fraxinus pennsylvanica, Fraxinus americana (except SAR Nigra) are collectively grouped to species (Fraxinus sp.) as it is difficult to distinguish when key traits are absent (keys, flowers, leaves).
2) The timing of the tree evaluation can have a significant impact on the accuracy of tree identification. Acer x freemanii and Acer saccharinum are difficult to distinguish
3) MX Height Catagories[A] 1-2 m[B]3-5 m [C]6-8 m [D]9-12 m [E]13-16 m [F]>16 m
*4)Minimum Tree Preservation Zones [TPZ]: Based on dripline and or MX / City Standards whichever is greater Refer to Arborist Report for determinization * for ease of application during construction rounded*
5)Tree Condition: [G]Good: tree displays less than 15% deficiency/defeat / [F]Fair: tree displays 15-40% deficiency/defect / [P]Poor: tree displays greater than 40% deficiency/defect / [D] Dead
5)Fraxinus specie:s (excluding SAR Nigra) are given a rating of Dead or Poor due to presence of EAB and municipal directives towards ash management

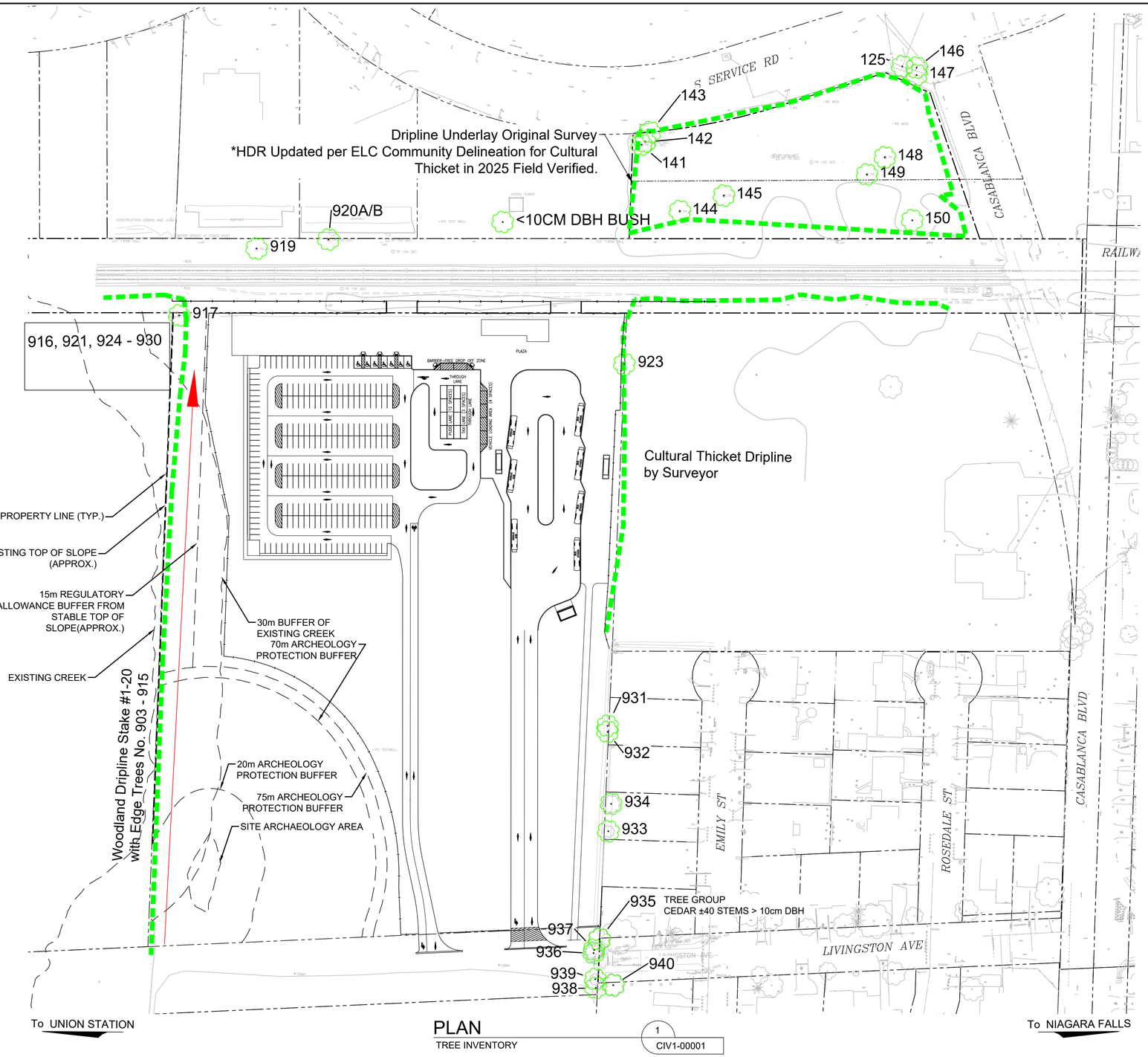
Tree ID #	Botantical Name [1,2]	Common Name	DBH (cm)	DBH (Mulistem)	# Stems	Driplines (m)	Height (m) [3]	Overall Condition [5]	Preservation Priority	Ownership	Lean Direction, into Corridor	Structural Defects	Hazard Tree	Invasive, Pest & Disease Prone	Higher Value, Category (Bio Significant)	SAR / SCC	Bioculturally Significant	Cavity	Simple [S] / Complex [C] Habitat Type
South Property																			
903	Bur Oak	Quercus macrocarpa	18	18,18	2	Staked	B	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	Y	n	C
904	Red Oak	Quercus rubra	38		1	Staked	C	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	y	n	C
905	Black Walnut	Juglans nigra	15	15,18	2	Staked	B	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	y	n	C
906	Black Walnut	Juglans nigra	35		1	Staked	C	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	y	n	C
907	Black Walnut	Juglans nigra	30		1	Staked	D	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	y	n	C
908	Basswood	Tilia americana	15	15,15,15,15,15,15	6	Staked	C	F	Woodland Edge	Private	nil	Limb damage & dieback	n	n	Woodland	n	y	n	C
909	Black Walnut	Juglans nigra	25		1	Staked	C	G	Woodland Edge	Private	nil	n	n	n	Woodland	n	y	n	C
910	Red/Green Ash	Fraxinus pennsylvanica	30		1	Staked	D	P	Woodland Edge	Private	nil	EAB	n	y	Woodland	n	n	n	C
911	Bur Oak	Quercus macrocarpa	28		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	n	nil	nil	nil	n	C
912	Droped Tag	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	n	nil	nil	nil	nil	nil	nil	nil
913	Shagbark Hickory	Carya ovata	20		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	n	nil	n	y	n	C
914	Shagbark Hickory	Carya ovata	28		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	n	nil	n	y	n	C
915	Black Walnut	Juglans nigra	38		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	n	nil	n	y	n	C
916	Black Cherry	*Prunus serotina*	26		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	n	nil	n	y	n	C
919	Black Walnut	Juglans nigra	10		1	2	C	G	Woodland Edge	Private	nil	n	nil	n	Woodland	n	y	n	S
920	Black Walnut	Juglans nigra	20		1	3	C	G	Woodland Edge	Private	nil	n	nil	n	n	n	y	n	S
921	Bush Cluster	Fraxinus	10	10 x 5	5	1	A	p	Woodland Edge	Private	nil	EAB & damanged limbs	nil	Y	nil	n	n	n	S
923	Black Walnut	Juglans nigra	15		1	Staked	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
924	Black Walnut	Juglans nigra	15		1	Staked	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
925	Black Walnut	Juglans nigra	15		1	Staked	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
926	Black Walnut	Juglans nigra	15		1	Staked	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
927	Black Walnut	Juglans nigra	15	15,18,10 (cluster)	3	Staked	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
928	Black Walnut	Juglans nigra	25		1	Staked	C	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	C
929	Black Walnut	Juglans nigra	20		1	2	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	S
930	Black Walnut	Juglans nigra	15		1	2	B	G	Woodland Edge	Private	nil	n	nil	nil	nil	n	y	n	S
931	Silver Maple	Acer saccharinum / freemanii	45		1	8	D	G	Mature Private	Private	nil	n	nil	nil	nil	n	y	n	S
932	Silver Maple	Acer saccharinum / freemanii	45		1	8	D	G	Mature Private	Private	nil	n	nil	nil	nil	n	y	n	S
933	Ohio Buckeye	Aesculus glabra	35		1	3	D	G	Mature Private	Private	nil	n	nil	nil	nil	n	y	n	S
934	English Walnut	Juglans regia / nigra	40		1	5	D	G	Mature Private	Private	nil	n	nil	nil	nil	n	y	n	S

Tree Inventory Table

Tree ID #	Botantical Name [1,2]	Common Name	DBH (cm)	DBH (Mulistem)	# Stems	Driplines (m)	Height (m) [3]	Overall Condition [5]	Preservation Priority	Ownership	Lean Direction, into Corridor	Structural Defects	Hazard Tree	Invasive, Pest & Disease Prone	Higher Value, Category (Bio Significant)	SAR / SCC	Bioculturally Significant	Cavity	Simple [S] / Complex [C] Habitat Type
935	Tree group Eastern White Cedar	Thuja occidentalis	10+/-	8 to 10	40	1	B	G	Screen, Private	Easment	nil	n	nil	nil	nil	n	y	nil	S
936	Carolina Poplar	Populus x canadensis	40	40,38,28	3	5	D	F	Mature Private	Easment	nil	Pruning damage	nil	nil	nil	n		n	S
937	Carolina Poplar	Populus x canadensis	30	10,30,30,30,30	5	4	D	F	Mature Private	Easment	nil	trunk wound	nil	nil	nil	n		n	S
938	Norway Maple	Acer platanoides	10		1	2	B	G		Easment	nil	n	nil	nil	nil	n		n	S
939	Crab-Apple	Malus x robusta	25	20,25,20	3	2	C	G		Easment	nil	n	nil	nil	nil	n		n	S
940	Norway Maple	Acer platanoides 'Crimson King'	40		1	5	D	G	Mature Private	Private	nil	n	nil	nil	nil	n		n	S
North Property																			
125 (existing tag)	Black Walnut	Juglans nigra	15		1	2	B	F		Metrolinx	nil	Crown Dieback	nil	nil	nil	n	y	n	C
141	Red/Green Ash	Fraxinus pennsylvanica	28		1	2.5	B	P		Metrolinx	nil	EAB	nil	nil	nil	n	n	n	C
142	Or. Cherry	Prunus sp.	40		1	3	C	F		Metrolinx	nil	Y- main stem cut	nil	nil	nil	n	n	n	C
143	Or. Cherry	Prunus sp.	15		1	2	B	F		Metrolinx	nil	Inc Bark	nil	nil	nil	n	n	n	C
144	Red/Green Ash	Fraxinus pennsylvanica	10		1	1	B	P		Metrolinx	nil	EAB	nil	nil	nil	n	n	n	C
145	Red/Green Ash	Fraxinus pennsylvanica	10		1	1	B	P		Metrolinx	nil	EAB	nil	nil	nil	n	n	n	C
146	Black Walnut	Juglans nigra	15		1	1	B	G		Metrolinx	nil	n	nil	nil	nil	n	y	n	C
147	Red/Green Ash	Fraxinus pennsylvanica	15	15,15	2	1	B	P		Metrolinx	nil	EAB	nil	nil	nil	n	n	n	C
148	Siberian Elm	Ulmus pumila	15		1	1	B	G		Metrolinx	nil	n	nil	nil	nil	n	n	n	C
149	Red/Green Ash	Fraxinus pennsylvanica	15		1	1	B	P		Metrolinx	nil	EAB	nil	nil	nil	n	n	n	C
150	Hawthorn	Crataegus sp.	25		1	2	B	F		Metrolinx	nil	n	nil	nil	nil	n	n	n	C

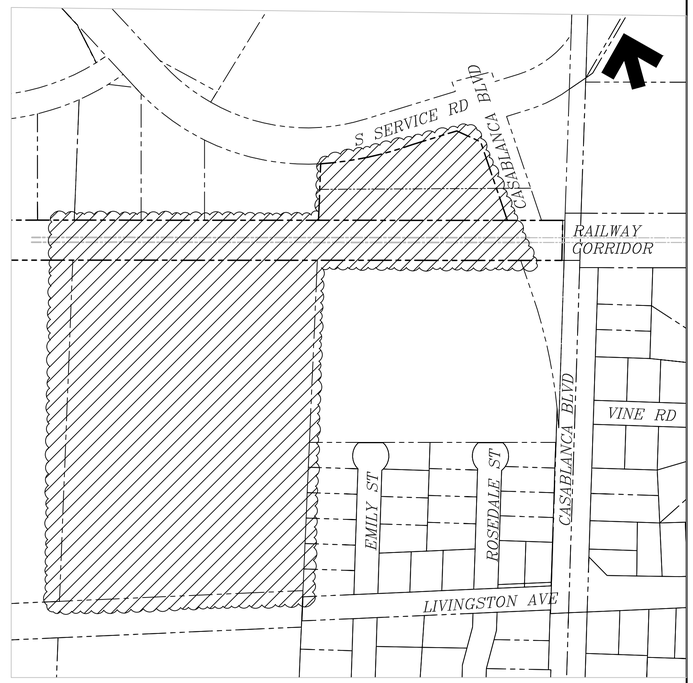
METRIC

ALL DIMENSIONS SHOWN ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE NOTED.



PLAN
TREE INVENTORY
1
CIV1-00001

KEY PLAN



NOTE:

HDR TREE INVENTORY 2025 / 2026

TOPOGRAPHIC SURVEY BY OTHERS
23-25880 GRIMSBY GO STATION DWG

LEGEND:

900 TREE TAG / LOCATION

PROPERTY LINE

TREE DRIPLINE

METROLINX PROJECT NO. 213701

REFERENCE DRAWINGS		ISSUE			REVISIONS		
		A	2026-05-06	ISSUED FOR 10% DESIGN SUBMISSION			
DWG NO.	TITLE	NO.	DATE	ISSUED FOR	REV.	DATE	

DRAWN BY: J.W. 26/03/31	DESIGNED BY: K.L. 26/03/31
CHECKED BY: K.L. 26/04/13	APPROVED BY: A.B. 26/04/13
SCALE: XX 1:1000	FULL SIZE ONLY 0 10 20 30 40m

Niagara Region PUBLIC WORKS

METROLINX

HDR

HDR PROJECT NO. 10385866

GRIMSBY GO STATION
PROPOSED STATION
TREE INVENTORY

CONTRACT NO.	DWG. NO.	REV.	SHEET
	GEO1-00001	A	XX/XX

May 07, 2026, 3:35pm Login name: JUWU
Drawing Name: C:\pwworking\canada01\d0320858\10385866-GEO1-00001.dwg