



Grimsby GO Station

Transit and Rail Project
Assessment Process (TRPAP)

Public Information Centre

Wednesday, March 11, 2026



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

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.

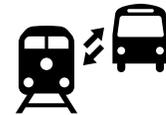
- Scope that is being considered for the Grimsby GO Station includes:



- » 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

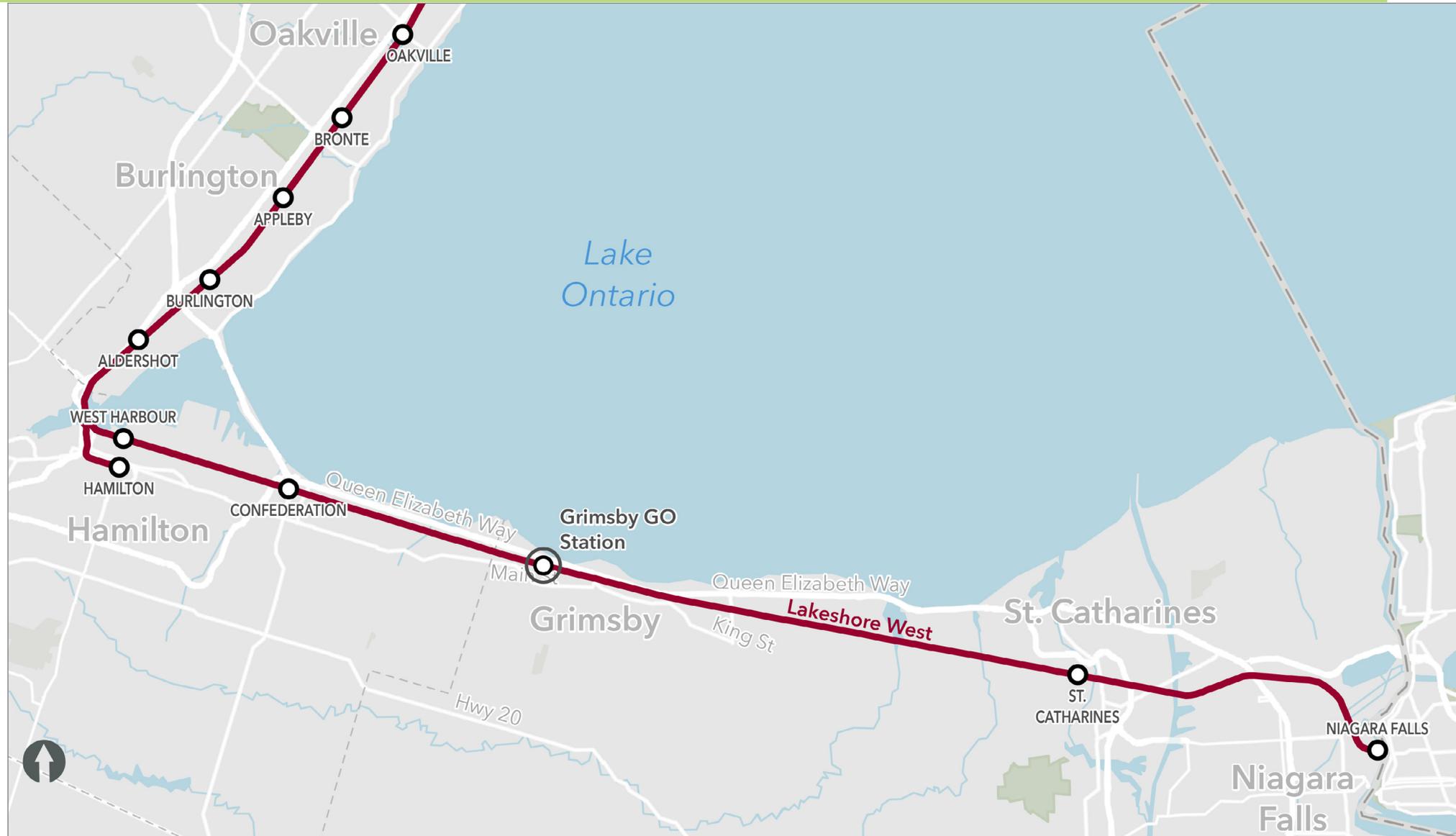


- » Customer shelters, fare payment kiosks, digital information screens for trip information and wayfinding.

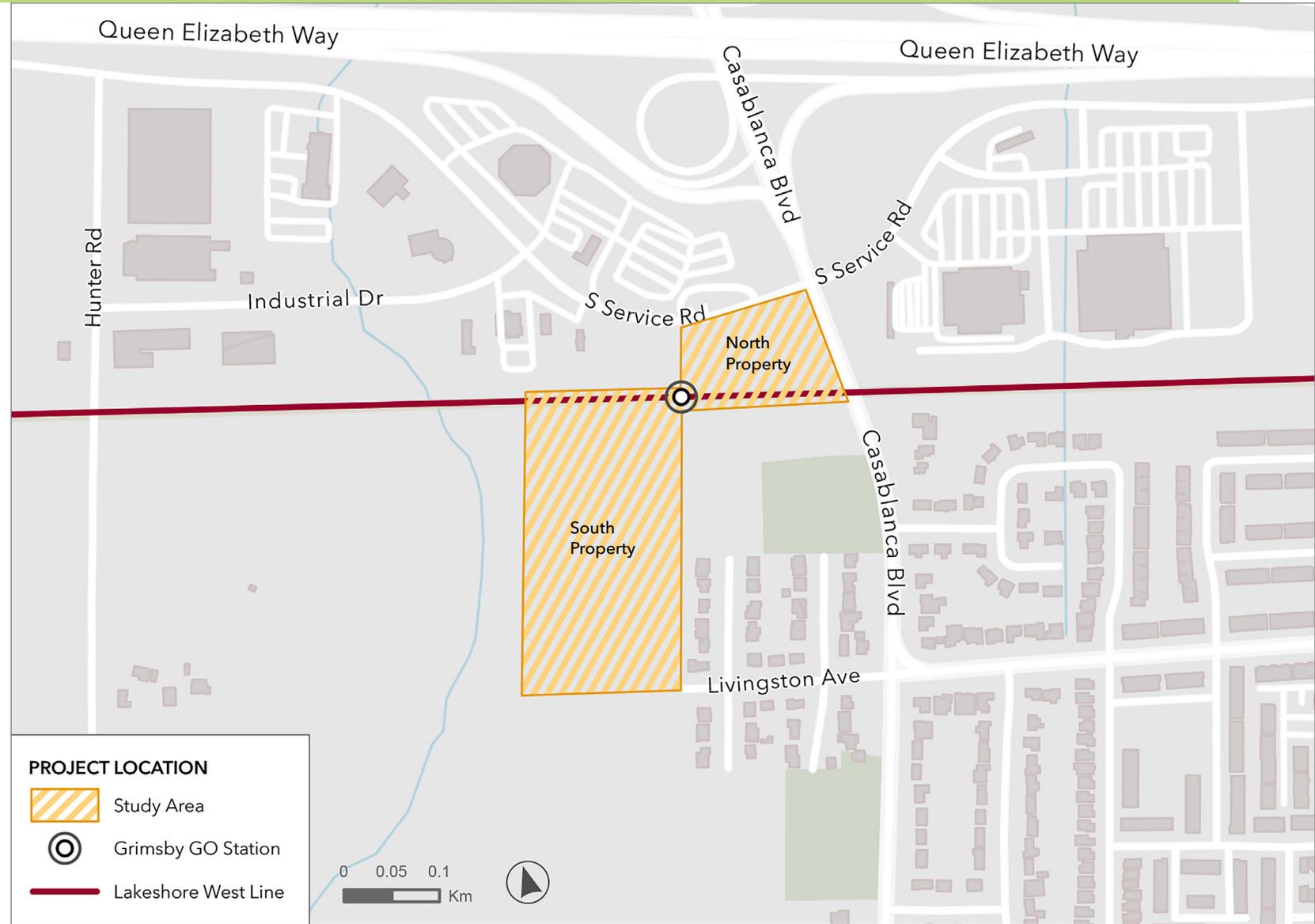


- » Parking lot, bicycle racks, pick up and drop off zone, and pedestrian access to the station

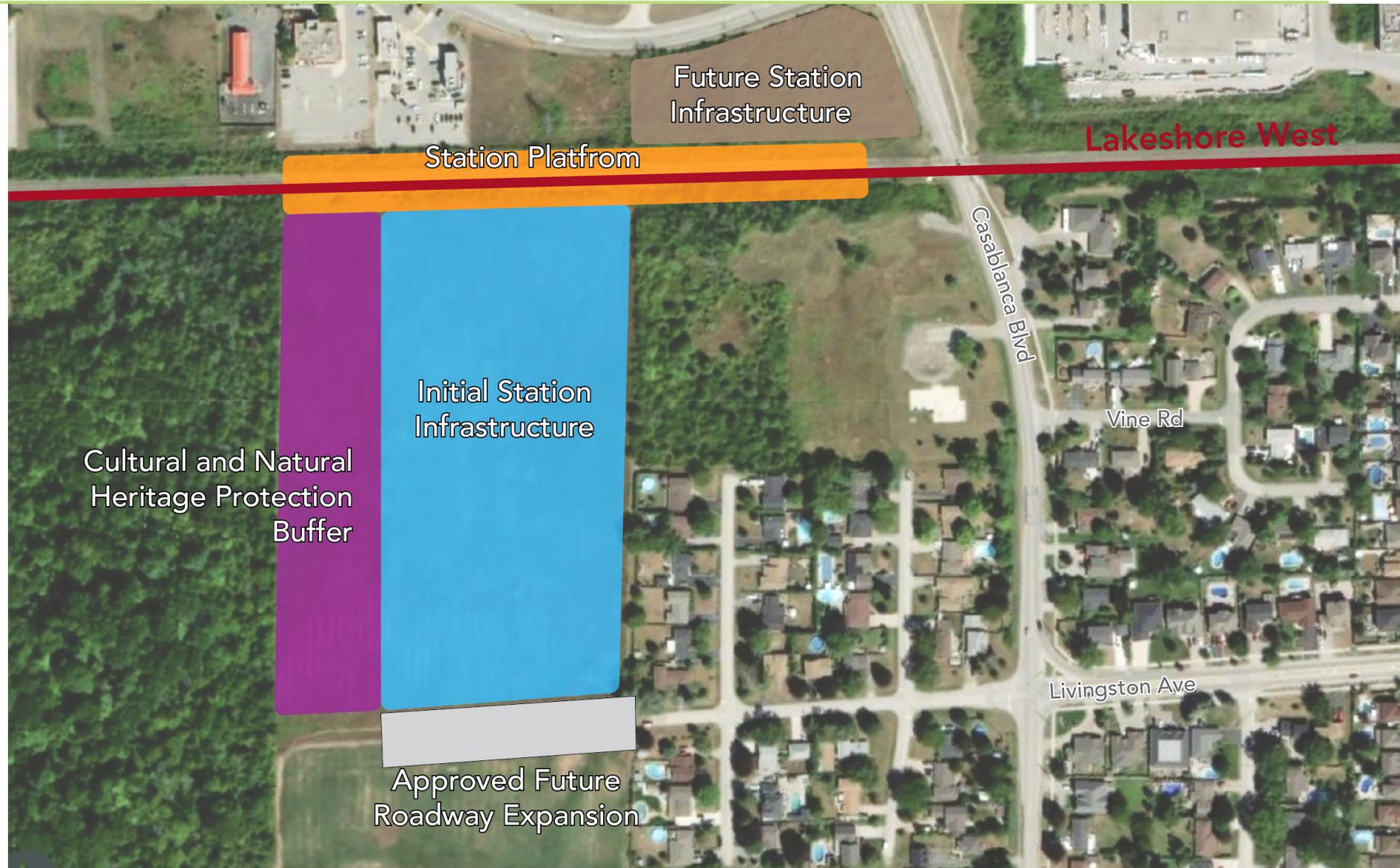
Key Map



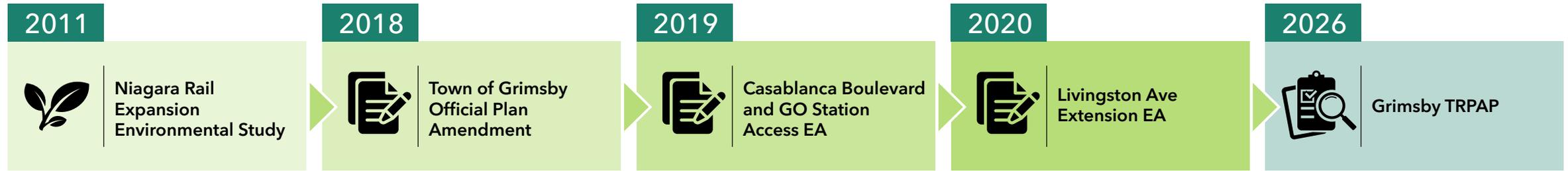
Study Area



Current Concept Plan



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.

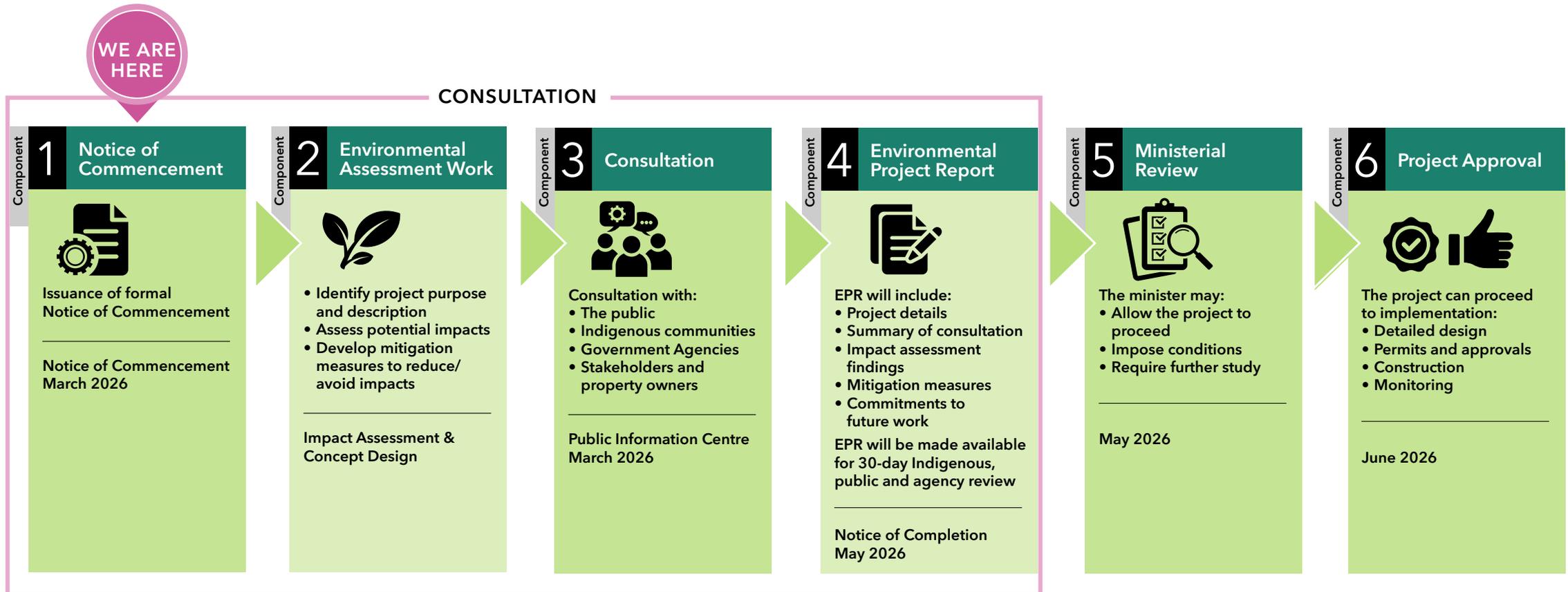
[Town of Grimsby – Official Plan](#)

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



Archaeology



Socio-Economic and Land Use Characteristics



Air Quality



Noise & Vibration



Traffic & Transportation



Cultural Heritage

The assessment will be informed by available information, and commitments to future work will be made as warranted.

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 compiled 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.

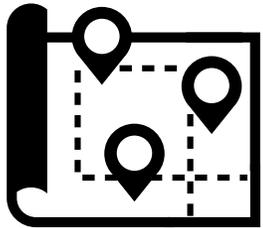


Traffic and Transportation

- 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 Simplified 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

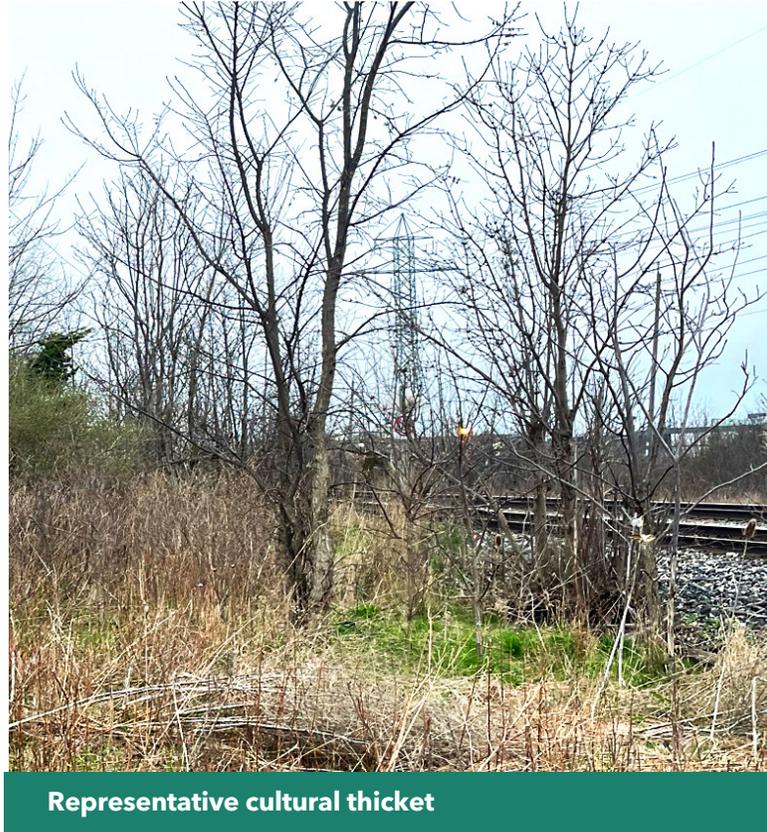
No headwater drainage features were identified

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.

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



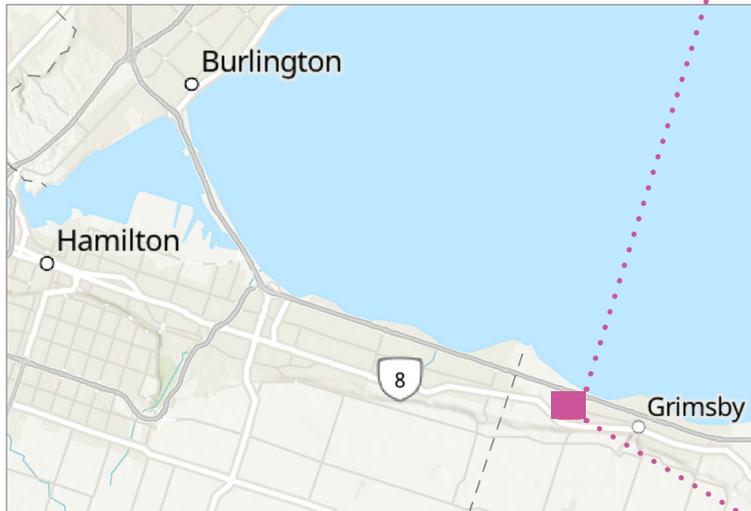
Overview of watercourse



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

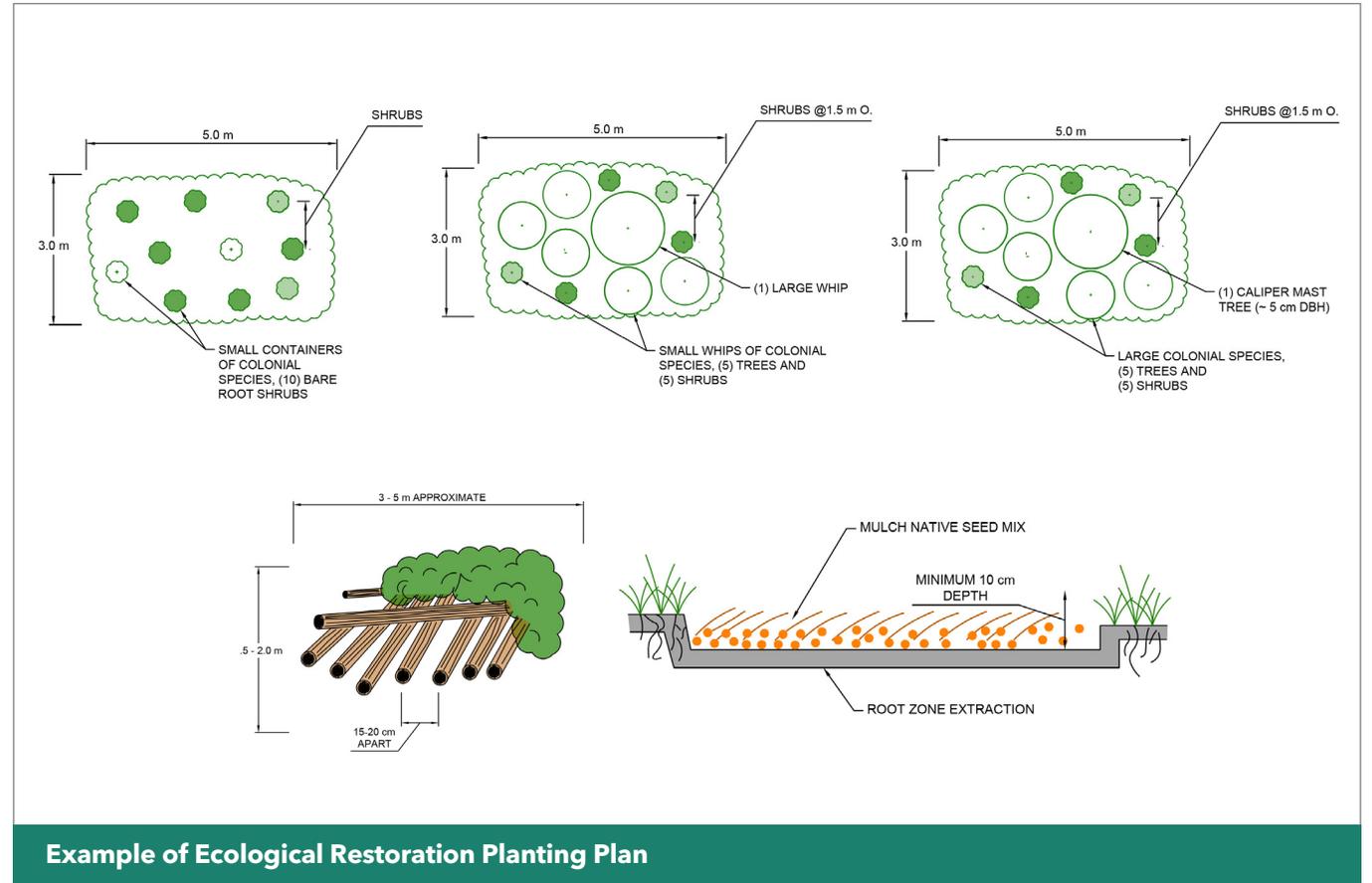


Restoration Planning

- 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



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.

Cultural Environment (Cultural and Built Heritage)



Cultural
Heritage and
Environmental
Assessments

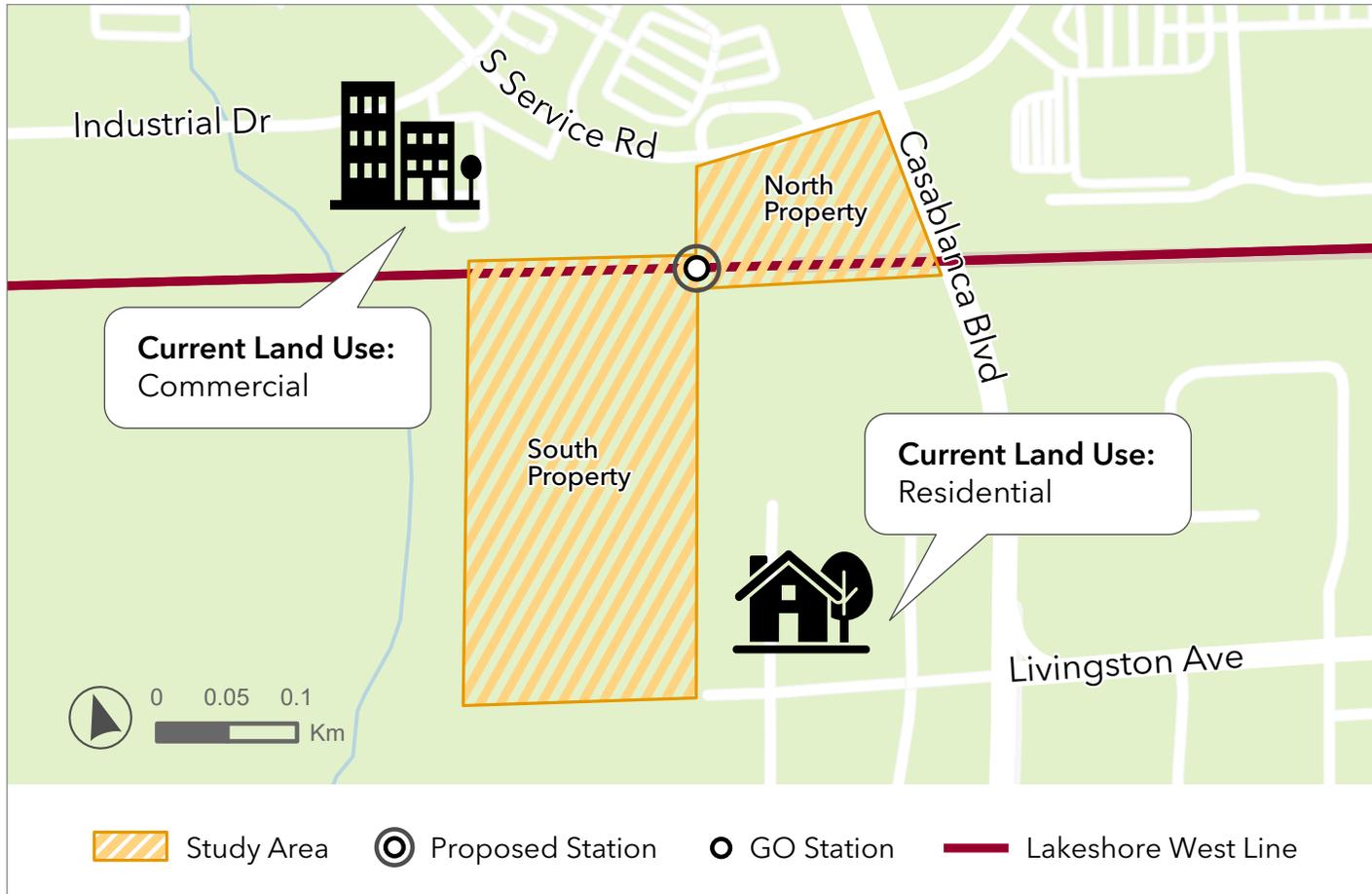
**Cultural Heritage
Assessment Report:
Built Heritage Resources
and Cultural Landscapes**
(March 2010)

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.

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 identified several contaminants predicted to exceed current or future air quality thresholds.

- **PM2.5:** (fine 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 $0.00005 \mu\text{g}/\text{m}^3$ 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

- **Site Observations:** 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.

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**.