ENVIRONMENTAL PROJECT REPORT

Timmins-Porcupine Station Transit & Rail Project Assessment Process

Ontario Northland
Northlander Passenger Rail Service

March 28, 2025
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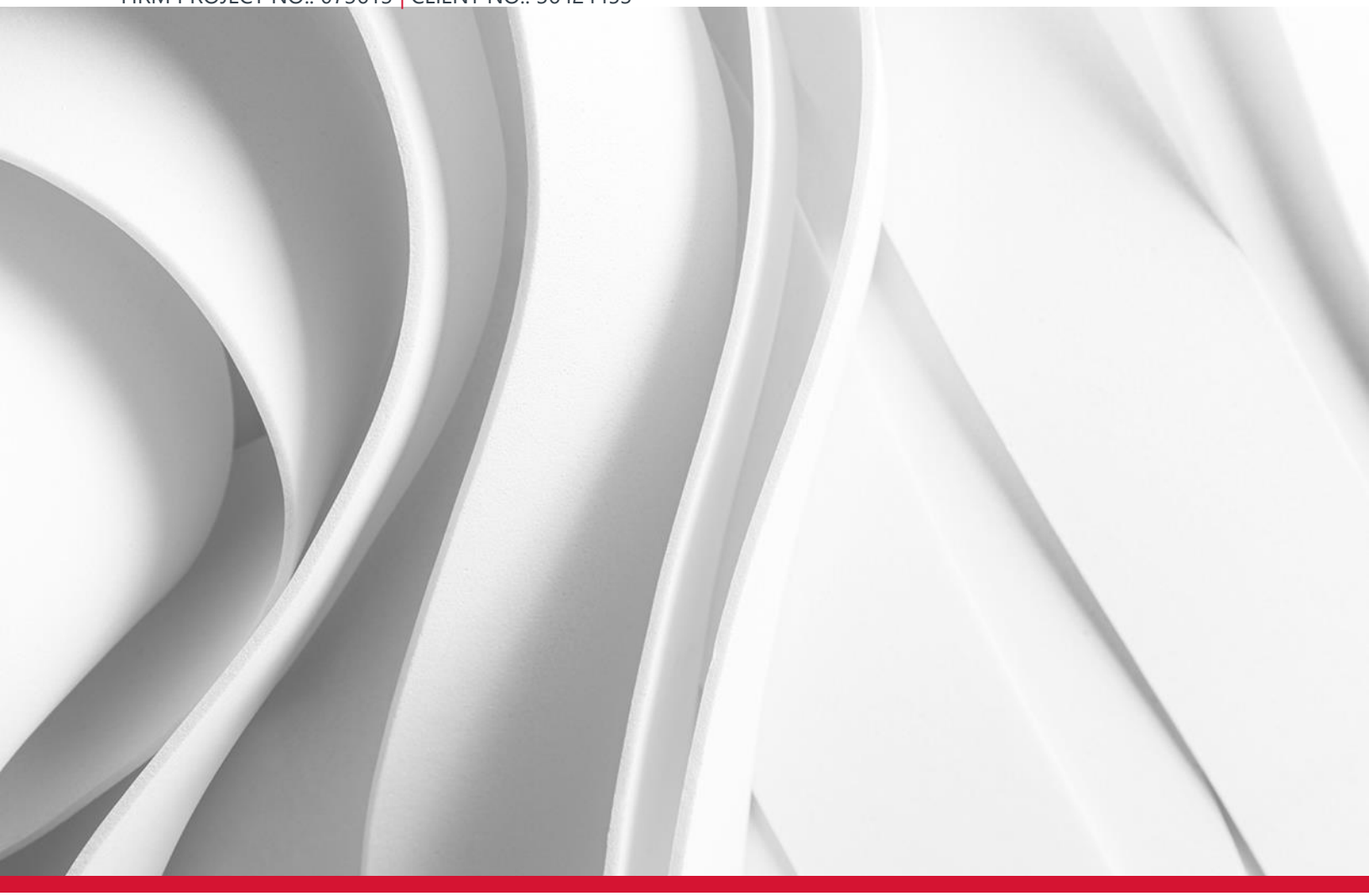

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GANNETT FLEMING

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ACRONYMS, ABBREVIATIONS & MEASUREMENTS UNITS

Term	Definition
AA	Archaeological Assessment
AAQC	Ambient Air Quality Criteria
ANSI	Areas of Natural and Scientific Interest
APECs	Potential Environmental Concerns
ASI	Archaeological Services Inc.
AQMP	Air Quality Management Plan
BHR	Built Heritage Resources
CN	Canadian National Railway
CA	Conservation Authority
CB	Catch Basin
CHER	Cultural Heritage Evaluation Report
CHL	Cultural Heritage Landscapes
CHVI	Cultural Heritage Value of Interest
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CSP	Corrugated Steel Pipe
CTR	Culture, Tourism and Recreation
CPTED	Crime Prevention through Environmental Design
DFO	Fisheries and Oceans Canada
EASR	Environmental Activity Sector Registry
EA	Environmental Assessment
EAA	*Environmental Assessment Act*
ECA	Environmental Compliance Approvals
ELC	Ecological Land Classification
EPA	Environmental Protection Agency
EPR	Environmental Project Report
ESA	*Endangered Species Act*
ESC	Erosion and Sediment Control
ESQS	Excess Soil Quality Standards

Term	Definition
FDA	French Designated Areas
FWCA	*Fish and Wildlife Conservation Act*
GGH	Greater Golden Horseshoe
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GMP	Groundwater Management Plan
GTA	Greater Toronto Area
HVAC	Heating, Cooling and Ventilation
IASR	Integrated Accessibility Standards Regulation
IBC	Initial Business Case
IDF	Intensity-Duration-Frequency
IPCC	Intergovernmental Panel on Climate Change
Km	kilometer
LED	Light-emitting Diode
LID	Low Impact Development
LIO	Land Information Ontario
M	meter
mm	millimetre
MBCA	*Migratory Birds Convention Act*
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of the Environment, Conservation and Parks
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNDM	Ministry of Northern Development and Mines
MNRF	Ministry of Natural Resources and Forestry
MOECC	Ministry of the Environment and Climate Change
MTO	Ministry of Transportation
MOVES4	Motor Vehicle Emission Simulator
NHIC	Natural Heritage Information Centre

Term	Definition
NO	Nitrogen Monoxide
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPR	Northlander Passenger Rail
The Project	Northlander Passenger Rail TRPAP
O_3	Ozone
OASD	Ontario Archaeological Sites Database
OGS	Ontario Geological Survey
O. Reg.	Ontario Regulation
ONR	Ontario Northland Rail
OP	Official Plan
OWRA	*Ontario Water Resources Act*
PCA	Potentially Contaminating Activities
PIC	Public Information Centre
PIF	Project Information Form
PM	Particulate Matter
PPS	Provincial Policy Statement
PSW	Provincially Significant Wetland
PTE	Permission to Enter
PTTW	Permit to Take Water
QP	Qualified Person
R-CCAP	Rail Climate Change Adaptation Program
ROW	Right-of-way
SAR	Species at Risk
SARA	*Species at Risk Act*
SCS	Site Condition Standards
SPP	Source Protection Plan
SWH	Significant Wildlife Habitat
S & G	Standards and Guidelines

Term	Definition
TRPAP	Transit and Rail Project Assessment Process
UIBC	Updated Initial Business Case
UPS	Uninterruptible Power Supply
VOC	Volatile Organic Compound

GLOSSARY OF TERMS

Term	Definition
Area of Natural and Scientific Interest (ANSI)	An area of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study, or education.
Areas of Potential Environmental Concern (APEC)	An area(s) within the Study Area where one or more contaminants are potentially present, as determined through the Contamination Overview Study including identification of past or present land uses of concern and/or identification of a Potentially Contaminating Activity (PCA).
Best Practices	Professional procedures that are accepted or prescribed as being correct or most effective.
Built Heritage Resource (BHR)	A building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers
Business Case	Business Cases are prepared to provide timely information on potential investments to inform decision-making and support investment optimization as the investment advances through planning, design, delivery and operation.
Combustion Emissions	The emissions released from the combustion of fossil fuels. These include carbon dioxide (CO_2), carbon monoxide (CO), oxides of nitrogen (NO_x), particulate matter, and volatile organic compounds (VOCs).
Conceptual Design	The first design stage of a project. This stage includes creating ideas and considering the pros and cons of those ideas. This is done to minimize project risks and evaluate the overall potential success of the project.
Contractor	The entity by which any works or operations referred to in its Report are constructed or carried out or are to be constructed or carried out or any authority or person authorised to construct any such works or carry out any such operations.
Cultural Heritage Landscape (CHL)	A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.
Cultural Heritage	Includes archaeological resources, built heritage resources and cultural heritage

Term	Definition
Resource (CHR)	landscapes.
Detailed Design	The detailed design phase of a project is defined as the phase of the project where design is refined past the conceptual phase, when plans, specifications, and estimates are created. This will take place after the TRPAP is completed and before the construction phase.
Ecological Land Classification (ELC)	A term used in Ontario to describe various systems to indicate natural regions based on ecological factors.
Environmental Project Report (EPR)	The proponent is required to prepare an EPR to document the TRPAP followed, including but not limited to: a description of the preferred transit project, a map of the project, a description of existing environmental conditions, an assessment of potential impacts, description of proposed mitigation measures, etc. The EPR is made available for public review and comment for a period of 30 calendar days. This is followed by a 35-day Minister's Decision Period.
Environmental Site Assessments (ESAs)	The study of a property to determine if contaminants are present and, if so, the location and concentration of these contaminants. This study includes a phase one environmental site assessment and where required a phase two environmental site assessment.
Environmentally Significant Area (ESA)	These are natural areas which are particularly significant or sensitive requiring additional protection to preserve their environmental qualities and significance.
Fisheries Act	The purpose of the Fisheries Act is to provide a framework for: (a) the proper management and control of fisheries; and (b) the conservation and protection of fish and fish habitat, including by preventing pollution. Reference: https://laws-lois.justice.gc.ca/eng/acts/f-14/page-1.html#h-231177
Geographic Information System (GIS)	Systems that are designed to capture, store, visualize, manipulate, analyze, manage, and present spatial or geographical data.
Greater Toronto and Hamilton Area (GTHA)	The metropolitan region encompassing the City of Toronto, the four surrounding Regional Municipalities (Durham, Halton, Peel and York) and the City of Hamilton.
Initial Business Case (IBC)	The first Business Case prepared for a project in line with part two of Ontario Northland's stage gate process (Feasibility and Options Analysis). This Business Case compares potential investments to identify if there is merit in further design and development.
***Migratory Bird Convention Act* (MBCA)**	The federal *Migratory Bird Convention Act*, 1994 (MBCA) protects most migratory birds and their nests in Canada. Bird families not protect under the Act include grouse, quail, pheasants, ptarmigan, hawks, owls, eagles, falcons, cormorants, pelicans, crows, jays, kingfishers, and some species of blackbirds; however, these bird families have some level of protection under the *Fish and Wildlife Conservation Act*, 1997 (FWCA).
Mitigation Measure	An action taken to lessen or reduce the severity of potential adverse environmental effects or enhance positive environmental effects. These measures could include construction techniques, compensation or community enhancement.
Modelling	The process of using collected data and information to generate rational predictions regarding the future implementation of project components.
Notice of Commencement	Notice prepared by the proponent of the TRPAP, which includes information as outlined in O. Reg. 231/08, s. 7(2), and is distributed as described in s.7(3) of O. Reg. 231/08. The first day on which the Notice of Commencement of the TPAP is published in a newspaper

Term	Definition
	marks the project commencement date. The proponent has 120 days following the Notice of Commencement to prepare and distribute the EPR and issue the Notice of Completion.
Notice of Completion	Refers to the Notice of Completion as outlined in O. Reg. 231/08, s.11. After conducting consultation in accordance with O. Reg. 231/08, s.8 and preparing the Environmental Project Report, the proponent shall prepare a Notice of Completion of the Environmental Project Report. The preparation and distribution of the notice shall be in accordance with O. Reg. 231/08, s. 11. The Notice of Completion shall be issued within 120 days of the issuance of the Notice of Commencement (i.e., project commencement date), unless a Notice of Issue (i.e., suspension of 120-day period) is issued. The date on which the Notice of Completion is issued marks the start of a 30-day public review period of the EPR.
O. Reg. 231/08: Transit and Rail Projects	O. Reg 231/08 is provincial legislation that sets out the ground rules for transit project in Ontario. It describes exceptions for transit and rail projects.
Official Plan	An Official Plan is a policy document that guides the short-term and long-term development in a community. It applies to all lands within the municipal boundary and the policies within it provide direction for the size and location of land uses, provision of municipal services and facilities, and preparation of regulatory bylaws to control the development and use of land.
Ontario Heritage Act	Legislation giving municipalities and the provincial government powers to preserve the heritage of Ontario by protecting heritage properties and archaeological sites.
Ontario Provincial Policy Statement (2020)	The Provincial Policy Statement, 2020 is issued under section 3 of the *Planning Act*. It is effective May 1, 2020 and applies to planning decisions made on or after that date. It replaces the Provincial Policy Statement, 2014.
Orthoimagery	An orthoimage is a raster image that has been geometrically corrected (orthorectified) to remove distortion caused by differences in elevation, sensor tilt and, optionally, by sensor optics.
Potential Effect	A potential impact (effect) that a proposed undertaking has or could potentially have on the environment, either positive or negative, direct or indirect, short- or long-term.
Potentially Contaminating Activity (PCA)	Use or activity at the site that has the potential to result in soil and/or groundwater. Examples are set out in Table 2, Schedule D of O. Reg. 153/04.
Preliminary Design	The design of a proposed project (including a detailed cost estimate) to a level that demonstrates that the project is buildable within the given parameters of the design scope.
Proponent	A person, agency, group, or organization that carries out or proposes to carry out an undertaking, or is the owner or person having charge, management or control of an undertaking.
Provincially Significant Wetland (PSW)	Wetlands that have been evaluated using the Ontario Wetland Evaluation System by a certified wetland evaluator and that have satisfied the Ontario Wetland Evaluation System criteria for significance.
Regulatory Agency	Government ministries, agencies, authorities, or departments (federal; provincial, including local conservation authorities; and, municipal, including local boards of health) who may have an interest, participate and contribute to the review of documentation prepared by the proponent for a transit project by providing comments based on their mandate.
Right-of-Way (ROW)	Land that is reserved, usually through legal designation, for transportation and/or utility purposes, such as for a hydro corridor, rail line, street or highway. A right-of-way is often

Term	Definition
	reserved for the maintenance or expansion of existing services. A permit or legal permission is generally required for any work or encroachment on a right-of-way. For the purposes of this report, ROW refers to rail ROW unless otherwise specified.
SAR Screening	The suitability of an area to support habitat preferred by SAR species is based on a combination of factors; including, but not limited to: a species' requirements for critical life stages and adaptability, seasonal temperatures, precipitation, soils, vegetation, aquatic conditions, existing disturbances and land form.
Screening	The process of applying criteria to a set of alternatives in order to eliminate those that do not meet minimum conditions or requirements.
Significant Wildlife Habitat (SWH)	SWH is categorized as potential to occur "candidate" or "confirmed" within the Study Area. While some "edge" of SWH features (i.e., adjacent wetlands, forests) may occur associated with proposed track and layover facilities, these edges generally occur within the existing modified footprint of the Study Area and are considered to exhibit pre-disturbed conditions.
Species at Risk (SAR)	A species, subspecies, variety or genetically or geographically distinct population of animal, plant or other organism, other than a bacterium or virus, that is native to Ontario. Species at Risk in Ontario are all the species that are classified by the Committee on the Status of Species at Risk in Ontario as either extirpated, endangered, threatened, or special concern.
Statement of Completion	As per O. Reg. 231/08, s. 14., the statement of completion is completed by a proponent and submitted to the Director of the MECP Environmental Assessment Branch and the Regional Director to formalize the completion of the Transit and Rail Project Assessment Process.
Project Study Area	The Study Area is defined as the limits of the geographic area being examined as part of the TRPAP.
Transit and Rail Project Assessment Process (TRPAP)	This process is defined in sections 6 through 17 in O. Reg 231/08. It consists of various steps and requirements. It is a focused impact assessment process that includes consultation, an assessment of potential positive and negative impacts, an assessment of measures to mitigate negative impacts, and documentation.
Utility	An entity that generates, transmits and/or distributes electricity, water and/or gas from facilities that it owns and/or operates, including electrical transmission and distribution companies, communication companies, community antenna distribution systems and regional / municipal authorities.
Vegetation Clearing Zone	A Vegetation Clearing Zone is required in order to provide safe electrical clearances to any existing vegetation along the rail corridors. The Vegetation Clearing Zone entails vegetation removals within a maximum of 15 meters from the track centerline.
Zoning By-law	Zoning by-laws put the official plan into effect and provide for its day-to-day administration. They contain specific requirements that are legally enforceable. Construction or new development that doesn't comply with a zoning bylaw is not allowed, and the municipality will refuse to issue a building permit.

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EXECUTIVE SUMMARY

Purpose of the Undertaking

The purpose of the Timmins-Porcupine Station Project is to construct and operate a new passenger rail station (terminus station) in the City of Timmins that will serve passengers as part of the reinstated Northlander Passenger Service.

Regulatory Process

The Timmins-Porcupine Station Project is subject to the requirements of *Ontario Regulation 231/08*: Transit and Rail Project Assessment Process (February 16, 2024) as per *Ontario Regulation 50/24:* PART II.3 Projects - Designations and Exemptions made under the *Environmental Assessment Act* – specifically Part III Transit & Rail Projects, Subsection 14(1).

By following the Transit and Rail Project Assessment Process (TRPAP) for the Timmins-Porcupine Station Project, Ontario Northland is exempt from the requirements under Part II.3 of the *Environmental Assessment Act* (EA Act).

Project Scope

The scope of the TRPAP examines the potential environmental effects associated with the new Timmins-Porcupine Station. In addition, the impact assessment studies also consider the area of land adjacent to the proposed station where a future bus maintenance and storage facility may be built. At the time of preparing this EPR, the decision to build the bus facility was not yet definitive, and therefore an engineering design was not completed. Should the bus facility go forward in the future, the environmental impact assessment studies undertaken as part of this Timmins-Porcupine Station TRPAP will need to be revisited and updated, as required, to address the potential operations and construction phase impacts associated with the bus facility. These updated/additional impact assessment studies will be carried out as part of completing an EPR Addendum process, which would also entail Ontario Northland carrying out public, stakeholder, and Indigenous Communities consultation.

Project Study Area

The Study Area for the TRPAP is defined as the area where the project components are proposed to be constructed plus a conservative 50m buffer area to allow for comprehensive data collection associated with technical and environmental study investigations. Refer **Section 2.4.1** and **Figure 2-1**.

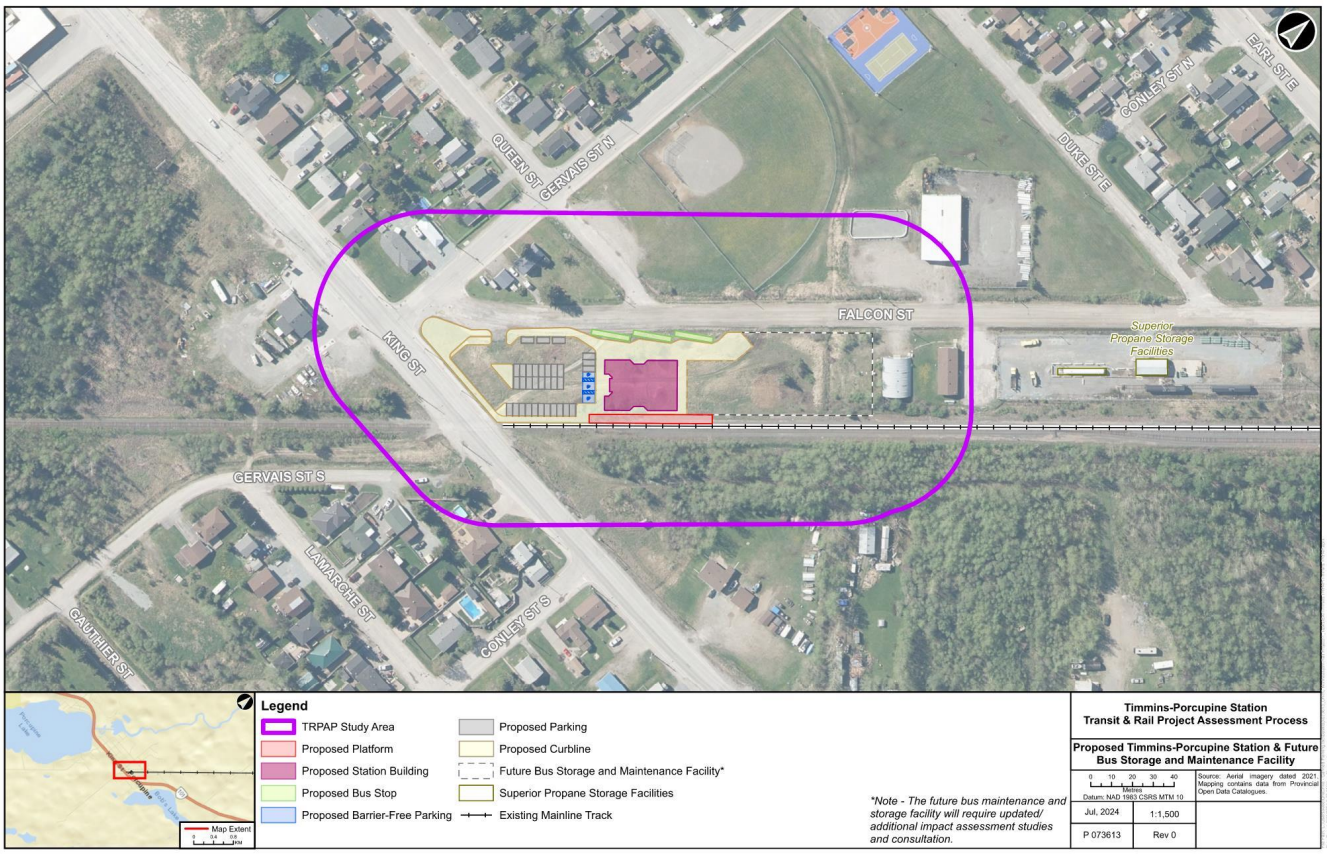


Figure ES-0-1: Timmins-Porcupine Station Study Area

Existing Conditions

Generally, existing conditions data was collected and summarized through a combination of reviewing background information/reports and undertaking field investigations (as required).

The following provides a high-level summary of some of the key existing Study Area features:

- **Natural Environment:**
  - No Areas of Natural and Scientific interest (ANSI) are identified within or in the vicinity of the Study Area.
  - No provincially significant wetlands (PSWs) or other wetlands are identified within or in the vicinity of the Study Area.
  - Vegetation communities within the Study Area are characterized by dry-moist old field cultural meadow and mineral marsh vegetation. These vegetation communities are relatively common and reflects previous disturbance and vegetation clearing. No federally or provincially listed Species at Risk (SAR) plants were documented in the Study Area.
  - No SAR were observed during field investigations.
  - Fish and Fish Habitat:
    - The Study Area is within the Upper Mattagami River watershed. There are no watercourses identified by LIO within the Study Area and all waterbodies are greater than 300 m away and do not contain SAR fish or critical SAR habitat as per DFO.

- Field investigations identified a small drainage feature that appears to convey intermittent flows after storm events from west to east through the Study Area. The dispersal of flow does not appear to have a connection to Bob's Lake. No SAR were observed during field investigations.

- **Land Use and Socio-Economic:**
  - A snowmobile trail is available during the winter months that currently traverses the Study Area;
  - Whitney Park is adjacent to the Study Area, directly across Falcon Street;
  - Bus Route 16 services the Whitney area and currently travels along Falcon Street;
  - The Study Area is within a Crown Land Use Policy Area, known as the Timmins Porcupine Urban Area;
  - Under the City of Timmins Official Plan Schedule A, the Study Area is designated as Neighbourhood Area and Employment Area;
  - Under the City of Timmins Zoning By-Law 2011-7100, the Study Area is zoned Residential First Density (NA-R1) and Institutional (NA-IN).
- **Built Heritage Resources or Cultural Heritage Landscapes:**
  - There were no Built Heritage Resources or Cultural Heritage Landscapes identified within the study area.
- **Archaeology**:
  - The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment.
  - If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities.
- **Traffic**

Roadway in Relation to the Proposed Site	Description
King Street	4-lane roadway, divided at the median by yellow (double and continuous) pavement marking lines within the Study Area, With no dedicated turning lanes at its intersection with Gervais St N, With an E-W sidewalk on north curb of King Street, 2023 Annual Average Daily Traffic (AADT) = 7020
Gervais Street N	2-lane undivided roadway 2023 AADT = 960
Falcon Street	2-lane undivided roadway 2023 AADT = 240 *The station access driveway is located at the Falcon Street frontage.*

- **Hydrogeology:**
  - Topography & Drainage
    - The Study Area is generally flat with a slope from the northeast to the southwest. Based on regional topography mapping, a topographic high of 288 metres above sea level

(masl) is located towards the northeast area of the Site, decreasing approximately 1 to 2 m towards the southwest area of the Site.
        - The Study Area is located within the Porcupine River Watershed (PRW), which is under the jurisdiction of the Mattagami Region Conservation Authority. The Porcupine River drains into Night Hawk Lake to the west and ultimately to the Frederick House River System.
        - There is one provincially significant wetland within 500 m of the Site, Porcupine Lake Wetland lies approximately 450 m to the northeast of the Site. The closest water body is Bob's Lake, which is situated approximately 450 m southeast of the Site. Shallow Lake is approximately 750 m to the northwest of the Site.
    - Geology and Physiography
        - A review of available Ontario quaternary geology mapping indicated that the surficial soils at the Site are mainly comprised of clay and silt glaciolacustrine and glaciomarine deep water deposits (Ontario Geological Survey, 2010). Bedrock geology mapping indicated that the Site is underlain by Metasedimentary bedrock bounded to the north and south by fault lines that converge to the northeast (Ontario Geological Survey, 2011). Immediately east of the Site is a felsic to intermediate metavolcanic rock deposit which is separated from the bedrock underlying the Site by the southwest to northeast trending fault line.
    - Site Geology
        - Based on the results of the drilling program, the study area was comprised of a thin layer of topsoil which was underlain by silty clay / clayey silt, sandy silt / silty sand, sand, sand and gravel, and gravelly sand Fill materials. The Fill generally ranged from 0.7 to 3.8 mbgs (286.9 to 283.5 masl).
- **Drainage:**
    - The proposed Station site is undeveloped and covered in dense vegetation as observed during the field survey. The terrain naturally slopes northeastward towards an existing ditch, which channels water to a 900mm CSP culvert running beneath the tracks.

The following technical reports contain additional detail and mapping that depict existing environmental conditions.

- Natural Environment Existing Conditions & Impact Assessment Report (**Appendix A**)
- Land Use and Socio-Economic Existing Conditions & Impact Assessment Report (**Appendix B**)
- Cultural Heritage Existing Conditions & Impact Assessment Report (**Appendix C**)
- Stage 1 Archaeological Assessment Report (**Appendix D**)
- Noise and Vibration Existing Conditions & Impact Assessment Report (**Appendix E**)
- Traffic Assessment Report (**Appendix F**)
- Air Quality Assessment Report (**Appendix G**)

Impact Assessment Criteria

The following criteria were applied as part of assessing potential impacts associated with the Project.

Environmental Factor	Criteria
Natural Environment	• Potential effects on vegetation communities; • Potential effects on wildlife and wildlife habitat; • Potential effects on SAR and their habitat; • Potential effects on wetlands;

Environmental Factor	Criteria
	• Potential effects on fish and fish habitat; and, • Consideration of other relevant matters of provincial interest relating to the natural environment (e.g., Areas of Natural and Scientific Interest (ANSI).
Land Use and Socio-Economic	• Potential effects on existing land use; • Potential effects on planned land use; • Potential effects on sensitive facilities (i.e., hospitals, schools, community landmarks, child-care centres, and long-term care centres); • Potential effects on active transportation routes • Potential effects on pedestrian trails; and, • Potential effects on parks/open spaces/natural areas.
Cultural Heritage	• Potential effects on built heritage resources; and, • Potential effects on cultural heritage landscapes.
Archaeology	• Potential effects on archaeological sites/resources.
Noise and Vibration	• Potential noise and vibration effects during construction; and, • Potential noise and vibration effects during operation.
Traffic	• Potential temporary traffic impacts during construction; and, • Potential permanent traffic impacts (e.g., increased traffic volume, altered traffic patterns and flow, congestion, etc.).
Hydrogeology/Groundwater	• Potential effects on groundwater quality and quantity; and, • Potential effects related to dewatering.
Soils	• Potential effects on soils during construction.
Stormwater Management/Drainage	• Potential impacts to existing drainage; • Potential effects on water quality; and, • Potential effects on water quantity.
Utilities	• Type and extent of utility conflicts.
Air Quality	• Potential operational air quality effects of the project; • Potential construction phase air quality effects of the project.

Summary of Potential Impacts, Mitigation and Monitoring Commitments

The following tables summarize potential impacts as well as associated mitigation and monitoring for each technical discipline. Further detail can be found in **Section 4.0.**

Table ES-0-1: Natural Environment Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Incidental encounters of wildlife.	• Allow incidentally encountered wildlife to passively move out of the work area.	• While no SAR vegetation was observed, nuts or other seeds may be dispersed by wildlife. Educate personnel with respect to seedling identification.
	• Construction	• Loss of vegetation.	• Vegetation removal should be minimized where possible. • Any post-construction planting and landscaping efforts should include native vegetation species that are consistent with the current vegetation communities (i.e., native grasses and pollinator plants) and contribute to wildlife habitat. • Use previously disturbed/paved areas or cultural/manicured areas for construction laydown and staging to the extent possible.	• The health and success of any planted or revegetated areas should be confirmed post construction and documented through a site visit.
		• Increased silt or sedimentation of retained vegetation communities.	• Develop and implement an erosion and sediment control plan; control access and movement of equipment and people; designate areas for equipment storage; minimize the area and duration of soil exposure; control erosion, sedimentation, and nutrient inputs through use of best management practices.	• Erosion and sediment control measures are to remain in place until vegetation is confirmed to be established (through a site visit) and/or soils are stabilized.
		• Disturbance of wildlife species and habitat due to increased loss of vegetation and noise produced by clearing/grading or general construction.	• Initiate construction during the late/fall winter if possible to avoid disturbing sensitive species. • Vegetation clearing is to occur outside of the breeding bird window of April 1-August 31. If tree clearing is required to be completed during the breeding bird window, a nest sweep will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. The results of the nest sweep will be documented in a technical memo and provided to the MNR for review prior to the commencement of work. • If an active nest or den is found, work in the vicinity will cease and MECP/MNR be notified prior to any action being taken. Consultation with a qualified biologist and the agencies having jurisdiction (e.g., MECP, MNR) will be required to determine the extent of protection and mitigation measures (e.g., protective buffer established around the nest). • Vegetation clearing to occur outside of the bat roosting season of May 1-August 31. Should removal of potential SAR bat habitat be required, SAR bat surveys will be completed by a qualified specialist in advance of the removal activities to confirm SAR bat habitat presence. • If removal of confirmed SAR bat habitat is required, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • All requirements of the ESA and/or SARA Species-specific mitigation measures will be implemented, in consultation with MECP, as required. • Allow incidentally encountered wildlife during construction to passively move out of the work area. • Delineate all work areas using erosion fencing or similar barriers to avoid incidental intrusion into any adjacent wildlife habitat.	• On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. • Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.

Table ES-0-2: Land Use & Socio-Economic Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Municipal Processes • Disruption to recreational amenities	• Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. • Consult with the local snowmobile club to determine any required mitigation or offset measures as it relates to the snowmobile trail route.	• Coordinate and consult with City of Timmins regarding Site Plan Control, as required. • Consult with the City of Timmins to determine progress of the Connecting Link Program and any implications for the station post construction. • Consult with the City of Timmins to determine progress of any expansions at Whitney Park and any implications for the station post construction.
	• Construction	• Temporary land use and access disruption • Nuisance effects from construction activities • Potential temporary road closures	• Select staging/laydown areas that minimize adverse effects to sensitive receivers. • Develop and implement a plan to reduce the effects of light pollution. • Develop a community notification protocol for Ontario Northland review and approval which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any. • Provide well connected, clearly delineated, and appropriately signed walkways and snowmobile route options, with clearly marked detours where required. • Provide temporary lighting and wayfinding signs and cues for navigation around the construction site. • Access to residents and businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided. • Proper fencing should be erected around all work areas prior to commencement of any earth moving, clearing or construction activities in order to prevent encroachment on adjacent properties. Fencing should remain for the duration of the work and be periodically inspected to ensure it is in good repair. • Implement the mitigation measures related to potential nuisance effects as outlined in the Noise and Vibration, Traffic and Air Quality Mitigation and Monitoring Commitments tables contained in the EPR.	• Carry out additional consultation during the detailed design and construction phases to ensure that local businesses and properties owners are aware of construction scheduling and that staging options can be developed to minimize impacts to local access and travel to the extent possible. • Temporary access paths, walkways, snowmobile routes and fencing should be monitored. • Develop and implement a Complaints and Compliments Protocol to respond to issues from surrounding residents that may arise during construction. • Document and report to Ontario Northland on the number of complaints and compliments received and resolution of complaints and compliments received.

Table ES-0-3: Built Heritage Resources and Cultural Heritage Landscapes Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance • Construction	• No potential effects as no BHRs or CHLs were identified.	• No mitigation measures are required.	• Monitoring and/or future work commitments are not required.

Table ES-0-4: Archaeology Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance • Construction	Impact to previously undocumented archaeological resources.	• All work shall be performed in accordance with Applicable Law, including but not limited to the *Ontario Heritage Act*, the Ministry of Citizenship and Multiculturalism (MCM), formerly the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Standards and Guidelines for Consultant Archaeologists (2011), and the MCM document, Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario (2011). • 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 archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*. • If any suspected human remains are found, the Ministry of Transportation (MTO) Project Manager/Environmental Planner should be contacted. MTO will approve a licensed archaeologist to confirm the finds as human remains. • 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 (MPBSD), which administers provisions of that Act related to burial sites. • If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated. • In situations where human remains are associated with archaeological resources, the MCM 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*.	• Any site personnel responsible for carrying out or overseeing land-disturbing activities will be informed of their responsibilities in the event that an archaeological resource is encountered. • Should the proposed work extend beyond the assessed Project Area or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to further archaeological assessment conducted by a professionally licensed archaeologist prior to any disturbance or construction activities.

Table ES-0-5: Noise & Vibration Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• For Receptor 1 - Environmental noise may cause annoyance and, disturb sleep and other activities.	• Mitigation measures should be considered. Mitigation measures could include noise barrier, alternative bus terminal design, or operational controls that may limit the number of buses using the station at any given time. The exact mitigation strategy will be confirmed during the detailed design phase when more detailed information is available, and the noise assessment will be updated accordingly. It is expected that the station can be designed and operated to comply with the NPC-300 criteria using readily available and practical mitigation measures. • Select mechanical and electrical equipment with the intent of minimizing sound levels and meeting NPC-300 criteria. • All ancillary facilities, including station and bus terminal are to comply with NPC-300.	• Complete regular maintenance inspections and implement corrective measures wherever needed to minimize noise and vibration. • During detailed design, review and update the Noise assessment in order to review and refine the final noise mitigation strategy.
	• Construction Noise	• Construction noise may cause annoyance and, disturb sleep and other activities.	• Construction equipment noise levels should be in compliance with the limits set in NPC-115 and NPC-118. • Construction activity on site should adhere to local municipal noise by-laws, wherever possible and practical. • Ensure the equipment continues to operate within specifications and ensure that modifications have not been made to the equipment's silencing or noise reducing features (such as access panels.). • Construction equipment should consider using broadband backup alarms rather than their tonal counterparts. Tonal backup alarms can be considered a nuisance. • The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises. • Schedule noisy activities during the day wherever possible. • Connect equipment to permanent power wherever possible and minimize the use of portable generators. • Provide clear communication to surrounding residents on upcoming noisy activities and their duration. If nighttime construction is proposed, the details of such construction should be clearly communicated to nearby residences and institutions. This communication will allow some preparation of the nearby residents for periods of expected noise. • The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
	• Construction Vibration	• Construction vibration may cause annoyance and, disturb sleep and other activities.	• Complete a construction vibration assessment during detailed design to confirm vibration levels, and to minimize, mitigate, and/or monitor construction vibration. • Advance notice of timing and duration of construction activity should be provided to nearby businesses and residences when construction activity is likely to occur during periods of nighttime work. • Schedule vibration intensive activities during the daytime periods wherever possible. • The speed of construction equipment in general should be limited, as fast-moving tracked equipment has been shown to produce significant vibration levels. • If hydraulic breakers and vibratory compactors are used, consideration should be given to using lower settings on these types of equipment when operating in close proximity to structures and buildings. • Avoid high vibration equipment such as impact or vibratory pile drivers. • Where possible, smaller breakers or jackhammers should be used. • Bumps or inconsistencies in the ground surface can generate higher vibration levels as heavy equipment travels over. Maintaining smooth surfaces would minimize vibration levels from such activity.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.

Table ES- 0-6: Traffic Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Negligible impact to existing traffic conditions due to operation of the Timmins-Porcupine Station.	• No intersection improvements are deemed required to accommodate the proposed station's traffic. No other mitigation measures required.	• If the NPR train schedule changes in the future, the Traffic Impact Report will be updated accordingly to re-examine potential traffic impacts on the surrounding road network. • Ongoing consultation with the City of Timmins regarding traffic conditions, as/if required.
	• Construction	• Restriction of nearby on-street parking along Falcon Street	• Preliminary assessment of site access and circulation during construction.	• Monitoring and/or future work commitments are not required.
		• Construction may result in the need for temporary road/lane closures, changing access to nearby land uses. • Temporary modifications to traffic signal timing at adjacent intersections may be required.	• Traffic Control and Management Plan(s) will be developed prior to construction. • Access to nearby land uses will be maintained to the extent possible, during construction. • Potentially affected residents, tenants and business owners will be notified of initial construction schedules, as well as modifications to these schedules in advance of construction activities occurring. • Temporary traffic signal timing modifications may be assessed/implemented to optimize traffic operations and capacity of affected and adjacent intersections. • Advance notification signage will be placed along the road network in the vicinity upstream of the affected areas to advise motorists of construction and road disruptions. • Paramedic services, City of Timmins Fire Department, Timmins Police Service and Ontario Provincial Police (South Porcupine Detachment) will be given an opportunity to review emergency response plans and access/egress points to construction sites.	• Temporary traffic signal timing should be monitored. • Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
		• Construction may result in access restrictions to local bus routes, and temporary changes in bus stop shelters/locations.	• Ensure that the public is notified in advance of any potential service disruptions. • Consult with Timmins Transit to establish a suitable mitigation strategy to be implemented.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
		• Temporary effects on cyclists / pedestrians during construction such as temporary, partial or full sidewalk closures. • Potential increased distance to travel.	• Potential effects to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs. Existing sidewalks and crossings will be maintained to the extent possible. • Construction schedules will be shared with the public to encourage adjustments to travel patterns and behaviours accordingly and help reduce traffic impacts during peak hours.	• Temporary access paths, walkways, etc. should be monitored.

Table ES-0-7: Soil and Groundwater Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Construction of station and ancillary components	• Construction of the stations will generate excess soil. The excess soil must be managed appropriately and adhere to the requirements under Ontario Regulation 406/19.	• Adhering to the O. Reg. 406/19 may require additional soil sampling to match the frequency set out in the Rules for Soil and Excess Soil Quality Standards MECP document. The frequency of the soil sampling will be based on the volume of soil to be removed from the Project.	• Excess Soil Reuse Planning (in accordance with O. Reg. 406/19 and its associated Soil Rules) shall be conducted prior to construction. The management of the excess soil may depend on the Contractor's selection of receiving sites for the excess soil. • If the filing of a Notice for the Study Area is required in the Excess Soil Registry based on O. Reg. 406/19, the Contractor shall file and update the Notice(s) in the Registry per O. Reg. 406/19, as required, with information pertaining to the Study Area, source site and receiver site within the Lands. • An Excess Soil Destination Assessment Report shall be prepared for the planned destination of the soil removed from the Project. During construction, a tracking system for the volume and location of the excess soil shall be developed and implemented to properly track where the excess soil will be at final placement. • Any backfill material which may be brought to the site to replace contaminated soil must meet the current applicable MECP standard and O. Reg. 406/19 for proposed future land use and the information will be properly documented for future risk management perspective. • If soil remediation is required during the works, confirmatory sampling will be conducted from the walls and floor of the excavation limits to ensure the clean-up result meets the current application MECP standard for proposed future land use. • The contractor must ensure that the excavated contaminated soils will be transported to a MECP approved waste receiving facility for off-site disposal.
		• Construction activities could expose contaminated materials and/or result in the spreading of contaminated materials.	• Develop a Soil and Excavated Materials Management Plan for the handling, management and disposal of all excavated material (i.e., soil, rock and waste) that is generated or encountered during the work. The plan will be overseen by a Qualified Person pursuant to Ontario Regulation 153/04 under the Environmental Protection Act (QP) and will comply with Ontario Regulation 406/19 (On-Site and Excess Soil Management, as amended), the Ministry of the Environment, Conservation and Parks (MECP), formerly the Ministry of the Environment and Climate Change (MOECC)'s Management of Excess Soils: A Guide for Best Management Practices (April 2019, as amended), and all Applicable Law. The plan will describe how to address the management of the excavated materials, imported materials, contaminated materials, and impacted railway ties, including handling, transportation, testing, documentation and reuse and disposal of excavated materials generated as part of the works and in accordance with applicable regulatory requirements and the Project Agreement, as applicable. • Non-soil materials, including railway bedding, railway ties, or ballast materials encountered during the earthworks will also require waste	• Upon completion of the work, the Contractor will submit a Soil and Excavated Material Management Implementation Report to Ontario Northland.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			classification as documented by testing where applicable to determine management and disposal requirements as per Ontario Regulation 347 (as amended) and all Applicable Law. • The Soil and Excavated Materials Management Plan will be reviewed and approved by Ontario Northland prior to construction.	
		• Construction activities may generate excess groundwater. Applicable permits may be required and will need to be approved prior to construction.	• Develop a Groundwater Management and Dewatering Plan to guide the handling, management, and disposal of groundwater encountered during the works. The Groundwater Management and Dewatering Plan will be overseen by a QP and will comply with all applicable regulations including 64/16 and 387/04, as amended under the Ontario *Water Resources Act*. • The Groundwater Management and Dewatering Plan will set out how the Contractor will address the management of excess water, groundwater, stormwater, surface water, construction process water and dewatering effluent generated by the Project, and will describe the handling, transfer, testing, monitoring, disposal of groundwater generated as part of the works and in accordance with applicable regulatory requirements. • The Groundwater Management and Dewatering Plan will outline general groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works where considered applicable. • The Groundwater Management and Dewatering Plan will describe the anticipated groundwater quantity and dewatering Zone of Influence that will be encountered during the works, and if approvals are needed for the water taking, such as a Permit to Take Water (PTTW) or an Environmental Activity Sector Registry (EASR) from the MECP. • The Contractor shall be responsible for obtaining all relevant approvals for water taking, such as PTTW and EASR. • The Groundwater Management and Dewatering Plan will describe the storage, transfer, and disposal and or treatment of the groundwater collected during the works, and approvals for the water disposal, and/or treatment if applicable, based on the quantity and quality. • The Groundwater Management and Dewatering Plan will be reviewed and approved by Ontario Northland prior to construction.	• Upon completion of the work, the Constructor will submit a Groundwater Management and Dewatering Implementation Report to the Ontario Northland.
		• Discharge Water Quality /Dewatering	• A treatment specialist should be consulted if treatment is expected to be necessary. For the management of excess groundwater or dewatering during construction, all relevant approvals for water taking (PTTW or EASR) and discharge (discharge permit / approval where required) shall be obtained prior to construction. • If discharge water is to be directed overland as deemed appropriate by the QP, discharge should be dispersed through existing vegetation and be minimum distance of 30 m away from any surface water body, as stipulated by the MECP. Due to the high potential for sediment during construction dewatering, it is recommended that discharge water be	• Water takings of more than 50,000 L/day are regulated by the Ontario Ministry of Environment, Conservation and Parks (MECP). The MECP requires an Environmental Activity and Sector Registry (EASR) to be registered for any construction dewatering that is between 50,000 L/day and 400,000 L/day, or a Permit to Take Water (PTTW) to be obtained for any construction dewatering that is greater than 400,000 L/day. ONTC will obtain the required approvals/permits related to dewatering prior to construction.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			directed through a sediment filtration bag, before being discharge overland. • Proper erosion and sedimentation control measures should also be in place and stipulated in the construction plans. The measures should be installed, used, operated, and maintained in accordance with recommendations provided by the manufacturers of the control measures. • In the event that a hydrocarbon film or sheen be observed, dewatering shall cease until the source of the impact is identified, and or the discharge is sufficiently treated based on the criteria of the receiver.	
		• Source water protection	• N/A	• MECP has developed the document Best Practices for Source Water Protection (Updated November 2, 2023) for water sources and drinking water systems that are not included in a SPP or are not regulated by the *Clean Water Act*. Every effort will be made to protect source water in accordance with the MECP guidelines, local regulations and the *Clean Water Act*.

Table ES-0-8: Stormwater Management/Drainage Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance of Station • Construction of Station and ancillary components	• The proposed works will result in increases to impervious areas, with potential effects to water quantity and quality. • In addition to the increases in impervious coverage, there may be alterations to the local drainage system, both overland (major drainage system) and storm sewers (minor drainage system). • The proposed construction activities pose a potential impact due to sediment transport into adjacent areas including watercourses, and municipal drainage infrastructure.	• Prepare and implement an Erosion and Sediment Control Plan as part of detailed design and construction. • To mitigate potential increases in peak flows and potential adverse impacts to water quality and to adhere to the local stormwater management guidelines, requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant legislative requirements. • The SWM design for the site will be developed to meet MECP targets and objectives (per MECP Stormwater Management Planning and Design Manual, 2003) for stormwater management with the overall goal of obtaining MECP approvals (i.e., Environmental Compliance Approval (ECA)), as required for the site and works. • All area grading and resulting drainage patterns shall not adversely affect adjacent lands. • Infiltration requirements for municipalities will be determined/confirmed as per the design guidelines and standards. Detailed geotechnical and hydrogeological investigations should be complete/updated at detailed design stage to precisely determine the soil type and runoff coefficient for open space and inform drainage infiltration systems (e.g., bio-swales, infiltration galleries/soakways). • Analyze and recommend Low Impact Development (LID) measures, while taking flooding risks and space constraints into account. Specifically, consider usage of large undeveloped areas (i.e., "Open Space") located at the east and west limits of the site for treating run-off through bio-retention or infiltration.	• Finalize the SWM / drainage design as part of the detailed design stage, in accordance with MECP and MTO requirements/guidance. • Obtain all required approvals (e.g., ECA)as part of detailed design. • Water Quantity Control - the water quantity control volume provided in the new storm sewer system, bioswale, and downstream onsite ditching will be designed in a manner that all runoff leaving the site will match the existing site conditions. The various features will retain and manage the runoff so that the Project does not impact the downstream culvert capacity. • Water Quality Control - the water quality criteria will be met through the appropriate sizing to the bioswale to meet the MECP Table 3.2 requirements for water quality sizing based on the size of the contributing drainage area. The bioswale will filter runoff prior to flowing to the site ditch, which will act in a series of measures to filter runoff prior to discharging from the site in order to meet MECP objectives for TSS removal. • Water Balance and Erosion Control the bioswale, ditching and erosion control measures will be installed on site to provide water balance and erosion control through the retention and velocity reducing measures. • Turbidity levels shall be monitored upstream and downstream of sites at watercourse crossings or adjacent to watercourses. Turbidity levels within discharges from sites and within receiving storm sewers will also be monitored visually to determine potential impacts from construction. • Monitoring will be conducted for potential oil spills and containment of spills to be conducted as per provincial requirements. • Low Impact Development (LID) features will be monitored to assess applicable parameters in accordance with local, regional, and conservation authority requirements.

Table ES-0-9: Utility Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Future Utility Maintainability	• In cases where existing/new utilities fall into the proposed facility footprint, or where the proposed facility structure restricts future access to these utilities, a formal agreement will be established with the respective utility owner, to ensure long-term accessibility and maintainability of the utilities.	• Post- construction inspections of the new utility infrastructure shall be undertaken for applicable works upon completion of the construction works to document condition.
	• Construction of station and ancillary components	• Spatial utility conflicts • Utility serviceability effects due to design requirements and construction	• Where feasible, all work shall follow applicable standards / policies provided by the public and private utility providers. • Coordinate construction scheduling, as required. • During detailed design, develop and implement a detailed Utility Infrastructure Relocation Plan that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. • During detailed design, additional investigations and surveys will be performed to field locate and verify the existing utilities within the Study Area and document their condition. • Undertake pre-submission consultation with the relevant regulatory authorities to develop an early approach to securing the permits and approvals for utility infrastructure works to ensure they proceed in a timely manner to support the design and construction schedule. • In the event unexpected utility conflicts are encountered during construction, these will be documented and communicated immediately to Ontario Northland and all relevant stakeholders. A field conflict resolution process will be implemented to mitigate the conflict and will include input from all relevant stakeholders. Ontario Northland will be notified at the first indication of a delay to their relocation schedule due to the unknown conflict. Ontario Northland will review the impact of the delay on the overall utility relocation plan. • In the event of damage resulting in service interruptions during construction, the damage will be reported immediately to Ontario Northland and Utility Owner representatives, and all work adjacent to the damaged utility will stop to prevent further damage.	• Perform inspection and testing to ensure successful utility relocation and safe and efficient installation. • A post- construction inspection of the new utility infrastructure (if applicable) may be required upon completion of the construction works to document condition. • In the event of potential impacts to critical utilities, instrumentation and monitoring will be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			• Perform all work identified in the Utility Infrastructure Relocation Plan to protect, support, safeguard, remove, and relocate all Utility Infrastructure. • Obtain permits and consents from and with all Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.	

Table ES-0-10: Air Quality Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Construction	• Construction related air pollution may pose risks to human health and wellbeing.	• Prior to commencement of construction, develop and implement a Construction Air Quality Management Plan (AQMP). The AQMP will: ○ Define the Project's air quality impact zone and identify all sensitive receptors within this area. ○ Include explicit commitment to the implementation of all applicable best practices identified in the Environment Canada document, Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005). • Develop a Communications Protocol and a Complaints Protocol to respond to issues that may develop during construction.	• Periodic on-site inspections will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.
		• Fugitive dust may be generated during construction activities that may generate complaints.	• Paved/Unpaved Roads: ○ Haul routes shall be maintained during operations, to ensure that loose fine material on the haul route surface is minimized. ○ Ensure trucks hauling excavated materials are tarped. ○ Establish efficient traffic patterns to minimize dust generation. ○ A water truck and water supply shall be available to cover the internal haul routes. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the haul route surfaces required to thoroughly wet the surface. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the site construction manager observes trucks producing a trailing cloud of dust greater than about 7m. Note: observation by the construction manager is the primary means of dust monitoring. ○ Wet or vacuum-sweeper cleans paved surfaces. ○ Priority should be given to routes that are most susceptible to the above noted causes of high emissions. • Material Handling: ○ Loading areas shall be maintained during operations, to ensure that loose fine material on the surface is minimized. ○ Ensure trucks hauling excavated materials are tarped when possible. ○ A water truck and water supply shall be available to cover the material handling areas with an adequate water supply. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the ground surface as required to wet the surface. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the site manager observes a plume of dust extending 7m beyond operating equipment. ○ Priority should be given to work areas that are most susceptible to the above noted causes of high emissions. • Material (Excavation): ○ The excavation area shall be equipped with a water spray system capable of supplying water as required to suppress dust emissions. The actual water application rate shall vary, being adjusted as needed to reduce visible dust emission.	• Visual inspection for dusty conditions in areas of emission sources shall occur daily and to ensure mitigation measures are in place and functioning properly. • Response to complaints Received: ○ The Site Manager will: ▪ Investigate the site and the circumstances leading to said emissions of dust driving the complaint. ▪ Determine if the source of the dust complaint was indeed the result of operations ▪ If required, adjust or modify fugitive dust mitigation systems as required to prevent a reoccurrence. ▪ If necessary, apply additional control measures. ▪ Respond to the complainant(s) in a timely manner. ▪ Document the resulting information in an on-site log.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			○ The spray bars will be triggered whenever the construction manager observes visible dust emissions above the height of the equipment being used or a trail of dust approximately 7m. ○ Masonry and other elements of construction will also be monitored. • Stockpiles: ○ Disturbance of storage piles shall be minimized where feasible. For active storage piles, the disturbed area shall be minimized to the extent possible. ○ Dry and fine material should be located in areas that minimize their exposure to the prevailing winds. ○ Water may be sprayed onto stockpiles if the site supervisor deems it necessary in order to prevent visible emissions from extending 7m. ○ Wind forecasts shall be monitored regularly during operation to anticipate the need for these measures and allow for next day planning. • General Work Areas: ○ Water or a suitable wetting agent may be required when material is especially dusty, or when dictated by wind conditions. ○ Good housekeeping practices should be maintained at all times. ○ Haul routes shall be maintained during operations, to ensure that loose fine material on the haul route surface is minimized. ○ A water truck and water supply shall be available to cover the work areas. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the haul route surface as required. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the construction manager observes trucks or wind producing a cloud of dust greater than approximately 7m.	
	• Operations and Maintenance	• Air quality effects due to operation of the new station (i.e. exhaust emissions associated with diesel-powered trains may contribute to local and regional air quality impacts).	• When considering the impact of NO_2, $PM_{2.5}$, and Benzene on the selected sensitive receptors, the difference between the "No Build" and "Build" scenarios is small and falls within the criteria and standards outlined by the Ontario Ambient Air Quality Criteria (AAQC) while Environment Canada has the Canadian Ambient Air Quality Standard (CAAQS) in both the "no build" and "build" circumstances. • No mitigation is required to meet criteria.	• Train engines and their emission control equipment will be maintained to manufacturers' specifications. • Unnecessary train / engine / propulsion system idling will be minimized through technical and operational measures. • Unnecessary non-revenue equipment runs will be minimized through design and planning, wherever possible and reasonable. • Annually, test train propulsion and auxiliary power units, which produces exhaust emissions and ensure that they remain in compliance with applicable Transport Canada heavy-duty diesel engine exhaust emission standards.
	• Potential Future Bus Maintenance and Storage Facility	• Construction and operational air quality effects associated with the Future Bus Maintenance and Storage Facility.	• N/A (refer to monitoring/future work commitments column)	• If the bus maintenance and storage facility proceeds to implementation in the future (post TRPAP), undertake an Air Quality Assessment to evaluate the potential construction related and operational air quality effects of this facility and any ancillary components. • The Air Quality Assessment for the future bus maintenance and storage facility will be carried out as part of an EPR Addendum to be undertaken by Ontario northland and will include public, stakeholder and Indigenous Communities and Organizations consultation.

Indigenous Communities and Organizations, Public and Stakeholder Consultation

Ontario Northland carried out consultation with the public, stakeholders, municipalities, property owners, government review agencies, Indigenous Communities and Organizations as part of the TRPAP. **Section 5.0** of this EPR details the consultation methods Ontario Northland used to engage a diverse set of participants, provide information and updates on the project, and to allow opportunities for interested persons to provide comments and feedback throughout the process. These methods generally included:

- Project website (https://www.ontarionorthland.ca/en/travel/northlander-passenger-train);
- Project e-mail address (pr@ontarionorthland.ca);
- Public Information Centers and public review opportunities;
- Newspaper advertisements;
- Notifications and e-blasts;
- Meetings with City of Timmins;
- Meetings with Indigenous Communities and Organizations;
- Meetings with other stakeholders (e.g., utilities); and,
- Mail drops to property owners.

Commitments and Future Work

Section 6.0 outlines the commitments that Ontario Northland will implement and comply with post TRPAP, during detail design and construction. In general:

- Ontario Northland will implement all mitigation and monitoring measures identified in this EPR;
- Ontario Northland will continue to consult with the City of Timmins and other affected stakeholders, as required, throughout the detailed design phase;
- Ontario Northland will obtain all permits and approvals (beyond completion of the TPRAP) that are required to construct and implement the project; and,
- The TRPAP has considered the approximate area of land that may be required for the potential future construction of a Bus Storage & Maintenance Facility as part of the technical studies undertaken. Additional impact assessment studies and consultation will be carried out by Ontario Northland in the future and an EPR Addendum prepared, should the facility move forward.

1.0 INTRODUCTION

The Ontario Northland Transportation Commission (Ontario Northland) is an agency of the Province of Ontario responsible for providing efficient, safe, and reliable transportation services in Northern Ontario. Current services include inter-community bus passenger and bus parcel delivery services, freight rail services that connect Northeastern Ontario to other markets across Canada and around the world, and passenger rail service on the Polar Bear Express. The Polar Bear Express provides rail service connecting Cochrane to Moosonee and the Communities of the James Bay Coast since 1932. Previously, Ontario Northland operated the Northlander passenger rail service between Toronto and Cochrane, however, this service was discontinued in 2012.

1.1 Business Case

In support of the Northlander Passenger Rail Service, Ontario Northland and Metrolinx jointly developed and assessed the business case for offering regular passenger rail service between Northeastern Ontario and Toronto. Business cases are completed to define the rationale and requirements for delivering said investment.

Since the publication of the Initial Business Case (IBC), there has been significant work undertaken in refining and developing options. The Updated Initial Business Case (UIBC) builds upon the work undertaken in the IBC, drawing upon more detailed analysis on the operations, design, and cost estimate. As a result, the UIBC has performed an analysis on a shortlist of options. Option 2 has been chosen as the preferred option since it generates more ridership by providing service from Toronto to Timmins (Porcupine) with a connection to Cochrane, therefore, establishing the need for a new station in Timmins-Porcupine.

As per the Updated Initial Business Case (UIBC) (https://www.ontarionorthland.ca/sites/default/files/corporate-document-files/UIBCen.pdf):

Residents, workers, and visitors in Northern Ontario have few transportation options, and the options that do exist can be costly, limited, or unsafe due inclement winter driving conditions. The current travel landscape can restrict mobility to, from, and between northern communities, and into larger cities like Toronto. The primarily auto-oriented transportation network is particularly challenging for those who are unable to drive, choose not to drive, or do not have access to a vehicle. As a result, the quality of life for residents in northern communities, including Indigenous communities, is impacted due to limited access to services and businesses located across Northern Ontario and in the Greater Golden Horseshoe (GGH), such as hospitals and other specialized medical services. Limited travel alternatives for the businesses and communities in Northern Ontario also limits the potential for economic development in the north.

Ontario Northland is proposing to reinstate passenger rail service between Northern Ontario and the GGH, which addresses these transportation challenges. The proposed rail service will draw upon the experiences of operating the former Northlander to provide a service that better serves the needs and travel demands of northern residents.

Metrolinx has assessed this proposal through an Initial Business Case framework and continues to support Ontario Northland by conducting further analysis through an Updated Initial Business Case (UIBC). The Initial Business Case is a decision-making tool employed to assess the strategic and economic rationale for an investment, and the financial, deliverability and operational considerations required to implement it. The UIBC applies a more detailed analysis to a shortlisted set of options informed by the Initial Business Case. It is a more streamlined approach that provides an interim analysis before fully progressing to a Preliminary Design Business Case.

As the program evolves, further analysis to be undertaken through the next phases includes:

- Further train modelling and test runs to confirm the operability of the service pattern and schedule;
- More detailed service planning of parallel and connecting bus services, to maximize connectivity, while keeping service levels efficient;

- Crew shift scheduling to ensure that shifts would be within regulatory limits, while accounting for the risks of delays;
- Refinement of business case analysis parameters as new data becomes available and as the project proceeds, including:
  - Capital, operating and maintenance costs; and,
  - Impacts of customer amenities on ridership and benefits.
- Negotiations with CN to secure track access for the service, and confirm the scope of any corridor infrastructure required to operate the service; and,
- Detailed design of corridor, station and shelter infrastructure, and development of more detailed cost estimates.

In general, the UIBC articulates a compelling argument to invest in the Northeastern Passenger Rail Service because:

- There are limited alternatives to automobile travel in the north and highways are frequently closed due to severe winter conditions; therefore, residents and visitors have reduced mobility, safety, and access to essential services, and northern communities have limited opportunities for economic development and tourism;
- The availability of other modes of transportation, such as transit, inter-community bus or rail service, or air service, are limited;
- Highway 11 north of North Bay is susceptible to road closures, with few, if any, alternative routes available for detours; and,
- The lack of strong connections between the GGH and the businesses and communities in Northern Ontario limits economic development and tourism opportunities in the north.

Based on the results of the Updated Initial Business Case Ontario Northland is now reinstating the passenger rail service between Toronto (Union Station) and Timmins (including a rail connection to Cochrane) via the Northlander Passenger Rail (NPR) Project. See **Figure 1-1** for a Key Map of the rail corridor.

Figure 1-1: Northlander Passenger Service Project Key Map

1.2 Proposed Timmins-Porcupine Station

As part of the NPR program, and as identified via the UIBC work, a new station in the City of Timmins is proposed. Terminating the Northlander service in the Timmins region will provide long-distance passenger rail service to the regional transportation hub and fifth largest municipality in Northern Ontario. The Timmins terminus station provides community and economic benefits by serving a relatively larger population center in Northern Ontario compared to other options previously studied to support the return of the Northlander rail service.

1.2.1 Purpose of the Project

The purpose of the Timmins-Porcupine Station Project is to build a new rail station in the City of Timmins that will operate as part of the reinstated Northlander Passenger Service.

1.2.2 Project Proponent

Ontario Northland is the Proponent of the Project for the purpose of the Transit & Rail Projects Assessment Process, meaning they are the entity proposing to carry out, have charge, and take ownership/control of the undertaking. Ontario Northland is an agency of the Province of Ontario that reports to the Ministry of Transportation. Ontario Northland operates under the authority of the *Ontario Northland Transportation Commission Act*. The organization is mandated to deliver efficient, safe and reliable transportation services in Northern Ontario.

1.2.3 Project Scope

The scope of the TRPAP examines the potential environmental effects associated with the new Timmins-Porcupine Station. In addition, the environmental impact assessment studies also consider the area of land adjacent to the proposed station where a future bus maintenance and storage facility may be built. At the time of preparing this EPR, the decision to build the bus facility was not yet definitive, and therefore an engineering design was not completed. Should the bus facility go forward in the future, the environmental impact assessment studies undertaken as part of this Timmins-Porcupine Station TRPAP will need to be revisited and updated, as required. In addition, Noise & Vibration and Air Quality studies will need to be carried out to address the potential operations and construction phase impacts associated with the bus facility. These updated/additional impact assessment studies will be carried out as part of completing an EPR Addendum process (as per *O. Reg*. 231/08), which would also entail Ontario Northland carrying out public, stakeholder, and Indigenous Communities/Organizations consultation (as required) and preparation of an EPR Addendum document. Refer to **Section 2.0** for further detail.

Table 1-1: Project Components

Project Component	Description
Train Station Platform	Train platform material will consist of concrete. Platform features will include tactile warning strips, platform edge, and areas for Accessibility Vehicles to park at the north and south ends of the platform.
Station Building	Features in the station building may include: • Wicket for Travel Tickets and information; • Wicket for parcel drop-off/pick-up; • Station waiting area; • Station washroom; • Breakroom for crews and station staff; and, • Staff washroom and utility spaces.

Project Component	Description
Station Parking Facilities	Parking facilities at the station will contain a variety of features designated to accommodate accessibility, taxi stalls, drop off/pick up, general parking, employee parking, etc.
Station Pedestrian Walkway	Pedestrian walkway is to be built around the station building, providing access to various station elements.
Track Works	Minimal track work will be required to allow the passenger train to safely approach the station and for passengers to safely enter/exit the train from the station platform. Ontario Northland will install a new bumping post at the end of the alignment.
Ontario Northland Bus Bays	Bus bays to be provided for a seamless connection to Ontario Northland motor coach services.
Bus Storage & Maintenance Facility	The TRPAP has considered the approximate area of land that may be required for the potential future construction of a Bus Storage & Maintenance Facility as part of the technical studies undertaken. Additional impact assessment studies and consultation will be carried out by Ontario Northland in the future and an EPR Addendum prepared, should the facility move forward. Components and features of the proposed Bus Storage and Maintenance Facility may include: • Replacement of the old facility currently in use in Timmins (currently located at 895 Monta Ave., Timmins); • Two (2) parking bays, one (1) bus wash bay, and one (1) service and fueling bay, and the capacity to service four (4) buses at any time; • Regular maintenance activities including wash bays and service bays; • Employee washrooms, locker rooms, and a lunchroom, as well as bus and employee parking; and, • An approximate size of 1,200 m^2.

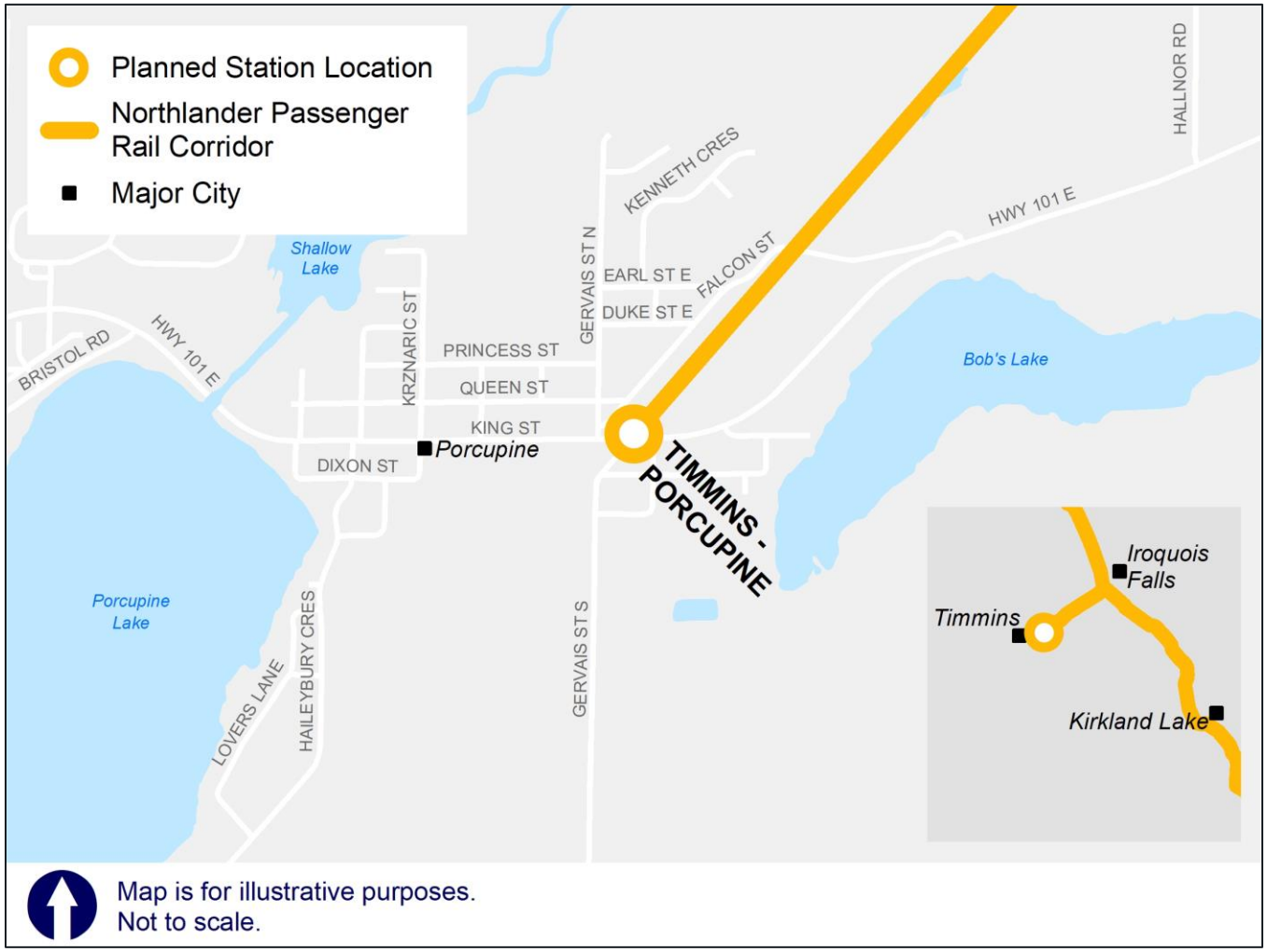


Figure 1-2: Timmins-Porcupine Station Location Key Map

1.3 Regulatory Process

1.3.1 Ontario Regulation 231/08: Transit and Rail Project Assessment Process

The Timmins-Porcupine Station Project is subject to the requirements of *Ontario Regulation 231/08*: Transit and Rail Project Assessment Process (February 16, 2024) as per *Ontario Regulation 50/24:* PART II.3 Projects - Designations and Exemptions made under the *Environmental Assessment Act* – specifically Part III Transit & Rail Projects, Subsection 14(1):

Transit and rail projects by municipalities, Ontario Northland or Metrolinx — project assessment

14. (1) Subject to sections 17 and 18, the following activities are designated as projects to which Part II.3 of the Act applies if the activity is carried out by a municipality, the Ontario Northland Transportation Commission, Metrolinx or any of Metrolinx's successors or assigns:

1. *Constructing any of the following things in or adjacent to a sensitive area:*

   i. A new passenger station.

   ii. A new passenger pick-up/drop off area.

   iii. A new park-and-ride lot.

iv. A new grade separation in respect of a rail line or a linear component of a transit system.

v. A new storage yard.

vi. A new maintenance facility.

vii. A new rail yard.

viii. A new rail freight facility.

By following the Transit and Rail Project Assessment Process (TRPAP) for the Timmins-Porcupine Station Project, Ontario Northland is exempt from the requirements under Part II.3 of the *Environmental Assessment Act* (EA Act).

Figure 1-3 provides a general overview TRPAP steps.

1.3.1.1 Pre-Planning Phase

Due to the accelerated timeline associated with the TRPAP, proponents are encouraged to carry out background studies and preliminary consultation activities prior to issuing a Notice of Commencement (which officially starts the (up to) 120-day TRPAP Phase). With this in mind, the following activities were carried out during the Pre-Planning Phase of the Project:

- Collection and documentation of baseline environmental conditions information;
- Preparation of the Conceptual Design;
- Initial communications and follow up consultation efforts with Indigenous Communities and Organizations;
- Meetings with stakeholders (;
- Public Meeting #1;
- Circulation of Draft EPR to Government Review Team (GRT)[1]
- Consideration of stakeholder (i.e., Review Agencies, Municipalities, and Indigenous Communities/Organizations) comments received and follow-up efforts;
- Impact assessment studies;
- Public Meeting #2;
- Preparation of Draft Environmental Project Report (EPR).

1.3.1.2 TRPAP Phase

Following completion of the Pre-Planning phase, a Notice of Commencement is issued to commence the TRPAP Phase, which generally involved the following activities:

- Issue Notice of Commencement;
- Public Consultation;
- Respond to comments received from the GRT on the Draft EPR and follow up efforts, as required
- Conversations with Indigenous Communities and Organizations;
- Meetings with stakeholders (e.g., Review Agencies, City of Timmins, Utility companies);
- Public Meeting Round #2;
- Finalization of the EPR; and,
- Issue Notice of Completion (within 120-days of Notice of Commencement).

[1] Government Review Team consists of all review agencies, municipalities, Indigenous communities, other stakeholders on the TRPAP Contact list.

Upon issuing the Notice of Completion, the EPR will be made available for 30-days for review by the Public (including property owners), Indigenous Communities and Organizations, review agencies, and other stakeholders. During this review period, if there are concerns pertaining to the potential for a negative impact on a matter of Provincial importance that relates to the natural environment or has cultural value or interest, or on a constitutionally protected Aboriginal or treaty right, an objection may be submitted to the Minister of the Environment, Conservation and Parks (Minister). Following the 30-day review period, the Minister has 35 days to issue one of three notices:

- Proceed with the Project in accordance with the EPR; or,
- Proceed with the Project in accordance with the EPR subject to conditions; or,
- Require the proponent to conduct further work and submit a revised EPR.

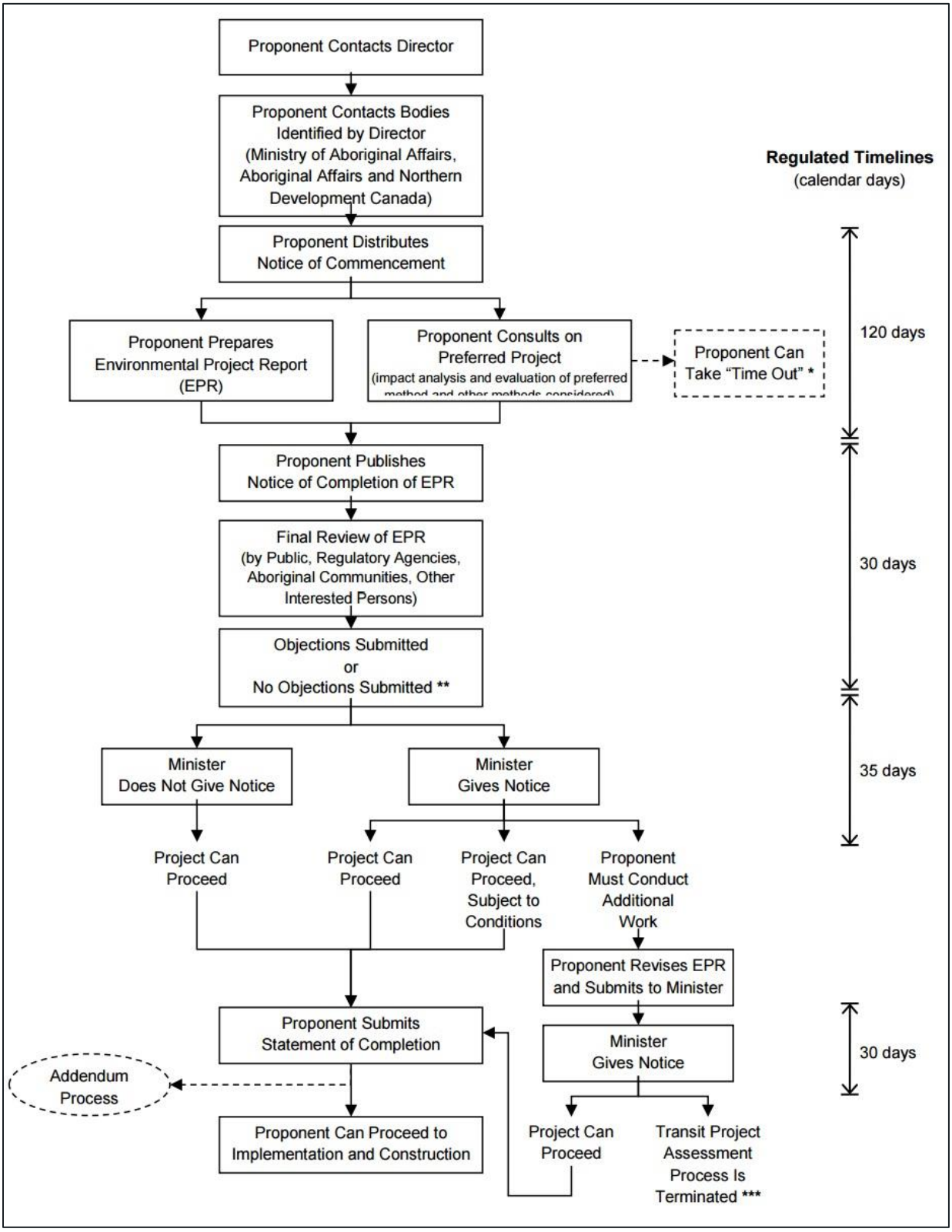


Figure 1-3: Overview of Steps in the Transit & Rail Project Assessment Process

1.4 Report Organization

Table 1-2 summarizes the key documentation requirements as outlined in *O. Reg. 231/08 - Transit & Rail Project Assessment Process*, and the corresponding section of this EPR document where the requirement has been addressed.

Table 1-2: Summary of TRPAP Documentation Requirements

EPR Requirements	Section(s) of EPR Where Requirements are Addressed
Statement of purpose for the transit project and summary of background information.	**Section 1.0**
Map showing the site of the transit project.	**Section 1.0**
Description of all studies carried out, including summary of data collected or reviewed and summary of results/conclusions.	**Sections 3.0 and 4.0**
Description of local environmental conditions within the Study Area.	**Section 3.0**
Final description of transit project including preferred design, and description of other methods considered.	**Section 2.0**
Assessment of impacts of the environment associated with the preferred design (and other methods), and criteria applied to assess the impacts.	**Section 4.0**
Description of proposed measures to mitigate potential negative impacts on the environment.	**Section 4.0**
If mitigation measures are proposed, a description of the proposed monitoring activities to verify the effectiveness of mitigation, and description of commitments to be fulfilled (as applicable).	**Section 4.0**
Description of any municipal, provincial, federal or other approvals or permits anticipated to be required.	**Section 6.2**
Summary of public and stakeholder consultation.	**Section 5.0**

1.4.1 Report Purpose

The purpose of this EPR is to document the Transit & Rail Project Assessment Process undertaken by Ontario Northland in accordance with the requirements of *O. Reg. 231/08* for the Timmins-Porcupine Station undertaking.

1.5 Project Team

The following multi-disciplinary team was retained by Ontario Northland to carry out the Timmins-Porcupine Station TRPAP:

- Gannett Fleming Canada ULC– responsible for engineering design, the environmental assessment planning process, overseeing environmental impact assessment studies, and TRPAP consultation/stakeholder engagement; also responsible for carrying out the Land Use and Socio-Economic Assessment study, and Traffic study.
- Archaeological Services Inc. – responsible for Cultural Heritage Assessment study, and Archaeological Assessment study.
- LGL Limited – responsible for the Natural Environment Assessment study.
- J.E. Coulter – responsible for the Noise and Vibration Assessment study.
- Theakston Environmental – responsible for the Construction Air Quality Assessment study.

- Palmer – responsible for the Hydrogeological Technical Memorandum.

1.6 Studies and Technical Documents Reviewed

The comprehensive list of studies and technical reports that were reviewed as part of the Transit Project Assessment Process is contained within the section entitled "*References and Supporting Documents*" above (included before the Executive Summary).

2.0 DETAILED PROJECT DESCRIPTION

2.1 Standards and Codes

The new Timmins-Porcupine Station has been designed in accordance with industry best practices while adhering to applicable standards and codes (version current at time of issuance of this report) that include but are not limited to those listed in the table below.

Table 2-1: Standards and Codes

Title/Name	Standard Number
Ontario Building Code	2012
National Building Code of Canada	2015
Ontario Fire Code	N/A
Canada Transportation Act	(S.C. 1996, c. 10.)
***The Accessibility for Ontarians with Disabilities Act* (AODA)**	2005, S.O. 2005, c. 11.
Ontario Integrated Accessibility Standards	O. Reg. 191/11:
Accessible Canada Act	(S.C. 2019, c. 10.)
AREMA	2020
***Occupational Health and Safety Act* (OSHA)**	N/A
Canadian Foundation Engineering Manual, 4th Edition	2006
Ontario Provincial Standards and Specifications (OPSD/OPSS)	Various
Geometric Design Guide for Canadian Roads – Transportation Association of Canada	N/A

2.2 Northlander Service Plan

The Northlander service will provide one trip per direction, 4-7 days per week, travelling overnight in the northern section to allow passengers to maximize daytime at the destination. The plan is subject to change and approvals and will be finalized in 2025/2026. At the time of preparing this EPR, the planned service is as follows:

- Southbound:
  - The train provides a late-night connection from Cochrane to Timmins (Porcupine).
  - The train departs Timmins (Porcupine) around midnight.
  - The train reaches North Bay in the early morning.
  - The train terminates in Toronto Union by late morning.
- Northbound:
  - The train departs Toronto Union in the early evening.
  - The train reaches North Bay around midnight.
  - The train terminates in Timmins (Porcupine) early next morning.
  - The train provides a connection from Timmins (Porcupine) to Cochrane.

2.3 Engineering Design Process

As part of the TRPAP, a Reference Concept Design was prepared for the proposed Timmins-Porcupine Station that satisfies the following objectives:

- The infrastructure configuration necessary to provide sufficient capacity to operate the Northlander service; and,
- The strategy for how infrastructure will be optimized for operational efficiency.

2.3.1 Key Design Assumptions

The following table outlines the key assumptions that guided the engineering design for the new station.

Table 2-2: Key Design Assumptions

Project Component	Key Design Assumptions
Train Station Platform	• Slopes of platform will ensure positive drainage. • Platform length will be approximately 82m.
Station Building	• The station building will accommodate all necessary spaces for station operations such as: waiting areas, a ticket counter, bus parcel facility, back of house rooms, an office, a lunchroom, and separate washrooms for Ontario Northland staff and customers, in addition to mechanical/electrical/communication service rooms.
Station Parking Facilities	• Parking facilities at the station will contain a variety of features designated to accommodate accessibility, taxi stalls, drop off /pick up, general parking, employee parking, etc. • Accessible parking spaces will be provided in accordance with the Integrated Accessibility Standards Regulation (IASR).
Station Pedestrian Walkway	• Walkways will comply with the Ontario provincial standards and specifications (OPSD/OPSS), Ontario Building Code (OBC), and *Accessibility for Ontarians with Disabilities Act* (AODA), including considerations for barrier-free connectivity; • Walkways will have a minimum width of 1.8m; • Where possible, walkways will be physically separated from adjacent vehicular paths (e.g., curb); • Walkways will be designed to accommodate for snow removal machine weight; and, • Slopes of walkways will ensure positive drainage.
Track works	• Modification of trackwork design, including horizontal and vertical alignment adjustments, is not required for the station works. • Ontario Northland will install a bumping post at the end of the track alignment at Timmins Station.
Ontario Northland Bus Bays	• Slopes of platform will ensure positive drainage.
Bus Storage & Maintenance Facility	• N/A

2.4 Timmins-Porcupine Station – Detailed Description

The proposed Timmins-Porcupine Station is a terminus station situated along the Northlander route (Ramore Subdivision) between Matheson Station and Cochrane Station, within the geographic Township of Whitney, now known as the City of Timmins. The site is approximately one (1) hectare and is located just west of Bob's Lake. Falcon Street abuts the site to the north and west, King Street (Highway 101) to the south and an existing rail (currently not in use) to the east. The Whitney Multipurpose Court and a baseball diamond are located west of the site, with residential neighbourhoods extending further east and west. Refer to **Figure 2-1** below.

The proposed station area is within Ontario Northland's property. This station will connect Timmins to Toronto (Union Station) via the Northlander Passenger Rail.

Key design elements proposed as part of the Timmins-Porcupine Station are summarized in **Table 2-3** and are shown in **Figure 2-1**. Refer to the applicable sections below, as indicated in the table for additional details regarding design criteria for each design element.

2.4.1 Project Study Area

The Study Area for the TRPAP is defined as the area where the station components are proposed to be constructed plus a conservative 50m buffer area to allow for completeness of data collection associated with technical and environmental study investigations. Refer to **Figure 2-1** that depicts the study area boundaries as well as the conceptual site layout.

Table 2-3: Summary of Proposed Infrastrcuture Elements: Timmins Porcupine-Station

Design Element	Location	Description	Reference
Train Station Platform	The train platform is located on the east side of the station building.	Train platform material will consist of concrete. Platform features will include tactile warning strips, platform edge, and areas for Accessibility.	**Section 2.4.4**
Station Building	Station building is surrounded by various station elements, includes access to Ontario Northland bus bays, the train platform, and the parking lot.	Features in the station building will include: • Wicket for Travel Tickets and information; • Wicket for parcel drop-off/pick-up; • Station waiting area; • Station washroom; • Breakroom for crews and station staff; and, • Staff washroom and utility spaces.	**Section 2.4.5**
Station Parking Facilities	Parking facilities will be located adjacent to the proposed Timmins-Porcupine Station. Station building, bus stops, and train platform are situated in proximity to the parking spaces.	Parking facilities at the station will contain a variety of features designated to accommodate accessibility, taxi stalls, drop off /pick up, general parking, employee parking, etc. Accessible parking spaces will be provided in accordance with the Integrated Accessibility Standards Regulation (IASR).	**Section 2.4.6**
Station Pedestrian Walkway	Station pedestrian walkway proposed on all sides of the station building. There is access to areas for accessibility, bus stops, and train platform.	Station pedestrian walkway is built around the station building, providing access to various station elements.	**Section 2.4.7**
Track works	N/A	Minimal track work will be required; install new bumping post at the end of the alignment.	**Section 2.4.8**
Ontario Northland Bus Bays	Bus bays will be adjacent to the station building with accessible walkway from station building/platform.	Bus bays to be provided for a seamless connection to Ontario Northland motor coach services.	**Section 2.4.9**
Bus Storage & Maintenance Facility	The potential Bus Storage & Maintenance Facility will be located east of the station building and platform.	Protecting for land that may be required for potential future construction of a Bus Storage & Maintenance Facility.	**Section 2.4.10**

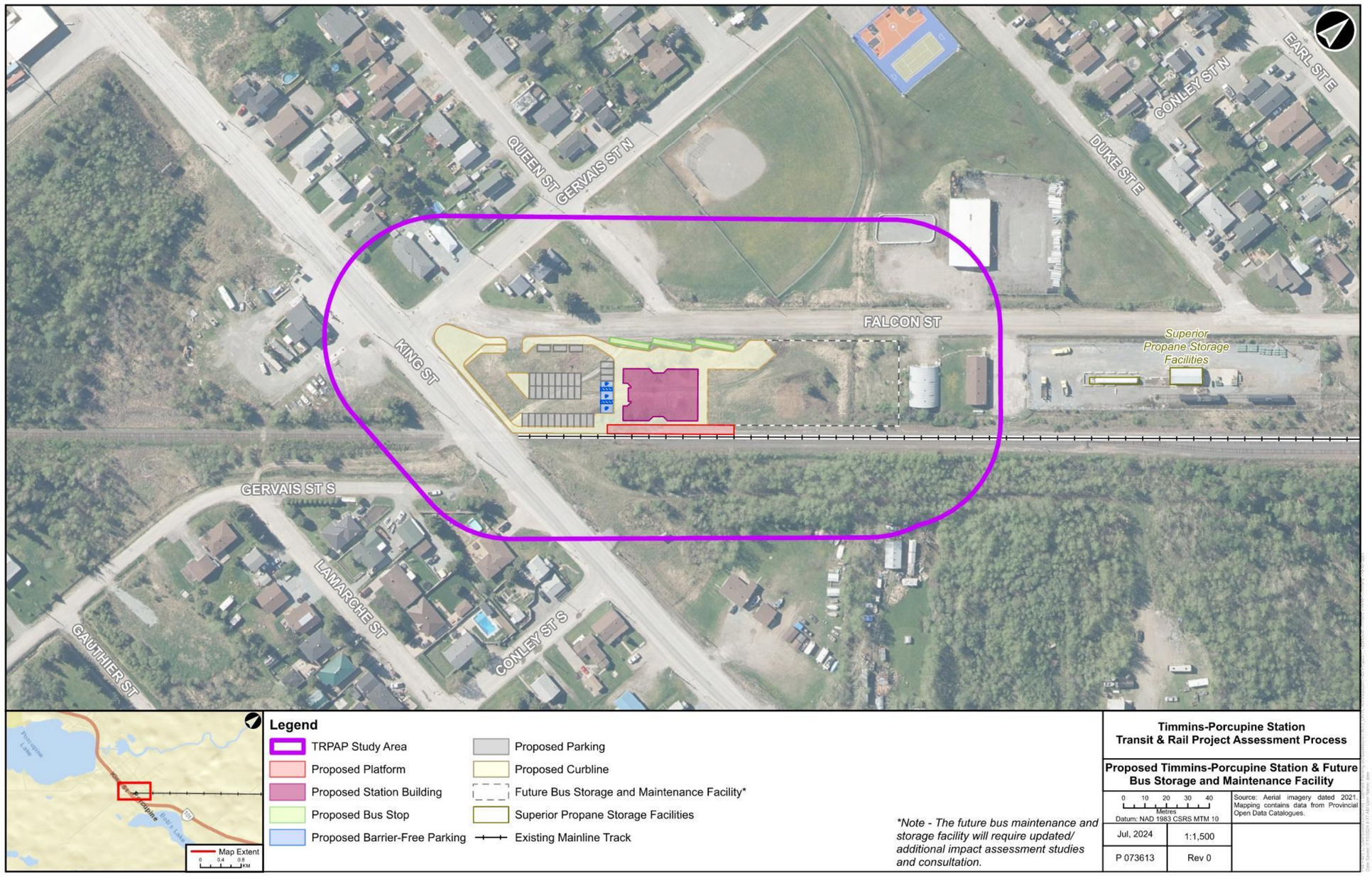


Figure 2-1: Timmins-Porcupine Station Study Area and Conceptual Site Layout

2.4.2 Site Servicing

Site servicing plans were developed as part of the concept design. All service connections to the proposed Timmins-Porcupine Station will be further reviewed in consultation with the City of Timmins, Enbridge, Northern Ontario Wires, and Ontario Northland. The site servicing plan itself is also subject to further revision during detailed design.

The proposed station building will require domestic water, fire water, sanitary, electrical, telecom and gas services. All station building service requirements will connect to the City of Timmins water main and sanitary sewer, and the Enbridge gas main located on King Street. The Timmins-Porcupine Station will have a dedicated incoming electrical service feeder. The location of the drop-off from the overhead hydro pole and dedicated transformer for the Timmins-Porcupine Station will be coordinated with the local electrical utility "Northern Ontario Wires" and placed either within the property or close to the property.

A site investigation in September 2023, revealed that an existing ditch conveys water south-east through an existing 975mm CSP culvert across the rail corridor (see **Figure 2-2**). The proposed site plan requires a review of pre- and post-development runoff volumes to evaluate potential impacts of stormwater runoff. It is anticipated that localized runoff management will be required. The existing ditch downstream and through the site will be evaluated for water conveyance capacity and any required treatment measures for retention. If it is determined that the culvert and site impervious impacts result in an increase in flows that requires site controls, potential mitigation measures such as bio-retention swales, detention basins (dry or wet), and/or Low-Impact Development (LID) features will be identified.

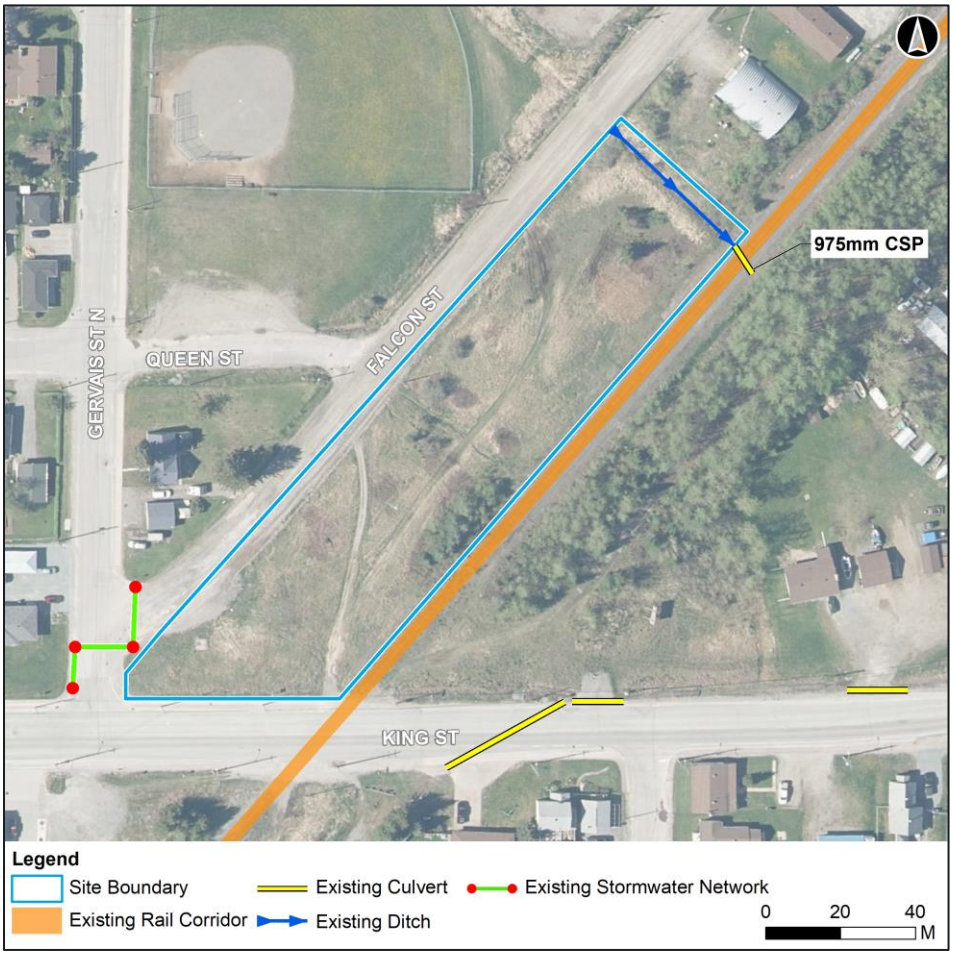


Figure 2-2: Existing Drainage Features

2.4.3 Property Requirements

Property requirements will be further reviewed and confirmed during detailed design. If required, Ontario Northland will proceed with property acquisition as follows:

- Based on the detailed design, locations where temporary/permanent easements/property acquisition are required will be confirmed; and,
- Ontario Northland will obtain all easements/property acquisitions/permits from property owners that are required to implement the project in accordance with Ontario Northland's property acquisition process.

In addition, Ontario Northland will continue to work with the City of Timmins through the Site Plan Application process to address all identified property impacts and obtain necessary approvals, as required.

Table 2-3: Summary of Property Requirements

Area Required	Property Owner	Type of Property Impact
Approximately 397m^2	City of Timmins	Ontario Northland will obtain encroachment permits with the City of Timmins. Easements will not be required.

2.4.4 Train Station Platform

An accessible train station platform will be provided at the station. The following design criteria was established as part of developing the conceptual design for the proposed Timmins-Porcupine Station:

- Platform length will accommodate a consist of three (3) Siemens Venture coaches;
- Platform length will be approximately 82m;
- Platform height will be approximately 127mm above top of rail. Minimum platform width will be 4.3m;
- Cast-in-place concrete will be used for the platform;
- Platform tactile warning strip at the platform edge will be installed according to Ontario Building Code;
- Lighting will be designed to meet a minimum of five (5) footcandles on the station platform; and,
- Lighting design will incorporate energy-efficient lighting technologies such as LEDs to reduce power consumption and increase efficiency.

2.4.5 Station Building

The station building will accommodate all necessary spaces for station operations such as: waiting areas, a ticket counter, parcel facilities, back-of-house rooms, an office, a lunchroom, and separate washrooms for staff and customers in addition to mechanical/electrical/communication service rooms. The following design criteria was established as part of developing the conceptual design for the proposed Timmins-Porcupine Station:

- Station building area will be approximately 770 m2.
- Aesthetic:
    - The roof will be sloped and drained away from both train and bus platforms;
    - Ceiling height will vary depending on space function;
    - The aesthetic of building design will reflect the unique personality of the area and the surrounding natural features such as redundant forests, hills, mountains, lakes, and colourful rocks in a way to blend and stretch these characteristics of northeastern Ontario;
    - The building's exterior will utilize the use of mixed materials between stone and wood as natural materials alongside glass and metal to deliver a modern design while emphasizing on the natural characteristics of the northern Ontario; and,

- External walls of public space will be glazed to connect the inside to the outside for viewing and provide safety with a crime prevention through environmental design) (CPTED) approach. Public space furniture will provide a variety of seating setups to accommodate different waiting periods for each type of transit served by the station building.

- Wayfinding:
  - For wayfinding, signs indicating through route from the street/parking lot to the train platform and bus platform and signs indicating the exit from the train platform will be provided;
  - Room tags and signs indicating routes to passenger washrooms are also needed;
  - A digital monitor may be provided in the station building to inform of Timmins Transit's next arrival, train departure, and motor coach running information; and,
  - Fixed notice boards, passenger information screens and emergency help points will be provided for fixed and real-time assistance.
- Lighting:
  - Lighting will be designed to meet minimum standards within the station building; and,
  - Lighting design will incorporate energy-efficient lighting technologies such as LEDs to reduce power consumption and increase efficiency.

2.4.6 Parking Facilities

A surface parking lot will be provided at the station.

- There will be approximately 49 parking spaces that will include: standard parking spaces, employee parking spaces (including designated 'long term parking), accessible parking spaces, and taxi stands for passenger pick-up/drop-off.

2.4.7 Pedestrian Walkway

Sidewalks will connect the station building access points to the parking lot, passenger pick-up/drop-off, bus platform and train platform. The following design criteria was established as part of developing the conceptual design for the proposed Timmins-Porcupine Station:

- Sidewalks will be constructed of cast-in-place concrete, sealed, and slip resistance finish;
- Passenger seating areas will be provided at the platform and at sidewalk spaced every 30m; and,
- A storage box for sand/salt supply will be provided on train and bus platforms.

2.4.8 Track work

Trackwork design and adjustment of track alignment are not required for the proposed station. Track reprofiling will be required to address the new raised platform. A new bumping post will be installed at the end of the alignment.

2.4.9 Ontario Northland Bus Bays

Bus bays to connect passengers from the train to Ontario Northland motorcoaches will be provided at the station. The following design criteria was established as part of developing the conceptual design for the proposed Timmins-Porcupine Station:

- The intermodal provision will consist of three (3) bus bays to accommodate Ontario Northland motor coaches. Buses will be able to leave the bus bays without having to reverse;
- The motor coaches will have the ability to parallel park adjacent to the motor coach platform for the entire length of the vehicle to allow the driver to load and unload;

- Motor coach platform signage showing the platform number will be provided.

2.4.10 Potential Future Bus Storage & Maintenance Facility

Provisions for a future Ontario Northland motor coach maintenance facility are being provided to not preclude construction of the facility at a later date. Refer to **Figure 2-1**.

Should the bus facility go forward in the future, the environmental impact assessment studies undertaken as part of this Timmins-Porcupine Station TRPAP will need to be revisited and updated, as required, to address the potential operations and construction phase impacts associated with the bus facility. These updated/additional impact assessment studies will be carried out as part of completing an EPR Addendum process, which would also entail Ontario Northland carrying out public, stakeholder, and Indigenous Communities consultation.

2.5 Operations and Maintenance

2.5.1 Timmins-Porcupine Station

The Station will require regular maintenance to support ongoing operations. Typical maintenance activities include snow and ice clearing, regular vegetation management and, in the case of a station, interior cleaning of floors and washrooms, public and non-public areas, and exterior cleaning of the building façade and windows as well as associated station and platform facilities such as benches, sweeping walkways, ramps, emptying waste receptacles, stocking salt bins and associated winter cleanup operations to remove salt and sand residues. Snow removal operations may require temporary storage on site at an allocated area within the parking lot.

Regular maintenance is needed at platforms to ensure safe access for Ontario Northland passengers. This may include visual inspections to identify obvious defects or damage to the platform, general cleaning (e.g., disposal of garbage), and use of de-icing/snow removal equipment in the winter months.

Inspections determine how platforms deteriorate over time from surrounding elements, such as rain/wind/snow/ice, exposure to de-icing salts, etc. Remedial actions will be taken as necessary to ensure platforms remain safe for passengers following inspections.

2.6 Construction Activities

The following section provides an overview of the types of typical construction methods/activities that will be utilized to build the proposed Timmins-Porcupine Station.

- Initial steps during the construction of a station are site clearing and ground improvements. There may be instances where installation of culverts is required, and grading must occur;
- Utility modifications or extensions will be completed soon after that will require excavation and coordination with service providers and the City of Timmins. Potentially affected utilities include power/hydro, telecommunications, storm and sanitary sewers, gas, and watermains. This work will require shoring;
- Excavated materials may be hauled for landfill disposal depending on the quality of the materials, and in consideration of any hazardous material disposal requirements. A dewatering system may be required for certain construction activities to remove water beneath the excavation levels;
- The station will require electrical work to install a pole or pad mounted transformer to provide power to the site;
- The station will require construction of access roads and parking facilities using hot mix asphalt and emulsified bitumen, complete with concrete curb and sidewalks. Road construction includes a subgrade, subbase and base course, all of which require extensive use of aggregate and compaction effort;

- The station building's exterior will utilize the use of mixed materials between stone and wood as natural materials alongside glass and metal to deliver a modern design while emphasizing on the natural characteristics of the northern Ontario; and,
- The building requires construction of concrete foundations and will be serviced by power, fire suppression water, domestic water, telecommunications and gas. Buildings will also be equipped with HVAC units.

Other features to be installed as part of a typical station include:

- Fencing and gates;
- Exterior lighting;
- Roadways and walkways;
- Parking areas including accessibility parking;
- Waste management areas;
- Stormwater management measures;
- Transformer and power distribution systems;
- Back-up power/uninterrupted power supply (UPS);
- Telecommunications and security/CCTV;
- Restroom facilities; and,
- Mobile standing storage.

The following elements are included within the construction of the new rail platform, bus bays and taxi stands, parking areas and the station building:

- Vegetation removal and site preparation;
- Grading and site drainage work;
- Site de-watering during construction
- Platform and construction of concrete curb for the rail platform and bus bays;
- Paving of parking areas, walkways and ramps;
- Installation of ramps and associated handrails;
- Installation of site lighting , communication systems, and ancillary features such as CCTV, help points and service information displays, etc.;
- Installation of a standby generator or UPS;
- Construction of walkways and sidewalks;
- Installation of wayfinding and signage;
- Utility connections, as required;
- Fibre optic cable and telephone installations;
- Installation of stormwater and sanitary waste piping, manholes pits, trench drains, sump pump and city sewer connection;
- Excavation for building foundations and associated ground works;
- Utility and stormwater and sanitary piping trenches;
- Placement of concrete for foundations;
- Installation of exterior walls, stonework, waterproofing membranes, and insulation;
- Installation of roofing, doors, roll up doors, and exterior glazing;
- Installation of roofing systems;

- Electrical and plumbing rough-in;
- Installation of HVAC equipment interior and exterior to the building;
- Interior walls, tile and non-tile floors, painting and trim;
- Public and staff washrooms, office facilities and waiting areas,
- Parcel receival and storage facility,
- Ticket counter, service and parcel receiving desks, countertops, shelving and storage cabinets;
- HVAC equipment including gas fired and electrical heating and cooling systems;
- Fire Alarms and associated control systems; and,
- IT and Communications systems and associated equipment such Wi-Fi access points, PA, CCTV and digital signage.

It is anticipated that the following equipment may be required for station construction:

- Excavators;
- Backhoes;
- Graders;
- Cranes;
- Loaders;
- Paver;
- Compactor;
- Dump trucks;
- Bulldozer;
- Pumps;
- Generators;
- Vacuum truck;
- Fork and man lifts;
- Concrete trucks;
- Concrete pumps;
- Light trucks, including pickup trucks and vans;
- Electric power tools;
- Pneumatic Tools;
- Waste collection trucks;
- Lighting equipment; and,
- Boom trucks.

2.6.1 Construction Management Plans

Construction Management Plans will be developed and implemented as part of the detailed design phase of the project and will take into consideration applicable legislation as appropriate. Construction Management Plan(s) will be made available to the City of Timmins (as required) prior to implementation.

2.6.2 Construction Staging Areas

A construction staging and laydown area is used for the storage and assembly of construction equipment, materials, and other supplies. These areas are typically located near or at the construction site.

This may include Temporary Access Lands that are included in the Study Area and are selected, investigated, and evaluated by Ontario Northland as part of the study. At this time, the proposed construction staging and laydown area identified is the lands reserved for the future bus storage and maintenance facility. Consultation with the City of Timmins and other affected third-party stakeholder will be undertaken as appropriate during detailed design with respect to the locations of any proposed construction staging areas).

Construction Staging Plan(s) will be made available (as required) to the City of Timmins prior to implementation.

3.0 EXISTING CONDITIONS

In accordance with the O. Reg. 231/08, an assessment of existing environmental conditions within the Study Area was conducted as part of the Timmins-Porcupine Station TRPAP. The purpose of collecting and documenting baseline conditions data is to provide the basis for the subsequent assessment of potential impacts (as detailed in **Section 4.0**). Therefore, this section consolidates and summarizes the findings of the various technical studies (refer to Appendices) which were undertaken as part of the TRPAP.

Generally, baseline conditions data was collected and summarized through a combination of review of background information/reports and field investigations (as required).

3.1 Study Methodologies

The following section provides a general overview of the methodologies applied as part of undertaking each of the environmental and technical studies in support of the TRPAP.

3.1.1 Natural Environment

The following provides a summary of the methodology developed to collect and document Natural Environment existing conditions information within the Study Area. A more detailed overview of this methodology is provided in **Appendix A**.

The Natural Environment study screened for environmental features within a radius of 120 metres of the Study Area.

3.1.1.1 Data Gathering

Available secondary source background information was collected from available sources and reviewed. This included, but was not limited to, air photographs, historical information, data obtained from regulatory authorities, any publicly available information from municipalities and the province, and open-source GIS data, as follows:

- Aerial imagery and orthoimagery;
- Mapping of physiography and soils;
- Municipal Official Plans;
- Ministry of Natural Resources and Forestry (MNRF) Land Information Ontario (LIO);
- Natural Heritage Information Centre (NHIC);
- Conservation Authorities (CA) open data;
- Atlas of the Breeding Birds of Ontario (2001-2005); and,
- Fisheries and Oceans Canada's (DFO) Species at Risk Mapping.

Secondary source information will be compiled to develop a general description of the terrestrial and aquatic ecosystems, vegetation, and wildlife within the Study Area.

3.1.1.2 Field Investigations

Field investigations were undertaken wherever necessary to ground-truth information found in secondary source research, fill in any information gaps, and to validate desktop research.

The following field investigations were undertaken to document existing conditions within the Study Area:

- Terrestrial field investigations to confirm data and existing information on SAR, woodlands, vegetated communities, wetland communities (provincial and local significance) and unevaluated wetlands to be obtained from the MNRF, LIO and NHIC;

- Vegetation and wildlife surveys (during appropriate field survey seasons) to determine presence of potential wildlife habitat including wildlife corridors and SAR habitat;
- Screening Level breeding bird habitat assessment, including SAR; and,
- Aquatic habitat surveys.

3.1.1.3 Consultation with Mattagami Region Conservation Authority

It is noted that the southeastern half of the Study Area is within an area regulated by the Mattagami Region Conservation Authority under *Ontario Regulation 165/06*. Consultation with MRCA may be required as part of the project.

Data collected was captured within a GIS database and detailed mapping was prepared.

3.1.2 Land Use and Socio-Economic

The following provides a summary of the methodology developed to collect and document Land Use and Socio-Economic existing conditions information within the Study Area. A more detailed overview of this methodology is provided in **Appendix B**.

Documentation of land use existing conditions included a review of current Municipal Official Plan designations that provide policies on how land should be used, as well as applicable municipal zoning (land use zoning classifies the type of development allowed on a parcel of land including: residential, commercial, employment, etc.).

A conservative approach was taken as part of the exiting conditions phase of the project. As such, socio-economic conditions were defined in the context of sensitive facilities within and in proximity to the Study Area; specifically these were defined as schools, hospitals, long term care facilities, community centres, and child-care facilities within one kilometre (km) of the proposed Timmins-Porcupine Station. As part of the impact assessment phase, this buffer area will be refined as appropriate.

3.1.2.1 Data Gathering

Available secondary source background information was be collected from available sources and reviewed. This includes, but is not limited to, air photographs, historical information, data obtained from regulatory authorities, any publicly available information from municipalities and the province, and open-source GIS data, as follows:

- Aerial photography and orthoimagery (i.e., Google Earth);
- City of Timmins Community Map (i.e., publicly available online GIS data);
- City of Timmins Official Plan;
- City of Timmins Zoning By-law;
- Integrated Culture, Tourism and Recreation Master Plan;
- Recreation Master Plan;
- Capital Plans;
- Recreational Trails and Conservation Areas; and,
- Parks and Playgrounds.

Aerial photography was reviewed in and around the proposed Timmins-Porcupine Station. This entailed reviewing the locations of the proposed infrastructure and visually identifying the presence of sensitive facilities (e.g., schools, child-care centres, places of worship, long term care centres, hospitals, and community landmarks) and other features of interest. Facilities identified through The City of Timmins Community Map (i.e., municipal open data sources) were recorded and added to study area maps.

Available mapping data and other information was collected from the following sources and reviewed to identify existing and planned land uses:

- Approved Municipal Official Plan (including zoning by-law);
- Approved Culture, Tourism and Recreation (CTR) Master Plan;
- Available municipal open data (i.e., publicly available online GIS data created by the City of Timmins pertaining to the location of sensitive facilities, such as schools, hospitals and long-term care facilities);
- Land Information Ontario (LIO).

3.1.2.2 Consultation with the City of Timmins

Contact with City of Timmins staff was initiated through an e-mail request for GIS data and follow-up phone calls. Data requests focused on obtaining information on development applications within the Study Area and current and future policy initiatives that may have an impact on public policy and growth directions. The City of Timmins provided the following data via e-mail:

- Bus Routes;
- Transit Stops;
- Snowmobile Trails;
- Aerial Imagery; and,
- Past construction projects.

Data collected was captured within a GIS database and detailed mapping was prepared.

3.1.3 Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was conducted for the proposed Timmins-Porcupine Station by ASI and issued to Ontario Northland in April 2024. The assessment was undertaken in order to collect and document secondary source materials, Cultural Heritage existing conditions, background historical information, and field observations within the Study Area.

Based on the results of the background research and field review, there are no known or potential Built Heritage Resources or Cultural Heritage Landscapes identified in the Study Area. Further details can be found within the Report provided in **Appendix C**.

3.1.3.1 Information Gathering and Engagement with Municipal and Provincial authorities, First Nations, and Provincial Territorial Organizations

The following individuals, groups, and/or organizations were contacted to gather information on known and BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the Study Area:

- Steph Palmateer, Director of Community Services & City Clerk, City of Timmins (email communication June 23, 2023). Email correspondence was sent by Krystal Perepeluk of Ontario Northland requesting information and location of properties on the Municipal Heritage Register, relevant heritage reports, archival photographs, archaeological assessments, maps and aerial photographs, and other documentation for any previously-identified heritage properties within the Study Area, as well as any other additional information related to the Study Area. A response on July 18, 2023 provided some spatial information in GIS and imagery, however, no additional information on known or potential BHRs or CHLs in the Study Area was provided.
- The Ministry of Citizenship and Multiculturalism (email communication June 30 and July 12, 2023). Email correspondence confirmed that there are no properties designated by the Minister and that they are not aware of any Provincial Heritage Properties within or adjacent to the Study Area.

- The Ontario Heritage Trust (e-mail communications June 30 and July 14, 2023). A response indicated the Ontario Heritage Trust does not own or protect via easement any properties within or immediately adjacent to the Study Area.
- Gannett Fleming provided ASI with a summary of Ontario Northland's engagement with Indigenous Communities and Organizations. Ontario Northland contacted the following 17 Indigenous Communities and Organizations on August 13 and 30, 2021: Moose Cree First Nation, Taykwa Tagamou First Nation, Wahgoshig First Nation, Matachewan First Nation, Beaverhouse First Nation, Temagami First Nation, Nipissing First Nation, Wahta First Nation, Chippewas of Rama First Nation, Shawanaga First Nation, Magnetawan First Nation, Anishnabek Nation, Metis Nation of Ontario, Chiefs of Ontario, Mushkegowuk First Nation, Ontario Native Women's Association, and the Ontario Federation of Indigenous Friendship Centres.
    - Responses were received from the Moose Cree First Nation, Nipissing First Nation, and the Ontario Federation of Indigenous Friendship Centres, with information sessions held with these groups on October 19, 2021, September 13, 2021, and November 15, 2021, respectively.
    - No responses were received from other groups contacted.
    - There has been no information provided by Indigenous Communities and Organizations about known or potential BHRs or CHLs within the Study Area.
- Community information gathering was also completed by ASI through email communication with the following organizations:
    - The Little Claybelt Homesteaders Museum (email communication July 6, 2023), a request was made for any archival images or information on the construction of the T&NO in Timmins. A response on July 6, 2023 provided archival images of the T&NO Timmins Station outside of the Study Area.
    - Timmins Museum and Archives (July 7, 2023). A request was made for any available historical maps of the Study Area. No response was received at the time of draft report preparation, and so available maps from other sources were used in the report. This does not represent a research limitation as suitable mapping was available for reporting.

3.1.4 Archaeology

The following provides a summary of the methodology developed to collect and document archaeological existing conditions information within the Project Area. A more detailed overview of this methodology is provided in **Appendix D**.

The Stage 1 Archaeological Assessment considered background reports of previous archaeological assessments conducted within a radius of 50 metres and OASD registered archaeological sites within one (1) kilometer of the Project Area.

3.1.4.1 Data Gathering

Available secondary source background information was collected from available sources and reviewed. This includes, but is not limited to, air photographs, historical information, data obtained from regulatory authorities, any publicly available information from municipalities and the province, and open-source Geographic Information Systems (GIS) data, as follows:

- Historical maps and topographic maps;
- Aerial photography and orthoimagery (i.e., Google Earth);
- Municipal Archaeological Management Plans;

- The site record forms for registered archaeological sites (Ontario Archaeological Sites Database);
- Previously completed archaeological assessment reports;
- Published and unpublished documentary sources;
- Ministry of Natural Resources and Forestry (MNRF) Land Information Ontario (LIO); and,
- Ontario geological survey (OGS) surficial geology, physiography, and soil drainage maps.

3.1.4.2 Field Investigations

The Stage 1 Archaeological Assessment property inspection was conducted on June 23, 2023, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Project Area. It was a systematic visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility (overcast with seasonal temperatures), per S & G Section 1.2., Standard 2.

Data collected was captured within a GIS database and detailed mapping was prepared.

3.1.5 Noise and Vibration

The following provides a summary of the methodology developed to collect and document noise and vibration existing conditions information within the Study Area. A more detailed overview of this methodology is provided in **Appendix E**.

Available secondary source background information was collected from available sources and reviewed. This includes, but is not limited to, air photographs, historical information, data obtained from regulatory authorities, any publicly available information from municipalities and the province, and open-source GIS data, as follows:

- Aerial photography and orthoimagery (i.e., Google Earth); and,
- City of Timmins Zoning By-law.

A review of applicable legislation and guidance documents was undertaken and included the following:

- *Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning*, 2013
  - NPC-300 (2013)
- *MOEE/GO Transit Noise and Vibration Protocol*, 1995
  - Draft Protocol for Noise and Vibration (1995)

No field investigations were undertaken as part of the TRPAP to document existing conditions. Data was collected through review of background information and aerial photography.

3.1.6 Traffic

The following provides a high-level description of the methodology used to gather traffic existing conditions information within the Study Area. A more detailed overview of this methodology is provided in **Appendix F**.

- Review of the basic site layout configuration (accesses, parking capacity, etc.).
- Establish the trip generation numbers (i.e., calculate site-specific trips) in the peak hour.
- Define Study Area limits (to inform the limits of the traffic model).
- Gather information about any known road network improvement (e.g., road widenings, signal control implementation, etc.) planned to be in place by the ultimate horizon analysis of 2046.
- Gather intersection traffic counts and signal timing plans for any signalized intersection within the Study Area.

- Document existing traffic conditions in the Study Area and complete peak hour capacity analyses of Existing Conditions for the previously identified Study Area intersections.
- Gather information about any known development nearby that could contribute significant traffic by the ultimate horizon analysis of 2046, conducting a review of those as well as of any planned roadway improvements such as road widenings, new signal control implementation.

3.1.6.1 Data Gathering

Traffic

City of Timmins staff provided turning movement counts for the two public road intersections included in the city limits, Simulations Model (VISSIM). The counts dates and timings are shown in **Table 3-1** below.

Table 3-1: Intersection Turning Movement Count Dates and Hours

Location	Count Date	Count Hours
King Street @ Gervais Street N	**Tuesday, November 29, 2023**	0700-0900 1130-1330 1500-1900
Gervais Street N @ Falcon Street	**Tuesday, November 29, 2023**	0700-0900 1130-1330 1500-1900
Gervais Street N @ Falcon Street	**Thursday, June 06, 2019**	0700-0900 1130-1330 1500-1900

In addition to these 2 intersections, the VISSIM model included the intersection of the site access driveway with Falcon Street.

Bus Routes

The bus routes and corresponding service frequency were identified via the website "*Maps & Schedules - City of Timmins*" from the City of Timmins. Route 901 Timmins/Porcupine Eastbound/Westbound circulates in the vicinity of the study area on intersections such as Queen Street @ Gervais Street N and Queen Street @ Falcon Street.

Land Use Plan

A copy of the land use plan was provided as part of the Official Plan, during the data collection process. As per this land use plan for the Timmins-Porcupine area, there are no major planned developments in the Study Area or in close proximity to it. Therefore, no additional traffic associated with such developments requires consideration in this assessment.

3.1.7 Hydrogeology

A desktop hydrogeological assessment was undertaken as part of the project to review existing information and studies as part of describing existing local groundwater conditions in the Study Area (i.e., 500 m radius from the Station site). In addition, an assessment of potential hydrogeological impacts and mitigation measures associated with the proposed project was undertaken.

3.1.8 Air Quality

The following provides a summary of the methodology developed to collect and document air quality existing conditions information within the Study Area. A more detailed overview of this methodology is provided in **Appendix G**.

As part of existing conditions data collection for the Air Quality study, the following activities were undertaken:

- Establish background contaminant levels typical of the subject site based on air quality monitoring station data. This represents the "no build" scenario as there currently no train station or passenger train traffic.
- Carry out air quality modelling (using AERMOD) for all stationary sources, as well as road emissions associated with the train service (e.g., buses, passenger vehicles, on adjacent roads resulting from train service), i.e., assess the "build" scenario.

In order to assess the operational air quality effects associate with the proposed Timmins-Porcupine Station, the key pollutants are CO, NO_2, PM_{44}, PM_{10}, $PM_{2.5}$, Benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, and benzo(a)pyrene. Among these, nitrogen oxides (NO_X), $PM_{2.5}$, and Benzene have the potential to be the controlling contaminants. Nitrogen oxides have the highest emission rate relative to the concentration limit, while $PM_{2.5}$ and Benzene are characterized by relatively high background concentrations.

The AERMOD model was employed to evaluate the impact of emissions from the proposed train idling at the station, the proposed train station's comfort heating equipment, emergency natural gas generator, and road emissions associated with the train service. Further, for NO_2 modelling, the Ozone Limiting Method (OLM) was used.

Benzo(a)pyrene

With regard to B(a)P, the following supporting information provides rationale for why levels at the station are considered negligible.

The train will be operating at notch 2, which consumes fuel at approximately 140L/h. We've looked at two scenarios: one with Uncontrolled B(a)P emissions and one with 95% reduction with the Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF) that come with Tier 4 engines (note the literature describes this 95% reduction.) Since the idling engine is the station's primary source of PM2.5 and B(a)P, a reasonable estimate of B(a)P concentration at the most affected receptor can be scaled based on the PM2.5 and B(a)P emission rates. The results are summarized below:

	Max Receptor (#9) PM2.5 (24-h) ug/m3 from Station 0.554				
B(a)P emission rate % of PM2.5 emission rate	**Estimated 24-h B(a)P Conc (ug/m3)**	**24-h B(a)P Limit (ug/m3)**	**Fraction of B(a)P Limit (ug/m3)**	**% of 24-h B(a)P Limit**	
0.0042732%	2.36737E-05	0.00005	0.47347	47.347%	B(a)P (Uncontrolled)
0.00021362%	1.18345E-06	0.00005	0.02367	2.367%	B(a)P (Tier 4)

	Max Receptor (#9) PM2.5 (annual) ug/m3 from Station 0.079				
B(a)P emission rate % of PM2.5 emission rate	**Estimated Annual B(a)P Conc (ug/m3)**	**Annual B(a)P Limit (ug/m3)**	**Fraction of B(a)P Limit (ug/m3)**	**% annual of B(a)P Limit**	
0.00427324%	0.000003375857	0.00001	0.33759	33.759%	B(a)P (Uncontrolled)
0.00021362%	0.000000168759	0.00001	0.01688	1.688%	B(a)P (Tier 4)

Therefore, it can reasonably be concluded that the B(a)P emissions from the idling train are insignificant.

As described further in **Section 4.13** the roads within influence distance of the site, Falcon Street (adjacent to the subject site), King Street / TransCanada Highway 101 (adjacent to the subject site), Gervais Street North (adjacent to the subject site), and Queen Street (approximately 25m from the nearest part of the subject site), are the most significant roads with potential to impact air quality.

In addition, a review of applicable legislation and guidance documents was undertaken and included the following:

- Ontario MECP Guideline A-11: Air Dispersion Modelling Guideline for Ontario;
- Ontario MECP Ambient Air Quality Criteria (AAQC);
- Canada's Air https://ccme.ca/en/air-quality-report, Canadian Ambient Air Quality Standards (CAAQS);
- Ontario MECP D-6 Compatibility between Industrial Facilities; and,
- Ontario Ministry of Transportation Environmental Guides for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects

3.2 Existing Conditions

3.2.1 Natural Environment

3.2.1.1 Areas of Natural and Scientific Interest

Provincially significant Areas of Natural and Scientific Interest (ANSI) are determined by the MNRF. The agency defines ANSIs as "lands and waters with features that are important for natural heritage protection, appreciation, scientific study or education". No ANSIs are identified within or in the vicinity of the Study Area.

3.2.1.2 Significant Wetlands

The potential occurrence of wetland features was screened through a review of available GIS data layers provided by MNRF. Three types of wetland features are identified in MNRF data layers: provincially significant wetlands (PSWs), unevaluated wetlands and other wetlands. The status of wetlands is determined through an evaluation according to the Ontario Wetland Evaluation System (OWES). PSWs are those for which an OWES evaluation has resulted in a score sufficient to qualify as a provincially significant feature. Unevaluated wetlands are wetland features that have not undergone an OWES evaluation, while those presented as evaluated or as 'other' wetlands are features where an OWES evaluation has been completed and the resulting score was insufficient to qualify as a provincially significant feature. Evaluated/other wetlands may also be considered locally significant wetlands. No PSWs or other wetlands are identified within or in the vicinity of the Study Area.

3.2.1.3 Terrestrial Ecosystems

Collection of background information specific to wildlife and wildlife habitat includes a wildlife species documented across the Study Area. A total of 29 bird species were documented. Of these, 26 species are considered migratory and regulated under the *Migratory Birds Convention Act* (MBCA), while one additional species is protected under the *Fish and Wildlife Convention Act, 1997*. Only two of the documented bird species are not under any legislative protection. Four bird species identified in the vicinity of the Study Area are classified as species at risk (SAR) under the *Endangered Species Act, 2007*. One SAR invertebrate species was also identified in the vicinity of the Study Area. SAR are further discussed in **Section 3.2.1.7**. A total of eight bird species are considered area sensitive according to the Significant Wildlife Habitat Technical Guide (SWHTG, 2000). Due to the limited size of Study Area and habitat present, some of these species occurrences may be ruled out.

3.2.1.4 Vegetation and Vegetation Communities

Vegetation surveys were conducted on June 16 and June 28, 2023, to confirm the current condition, limits and extent of vegetation communities identified through review of aerial imagery and available resources for the Study Area. Natural vegetation features identified within the Study Area were classified according to the Ecological Land Classification for Southern Ontario: First Approximation and Its Application (Lee et al. 1998), The Ecosystems of Ontario (William et al. 2009) and A Field Guide to Forest Ecosystems of Northeastern Ontario (Taylor et al. 2000). Vascular plant nomenclature follows Newmaster and Ragupathy (2012).

Vegetation Communities

Vegetation communities within the Study Area include forest, a small wetland inclusion, cultural meadow, and manicured lawn (M). Within the forested community a snowmobile trail bisects this community and runs north/south parallel to the rail tracks.

Table 3-2: Summary of Vegetation Communities

ELC Code	Vegetation Type	Species Association	Comments
Terrestrial			
BTr9-2	Balsam poplar – Trembling aspen/speckled alder/dewberry	**Canopy:** Balsam poplar (*Populus balsamifera ssp. balsamifera*), trembling aspen (P*opulus tremuloides)*, balsam fir (*Abies balsamea*), tamarack (*Larix laricina*) and black spruce (*Picea mariana*). **Ground Cover:** includes currant (*Ribes spp.),* red raspberry (*Rubus idaeus ssp. idaeus*), large-leaved aster (*Eurybia macrophylla*), lady fern (*Athyrium filix-femina*) and horsetails (*Equisetum spp*).	• Tree cover >60% • Deciduous trees >75% of canopy cover
CUM	Cultural Meadow		

ELC Code	Vegetation Type	Species Association	Comments
CUM1-1	Dry- Moist Old Field Meadow	**Ground cover:** Fireweed (*Chamerion angustifolium ssp. angustifolium*), common milkweed (*Asclepias syriaca*), asters (*Asteraceae spp.),* timothy (*Phleum pratense*), wild carrot (*Daucus carota),* and common dandelion (*Taraxacum officinalis*).	• Tree cover <25%
Wetland Inclusion			
MAM	MEADOW MARSH		
MAM2	Mineral Meadow Marsh	**Ground cover:** Reed-canary grass (*Phalaris arundinacea*), small-fruited bulrush (*Scirpus microcarpus),* red-osier dogwood (*Cornus sericea ssp. sericea*), water horsetail (*Equisetum fluvitale*).	• Tree cover <25%
OTHER*			
M	Manicured	**Ground Cover**: includes Kentucky bluegrass (*Poa pratensis*), timothy, wild carrot, and common dandelion.	• Areas where grass/shrubs/trees are maintained/retained and/or planted.

Flora

During field investigations a total of 52 vascular plant taxa were recorded within the Study Area. A full list of these species is found in **Appendix A.** Of these plant species, one was identified only to genus. Of the 52 plants identified, 32 (61%) are native and 20 (39%) are non-native. All of the plant communities found within the Study Area are common and secure in northern Ontario. No federally or provincially listed plants species at risk were documented in the Study Area.

3.2.1.5 Wildlife and Wildlife Habitat

Wildlife data was collected during the June 16 and June 28, 2023, field visits through pedestrian surveys of the Study Area with a focus on natural areas and where structures with the potential to provide habitat (e.g. buildings, culverts) were noted in proximity to the design alternatives. Wildlife identification was completed through visual and auditory observations as well as indirect incidental observations (i.e., tracks, scat, and scents). Wildlife observations were screened to identify species listed as at risk provincially or federally; and, for species of local concern.

The majority of the Study Area is characterized as cultural meadow with a small wetland inclusion (MAM2). These vegetation communities/areas are not considered rare or sensitive and reflect an anthropogenic origin because of previous vegetation clearing. However, the communities provide foraging, movement, and breeding opportunities for some bird, insects, and wildlife species. The cultural meadow is adjacent to a wooded community to the east of the rail tracks. The wooded area includes deciduous forest (BTr9-2), this community likely provides valuable wildlife habitat.

Wildlife trees may provide shelter or roosting opportunities for bats. A formal leaf-off snag survey was not completed, but no wildlife trees with either cavities, sloughing bark, or large cracks, were observed within the Study Area west of the rail corridor during site visits. There is general habitat available for bats in the woodland east of the rail corridor.

Breeding Bird Survey

A breeding bird survey was completed according to the Ontario Breeding Bird Atlas Protocol (Cadman *et al.* 2007) and consisted of two early morning visits between sunrise and 8am. The first visit occurred on June 16, 2023, and the second visit occurred on June 28, 2023. One ten-minute point count and meandering transects were completed within the Study Area. Territorial songs, along with direct observations of breeding bird behaviour and presence of bird nests and fledged young were used to record breeding bird evidence (BBE) within the Study Area. Evidence of bird breeding success was categorized according to the OBBA survey methodology (Cadman et al. 2007) using the following criteria:

Possible Breeding:	Species observed in its breeding season in suitable nesting habitat (H). Singing male present in its breeding season in suitable nesting habitat (S).
Probable Breeding:	Pair observed in suitable nesting habitat in nesting season (P). Permanent territory presumed through registration of territorial song heard on at least two days, one week or more apart, at the same place (T).
Confirmed Breeding:	Fledged young or downy young, including young incapable of flight (FY).

Bird species were identified through visual and auditory observations, and incidental observations of any wildlife species encountered while in the Study Area were also recorded, including birds heard outside of the 10-minute point counts. Incidental wildlife observations were noted during all field visits to document all species using the Study Area.

A total of 17 bird species were documented within the Study Area (see **Table 3-3** below). The bird species documented are relatively common overall and expected within the vegetation communities found on site. None of the bird species observed are regulated under ESA, SARA, or Schedule 1 of the MBCA.

Table 3-3: Breeding Bird Surveys Results

Common Name	Scientific Name	SARA/ESA Status	Legal Status	BBE
American Crow	*Corvus brachyhrynchos*		-	Probable (T)
American Goldfinch	*Spinus tristis*		MBCA	Probable (T)
American Redstart	*Setophaga ruticilla*		MBCA	Possible (S)
American Robin	*Turdus migratorius*		MBCA	Probable (T)
Belted Kingfisher	*Megaceryle alcyon*		FWCA	Observed (X)
Black-capped Chickadee	*Poecile atricapillus*		MBCA	Incidental
Cedar Waxwing	*Bombycilla cedrorum*		MBCA	Incidental
Common Yellowthroat	*Geothlypis trichas*		MBCA	Probable (T)
Eastern Kingbird	*Tyrannus tyrannus*		MBCA	Possible (S)
Northern Flicker	*Colaptes auratus*		MBCA	Incidental
Purple Finch	*Carpodacus purpureus*		MBCA	Incidental
Red-eyed Vireo	*Vireo olivaceus*		MBCA	Probable (S)
Rock Dove	*Columba livia*		-	Possible (S)
Savannah Sparrow	*Passerculus sandwichensis*		MBCA	Possible (S)
Song Sparrow	*Melospiza melodia*		MBCA	Probable (T)
Veery	*Catharus fuscescens*		MBCA	Probable (P)
White-throated Sparrow	*Zonotrichia albicollis*		MBCA	Probable (S)

Legend:

Abbreviation	**Description**
SARA/ESA	
THR	Threatened; a wildlife species likely to become endangered if limiting factors are not reversed
SC	Designated Special Concern under Ontario *Endangered Species Act* and Canada *Species at Risk Act*
Legal Status:	
MBCA	*Migratory Bird Convention Act*
FWCA(P)	*Fish and Wildlife Conservation Act* Protected Species
-	Not protected under MBCA or FWCA
BBE:	Breeding Bird Evidence
Incidental:	Species observed outside of its breeding season (not observed during breeding bird surveys)
Observed:	
X	Species observed in its breeding season (no evidence of breeding).
Possible Breeding:	
H	Species observed in its breeding season in suitable nesting habitat.
S	Singing male present in its breeding season in suitable nesting habitat.
Probable Breeding:	
P	Pair observed in suitable nesting habitat in nesting season
T	Permanent territory presumed through registration of territorial song on at least two days, a week apart, at the same place.
Confirmed Breeding:	
FY	Fledged young or downy young, including young incapable of sustained flight.

Invertebrates

Two (2) species of invertebrates were incidentally observed during field visits. Forest tent caterpillars (*Malacosoma disstria*) were documented on vegetation throughout the Study Area and a Chalk-fronted Corporal (*Ladona julia*) was observed.

Mammals

Mammals are typically challenging to survey given their cryptic nature. As such, mammals were documented as incidental encounters or through evidence of presence (tracks/roadkill/dens/scat/scent). No mammals were observed during field visits with the Study Area.

3.2.1.6 Fish and Fish Habitat

The objective of the site investigation as it pertained to surface water features was to supplement or confirm the data collected through background review.

Background review did not identify any watercourses within the Study Area; however, field investigations identified a small drainage feature that appears to convey intermittent flows after storm events from west to east through the Study Area. Flow, likely originating from stormwater runoff, is conveyed from west of Falcon Street, and along a ditch running north to south on Falcon Street. The flow then passes through a culvert into the Study Area and under the rail tracks through a culvert towards the BTr9-2 community and then under the snowmobile trail where it disperses and does not appear to have a connection to Bob's Lake.

Where the drainage feature is conveyed through the anticipated area of construction the channel was relatively poorly defined. During the June 16, 2023 field investigations after minimal rain there was no flow evident; however, soils were saturated and some pooling of water was observed. During the June 28, 2023, field investigations after substantial rain there was evident flow and the wetted depth was approximately 5 cm deep in the culvert on the south side of Falcon Street. Substrate was very fine organic material upstream of the culvert on Falcon Street and riparian vegetation consisted mainly of reed canary grass (*Phalaris arundinacea),* horsetails, and willow shrubs with abundant instream vegetation. Downstream of the anticipated construction area through the forested community, the drainage feature has a wetted width of approximately 0.5 metres and a bankfull width of approximately 2-3 metres. Water remained minimal through this reach with only a slight flow and substrate was a mixture of sand, silt, and gravel. Riparian vegetation consisted of grasses, dogwood, and canopy trees, and there was abundant woody debris in the channel. Given the lack of connectivity to permanent watercourses and the ephemeral nature of the channel, there is little likelihood of fish habitat.

3.2.1.7 Species at Risk (SAR)

The results of the background review to identify SAR, combined with field investigation results and information about habitat preferences were combined to determine a list of SAR with potential to occur in the Study Area or the surrounding area. There is potential for SAR to be impacted by project works, or where additional effort related to SAR may be warranted. No species at risk were observed during field investigations.

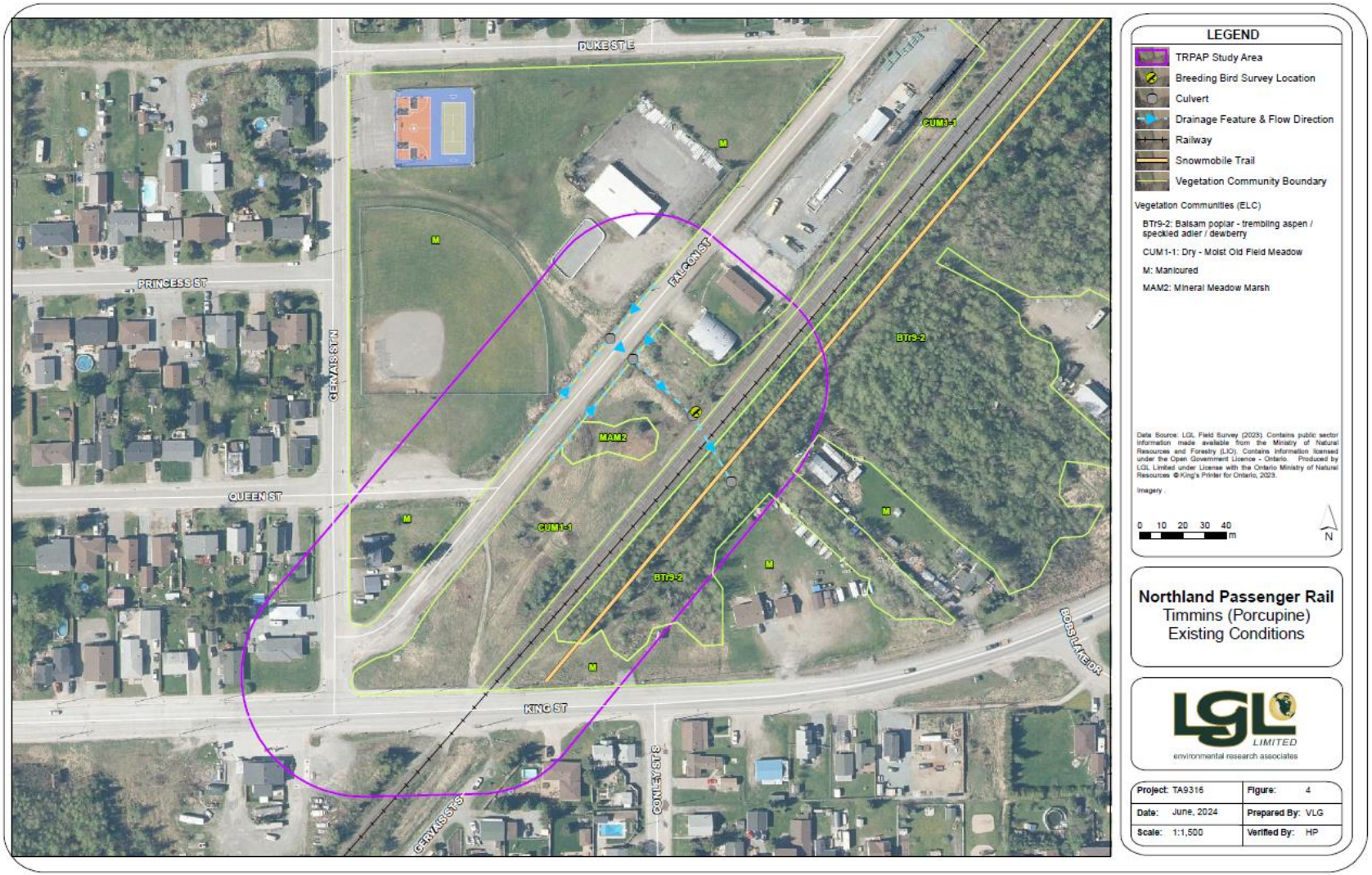


Figure 3-1: Natural Environment Existing Conditions

3.2.2 Land Use and Socio-Economic

3.2.2.1 Existing Land Use

Recreational Amenities

Sidewalks extend along King Street, and a portion of Gervais Street North that expands along the west side of the Whitney Multipurpose Court and baseball diamond (also referred to as Whitney Park). The Whitney Park is adjacent to the proposed Timmins-Porcupine Station and is bound by Gervais Street North to the west, Queen Street to the south, and Falcon Street to the East (see red parcels in **Figure 3-2**).

Since 2014, several tennis courts have been renewed/resurfaced per the recommendations in the Culture, Tourism and Recreation Master Plan. The Whitney tennis court was resurfaced as a rubber tile multi-surface court in 2015/2016, which includes two multi-purpose courts, one tennis court, and one basketball court.

A snowmobile trail is available during the winter months that currently passes along Gervais Street North and around Whitney Park, before crossing Falcon Street and traversing the proposed Timmins-Porcupine Station site and extending south to continue along Gervais Street South (see blue hatched line in **Figure 3-2**).

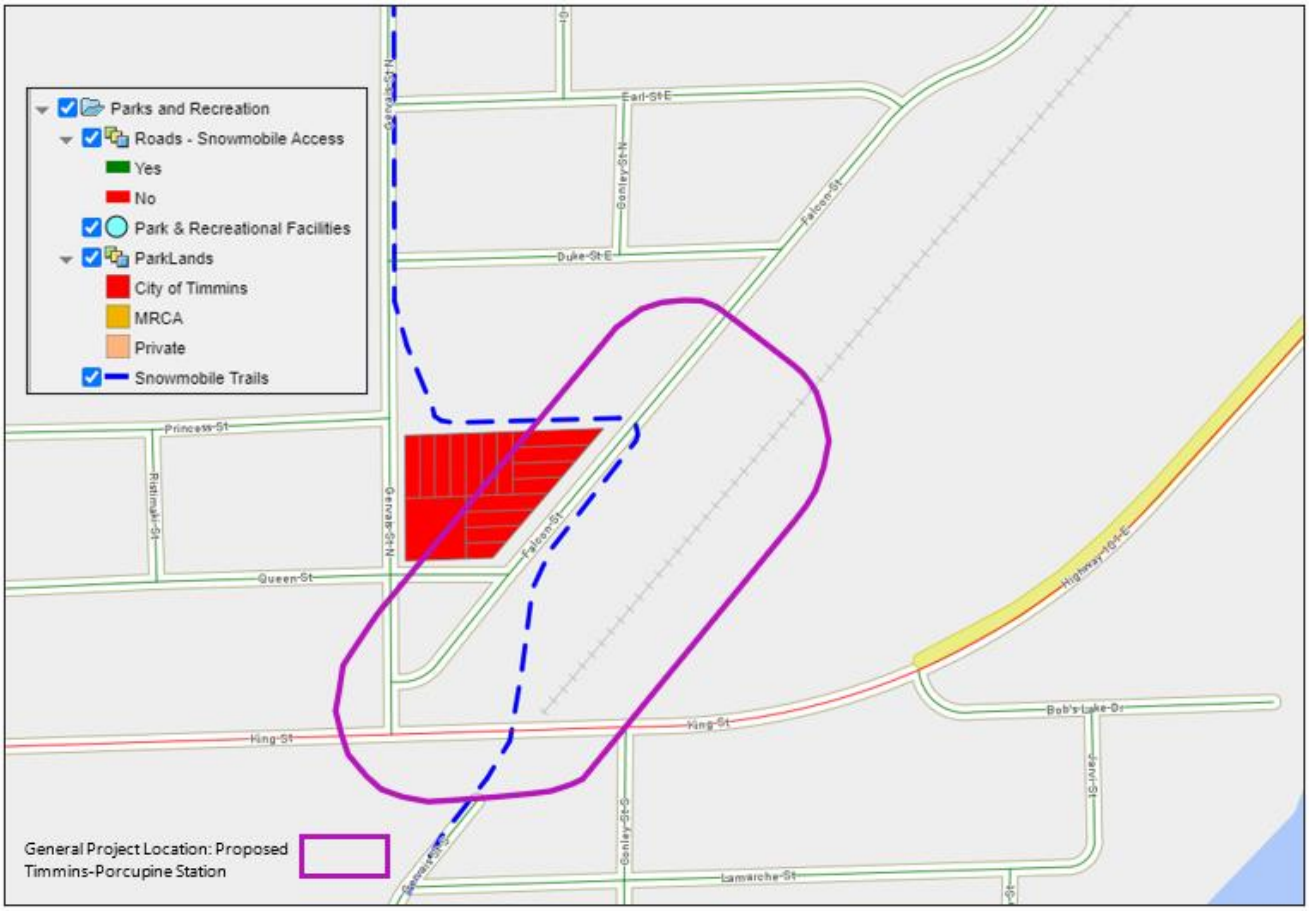


Figure 3-2: Excerpt of City of Timmins Community Map - Parks and Recreation

Bus Route 16 services the Whitney area and currently travels along Queen Street, before heading north on Gervais Street North, turning right on Earl Street East, turning right on Falcon Street, and continuing back along King Street to head back into the City of Timmins downtown core (see pink route in **Figure 3-3**). Falcon Street is directly adjacent to the proposed Timmins-Porcupine Station.

Sensitive Facilities

There are no hospitals, emergency services, child-care centres or long-term care centres in the vicinity of the proposed Timmins-Porcupine Station. The following table includes sensitive facilities that are located within 1 km of the proposed Timmins-Porcupine Station.

Table 3-4: Sensitive Facilities within 1 km of the Proposed Timmins-Porcupine Station

Type	Name	Address	Approximate Distance from proposed Timmins-Porcupine Station	Figure Reference
Place of Worship	Porcupine United Church	122 Queen Street	750 metres	See green circle in **Figure 3-3**
School	Ecole Catholique St. Jude	225 Dixon Street	450 metres	See blue parcels in **Figure 3-3**

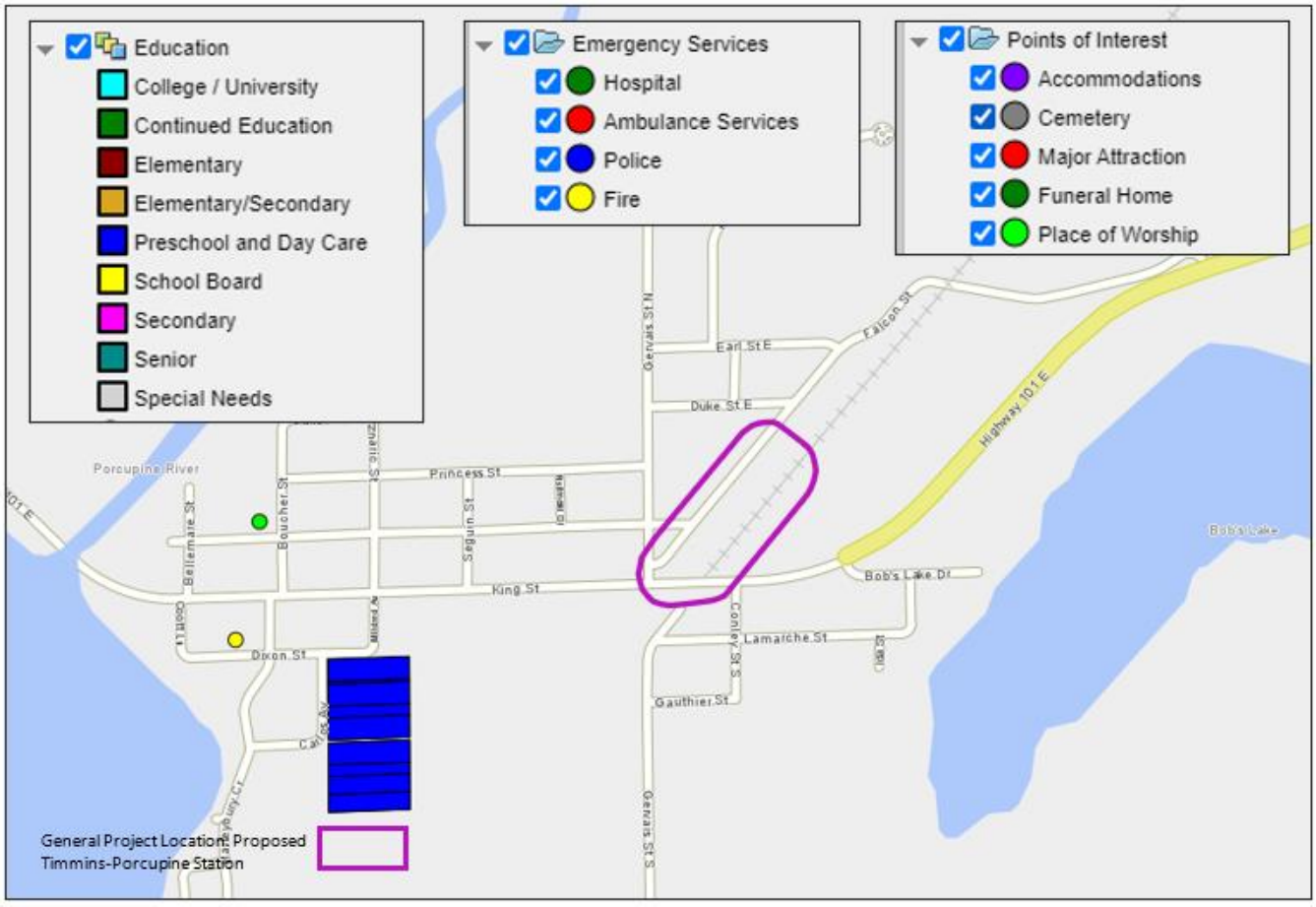


Figure 3-3: Excerpt of City of Timmins Community Map – Sensitive Facilities

3.2.2.2 Planned Land Use

Crown Land Use

The proposed Timmins-Porcupine Station is within a Crown Land Use Policy Area, known as the Timmins Porcupine Urban Area (ID: G1819). Urban development is permitted within the Timmins Porcupine Urban Area on public lands if such land use is approved in an Official Plan or Zoning By-law.

Official Plan Designations

Under the City of Timmins Official Plan (OP) Schedule A, lands at the proposed Timmins-Porcupine Station are largely designated as Neighbourhood Area, with a small portion of the south end of the site designated as Employment Area (see **Figure 3-4**).

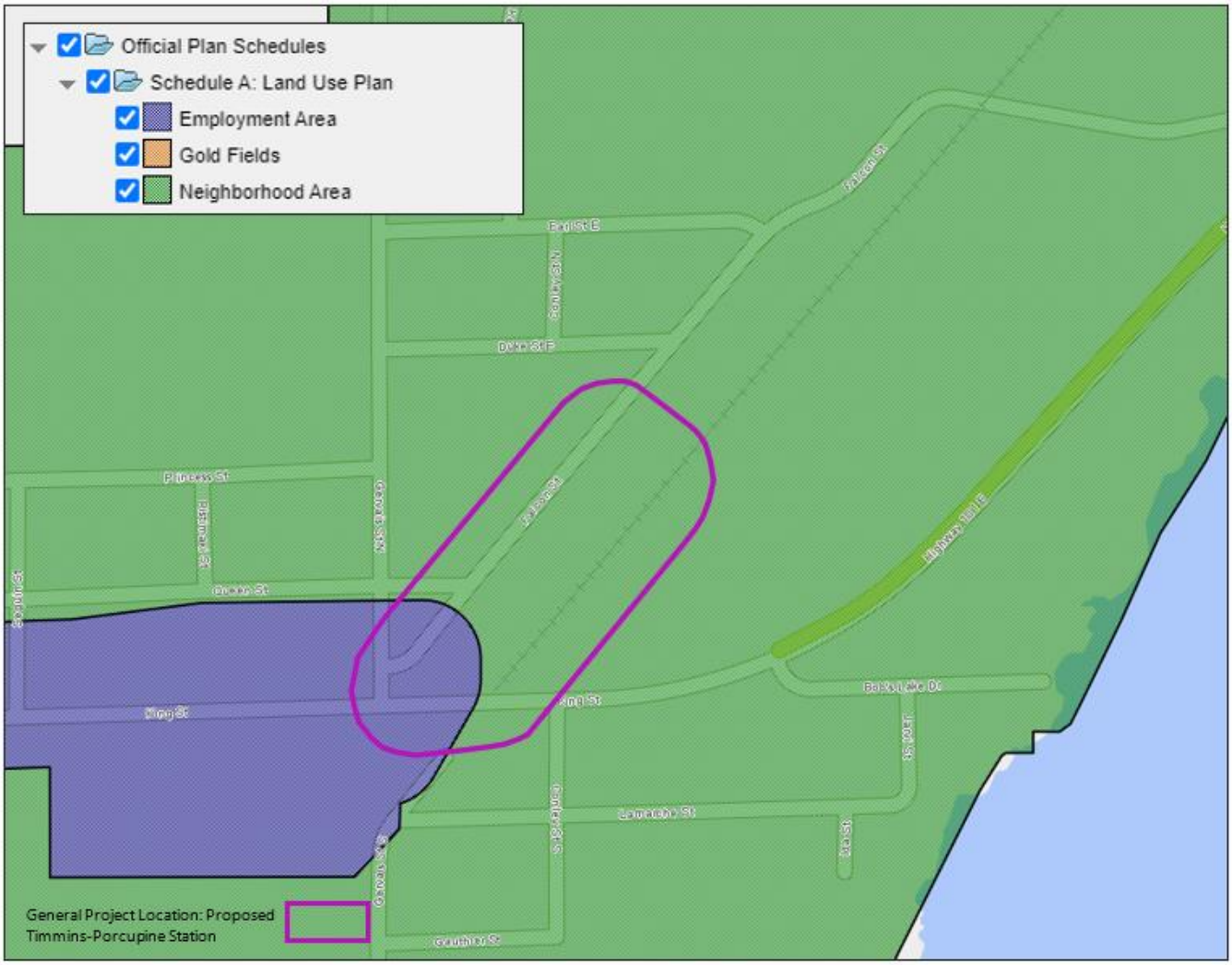


Figure 3-4: Excerpt of City of Timmins Community Map – Official Plan Schedule A

The proposed Timmins-Porcupine Station is within the Mineral Development designation, per the OP Schedule B (see **Figure 3-5**).

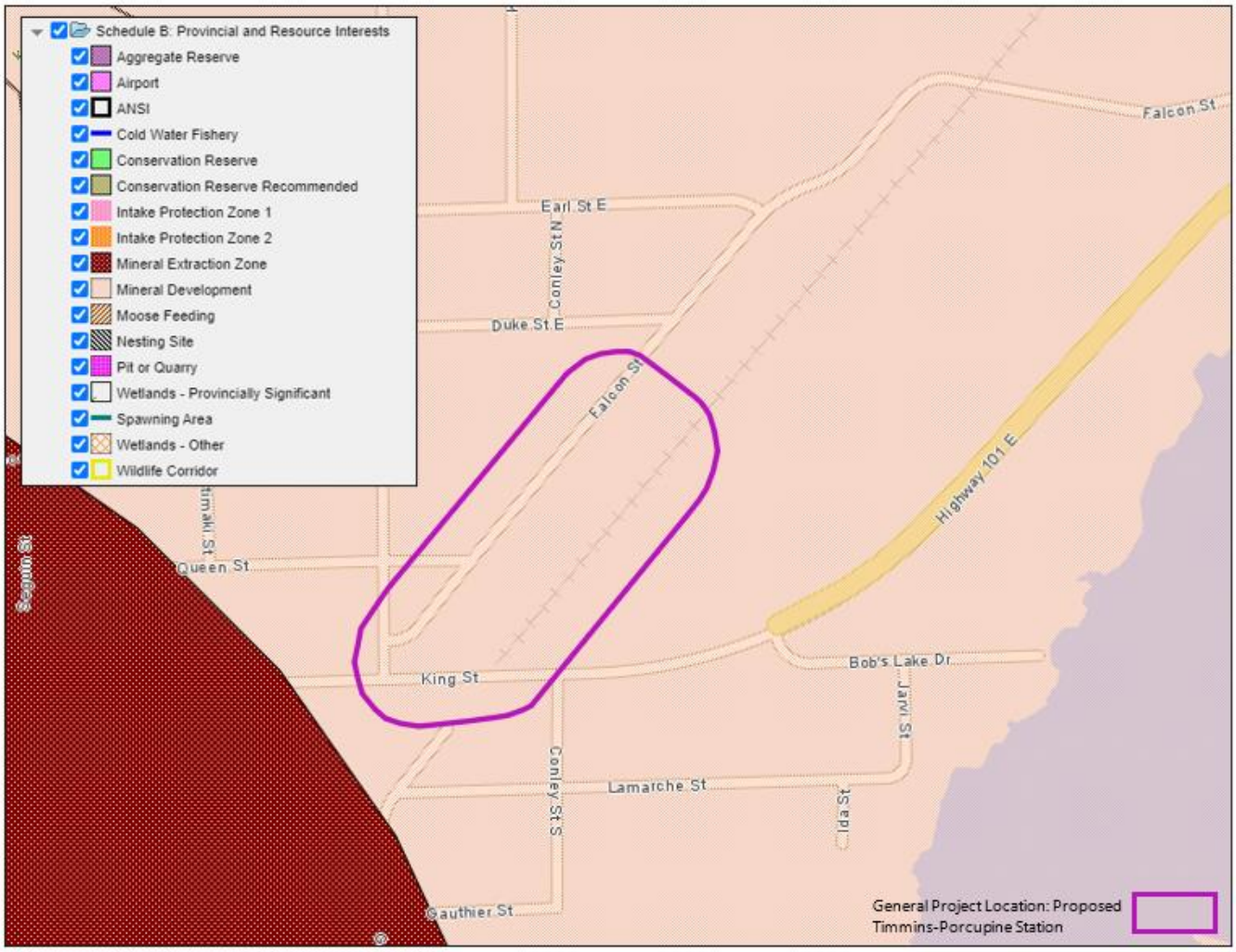


Figure 3-5: Excerpt of City of Timmins Community Map – Official Plan Schedule B

The Ministry of Northern Development and Mines (MNDM) (now the Ministry of Northern Development, Mines, Natural Resources and Forestry) has conducted a qualitative evaluation of the hazard features associated with mining sites located within the City of Timmins. The evaluation places each of the Ministry's Abandoned Mines Information (AMIS) locations into one (1) of five (5) categories based on the documented extent and intensity of historic mineral development activity. Any proposed development within 1 km of a mine hazard feature will require review to determine the need for a detailed geo-technical evaluation (Section 2.10.3). The proposed Timmins-Porcupine Station is within 1 km of a Mine Hazard feature, per OP Schedule C (see **Figure 3-6**).

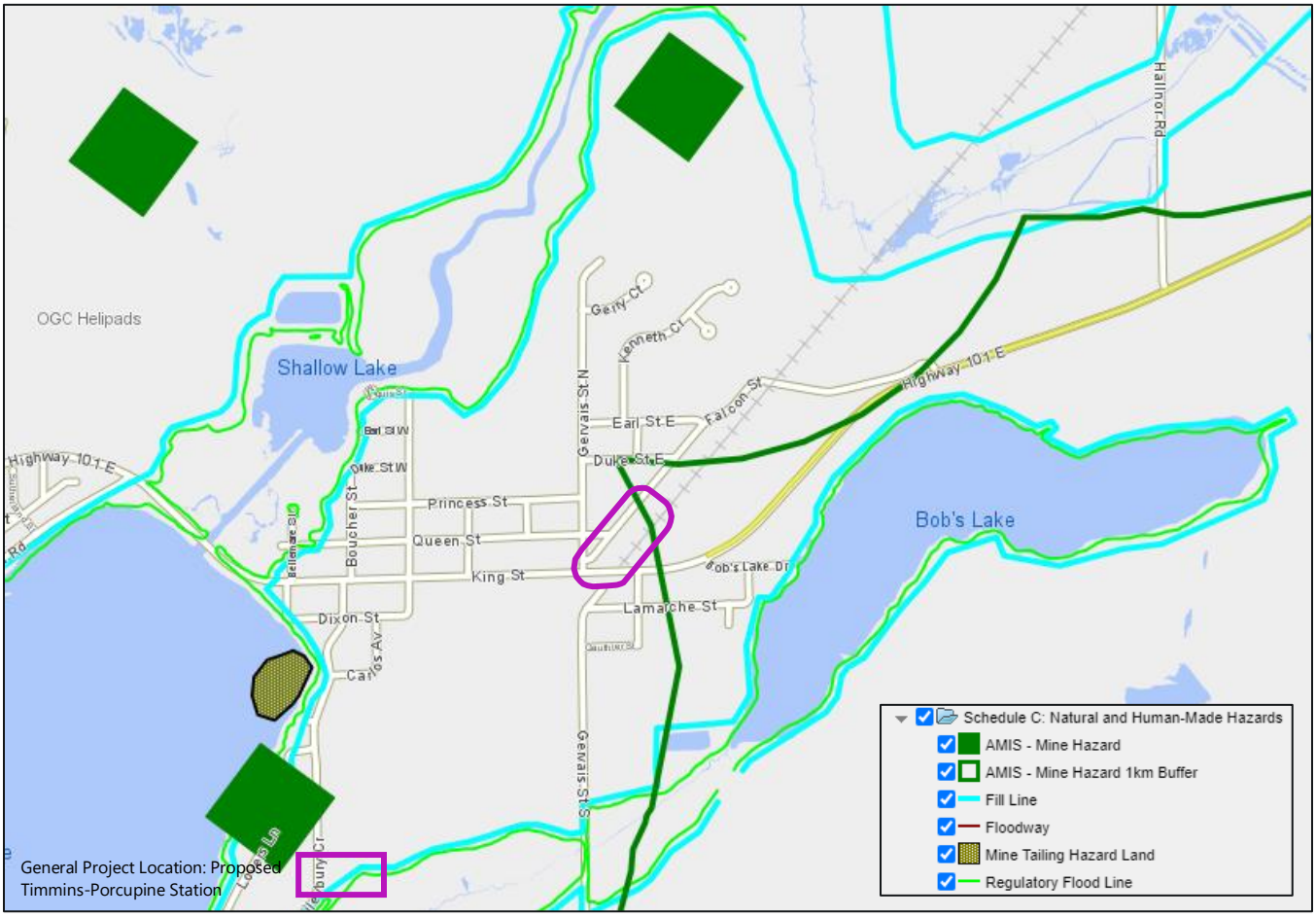


Figure 3-6: Excerpt of City of Timmins Community Map – Official Plan Schedule C

Future Developments

A review of the City of Timmins Capital Plans has been completed for the past five (5) years (2019-2023). **Table 3-5** provides an overview of future developments within the vicinity of the proposed Timmins-Porcupine Station.

Table 3-5: City of Timmins - Planned Capital Works

Project Title	Year		Project Details	Project Status
Connecting Link Program	2016	Segment 14: Porcupine River Bridge and Porcupine River Bridge to Ontario Northland Rail (ONR) Crossing	A connecting link is a municipal road or bridge system that connects two ends of a provincial highway through a community. The City of Timmins has a designated connecting link and is eligible for provincial funding (from MTO) to help cover the cost of construction or rehabilitation. Timmins' Connecting Link is one of the largest in the province, including just over 21 km of highway, and runs from Kamiskotia Road to the Porcupine ONR Crossing. • The City started rehabilitating the Connecting Link in 2016 by completing a preliminary design that divided the roadway into 14 segments. In addition to full-depth reconstruction of the roadway, construction can include replacement of underground services like water, sanitary sewer and storm sewer, pole relocation, illumination at intersections, traffic signals, curbs and sidewalks.	**Planned,** Porcupine River Bridge (2027) and Porcupine River Bridge to ONR Crossing (2031)

Recreational Amenities

The 2014 integrated Culture, Tourism and Recreation Master Plan (CTR Master Plan) is an "overarching framework to guide the implementation of three individual master plans for culture, tourism and recreation in a manner which bolsters partnerships and investment in infrastructure, programming, opportunities and services for the development of each sector locally" (Page 7). The aligned recreation objectives of this plan are:

- To increase public awareness of recreation programs, services, opportunities, events and tournaments in the City through community based knowledge and information sharing tools;
- To promote physical activity as a way of life and quality of life through programming and education of target groups;
- To adopt a social development approach to program development and service delivery which recognizes recreation as a means to address issues of poverty alleviation and social inequality;
- To leverage investment in new and existing facilities for enhanced utilization and revenue generation; and,
- To enhance opportunities for sport tourism through the development of modern recreation amenities for extended as well as regional tournament hosting.

It is acknowledged that the City of Timmins is updating their CTR Master Plan, to guide the future direction in planning recreational, cultural, and tourism facilities, programs and services. Council reviewed the draft plan on June 19, 2023, and the City is preparing for a public open house at a future date at the time of writing this report. Gannett Fleming will continue to monitor the progress/development of this plan.

A recommendation in the Recreation Master Plan Update (dated May 2023) includes the expansion of the existing skateboard park at Whitney Park to provide more variety of amenities for users and to appeal to a broader range of uses (e.g., skateboarding, BMX biking, inline skating, scootering, etc.).

Zoning

Under the City of Timmins Zoning By-Law 2011-7100, lands at the proposed Timmins-Porcupine Station are zoned as Residential First Density (NA-R1)[2] (see **Figure 3-7**).

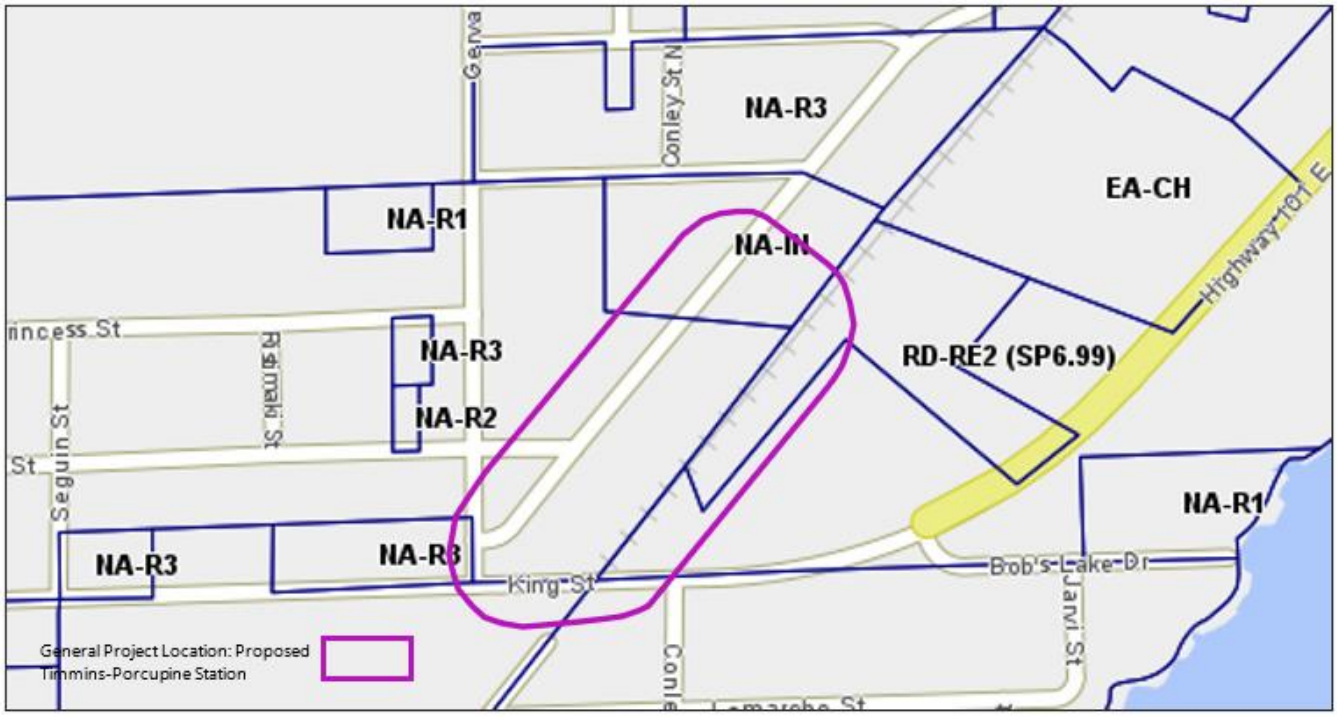


Figure 3-7: Excerpt of City of Timmins Community Map – Zoning By-law

3.2.3 Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, there are no known or potential BHRs or CHLs identified in the Study Area. Further details can be found within the Report provided in **Appendix C**.

3.2.4 Archaeology

According to background research, no previous report details fieldwork within 50 metres of the Project Area.

According to the Ontario Archaeological Sites Database (OASD), no previously registered archaeological sites are located within one kilometre of the Project Area.

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Project Area meets the following criteria indicative of archaeological potential:

- Well-drained soils (Project Area is within the Great Clay Belt)

[2] Ontario Northland is currently coordinating with the City of Timmins on the Site Plan Application review for the new Timmins-Porcupine Station. The station building will be one-storey high (which meets the requirement for Residential Zones). Regarding setbacks, it is also anticipated that the lot coverage requirements as per the Zoning By-Law will be met as part of detailed design.

The background research and property inspection determined that parts of the Project Area exhibit low archaeological potential due to previous construction and soil moving activities, however, further archaeological assessment is required to confirm the determination of disturbance. These areas will require Stage 2 archaeological assessment prior to any construction activities or other proposed impacts. Further information and a map can be found in **Section 4.6**.

3.2.5 Noise and Vibration

Existing Sensitive Receptors

The proposed Timmins-Porcupine station site is bounded by Falcon Street to the north, Falcon Street and Gervais Street North to the west, King Street (Highway 101) to the south and an existing rail to the east. There are residential neighbourhoods beyond in all directions.

The closest residential receptors to the site are summarized in **Table 3-6** below and shown in **Figure 3-8**. Receptor 1 (located to the north) and Receptor 2 (located to the south) are the closest to both the station and railway operations near the station. Meeting the guidelines at these receptors would mean that the guidelines would also be met at the other nearby receptors due to increased setback distance and/or higher ambient sound levels.

Table 3-6: Sensitive Receptors

Receptor	Description
R1	Low-rise Residential
R2	Low-rise Residential

As per the applicable protocols and guidelines, the sound levels for the station operation noise analysis are to be evaluated at both the facades of a sensitive receptor during the daytime and nighttime and at the outdoor living areas during the daytime and evening periods. The outdoor living area could be any location on a receptor's property within 30m from a façade. Depending on the receptors, the outdoor point of reception is often the most critical during the daytime and evening periods.

As the NPR trains operate only during the nighttime period (23:00 - 7:00 hours), the sound levels from train operations are evaluated at the plane of a window of the receptors.

Existing Noise and Vibration Levels

Road traffic noise dominates the existing sound levels as the existing rail traffic is relatively insignificant and not present at all during the nighttime. Existing average annual daily traffic (AADT) provided by the City of Timmins and Ministry of Transportation are summarized in **Table 3-7** below.

Table 3-7: Roadway Traffic Volumes

Road	Year	AADT	Speed (km/h)
King Street	2023	7,020	50
Gervais Street North	2023	960	40
Falcon Street	2023	240	50

The existing sound levels at the receptors are summarized in **Table 3-8** below.

Table 3-8: Existing Sound Levels

Receptor	Existing Sound Levels	
	Daytime (dBA $L_{eq,16hr}$)	Nighttime (dBA $L_{eq,8hr}$)
R1	50	44
R2	50	43

Ambient vibration levels at the exiting receptors are expected to be insignificant as the exiting rail is currently not in use during the nighttime period. During the daytime, railway traffic is limited as the line terminates within the Study Area and railway traffic would otherwise be very infrequent and operate at low speeds.

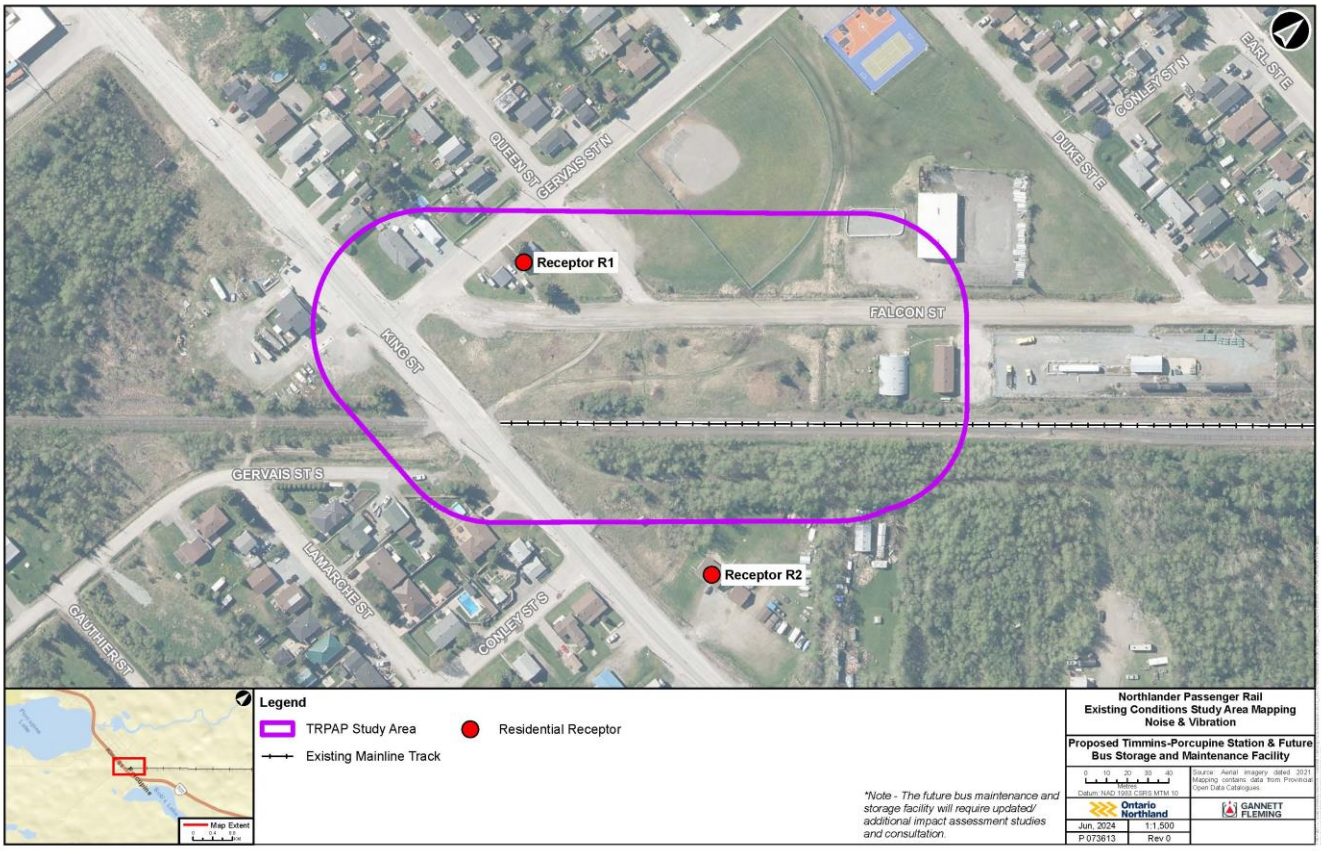


Figure 3-8: Representative Sensitive Noise Receptors

3.2.6 Traffic

Proposed Timmins-Porcupine Station Site Features

The Timmins-Porcupine station facility will be located between the existing rail corridor and Falcon Street, by the intersection of King Street and Gervais Street N, within the City of Timmins. The station access is on Falcon Street east curbside, on the segment between Gervais Street N. and Queen Street.

The site contains a train station platform which includes tactile warning strips, platform edge and areas for accessibility cars to stop by the platform. The station building includes a wicket for travel tickets and information, a wicket for parcel drop-off/pick-up, a waiting area, a washroom, and a breakroom for crews and staff.

The station parking facility includes features such as accessible parking spaces, a taxi stand, passenger pick-up/drop-off, plus parking for general rail passengers and for station employees. This station provides a total of 49 surface parking spaces.

The proposed station design includes a pedestrian walkway to be built around the station building, providing convenient access to the various station elements.

There is a municipal bus stop on the Falcon Street frontage near the passenger pick-up/drop-off area, parking spots, providing access to the municipal bus service. In addition, there are 3 Ontario Northland bus bays positioned at the north facade of the station building, providing a seamless connection to Ontario Northland motor coach services.

The area just east of the station building and north of the rail platform is protected for the potential future construction of a Bus Storage & Maintenance Facility.

Surrounding Roadways and Transportation Facilities

King Street at Gervais Street N is a "T"-shaped intersection with EB, WB, and NB movements. Gervais Street N at Falcon Street is a "T"-shaped intersection with SB, NB, and EB movements. Queen St at Falcon Street is a "T"-shaped intersection with SB, NB, and WB movements.

There is a City of Timmins Transit Terminal located 13 km west of the Timmins-Porcupine station, which operates city-wide bus transit services. Timmins Victor M. Power Airport is located approximately 25.5 km to the north-east of the proposed station facility.

Roadway Classification

The Timmins-Porcupine Station is located at the intersection of Falcon Street and Gervais Steet N. The Roadways that might potentially be impacted by traffic associated with the proposed station are listed in **Table 3-9** below.

Table 3-9: Description of Roadways Surrounding Timmins-Porcupine Station Facility

Roadway in Relation to the Proposed Site	Description
King Street	4-lane roadway, divided at the median by yellow (double and continuous) pavement marking lines within the Study Area, With no dedicated turning lanes at its intersection with Gervais St N, With an E-W sidewalk on north curb of King Street, 2023 Annual Average Daily Traffic (AADT) = 7020
Gervais Street N	2-lane undivided roadway 2023 AADT = 960
Falcon Street	2-lane undivided roadway 2023 AADT = 240 *The station access driveway is located at the Falcon Street frontage.*

3.2.7 Hydrogeology

3.2.7.1 Regional Setting

Topography & Drainage

The Study Area is generally flat with a slope from the northeast to the southwest. Based on regional topography mapping, a topographic high of 288 metres above sea level (masl) is located towards the northeast area of the Site, decreasing approximately 1 to 2 m towards the southwest area of the Site (**Figure 3-9**).

The Study Area is located within the Porcupine River Watershed (PRW), which is under the jurisdiction of the Mattagami Region Conservation Authority. The Porcupine River drains into Night Hawk Lake to the west and ultimately to the Frederick House River System.

There is one provincially significant wetland within 500 m of the Site, Porcupine Lake Wetland lies approximately 450 m to the northeast of the Site. The closest water body is Bob's Lake, which is situated approximately 450 m southeast of the Site. Shallow Lake is approximately 750 m to the northwest of the Site.

Geology and Physiography

A review of available Ontario quaternary geology mapping indicated that the surficial soils at the Site are mainly comprised of clay and silt glaciolacustrine and glaciomarine deep water deposits (Ontario Geological Survey, 2010) (**Figure 3-10**). Bedrock geology mapping indicated that the Site is underlain by Metasedimentary bedrock bounded to the north and south by fault lines that converge to the northeast (Ontario Geological Survey, 2011) (**Figure 3-11**). Immediately east of the Site is a felsic to intermediate metavolcanic rock deposit which is separated from the bedrock underlying the Site by the southwest to northeast trending fault line.

3.2.7.2 Site Conditions

Site Geology

Ageotechnical investigation field investigation was conducted at the proposed station site. During the drilling program, twenty-one (21) boreholes (H23-NT-1 to BH23-NT-21) were advanced. Boreholes were drilled to depths ranging from 3.1 to 16.2 m below existing ground surface (mbgs) (284.4 to 270.2 masl). Cross sections of the study area are presented in **Figure 3-12** to **Figure 3-14**.

Based on the results of the drilling program, the study area was comprised of a thin layer of topsoil which was underlain by silty clay / clayey silt, sandy silt / silty sand, sand and gravel, and gravelly sand Fill materials. The Fill generally ranged from 0.7 to 3.8 mbgs (286.9 to 283.5 masl).

The Fill material was underlain by varying thicknesses of silty clay to clayey silt deposits which generally extended between 3.0 to 11.7 mbgs (284.2 to 275.5 masl). A silt to sandy silt layer was encountered beneath the silty clay to clayey silt deposits, at varying depths across the Site and varied thicknesses (1.6 to 3.1 m where measurable). This was further underlain by a silty sand till unit that was generally encountered between 13.8 to 16.2 mbgs (274.1 to 270.6 masl). A single instance of a sandy gravel layer was encountered at BH23-NT-12 and extended to a depth of 14.3 mbgs (272.7 masl).

Bedrock was not encountered during the drilling program.

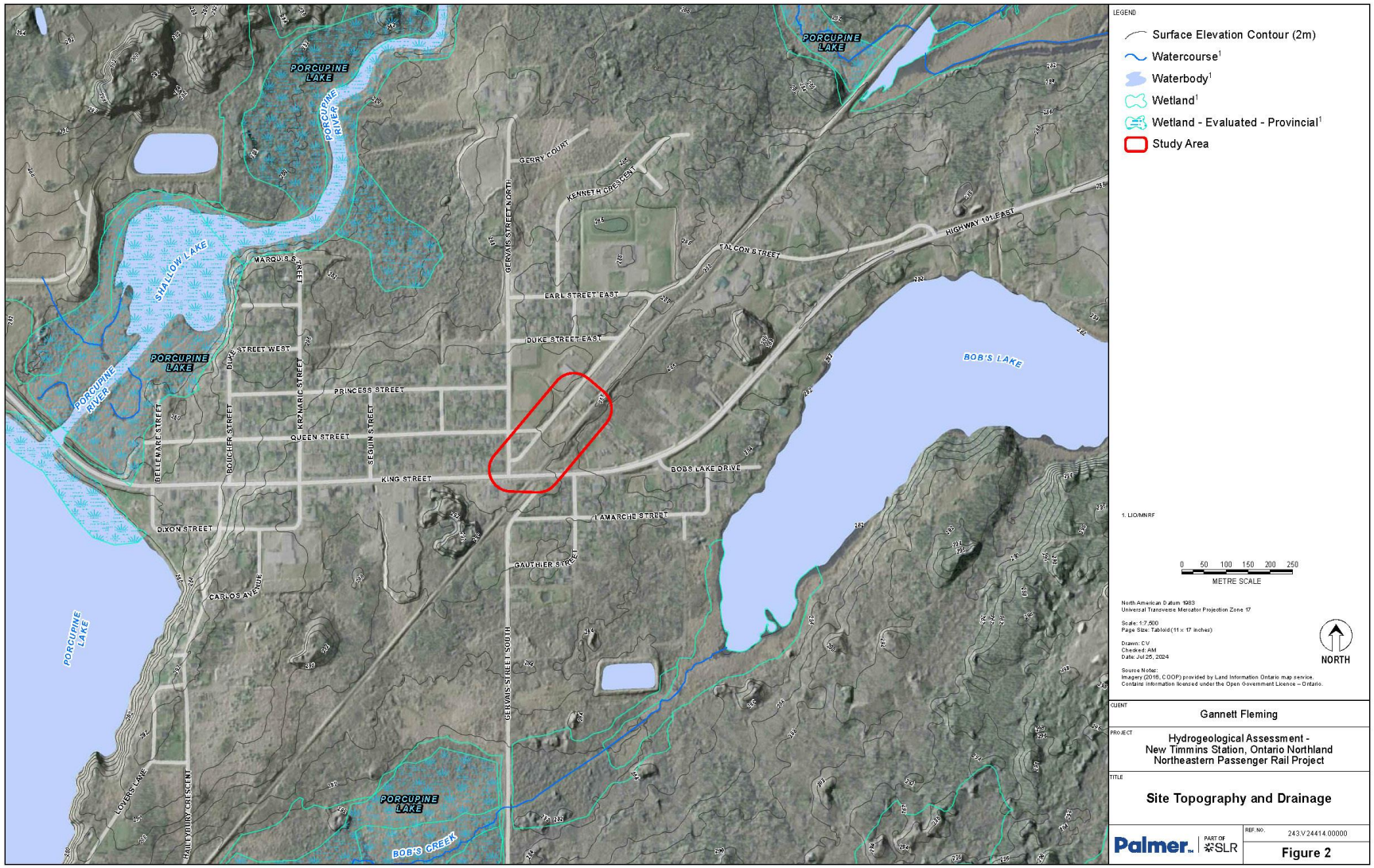


Figure 3-9: Site Topography and Drainage

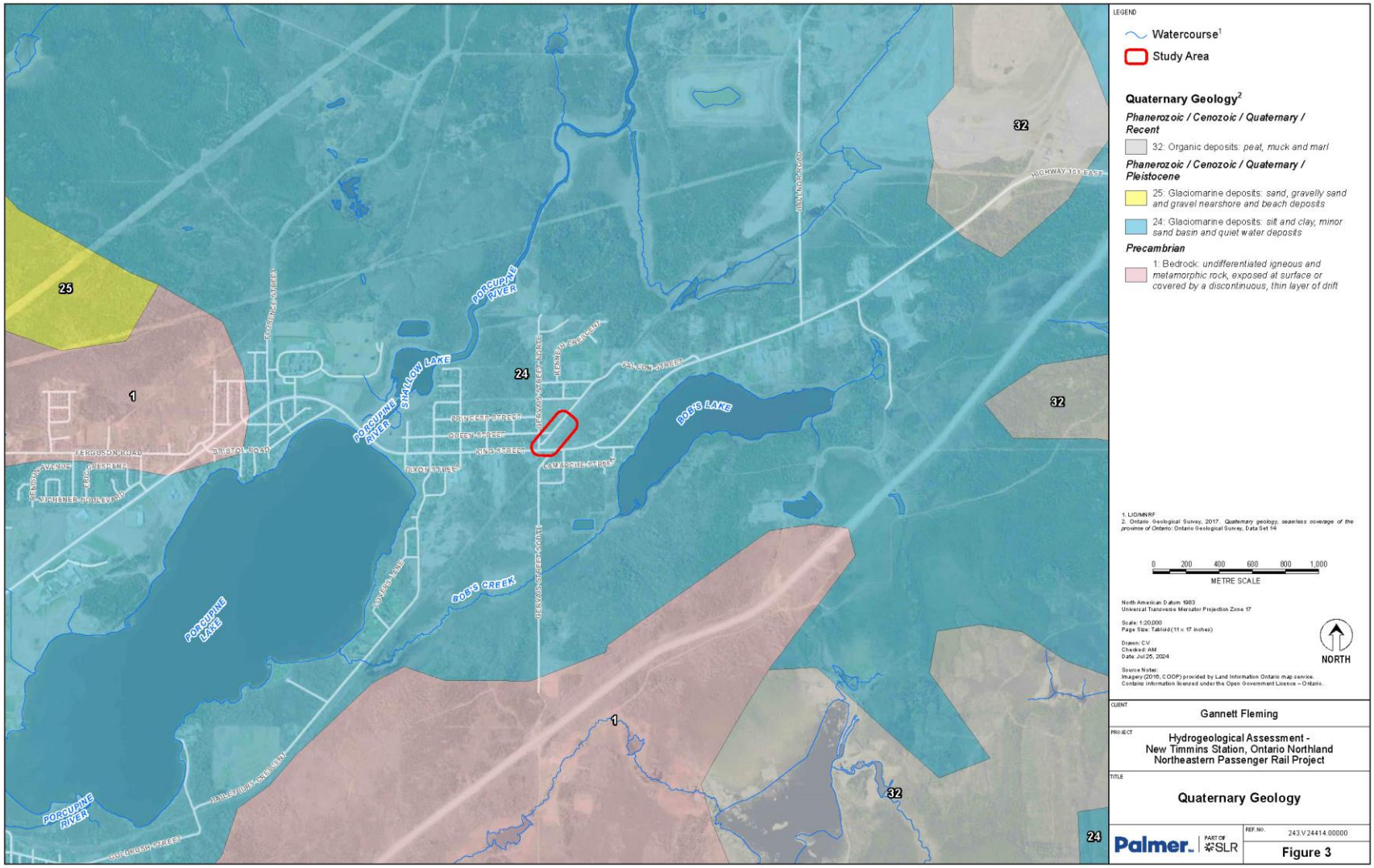


Figure 3-10: Quaternary Geology

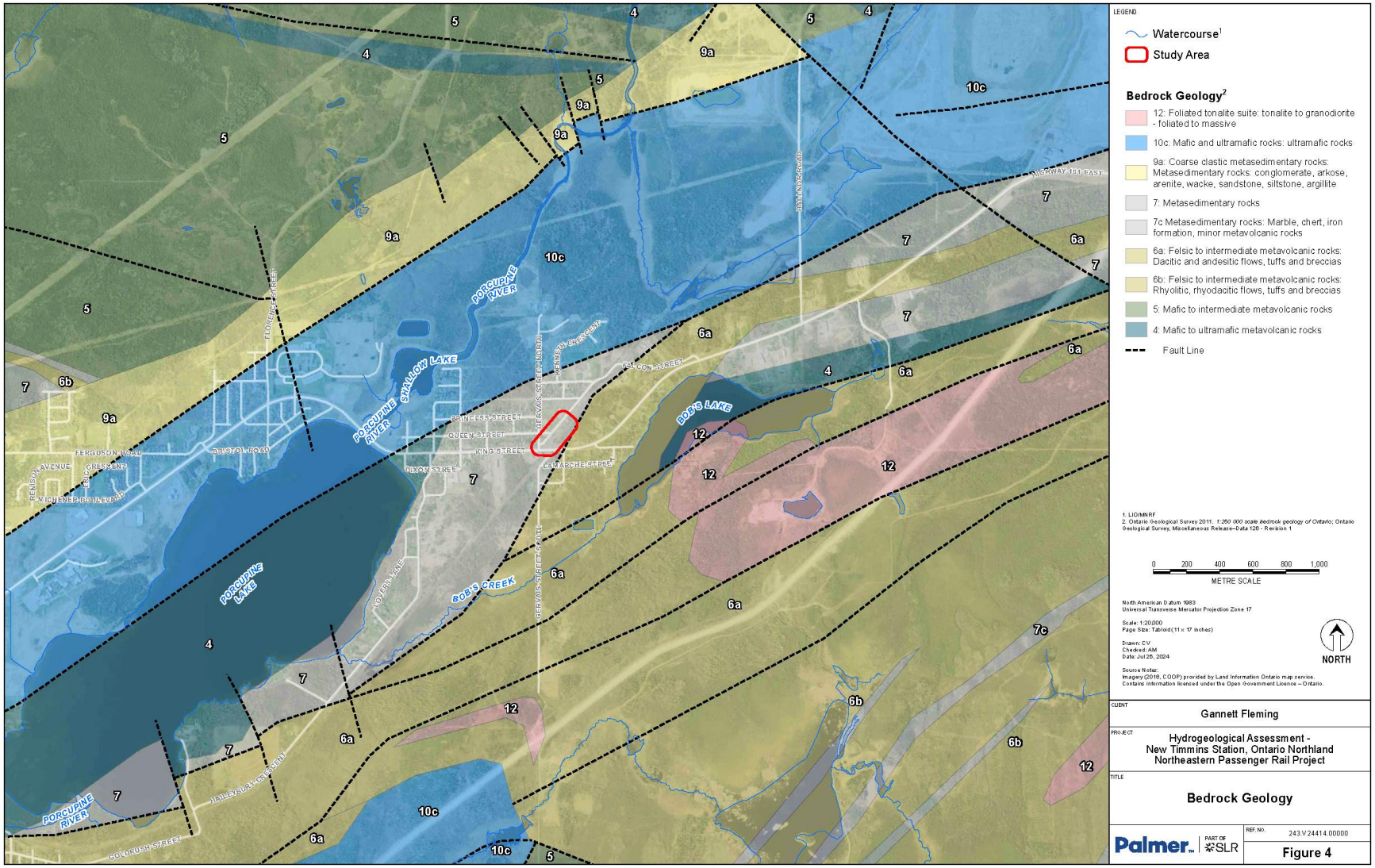


Figure 3-11: Bedrock Geology

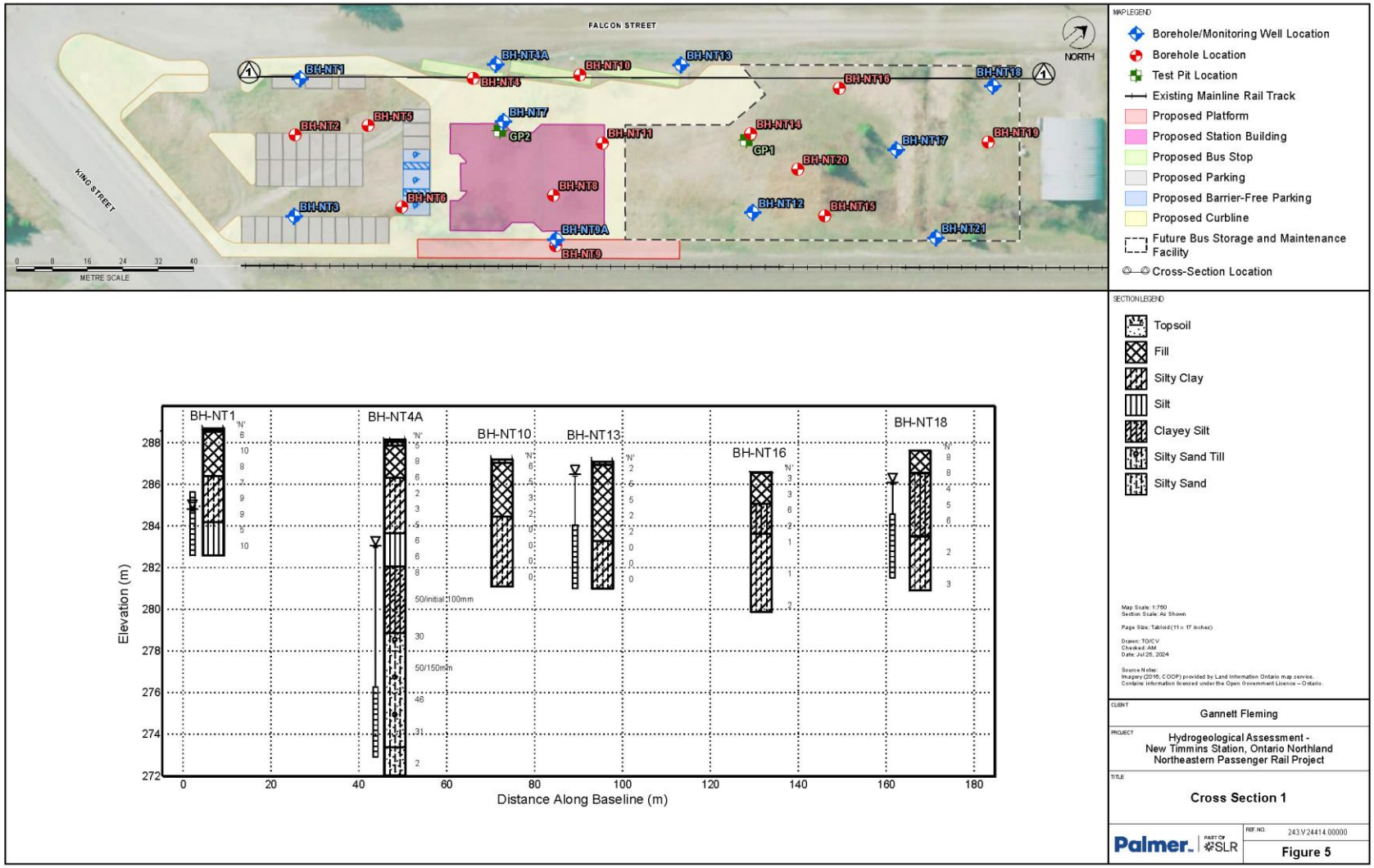


Figure 3-12: Cross Section 1

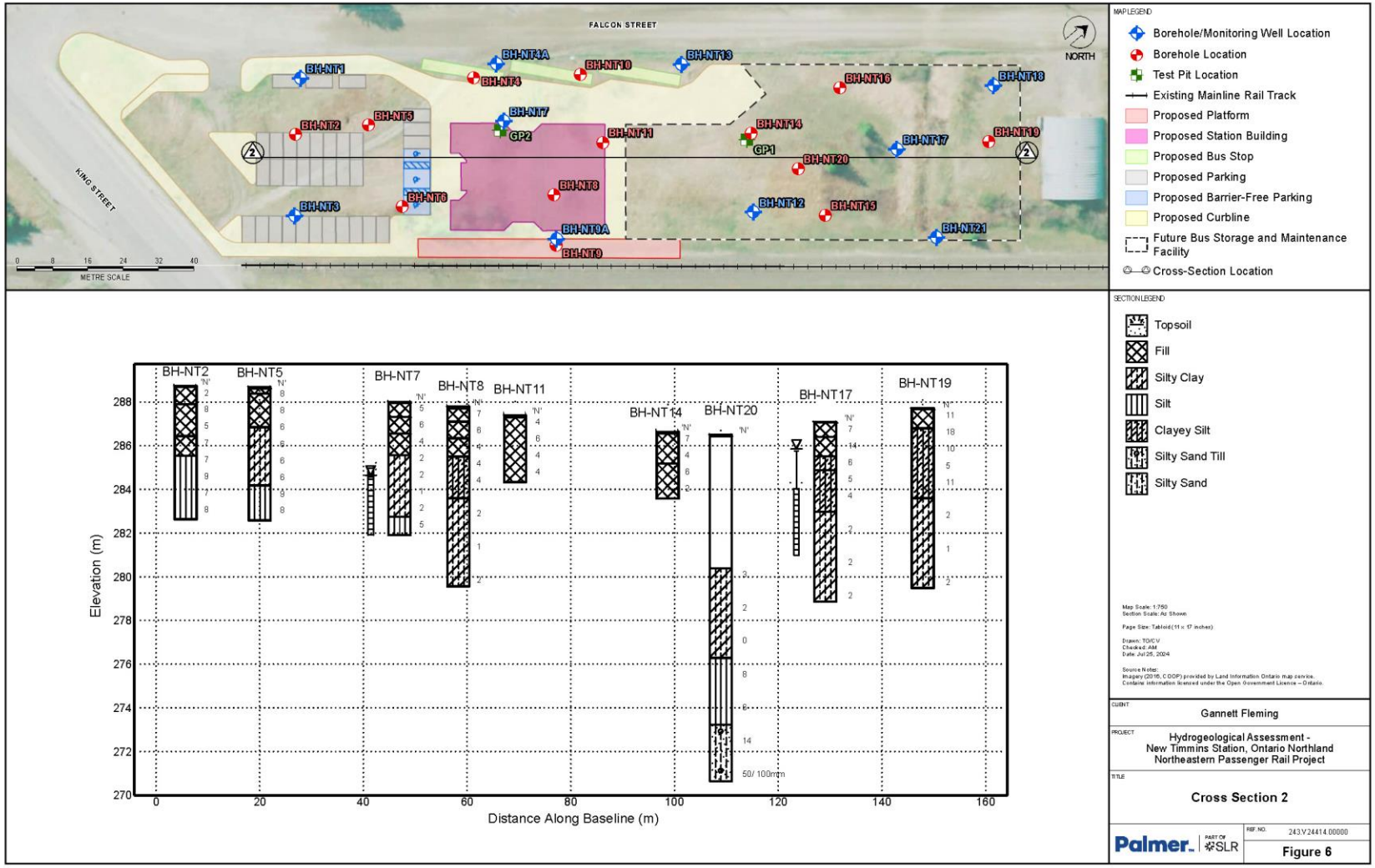


Figure 3-13: Cross Section 2

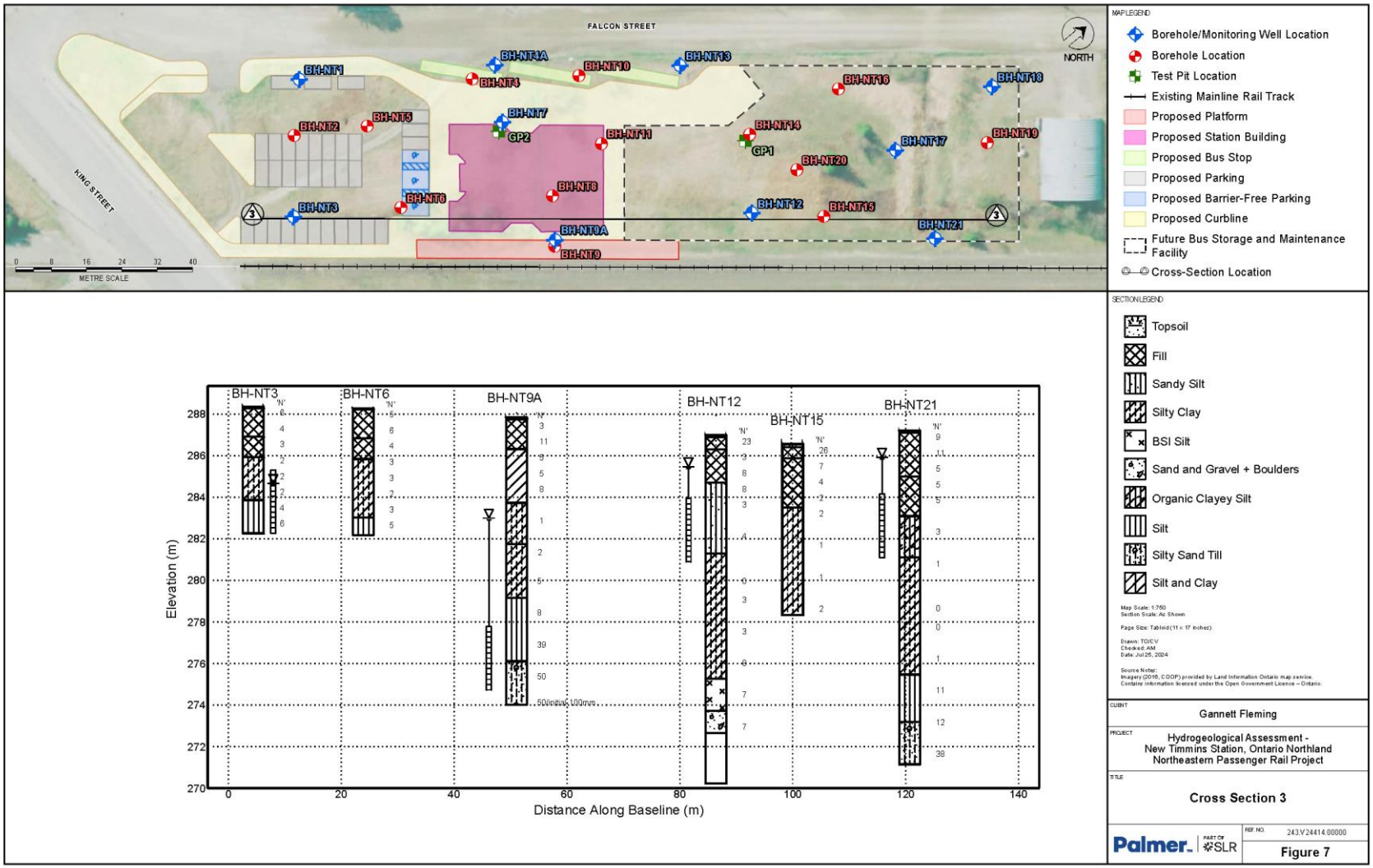


Figure 3-14: Cross Section 3

Groundwater Elevation

As part of the geotechnical Investigation conducted by Palmer (2024), ten (10) monitoring wells were installed at the Site and stabilized groundwater measurements were obtained on August 30, 2023. The groundwater measurements are presented in **Table 3-10** below.

Table 3-10: Groundwater Elevations

Monitoring Well ID	Screened Interval (mbgs)	Water Level Depth (mbgs) / Water Level Elevation (masl)
BH23-NT-1	3.1 - 6.1	3.9 / 284.8
BH23-NT-3	3.1 - 6.1	3.7 / 284.7
BH23-NT-4	12.2 – 15.2	5.1 / 283.1
BH23-NT-7	3.1 - 6.1	3.4 / 284.7
BH23-NT-9	10.1 – 13.1	4.8 / 283.1
BH23-NT-12	3.1 - 6.1	1.5 / 285.5
BH23-NT-13	3.1 - 6.1	0.6 / 286.5
BH23-NT-17	3.1 - 6.1	1.2 / 285.9
BH23-NT-18	3.1 - 6.1	1.5 / 286.2
BH23-NT-21	3.1 - 6.1	1.3 / 285.9
**mbgs = meter below ground surface*		

Shallow groundwater was generally found to range 0.6 to 3.9 mbgs (286.5 to 284.8 masl) across the Site and is generally found within the upper silty clay deposits.

Hydrogeology

Hydrostratigraphic units can be subdivided into two distinct groups based on their ability to allow groundwater movement: an aquifer and an aquitard. An aquifer is defined as a layer of soil that is permeable enough to permit a usable supply of water to be extracted. An aquitard is a layer of soil that inhibits groundwater movement due to its low permeability.

The soils at the Site would generally be considered an aquitard which would limit groundwater flow both through the soils horizontally but also limit downward flow from the ground surface (infiltration).

3.2.8 Soils

The topography within the Study Area is generally flat, but slopes from the southeast to northwest direction. The Study Area is primarily green space with a mix of residential, commercial and parkland.

The nearest watercourse to the Study Area is Bob's Lake, approximately 450 m to the southeast. Shallow Lake is approximately 750 m to the northwest of the Study Area. The Study Area is underlain by metasedimentary rocks wacke, siltstone, slate, mudstone, marble, migmatites of undetermined protolith.

Excess Soil Reuse Planning (in accordance with O. Reg. 406/19 and its associated Soil Rules) shall be conducted prior to construction. The management of the excess soil may depend on the Contractor's selection of receiving sites for the excess soil.

If soil remediation is required during the works, confirmatory sampling will be conducted from the walls and floor of the excavation limits (in accordance with O. Reg. 153/04, as amended) to ensure the remaining soil meets the applicable MECP standard for the proposed future land use.

3.2.9 Stormwater Management/Drainage

The proposed Station site is undeveloped and covered in dense vegetation as observed during the field survey. The terrain naturally slopes northeastward towards an existing ditch, which channels water to a 900mm CSP culvert running beneath the tracks. Refer to **Figure 3-15** below for details on the existing drainage conditions.

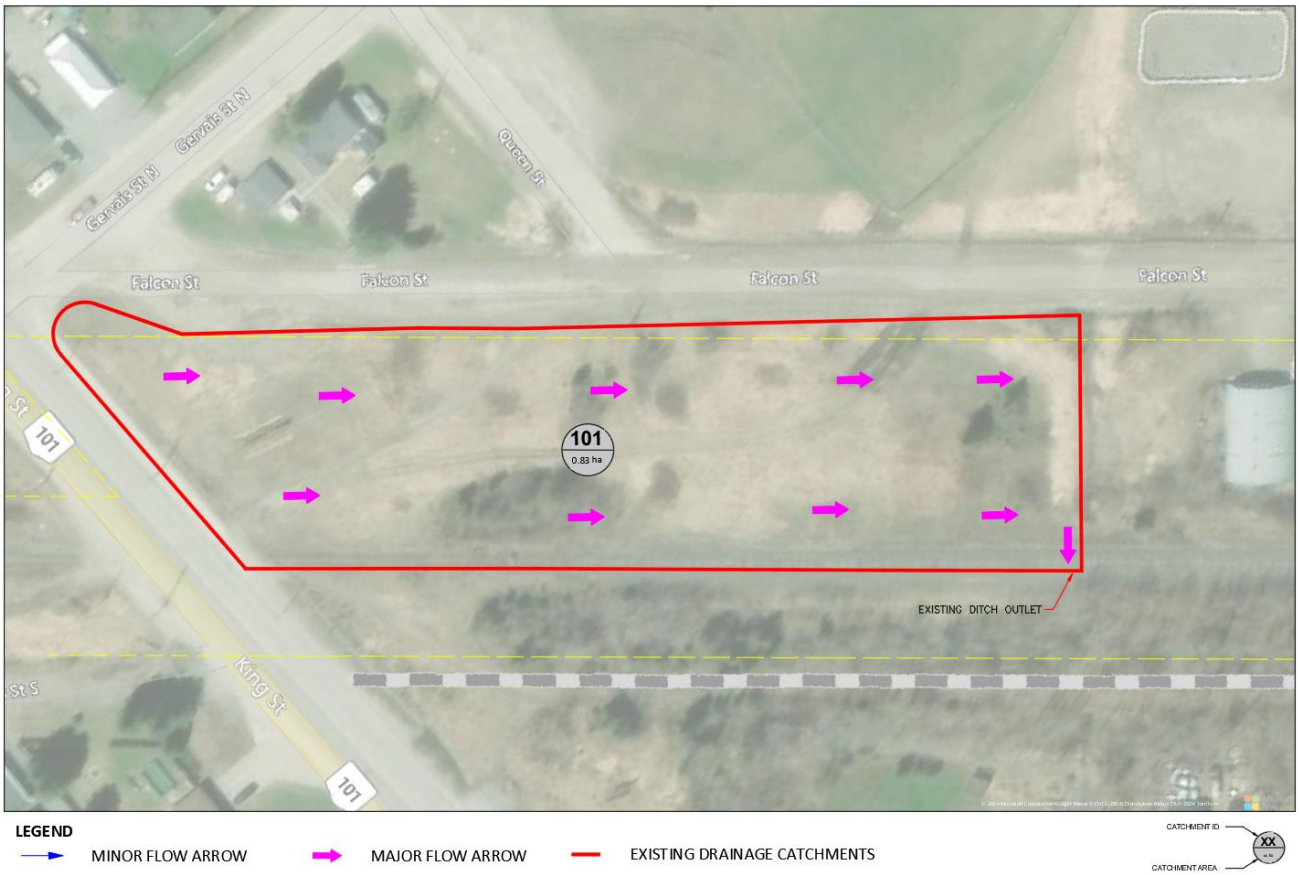


Figure 3-15: Existing Drainage Conditions

3.2.10 Utilities

The proposed station site in Porcupine, City of Timmins, is located within an urbanized area with a dense network of utilities. These utilities are primarily located within the public Right-of-Way and adjacent areas, and include watermains, storm sewers, sanitary sewers, Enbridge gas mains, and Hydro/Telecommunication lines (both buried and overhead).

There are also some third-party utilities within the project site, including Bell cables traversing the site from King Street to Falcon Street, Bell and Ontera cables running along the Ontario Northland track, and a Hydro One span guy and pole across Falcon Steet, south of Queen Street intersection. These utilities, if impacted by the proposed work under the project, shall be relocated or protected.

To identify the precise location buried utilities, a Level B Subsurface Utility Investigation was conducted by Planview (Timmins Subsurface Utility Investigation Report, July 25, 2023). This survey also included onsite measurements of invert elevations for the existing gravity systems, including both sanitary and storm sewers.

3.2.11 Air Quality

Climate

Historical wind data collected at Sudbury Airport and Timmins Airport, comprised of hourly observations of wind speed and direction, was used to determine the wind climate expected at the subject site (**Figure 3-16**). It should be noted that the Sudbury Airport weather station data is included since the MECP requires Regional Meteorological Data for use with AERMOD.

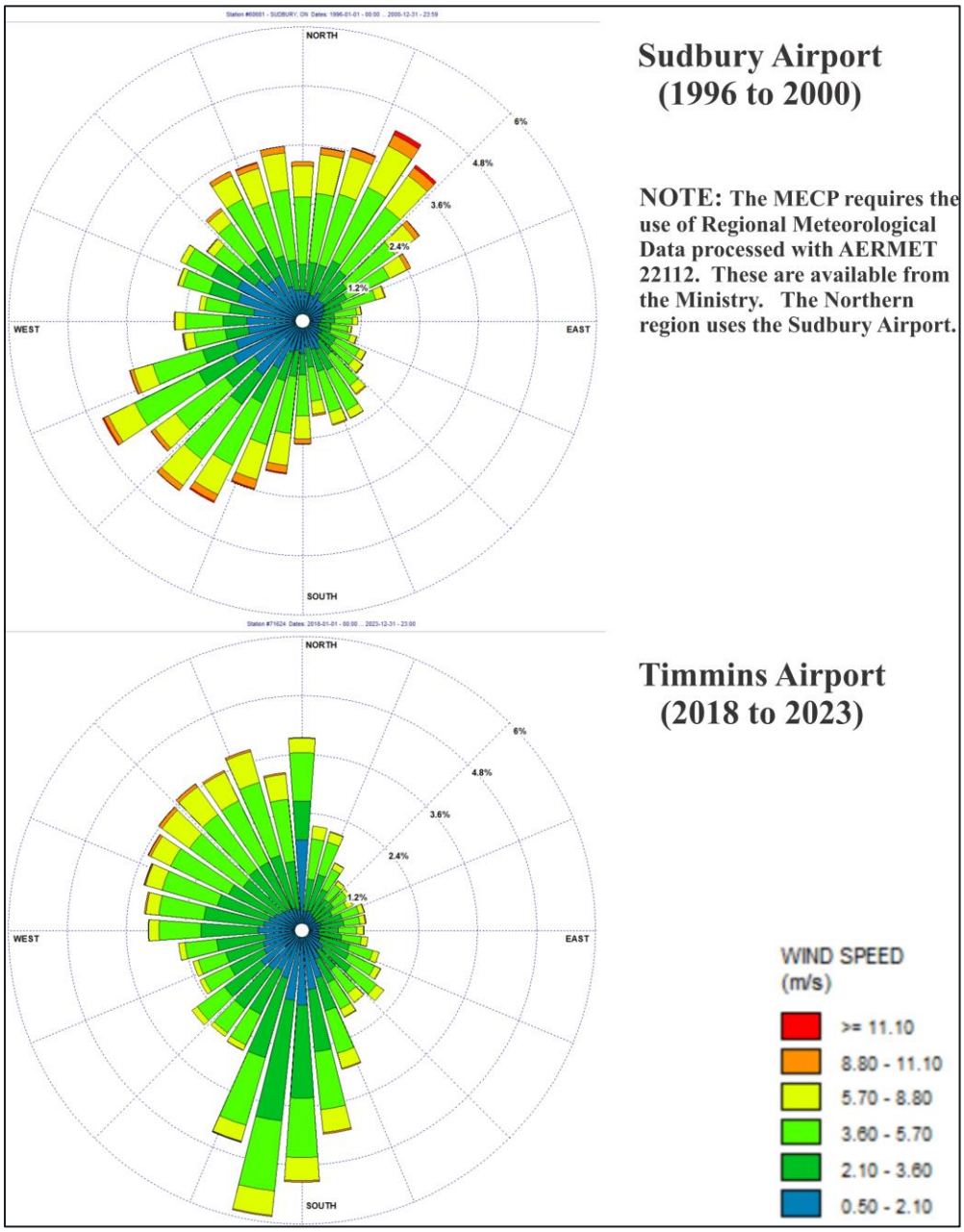


Figure 3-16: Historical Wind Data

Meteorological climate information is presented below from the MECP for Station ID 6078285, 48°34'11.000" N, 81°22'36.000" W (Timmins/Victor Power), located approximately 18km to the northwest of the proposed development. According to Canadian Climate Normals for 1991-2020 for this station, the mean annual temperature is estimated at 1.9°C. The warmest month of the year is July with an average temperature of 17.7°C and the coldest month is January with an average -16.4°C temperature. The Timmins Station site recorded an average total annual rainfall of 543.1 mm and an average total annual snowfall of 543.1 mm. Precipitation is distributed throughout the year, with most of the rain occurring between April and October, and with most of the snow occurring between November and March. The maximum average monthly rainfall is 84.8 mm and occurs in September and the maximum average monthly snowfall is 63.8 mm and occurs in December. The Climate Normals are summarized below.

Meteorological Parameters	Jan	Feb	March	April	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Daily Average (°C)	-16.4	-14.4	-7.5	0.9	9.7	15.3	17.7	16.2	11.7	4.5	-3.2	-11.2	1.9
Daily Maximum (°C)	-10.4	-7.6	-0.7	7.2	16.8	22.4	24.4	22.8	17.8	9.1	0.8	-6.5	8.0
Daily Minimum (°C)	-22.3	-21.0	-14.4	-5.3	2.5	8.1	10.9	9.6	5.5	-0.1	-7.1	-15.9	-4.1
Rainfall (mm)	4.0	1.1	14.3	35.3	63.5	77.9	84.8	77.0	81.7	66.8	28.1	8.7	543.1
Snowfall (cm)	59.2	47.9	43.2	25.3	3.1	0.2	0.0	0.0	0.5	13.7	50.8	63.8	307.6
Average Wind Speed (km/h)	11.5	12.5	12.9	13.0	12.4	11.1	10.2	10.0	10.8	11.9	12.4	11.7	11.7
Most Frequent Direction	NW	S	NW	N	N	S	W	S	S	S	S	S	S
Days with Winds >= 52 km/h	0.17	0.55	0.50	0.58	0.46	0.40	0.05	0.36	0.54	0.42	0.48	0.25	4.8

Atmospheric Chemistry

Nitrogen Monoxide, Nitrogen Dioxide and Ozone

Nitrogen Dioxide (NO_2) and Ozone (O_3) are secondary pollutants, which mean they are formed from other pollutants by chemical processes taking place in the atmosphere after emission from their source. Nitrogen dioxide is formed from nitrogen monoxide (NO), which is emitted from combustion processes, such as road vehicles and power plants. This reaction takes place relatively quickly and as such, high nitrogen dioxide concentrations can be found fairly close to the original combustion source. For this reason, nitrogen monoxide and nitrogen dioxide are sometimes grouped together as Nitrogen Oxide (NO_x) and treated as a primary pollutant.

Ozone forms much more slowly, following complex reactions involving nitrogen oxides, hydrocarbons and oxygen, in the presence of sunlight. Ozone is rapidly destroyed upon contact with nitric oxide, and thus, the ozone concentrations in urban areas tend to be low during the night (no production, only destruction) and highest during the early afternoon (rapid production).

			Pollutant	**Ozone (Ozone O3)**		
			Unit	parts per billion (ppb)		
2021 from MECP Summary Report			23.9	36	56	45.17
			mean	**1h 90th**	**1h max**	**24h max**	**90th of 24h av**	**year**
Calculated from hourly data			23.9	35.0	56.0	45.17	32.9	2021
			25.6	38	64	49.3	34.5	2022
			27.0	**41.0**	71	48.3	38.3	2023
		3 year averages (ppb)	25.5	38.0	63.7	47.6	35.2	
		3 year averages (ug/m3)	51.1	76.0	127.3	95.2	70.5	

			Nitrogen Dioxide (Nitrogen Dioxide NO2)			
			Unit	parts per billion (ppb)		
2021 from MECP Summary Report			5.6	12	56.2	24.3
			mean	**1h 90th**	**1h max**	**24h max**	**24h 90th**	**year**
Calculated from hourly data			5.6	12.0	56.2	24.25	11.0	2021
			6.1	13.8	50.8	29.1	12.8	2022
			5.5	**11.9**	50.6	23.3	10.2	2023
		3 year averages (ppb)	5.7	12.6	52.5	25.5	11.3	
		3 year averages (ug/m3)	11.5	25.1	105.1	51.1	22.7	

Particulate

Particulate matter (PM) includes aerosols, smoke, fumes, dust, fly ash and pollen. Its composition varies with origin, monitoring location, time of year, and atmospheric conditions. Fine particulate matter is primarily formed from chemical reactions in the atmosphere and through fuel combustion (e.g. motor vehicles, power generation, industrial facilities, residential fireplaces and wood stoves, agricultural burning and forest fires). Fine particulate matter can also be formed in the atmosphere through a series of complex chemical reactions and therefore, it is also considered to be a secondary pollutant. During periods of widespread elevated levels of fine particulate, it is estimated that more than 50 per cent of the fine particulate in Ontario comes from the U.S.

	Fine Particulate Matter (Fine Particulate Matter PM2.5)					
Unit	micrograms per cubic metre					
2021 from MECP Summary Report	5.8	11	163	48.8		
	mean	**1h 90th**	**1h max**	**24h max**	**90th of 24h av**	**year**
Calculated from hourly data	5.8	11	163	48.8	9.9	2021
	5.2	11	45	19.0	8.4	2022
	8.8	**14**	422	276.2	13.6	2023
3 year averages (ug/m3)	6.6	12.0	210.0	114.6	10.6	

Carbon Monoxide

There is a direct relationship between traffic and CO impact since exhaust fumes from vehicular traffic are the primary source of CO. Carbon monoxide is a localized gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source increases. The highest CO concentrations are typically found along sidewalk locations directly adjacent to congested roadway intersections.

Benzene

Benzene is a volatile organic compound (VOC) that can be found in urban areas due to its use in industrial processes, transportation, and consumer products. It is also a component of gasoline and can be released into the air through fuel combustion. Benzene concentrations can vary depending on several factors such as traffic volume, weather conditions, and proximity to certain industrial facilities.

Since oxides of nitrogen (NO_x), $PM_{2.5}$, and Benzene have the potential to be the controlling contaminants, the following background concentrations are relevant. Additionally, because the Ozone Limiting Method (OLM) has been used to convert NO_x concentrations to NO_2 concentrations, background ozone (O_3) concentrations have also been included.

Newmarket Federal and Provincial Ambient Air Quality Monitoring Data (unit = ug/m3).

Averaging Period	2016	2017	2018	2019	2020	2021
Annual	0.328	0.385	INS	0.323	N/A	N/A
24 hour 90th percentile	0.549	0.587	0.556	0.424	0.419	N/A

The closest site to Timmins with data available within the past 10 years is Newmarket. The provincial Newmarket site has only annual data and the federal Newmarket site has only 24 hour data. These values are tabulated above.

The latest 3-year average (available) of the annual average is **0.34 *ug/m3***, and the latest 3 year average (available) of the 90th percentile 24h background Benzene concentration is **0.47 *ug/m3***.

Selection of Monitoring Stations

MECP and National Air Pollution Surveillance (NAPS) monitoring stations in the general vicinity of Timmins-Porcupine Station were reviewed to ensure the most representative background concentrations were selected for the Study Area. **Figure 3-17** provides the location of the nearest Monitoring Stations. The nearest stations that measure NO_2 and particulate are Sault Ste. Marie, Sudbury, and North Bay, with Sudbury as the closest, while the nearest station that measures Benzene is Newmarket. As such, data from Sudbury was used for NO_2 and particulate while data from Newmarket was used for Benzene.

Additionally, it is important to note that Timmins, Sudbury, and Newmarket have similar land uses, which further supports the applicability and representativeness of this data for the air quality study. All three locations have a variety of housing options, including single-family homes, townhouses, and apartments. Each city has commercial areas with retail stores, offices, and service businesses. Timmins and Sudbury have significant industrial activities, particularly in mining and manufacturing, while Newmarket has light industrial activities and business parks. All three locations prioritize recreational spaces, with parks, trails, and recreational facilities available for residents.

Maximum background concentrations for NO_2, $PM_{2.5}$, and Benzene exceed either federal or provincial limits, on occasion. The ninetieth percentile concentrations were employed as background concentrations in the estimate of the maximum concentrations at or around the proposed development.

Figure 3-17: Monitoring Station Locations for Background Concentrations

4.0 IMPACT ASSESSMENT

4.1 Methodology

The following steps were followed in order to assess potential impacts associated with the Project:

- **Step 1 –** Identify potential effects (positive and negative) resulting from the construction and/or operation of the Project infrastructure;
- **Step 2 –** Establish avoidance/mitigation/compensation measures to eliminate or minimize potential negative effects (as required);
- **Step 3 –** Carry out consultation with stakeholders/regulatory authorities; update impact assessment results and/or proposed mitigation measures as appropriate; and,
- **Step 4 –** Document impact assessment results.

Potential environmental impacts were generally characterized as follows:

Table 4-1: Types of Potential Effects Assessed

Potential Effect	Description/Examples
Operations and Maintenance Effects	• Potential permanent displacement or loss of existing resources/features due to implementation and operation of the physical project infrastructure components (e.g., operation of new station).
Construction Effects	• Potential short-term effects (e.g., disruption/disturbance) due to construction activities associated with the Project.

4.2 Impact Assessment Criteria

The following criteria were established for the purposes of assessing potential impacts.

Table 4-2: Impact Assessment Criteria

Environmental Factor	Criteria
Natural Environment	• Potential effects on vegetation communities; • Potential effects on wildlife and wildlife habitat; • Potential effects on SAR and their habitat; • Potential effects on wetlands; • Potential effects on fish and fish habitat; and, • Consideration of other relevant matters of provincial interest relating to the natural environment (e.g., Areas of Natural and Scientific Interest (ANSI).
Land Use and Socio-Economic	• Potential effects on existing land use; • Potential effects on planned land use; • Potential effects on sensitive facilities (i.e., hospitals, schools, community landmarks, child-care centres, and long-term care centres); • Potential effects on active transportation routes • Potential effects on pedestrian trails; • Potential effects on parks/open spaces/natural areas.

Environmental Factor	Criteria
Cultural Heritage	• Potential effects on built heritage resources • Potential effects on cultural heritage landscapes.
Archaeology	• Potential effects on archaeological sites/resources.
Noise and Vibration	• Potential noise and vibration effects during construction; • Potential noise and vibration effects during operation.
Traffic	• Potential temporary traffic impacts during construction; • Potential permanent traffic impacts (e.g., increased traffic volume, altered traffic patterns and flow, congestion, etc.).
Hydrogeology/Groundwater	• Potential effects on groundwater quality and quantity • Potential effects related to dewatering
Soils	• Potential effects on soils during construction.
Stormwater Management/Drainage	• Potential impacts to existing drainage. • Potential effects on water quality • Potential effects on water quantity
Utilities	• Type and extent of utility conflicts.
Air Quality	• Potential effects of the environment on the subject site • Potential effects of the subject site on the environment • Potential effects of the subject site on itself.

4.3 Natural Environment

Table 4-8 below provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

4.3.1 Terrestrial Features & Habitat

4.3.1.1 Vegetation Communities

Operations and maintenance effects on vegetation and vegetation communities include a permanent removal of 0.8 ha of natural vegetation. ELC communities that will be impacted include cultural meadow (CUM1-1; 0.74 ha) and a mineral meadow marsh inclusion (MAM2; 0.06 ha). None of these vegetation communities are considered sensitive or rare and the communities reflect the historic anthropogenic influence (as this area has been cleared in the past). Effects to trees will be limited to the removal of open grown trees within the cultural meadow. Effects will also occur to herbaceous and shrubby vegetation.

There are no (mapped) PSWs within 30 metres the Study Area.

Station operations may result in an increase of invasive plant species dispersal.

Construction effects such as silt or sedimentation in areas of retained vegetation communities may occur during site grading operations and construction of the proposed infrastructure. Increased traffic during construction may result in an increase of invasive plant species dispersal to retained vegetation communities.

The vegetation communities proposed for removal are common and widespread through Ontario (and in the local landscape) and impacts are limited to areas that already reflect some level of disturbance.

Recommended Mitigation:

- The development footprint will be clearly delineated prior to clearing to prevent any equipment from operating outside of the delineated area. Construction material/equipment staging should be confined to areas that are previously disturbed/cleared. All vegetation clearing will follow a specified Clearing and Grubbing Plan.
- Construction equipment should be cleaned prior to entering the site to reduce the spread of non-native invasive plant species. Construction staff should be educated on the importance of limiting disturbance to avoid stockpiling/laydown usage in adjacent natural areas.
- Post-construction planting and landscaping efforts should include native vegetation species that are consistent with the current vegetation communities and contribute to wildlife habitat. Landscaping and restoration efforts should be completed within 45 days following site disturbance, or temporary cover should be placed to reduce erosion and potential siltation of adjacent communities.

4.3.1.2 Wildlife and Wildlife Habitat

The proposed work is adjacent to and within foraging and nesting habitat for several species listed under the *Migratory Birds Convention Act*. Operations and maintenance effects to bird habitat are anticipated and permanent habitat loss is proposed. The footprint impacts may decrease the available nesting habitat for breeding birds and available cover for mammals and insects. For breeding birds specifically, reduction of the available habitat may result in the loss of nesting territories or the amount of food available, with the net result being a reduction in brood success.

Permanent alteration to habitat due to decreased connectivity and fragmentation across the Study Area may occur. However, the development footprint is located on the edge of higher quality/more naturalized areas and likely provides very little connectivity to surrounding natural areas.

Increased periodic noise related to operation of the passenger rail and use of the Timmins Station may deter and interrupt wildlife such as large mammals (deer), small mammals (rodents, racoons, etc.), and birds. Increased vehicular and train traffic has the potential to increase collision related wildlife mortality.

Equipment noise during construction may deter and interrupt wildlife such as large mammals (deer), small mammals (rodents, raccoons, etc.) birds, amphibians, and reptiles. Increased vehicular traffic will be present during construction and may cause vehicular related mortality. Increased noise related to construction traffic may discourage the use by migratory bird species.

To mitigate construction effects to wildlife and wildlife habitat the following measures should be implemented:

- Retain as much of the vegetation communities as possible.
- Any wildlife incidentally encountered during construction and operation activities will not be knowingly harmed and will be allowed to passively move out of the work area, where possible.
- Use previously disturbed/paved areas or cultural/manicured areas for construction laydown and staging to the extent possible.
- Clearly delineate work areas using erosion fencing, or similar barrier, to avoid accidental intrusion into wildlife habitat. This fencing will also serve to exclude wildlife from entering the work area.
- No vegetation removal should occur between April 1 and August 30 of any given year in order to protect birds afforded protection under the *Migratory Birds and Convention Act*.

- If vegetation removal must be undertaken from April 1 to August 30, a nest survey must be conducted prior to clearing by a qualified avian biologist to identify and locate active nests of species covered by the MBCA.

The current station design does not include any impacts east of the rail corridor in the woodland where habitat may occur for SAR bats. If the work/disturbance areas are changed and trees that are part of a wooded community require pruning or removal, a further screening should be completed to characterize bat habitat.

4.3.2 Aquatic Features & Habitat

Based on the conceptual design, no effects to natural surface watercourses are anticipated. Alterations to surface water in the Study Area are limited to the drainage feature which convey stormwater. Works are proposed approximately 400 m from aquatic habitat of Bob's Lake; however, best management practices and a robust ESC plan will minimize risk of indirect impact. Otherwise, no additional mitigation measures are recommended.

Based on the conceptual design, no effects to fish and fish habitat are anticipated. The drainage feature within the Study Area does not provide fish habitat as it appears to convey stormwater during rain events. Works are proposed approximately 400 m from aquatic habitat of Bob's Lake; however, best management practices and a robust ESC plan will minimize risk of indirect impact. Otherwise, no additional mitigation measures are recommended.

4.3.3 Species at Risk (SAR)

No SAR or SAR habitat was documented within the Study Area. Therefore, no mitigation measures have been proposed. In the event SAR are encountered, mitigation measures contained in **Table 4-8** should be adhered to.

It should be noted that there is no planned vegetation clearing south of the rail corridor in this area as part of the project.

4.4 Land Use and Socio-Economic

Table 4-9 below provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

4.4.1 Operations and Maintenance Effects

Recreational Amenities

Since the proposed Timmins-Porcupine Station is proposed on a vacant lot owned by Ontario Northland, no impacts are anticipated to the sidewalks that extend along King Street and Gervais Street North, nor are impacts anticipated to the Whitney Multipurpose Court and baseball diamond (also referred to as Whitney Park) given the proximity to the proposed station.

There is an existing snowmobile trail[3] that traverses the proposed Timmins-Porcupine Station site, therefore the route will no longer be able to connect through the station site and across King Street before continuing along Gervais Street South once the new station is built. Ontario Northland will consult with the local snowmobile club to determine any required mitigation or offset measures as it relates to the snowmobile trail route.

Sensitive Facilities

There are no sensitive facilities[4] within 100 metres of the proposed Timmins-Porcupine Station and no impacts are anticipated.

[3] The exiting snowmobile trail is owned and operated by Ontario Federation of Snowmobile Clubs.
[4] Sensitive facilities are defined as schools, child-care centres, places of worship, long term care centres, hospitals, and community landmarks and other features of local interest.

4.4.2 Planned Land Use

4.4.2.1 Crown Land Use

The proposed Timmins-Porcupine Station is within a Crown Land Use Policy Area, known as the Timmins Porcupine Urban Area (ID: G1819). Since all development is permitted within the Timmins Porcupine Urban Area if such land use is approved in an Official Plan or Zoning By-law, there are no anticipated adverse effects on crown land use.

4.4.2.2 Official Plan Designations

Under the City of Timmins Official Plan (OP) Schedule A, lands at the proposed Timmins-Porcupine Station are largely designated as Neighbourhood Area, with a small portion of the south end of the site designated as Employment Area. The Neighbourhood Area generally permits residential uses, limited commercial uses, home based businesses, and limited institutional and public services. While Employment Areas are "primarily designed to provide for a diverse range of employment opportunities for the present and future residents of the City" (Section 3.2.1).

It is anticipated that the proposed Timmins-Porcupine Station will be permitted within these land use designations, as "other public utilities and municipal services, infrastructure and facilities are permitted in all land-use designations" (Section 2.6.9). Per the OP (Page 106), infrastructure is defined as:

- "means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities."

The proposed Timmins-Porcupine Station is within the Mineral Development designation, per the Official Plan Schedule B. Mineral Development Zones are areas which have geophysical and geochemical properties that are conducive to mineral exploration and where mining development and mineral extraction will occur and have a greater likelihood of success (Section 2.9.2). In areas of mineral potential, development that would preclude the establishment of new operations or access to these resources will only be permitted if:

i) The resource use would not be feasible; or

ii) The proposed land use or development serves a greater long term public interest (e.g., existing designated urban areas); and,

iii) Issues that have a potential negative impact on public health, public safety and on the environment are addressed.

The proposed Timmins-Porcupine Station is intended to service a greater long term public interest by supporting a reliable transportation service that connects Toronto (Union Station) and Timmins, therefore, it is in keeping with the policies outlined in Section 2.9.2 of the OP.

Lastly, the proposed Timmins-Porcupine Station is within 1 km of a Mine Hazard feature, per Official Plan Schedule C. Therefore, as prescribed in the Section 7.2 of the OP, consultation with the Regional Land Use Geologist during detail design may be required in order to determine if the proposed station will require an application to the Ministry of Northern Development, Mines, Natural Resources and Forestry.

Based on the discussion above, there are no anticipated adverse effects on land use. Please refer to **Section 2.4.3** for a summary of Property requirements for the project.

4.4.2.3 Future Developments

Per the City of Timmins Connecting Link Program, Segment 14: Porcupine River Bridge and Porcupine River Bridge to Ontario Northland Rail Crossing is planned for construction between 2027 and 2031. Given that construction

completion for the proposed Timmins-Porcupine Station is planned for May 2026, it is not anticipated that these works will have adverse effects on future developments. Ontario Northland will continue to consult with the City of Timmins on an ongoing basis to determine progress of the Connecting Link Program and any implications for the station post construction.

4.4.2.4 Recreational Amenities

A recommendation in the Recreation Master Plan Update (dated May 2023) includes the expansion of the existing skateboard park at Whitney Park to provide more variety of amenities for users and to appeal to a broader range of uses (e.g., skateboarding, BMX biking, inline skating, scootering, etc.). Given that expansion of amenities is anticipated to occur within the lands designated for Whitney Park, it is not anticipated that the proposed Timmins-Porcupine Station will have adverse effects on planned recreational amenities. Ontario Northland will continue to consult with the City of Timmins on an ongoing basis to determine progress of any expansions at Whitney Park and any implications for the station post construction.

4.4.2.5 Zoning

Under the City of Timmins Zoning By-Law 2011-7100, lands at the proposed Timmins-Porcupine Station are zoned as Residential First Density (NA-R1). NA-R1 permits the following uses: bed and breakfast, garden suite, group home, home based business, mobile home, single detached dwelling and accessory uses, building and structures. Recognizing that the existing use of the site is vacant, the presence of the Station is not anticipated to impact planned land uses in the area. Instead, the proposed infrastructure seeks to facilitate public transit ridership.

Section 4.36 of the Zoning By-law indicates that the provisions shall not apply to any public service by the Municipality or any department of the Government of Ontario or Canada, provided that:

a. The lot size, height, coverage and yard regulations required for the zone in which such land, building or structure is located are complied with[5];
b. No goods, materials or equipment are stored in the open in a Residential Zone or in a lot adjacent to a Residential Zone;
c. Any building erected in a Residential Zone under the authority of this paragraph is designed and maintained in general harmony with the residential buildings of the type permitted in the zone;
d. Any parking and loading regulations prescribed for these uses are complied with;
e. Areas not used for parking or other features incidental to the development or any lot used in a Residential Zone or in a Rural Zone under the authority of this paragraph shall be landscaped in general harmony with the surrounding properties.

With this in mind, Ontario Northland is not required to obtain a Zoning By-law Amendment as part of constructing the new station. However, Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical, and shall continue to communicate and engage with the City of Timmins during detailed design and construction to address municipal concerns.

4.4.3 Construction Effects

Construction activities are outlined in **Section 2.6**. Potential socio-economic effects associated with construction are anticipated to be short term in duration, relating largely to noise/vibration, air quality, temporary traffic effects, construction staging areas and visual disturbances. Ontario Northland will ensure that local businesses and property owners are aware of construction scheduling and staging options will be developed to minimize

[5] Ontario Northland is currently coordinating with the City of Timmins on the Site Plan Control review for the new Timmins-Porcupine Station. The station building will be one-storey high (which meets the requirement for Residential Zones). Regarding setbacks, it is also anticipated that the lot coverage requirements as per the Zoning By-Law will be met as part of detailed design.

potential effects on local access and travel patterns as much as possible. These effects are anticipated to cease once construction has finished.

To address nuisance effects, the following mitigation measures and protocols will be implemented as appropriate during construction activities:

- Proper fencing should be erected around all work areas prior to commencement of any earth moving, clearing or construction activities in order to prevent encroachment on adjacent properties. Fencing should remain for the duration of the work and be periodically inspected to ensure it is in good repair.
- An Erosion and Sediment Control Plan will be developed in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual (2003), and the guidelines of the Conservation Authority having jurisdiction.
- Erosion and sediment control monitoring to be conducted.
- Develop and implement a Communications Protocol, which will indicate how and when surrounding property owners and residents will be informed of anticipated upcoming construction works, including work at night, if any.
- Develop and implement a Complaints and Compliments Protocol to respond to issues that develop during construction.
- There is also potential for temporary construction phase impacts on land uses in the vicinity of construction sites and temporary access disruption. Therefore, the following mitigation measures will be adhered to:
    - Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.
    - Provide temporary lighting and wayfinding signs and cues for navigation around the construction site.
    - Develop and implement a plan to reduce the effects of light pollution.
    - Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.

The following monitoring activities will also be undertaken during the construction phase:

- Temporary access paths, walkways, snowmobile routes and fencing will be monitored.
- Document and report to Ontario Northland on the number of complaints and compliments received and resolution of complaints and compliments received.

4.5 Built Heritage Resources and Cultural Heritage Landscapes

Based on the background research and field review, there are no known or potential BHRs or CHLs identified in the Study Area. A summary of Cultural Heritage impacts, mitigation measures and future work commitments is presented in **Table 4-10** below.

4.5.1 Recommendations

As no known or potential BHRs or CHLs were identified in the Study Area, there are no potential Operations and Maintenance or Construction effects to BHRs and CHLs as part of this impact assessment. Therefore, no mitigation measures have been proposed.

4.6 Archaeology

4.6.1 Stage 1 Archaeological Assessment Results & Recommendations

Per the Stage 1 Archaeological Assessment (AA), the following recommendations were made:

1) Parts of the Project Area exhibit low archaeological potential. This land requires Stage 2 archaeological assessment by test pit survey at five metre intervals, where appropriate (**Figure 4-1**: areas highlighted in grey). Stage 2 is required prior to any proposed construction activities on these lands;
2) The remainder of the Project Area does not retain archaeological potential on account of deep and extensive land disturbance (**Figure 4-1**: area highlighted in yellow). These lands do not require further archaeological assessment; and,
3) Should the proposed work extend beyond the current Project Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

The Stage 1 AA report was entered by MCM into the Ontario Public Register of Archaeological Reports on December 11, 2024 (Refer to **Appendix D** for a copy of MCM's letter and the Stage 1 Archaeological Assessment Report).

Figure 4-1: Archaeological Potential within Project Area

4.6.2 Stage 2 Archaeological Assessment Results & Recommendations

As per the recommendations of the Stage 1 AA, a Stage 2 property survey was conducted on October 28, 2024, in accordance with the *Ontario Heritage Act* and the S & G, Section 2. The entire Project Area (0.93 hectares) was subject to judgmental test pit survey at 15 metre intervals to confirm previous disturbance. **No** archaeological

resources were encountered during the course of the Stage 2 Archaeological Assessment for the Timmins-Porcupine Station.

Per the Stage 2 Archaeological Assessment, the following recommendations are made:

1) The Project Area does **not** require further archaeological assessment; and,
2) Should the proposed work extend beyond the current Project Area or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to further archaeological assessment.

The Stage 2 AA report was entered by MCM into the Ontario Public Register of Archaeological Reports on December 23, 2024 (Refer to **Appendix D** for a copy of MCM's letter and the Stage 2 Archaeological Assessment Report).

Table 4-11 below also provides a summary of the proposed mitigation/monitoring activities (as applicable).

4.7 Noise and Vibration

The Noise and Vibration Impact Assessment evaluated the project's noise and vibration effects for the following components: i) Station Operations Noise (station, buses) and ii) Train Operations Noise and Vibration (arrival and departure of trains and train idling), iii) Noise and vibration during the construction of the project.

The noise and vibration from the stationary sources and the trains are assessed based on the following criteria and guidance documents:

- MOEE/GO Transit Draft Protocol
- NPC-300

Furthermore, sound levels were calculated using the CadnaA computer program which allows for 3D acoustical modelling using a variety of prediction procedures. Operational sound levels were calculated using the Federal Transit Administration (FTA) algorithm implemented in CadnaA. Station operations sound levels were calculated using the ISO 9613-2 procedure implemented in CadnaA.

A summary of Noise and Vibration impacts, mitigation measures and future work commitments is presented in **Table 4-12** below.

4.7.1 Operations and Maintenance Effects

Operational Noise Impacts

As the pre-project nighttime ambient levels are less than 50 dBA L_{eq}, the guideline limit of 50 dBA L_{eq} is used as per the MOEE/GO Noise and Vibration Protocol. Mitigation measures are not required as the project train operations do not generate a significant or very significant noise impact.

Operational Vibration Impacts

Receptor 2 is the closest to the tracks and is located more than 60 m away. Based on the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual, the vibration levels at this receptor are predicted to be approximately 0.06 mm/s. Due to the larger setback distance, vibration levels at all other nearby receptors would also be lower than 0.14 mm/s.

Vibration mitigation measures are not recommended/required as the vibration levels are predicted to be below the limit of 0.14 mm/s per the MOEE/GO Transit protocol.

Station Operations Noise Impacts

Noise receptor locations relative to the Study Area are shown in **Figure 3-8** above.

Receptor 1

Due to the anticipated noise from the idling buses and the close setback to the subject site, there is an 8 dB and a 5 dB impact anticipated at Receptor 1 during the evening and nighttime, respectively. The predicted sound levels at Receptor 1 are 53 dBA Leq,1hr (with reference to 45 dBA Leq,1hr limit) and 50 dBA Leq,1hr (with reference to 45 dBA Leq,1hr limit) during the evening and nighttime, respectively.

As a result, mitigation measures should be considered. Mitigation measures could include noise barrier, alternative bus terminal design, or operational controls that may limit the number of buses using the station at any given time. The exact mitigation strategy will be confirmed during the detailed design phase when more detailed information is available, and the noise assessment will be updated accordingly. It is expected that the station can be designed and operated to comply with the NPC-300 criteria using readily available and practical mitigation measures.

Receptor 2

The noise at Receptor 2 is not of concern due to increased distance to the bus terminal/buses as well as some shielding provided by the station building itself. No mitigation measures are deemed required/recommended.

Maintenance Noise and Vibration Impacts

Maintenance activities for the station are not expected to be a significant source of noise and vibration. However, maintenance of the infrastructure is an important element in minimizing operational noise and vibration levels throughout the life of the project. The commitment to future work is to complete regular maintenance inspections and implement corrective measures wherever needed to minimize noise and vibration. This ongoing maintenance will help ensure the facility continues to operate within the applicable noise and vibration criteria.

4.7.2 Construction Effects

Construction Noise Impacts

Construction is inherently a noisier than usual activity. As MECP does not enforce construction noise and vibration limits, construction-related items are typically addressed through the local by-laws. Efforts will be made to follow the by-law requirements and minimize inconvenience to the public.

To limit the impacts of construction noise, some general mitigation measures and approaches that should be considered and employed are as follows:

- Construction equipment noise levels should be in compliance with the limits set in NPC-115 and NPC-118.
- Construction activity on site should adhere to local municipal noise by-laws, wherever possible and practical.
- Ensure the equipment operates within specifications and ensure that modifications have not been made to the equipment's silencing or noise reducing features (such as access panels.).
- Construction equipment should consider using broadband backup alarms rather than their tonal counterparts. Tonal backup alarms can be considered a nuisance.
- The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises.
- Schedule noisy activities during the day wherever possible.
- Connect equipment to permanent power wherever possible and minimise the use of portable generators.
- Provide clear communication to surrounding residents on upcoming noisy activities and their duration. If nighttime construction is proposed, the details of such construction should be clearly communicated to

nearby residences and institutions. This communication will allow some preparation of the nearby residents for periods of expected noise.

- The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises.
- Establish a Communications Protocol and a Complaints and Compliments Protocol to respond to issues that may arise during construction.

Construction Vibration Impacts

Similar to noise, MECP does not enforce construction vibration limits at the nearby receptors. Once details of construction methods and equipment are known, it is recommended that a construction vibration assessment be completed during detailed design to confirm vibration levels, and to minimize, mitigate, and/or monitor construction vibration.

The following are general mitigation measures recommended for the construction activities to reduce the impacts of construction vibration:

- Advance notice of timing and duration of construction activity should be provided to nearby businesses and residences when construction activity is likely to occur during periods of nighttime work.
- Schedule vibration intensive activities during the daytime periods wherever possible.
- The speed of construction equipment in general should be limited, as fast-moving tracked equipment has been shown to produce significant vibration levels.
- If hydraulic breakers and vibratory compactors are used, consideration should be given to using lower settings on these types of equipment when operating in close proximity to structures and buildings.
- Avoid high vibration equipment such as impact or vibratory pile drivers, where possible.
- Where possible, smaller breakers or jackhammers should be used.
- Similar to noise, bumps or inconsistencies in the surface can generate higher vibration levels as heavy equipment travels over. Maintaining smooth surfaces would minimize vibration levels from such activity.
- Establish a Communications Protocol and a Complaints and Compliments Protocol to respond to issues that develop during construction.

4.8 Traffic

Table 4-13 below provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

PTV VISSIM model was selected as the most suitable tool for analyzing the roadside operations under existing and future conditions. The model was developed using PTV VISSIM version 2022 – Service pack 13, to identify the baseline operational performance indicators for the Timmins-Porcupine Station. Under Existing Conditions, all Study Area intersections are stop-controlled.

As part of carrying out the Traffic study, the following activities were completed:

- Estimate future background traffic volumes for the boundary roadways at the build-out horizon of 2026, as well as for the ultimate horizon of 2046 .
- Generate trips for the proposed Timmins-Porcupine station using trip rates obtained from the widely accepted Institute of Transportation Engineering (ITE) manuals, then distribute and assign those trips to the boundary roadways based on current travel patterns.
- Complete peak hour intersection capacity and queueing analyses for the boundary roadways based on Existing Conditions 2023 traffic volumes, then Opening Year 2026 volumes and finally Future Total 2046

traffic volumes, which combine the Future 2046 Background Traffic volumes and the estimated site traffic volumes by 2046.

- Recommend traffic improvements and / or mitigation measures, as required, to accommodate the additional site traffic on the Study Area roadway network. Confirm that the proposed station would operate adequately from a traffic perspective.

4.8.1 Operations and Maintenance Effects

The modeling results inform the decision on whether to recommend intersection improvements to mitigate any traffic impacts arising from the station's implementation/operation. The key conclusions resulting from modelling the two scenarios are outlined below.

Scenario 1 – UIBC Train Schedule

- The first scenario reflects the UIBC train schedule (i.e., train departs Timmins Station at approximately 2400 (midnight) and arrives at Timmins Station by 0530.
- All Study Area intersections are expected to operate with LOS A with insignificant delays or queues.

Scenario 2 – Train Schedule that matches peak traffic hours of the adjacent road network

- A second (worst case) scenario was also modeled (for due diligence purposes) which assumed peak hours of 0700-0800 and 1630-1730 for train arrival and train departure time, to match peak hours of the adjacent road network, in order to identify any impacts on the city road network, should the Northlander schedule ever change.
- All Study Area intersections are expected to operate with LOS B or better with insignificant delays. Minor queuing is expected for 15 minutes (immediately after train arrival) in PM peak.

The low frequency of the proposed rail service (one train per day, per direction), combined with the relatively low number of passengers who are expected to utilize the Timmins-Porcupine Station suggests an overall low number of site-specific trips arising from regular station operations. The VISSIM results indicate that no intersection improvements are required to accommodate the station's traffic – not even by the Future Total horizon of 2046.

Traffic models predict excellent Levels of Service (LOS) "A" or "B" for all intersections in both 2026 and 2046 horizon years and in *both* train timing scenarios (i.e., UIBC and Worst-case scenario); this rating reflects minimal delays and superior traffic flow characteristics, meeting or exceeding the desired standards for roadway efficiency and user satisfaction.

Therefore, no intersection improvements were deemed required to accommodate the proposed station's traffic.

4.8.2 Construction Effects

Construction activities may result in various effects impacting traffic conditions, this includes increased traffic volume, the need for temporary road/lane closures, modifications to traffic signal timing, restrictions to local bus routes and temporary changes in public transportation usage, and temporary, partial or full sidewalk closures.

The following mitigation measures and protocols will be implemented as appropriate during construction activities:

- Preliminary assessment of site access and circulation during construction.
- Traffic Control and Management Plan(s) will be developed prior to construction.
- Access to nearby land uses will be maintained to the extent possible, during construction.
- Potentially affected residents, tenants and business owners will be notified of initial construction schedules, as well as modifications to these schedules in advance of construction activities occurring.

- Temporary traffic signal timing modifications may be assessed/implemented to optimize traffic operations and capacity of affected and adjacent intersections.
- Advance notification signage will be placed along the road network in the vicinity upstream of the affected areas to advise motorists of construction and road disruptions.
- Paramedic services, City of Timmins Fire Department, Timmins Police Service and Ontario Provincial Police (South Porcupine Detachment) will be given an opportunity to review emergency response plans and access/egress points to construction sites.
- Ensure that the public is notified in advance of any potential service disruptions.
- Consult with Timmins Transit to establish a suitable mitigation strategy to be implemented.
- Potential effects to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs. Existing sidewalks and crossings will be maintained to the extent possible.
- Construction schedules will be shared with the public to encourage adjustments to travel patterns and behaviors, accordingly, and help reduce traffic impacts during peak hours.

A summary of potential Traffic impacts, mitigation measures and future work commitments is presented in **Table 4-12** below.

4.9 Hydrogeology

The following sections provide a preliminary assessment of the potential impacts of dewatering to surrounding receptors including impacts to groundwater resources, surrounding surface water, potable water sources and groundwater quality. At this time a radius of influence from dewatering has not been determined, therefore a summary of features within 500m was used for the assessment.

4.9.1 Water Supply

Well records from the MECP WWR database were reviewed to assess the stratigraphy and water use of wells located within a 500 m radius of the Study Area. A summary of the well records is provided below in **Table 4-3.**

Table 4-3: Summary of Well IDs

Well ID	Completion Date	Depth (mbgs)	Well Use	Geology
7424776	7/24/2022	NA	NA	NA
7442959	3/7/2023	4.7	Monitoring/Observation	Brown Fill (0 - 1.52m), Brown Silt Sand (1.52 - 4.72 m)
7442960	3/7/2023	4.7	Monitoring/Observation	Brown Fill (0 - 1.52m), Brown Silt Sand (1.52 - 4.72 m)
7442961	3/7/2023	4.7	Monitoring/Observation	Brown Fill (0 - 1.52m), Brown Silt Sand (1.52 - 4.72 m)
7442962	3/7/2023	4.7	Monitoring/Observation	Brown Fill (0 - 1.52m), Brown Silt Sand (1.52 - 4.72 m)

Five (5) MECP wells were identified within 500 m of the property. Four (4) of those wells were observation/ monitoring wells or test holes and one (1) well was without a noted water use. There were no noted water supply

wells. None of the available water well records provided static water level measurements. Given that the City of Timmins obtains its drinking water from the Mattagami River, there are no anticipated impacts to drinking water supply.

4.9.2 Surface Water Features

Based on a review of existing mapping, two surface water features were identified within 500 m of the Site. Porcupine Lake Wetland PSW, approximately 450 m to the northeast of the Site and Bob's Lake, approximately 430 m east of the Site. Neither surface water feature is expected to have impacts from construction related activities on the Site.

4.9.3 Discharge Water Quality

As part of a Preliminary Soil and Groundwater Characterization Study, groundwater samples were obtained from the existing monitoring wells on Site, and the analytical results were compared to MECP Table 2 SCS.

Depending on the intended point of discharge of construction dewatering volumes, water quality should be assessed in comparison with the regulations of the receiving environment (i.e., Sewer use bylaws, PWQO, or other MECP guidelines). Groundwater quality should meet the appropriate regulations, and if not, should undergo treatment prior to discharge. Should treatment of groundwater be necessary to discharge to an accepted receiver, a mobile Environmental Compliance Approval (ECA) may be necessary to permit this treatment.

A treatment specialist should be consulted if treatment is expected to be necessary. For the management of excess groundwater or dewatering during construction, all relevant approvals for water taking (PTTW or EASR) and discharge (discharge permit / approval where required) shall be obtained prior to construction.

If discharge water is to be directed overland as deemed appropriate by the QP, discharge should be dispersed through existing vegetation and be minimum distance of 30 m away from any surface water body, as stipulated by the MECP. Due to the high potential for sediment during construction dewatering, it is recommended that discharge water be directed through a sediment filtration bag, before being discharge overland.

Proper erosion and sedimentation control measures should also be in place and stipulated in the construction plans. The measures should be installed, used, operated, and maintained in accordance with recommendations provided by the manufacturers of the control measures.

In the event that a hydrocarbon film or sheen be observed, dewatering shall cease until the source of the impact is identified, and or the discharge is sufficiently treated based on the criteria of the receiver.

4.9.4 Source Protection

The City of Timmins obtains its drinking water from the Mattagami River which is located within the Mattagami Region Source Protection Area. A Source Protection Plan (SPP) for the Mattagami Region Source Protection Area was developed for the sole municipal drinking water source (MRCA, 2019). The closest intake protection zone (IPZ) is located approximately 14 km west of the Site. The Site is located outside of all vulnerable areas as described in the SPP.

The SPP outlines the prescribed threats and areas of vulnerability to source water within the Mattagami Source Protection Region and the policies to address them. These policies may impact development types, locations, operations, materials, applications and the need for additional risk management, assessments, plans and/or studies. Furthermore, the MECP has developed the document Best Practices for Source Water Protection (Updated November 2, 2023) for water sources and drinking water systems that are not included in a SPP or are not regulated by the *Clean Water Act*. Every effort will be made to protect source water in accordance with the MECP guidelines, local regulations and the *Clean Water Act*.

4.9.5 Construction Dewatering

Construction activities associated with the construction of the Timmins-Porcupine Station that will resulting in ground disturbance and below grade works may include:

- Installation of new or modification of existing site servicing including, watermains, storm
- and sanitary sewers, gas services, power/hydro, and telecommunications;
- Culvert installations for stormwater management;
- Site grading;
- Excavations for building foundations.

At this time, a detailed construction plan is unavailable to assess the dimensions of proposed excavations required for the above construction activities. Depending on the depth of excavations, dewatering may be required below the groundwater level to complete the construction works in the dry.

Water takings of more than 50,000 L/day are regulated by the Ontario Ministry of Environment, Conservation and Parks (MECP). The MECP requires an Environmental Activity and Sector Registry (EASR) to be registered for any construction dewatering that is between 50,000 L/day and 400,000 L/day, or a Permit to Take Water (PTTW) to be obtained for any construction dewatering that is greater than 400,000 L/day.

It is noted that hydraulic conductivity estimates were not obtained from the monitoring wells on Site. Hydraulic conductivity estimates would need to be obtained to provide accurate dewatering estimates. The range of hydraulic conductivities for clay and silt glaciolacustrine deposits can range between 10-6 m/s to 10-12 m/s (Freeze and Cherry, 1979).

Given the existing soil conditions, the expected range in hydraulic conductivity, and the anticipated excavations, the need for significant dewatering (i.e., greater than 50,000 L/day) is not expected. A hydrogeologic assessment would be needed to evaluate hydraulic conductivity and dewatering rates to provide an accurate dewatering estimate and permitting recommendation.

4.10 Soil and Excavated Materials

A Soil and Excavated Materials Management Plan shall be developed by the contractor to address the handling, management, treatment, reuse, storage, monitoring and disposal of soil and excavated materials (i.e., soil, fill, rock and solid Hazardous Waste and non-Hazardous Waste, including Contamination) that may be generated or encountered during construction.

Prior to construction, the Project should adhere to the Excess Soil Reuse Planning requirements under Ontario Regulation 406/19, *On-Site and Excess Soil Management*. Additional chemical testing may be required based on the volume of soil to be removed during the Project.

4.11 Stormwater Management/Drainage

Table 4-14 below provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

4.11.1 Targets and Requirements

The proposed works will increase impervious areas, potentially affecting water quantity and quality. In addition to the increases in impervious coverage, the local drainage system, both overland (major drainage system) and storm sewers or ditching (minor drainage system), may be altered.

To address the site's impervious drainage pattern alterations and meet MTO drainage criteria and MECP SWM objectives (per MECP Stormwater Management Planning and Design Manual 2003), the site will be designed to

provide both safe conveyance and runoff management. Drainage and stormwater management targets and requirements for the site are as follows:

- Drainage – Storm drainage conveyance infrastructure designed to meet MTO drainage design standards (MTO, 2008)
- Water Quantity control – Control of post-development flow rates to pre-development flow rates at the outfall of the site.
- Water Quality Control – Enhanced 80% TSS removal adopting a treatment train approach for the site.
- Water Balance and Erosion Control – Matching existing levels of site infiltration and provide erosion control measures, as required.

4.11.2 Approach

To adhere to and satisfy the MECP and MTO drainage and SWM target criteria and objectives, the site will be graded to maintain the existing drainage towards an existing ditch in the N-E direction. Overall, the site is divided into two sub-catchments, as shown in the SWM drainage plan below (**Figure 4-2**).

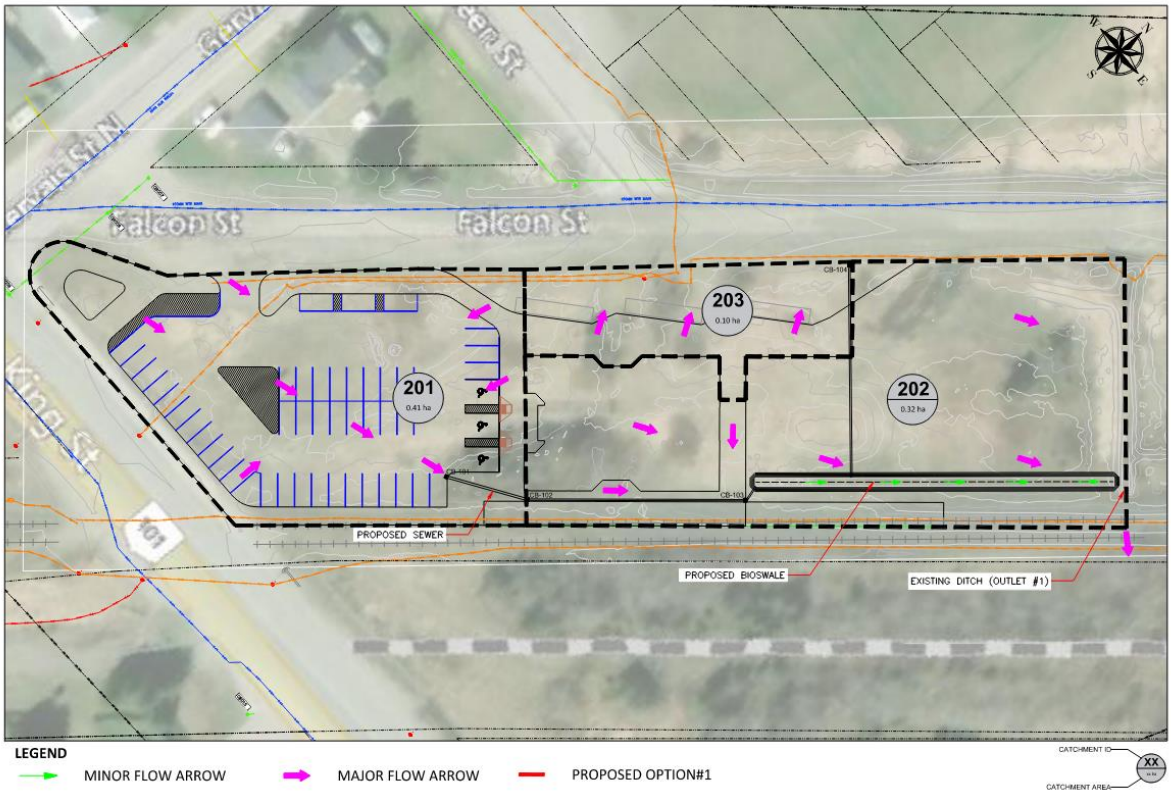


Figure 4-2: Proposed Drainage Catchment Plan

Catchment 201 & 203 drains to CB inlets, while Catchment 202 drains directly to a bioswale. The CBs will also outlet into the bioswale. This bioswale will be designed to provide enough retention to meet the MTO and MECP standards for on-site treatment before discharging the runoff into the existing ditch outlet at the N-E corner of the site.

The SWM design for the site has been developed to meet MECP targets and objectives (per MECP Stormwater Management Planning and Design Manual, 2003) for stormwater management with the overall goal of obtaining MECP approvals (i.e., Environmental Compliance Approval (ECA)), as required for the site and works. Specifically,

the Stormwater Management (SWM) design of the site features a combination of storm sewer and ditch conveyance and bioswale treatment, which will be implemented to adhere to the required water quantity, water quality, water balance, and erosion control criteria and objectives.

The station's engineering design has been developed to preserve the property's natural hydrological characteristics and maintain the capacity of the on-site drainage ditch. Stormwater runoff from the site will be directed towards an existing ditch located at the northeast corner, utilizing a network of storm sewers and a bioswale. The flow within the bioswales will be managed by a series of check dams to ensure the existing ditch's capacity is upheld.

4.11.3 Water Quantity Control

The water quantity control volume provided in the new storm sewer system, bioswale, and downstream onsite ditching will be designed in a manner that all runoff leaving the site will match the existing site conditions. The various features will retain and manage the runoff so that the Project does not impact the downstream culvert capacity.

4.11.4 Water Quality Control

The water quality criteria will be met through the appropriate sizing to the bioswale to meet the MECP Table 3.2 requirements for water quality sizing based on the size of the contributing drainage area. The bioswale will filter runoff prior to flowing to the site ditch, which will act in a series of measures to filter runoff prior to discharging from the site in order to meet MECP objectives for TSS removal.

4.11.5 Water Balance and Erosion Control

Similarly, the bioswale, ditching and erosion control measures will be installed on site to provide water balance and erosion control through the retention and velocity reducing measures. These measures include permanent check dams within the bioswale, sufficient volume within the bioswale to handle the water balance volumes, and the use of downstream rock and rounded riverstone with plunge pools, where required on site to provide a treatment train of water balance and erosion protection.

4.11.6 Climate Change Considerations

Rainfall data obtained from the Ministry of Transportation's (MTO) Intensity-Duration-Frequency (IDF) tool is being utilized to develop the design and ensure that it meets the necessary standards. Additionally, future IDF curves will be utilized to assess the Climate Change impacts on the site drainage system. This approach is in line with MTO practices, which will be used to project runoff conditions for the next 50-75 years, depending on the life span and cycle of the proposed works. The proposed infrastructure will be designed and reviewed in a manner that will consider the future Climate Change through the future rainfall and additional impacts of Climate Change. The Climate Change impacts will be refined and further analyzed during the detailed design phase of the project.

4.11.7 Future Low Impact Development (LID) Considerations

Ontario Northland intends to incorporate green infrastructure as a proactive measure to mitigate increased runoff. This may involve the implementation of bio-retention swales and/or Low Impact Development (LID) strategies. The current design approach is inline with the use of LID features, which will be used a means to meet the water quantity, quality, balance, and erosion control requirements for the site.

4.12 Utilities

Based on the proposed station design and site plan layout, the following utility conflicts have been identified:

- Conflicts with Onterra, a telecommunication provider in Northern Ontario, requiring relocation and protection of existing telecommunication poles and underground infrastructure. Engagement is underway with the utility provider to work on a relocation plan to address the identified conflicts, and Ontario Northland will continue to coordinate with Onterra during detailed design.
- Two (2) conflicts with Hydro One poles which will require relocation and/or adjustment/modification. Engagement with the Hydro One has commenced. Ontario Northland will continue to coordinate with Hydro One during detailed design to avoid or mitigate impacts.

Table 4-16 below provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

4.13 Air Quality

4.13.1 Train Station Operations

The Northlander service will provide one trip per direction, 4-7 days per week. Southbound, the train will depart Timmins Station at approximately 12:00am (midnight). Northbound service will see the train arrive in Timmins by 05:30am.

The train will arrive/depart the station at low throttle position due to speed restrictions. The trains will idle at the station for one hour in the southbound direction and 2hrs 20min in the northbound direction. In this report, the analysis of the train emissions was at a notch setting of 2 even when stationary at the station, which is conservative. For the 24-hour and annual averaging periods, the emissions for the expected idling time per day of 3 hours and 20 minutes was averaged over a 24-hour period.

The US EPA testing of Tier 4 engines require that they perform at the g/hp-h criteria, or better, for a duty cycle that represents normal in-use speeds, loads, and degree of transient activity. https://www.ecfr.gov/current/title-40/chapter-I/subchapter-U/part-1065/subpart-J. Operating from idle to notch 8 is a normal duty cycle with idle the lowest horsepower and notch 8 the highest. As such, the emissions in grams over time at the higher horsepower setting of notch 2 must be greater than the emissions at idle.

For example, notch 2 is estimated as 438 horsepower, neglecting hotelling power requirements. Idle, for the locomotive is approximately 24 horsepower. Heating at maximum, on the coldest days, defines the maximum hotelling energy requirement. Each of the three coach cars has a maximum energy usage of 44kW, and the cab has a maximum energy requirement of 9.1kW, for a total of 141kW (189 horsepower). Idle plus the maximum hotelling power would total 213 horsepower. So, say for PM2.5, notch 2 operating at 438 horsepower x 0.03g/hp-h = 13.14g/h, while idle plus the maximum hotelling power would be 213 horsepower x 0.03g/hp-h = 6.39g/h. Therefore notch 2 emissions are conservative for a train idling in the station.

The modelling approach for the emissions from the proposed Timmins-Porcupine Station focusses on NOX emissions from heating, comfort, and emergency equipment and emissions from the train's diesel engine. This assumption with respect to heating, comfort, and emergency equipment is based on section 7.1.1 in Ontario MECP Guideline A-10. AERMOD was used to model these emissions, and the PM2.5 U.S. National Ambient Air Quality Standard (NAAQS) option was used for particulate behaviour, as it allows for both the highest and the 3-year average of the annual 98th percentile of the hourly and 24-hour average concentrations, (Appendix A.2). Further, for NO2 modelling, the Ozone Limiting Method (OLM) was used. The OLM method requires values for the "In Stack NO2/NOX Ratio". The following values were used: Diesel Locomotive = 0.083, Unit Heaters and AHU = 0.100, Generac Generator = 0.187, and Vehicles (All) = 0.156.

These values are from GUIDANCE FOR NO2 DISPERSION MODELLING IN BRITISH COLUMBIA, (Guidance for NO2 Dispersion Modelling (gov.bc.ca)) was used for the in-stack ratios, page 30. These values are from GUIDANCE FOR NO_2 DISPERSION MODELLING IN BRITISH COLUMBIA, (Guidance for NO2 Dispersion Modelling (gov.bc.ca)) were used for the in-stack ratios, page 30.

The new trains/rail cars will meet the latest EPA Tier 4 emission standards. The train diesel engine (Cummins QSK95, 4,400hp) exhaust includes NO_X, Particulate and Benzene.

Table 4-4: Locomotive Emission Standards

Table 1 to § 1033.101—Line-Haul Locomotive Emission Standards

Year of original manufacture	Tier of standards	Standards (g/bhp-hr)			
		NO_X	PM	HC	CO
1973-1992[a]	Tier 0[b]	8.0	0.22	1.00	5.0
1993[a]-2004	Tier 1[b]	7.4	0.22	0.55	2.2
2005-2011	Tier 2[b]	5.5	* 0.10	0.30	1.5
2012-2014	Tier 3[c]	5.5	0.10	0.30	1.5
2015 or later	Tier 4[d]	1.3	0.03	0.14	1.5

Above are the documented emission rates used in modelling the effect of the proposed Timmins-Porcupine Station on the environment.

Approximately 97% of the Tier 4 locomotive particulate emissions are $PM_{2.5}$ or smaller, and as such, all of the 0.03 g/hp-hr particulate emissions are considered $PM_{2.5}$ or smaller.

Benzene emissions from the locomotive were estimated from emission factors from US EPA AP-42 Table 3.3-2.

The train station building will have an emergency natural gas fired generator and comfort heating equipment. The emissions of NO_X, $PM_{2.5}$, and Benzene, have been included as station emissions.

4.13.2 Sensitive Receptors in the Study Area

Two (2) sensitive receptors were located at Pete Landers Park, one in the baseball infield and one in the baseball outfield. Further, a sensitive receptor was located at the Frank P. Whitney Public School. Six sensitive receptors were selected as representative of the residences around the proposed location of the station, as depicted in **Figure 4-3**. The residential receptors were identified by locating residences that are within 500 m of the proposed station. Contaminant concentrations are similar when in the same vicinity. The nine receptors selected represent the most sensitive and closest locations, providing a conservative basis for the analysis. Receptors located farther from the station will experience a diminished impact from the "build" scenario.

Figure 4-3: Sensitive Receptors

4.13.3 Road Traffic Data

The roads within influence distance of the site, Falcon Street (adjacent to the subject site), King Street / TransCanada Highway 101 (adjacent to the subject site), Gervais Street North (adjacent to the subject site), and Queen Street (approximately 25m from the nearest part of the subject site), are the most significant roads with potential to impact air quality. The NPR TRPAP Traffic Assessment Report, from June 2024 was used for an estimate of the traffic flows in 2026 and 2046.

According to the 2023 NPR TRPAP Traffic Assessment Report, King Street/(TransCanada Highway 101) has an annual average daily traffic (AADT) of 7,020. The report assumes an increase of 1.5% per year, so the predicted AADT in 2026 would be 7,341 and the predicted AADT in 2046 would be 9,887, an increase of 2,546 vehicles per day. This report also stated that Gervais Street North has an annual average daily traffic (AADT) of 960. Gervais Street North has more traffic than Falcon Street and Queen Street. The traffic flows from Gervais Street North were therefore conservatively used to represent the traffic flows from Falcon Street and Queen Street as well. As the report assumes an increase of 1.5% per year, the predicted AADT in 2026 for Gervais Street would be 1004 and the predicted AADT in 2046 would be 1,352, an increase of 348 vehicles per day.

4.13.4 Motor Vehicle Emissions Rates

The U.S. EPA's Motor Vehicle Emission Simulator (MOVES) model provides estimates of emission rates from motor vehicles based on a variety of factors such as local meteorology and vehicle fleet composition.

The emissions from the subject roads were calculated using U.S. EPA's Motor Vehicle Emission Simulator (MOVES4) and modelled using AERMOD. The MOVES4 inputs are used by these models to predict the concentrations of NO_2, Benzene, and $PM_{2.5}$ at the subject site and in the surrounding areas.

The road emissions associated with the train service is represented by the predicted increase in vehicular traffic from 2026 to 2046. In addition, MOVES4 was used to estimate vehicle emission rates from 2026, which is conservative as emissions per vehicle are predicted to decrease over time.

4.13.5 Air Dispersion Modelling Using AERMOD

Dispersion modelling was completed in accordance with the MECP's "Air Dispersion Modelling Guideline for Ontario" Ver. 3.0 (Guideline A-11), and the US EPA's AERMOD model was employed.

The modelled impact of contaminant emissions is assessed as one-hour, 24-hour, and annual sensitive receptor concentrations. The following dispersion model and pre-processors were used in the assessment:

- AERMOD dispersion model (version 22112); and,
- AERMAP surface pre-processor (version 22112).

Climate data is available for Ontario at https://www.ontario.ca/environment-and-energy/map-regional-meteorological-and-terrain-data-air-dispersion-modelling. The data for Ontario is split into 5 regions, with Timmins in the "northern region". This region uses surface station weather data from Sudbury (ID 6068150) and upper air data from White Lake (ID 726320). The data covers a five-year period from 1996 to 2000 and is suitable for AERMET stage 3 processing which allows the wind's approach flow to be customized to suit land use in the vicinity of the subject property. In this report, the forest data set "Sudbury_forest _22112" was used and it has been preprocessed by the Ministry with AERMET v22112, thus no stage 3 processing was required.

AERMOD, includes two source types called LINE VOLUME, and RLINE, which are used for modeling roadways. The LINE VOLUME source was used to model the roads.

The parameters for the LINE VOLUME Source were set to:

- Configuration = Adjacent
- Plume Height = 1.7 x Vehicle Height = 2.55m
- Release Height = 0.5 x Plume Height = 1.27m
- Plume Width = 21.0m for highways (four lanes) and 16m for two lane side streets
- Emission Rate (g/s) = Specific for each pollutant (NO2, PM2.5, and Benzene)

The idling trains were modeled as POINT Sources, located at each end of the train. This allows the maximum concentration to be captured. The train was assumed to be at Notch 2 during idle at the station.

For the site and surrounds, forest makes up most of the surrounds, and as such, rural was chosen for the dispersion coefficients.

From the perspective of the MTO's and the Canadian Transportation Agency's description, sensitive receptors may include outdoor areas and/or indoor spaces in permanent residences, schools, hospitals, daycare centers, and seniors' residences. As such, the railway station itself was not considered for the same structure contamination.

The emission rates from the various stationary sources are summarized below in **Table 4-5**.

Table 4-5: Source Summary

			Source Data							Emission Data
Source Identifier	Description	Release Height (m)	Stack Gas Exit Temp (K)	Stack Inside Diameter (m)	Stack Gas Exit Velocity (m/s)	Stack Gas Flow (m^3/s)	Contaminant	Ontario AAQC (ug/m^3)	Canadian Ambient Air Quality Standards CAAQS (ug/m^3)	Emission Rate (See Appendix A.4) (g/s)
Source 1 a	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	NO_2	400 (1h)	* 84 (1h)	0.158
Source 1 b	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	NO_2	200 (24h)		0.022
Source 1 c	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	NO_2		12 (annual)	0.022
Source 1 e	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	particulate <2.5	27 (24h)	* 27 (24h)	0.00051
Source 1 d	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	particulate <2.5		8.8 (annual)	0.00051
Source 1 g	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	benzene	2.3 (24h)		0.00005
Source 1 f	Tier 4 Locomotive Charger using Cummins QSK95	4.40	618.75	0.508	14.82	3.004	benzene	0.45 (annual)		0.00005
Source 2 a	Unit Heaters	4.50	333	0.100	0.78	0.006	NO_2	400 (1h)	* 84 (1h)	0.000321
Source 2 b	Unit Heaters	4.50	333	0.100	0.78	0.006	NO_2	200 (24h)		0.000321
Source 2 c	Unit Heaters	4.50	333	0.100	0.78	0.006	NO_2		12 (annual)	0.000321
Source 2 d	Unit Heaters	4.50	333	0.100	0.78	0.006	particulate <2.5	27 (24h)	* 27 (24h)	0.000056
Source 2 e	Unit Heaters	4.50	333	0.100	0.78	0.006	particulate <2.5		8.8 (annual)	0.000056
Source 2 f	Unit Heaters	4.50	333	0.100	0.78	0.006	benzene	2.3 (24h)		1.5E-11
Source 2 g	Unit Heaters	4.50	333	0.100	0.78	0.006	benzene	0.45 (annual)		1.5E-11
Source 3 a	Hot Water Heater	4.50	333	0.100	2.02	0.016	NO_2	400 (24h)	* 84 (1h)	0.000803
Source 3 b	Hot Water Heater	4.50	333	0.100	2.02	0.016	NO_2	200 (24h)		0.000803
Source 3 c	Hot Water Heater	4.50	333	0.100	2.02	0.016	NO_2		12 (annual)	0.000803
Source 3 d	Hot Water Heater	4.50	333	0.100	2.02	0.016	particulate <2.5	27 (24h)	* 27 (24h)	0.000141
Source 3 e	Hot Water Heater	4.50	333	0.100	2.02	0.016	particulate <2.5		8.8 (annual)	0.000141
Source 3 f	Hot Water Heater	4.50	333	0.100	2.02	0.016	benzene	2.3 (24h)		3.7E-11
Source 3 g	Hot Water Heater	4.50	333	0.100	2.02	0.016	benzene	0.45 (annual)		3.7E-11
Source 4 a	Air Handling Units	2.00	333	0.150	1.20	0.021	NO_2	400 (1h)	* 84 (1h)	0.00107
Source 4 b	Air Handling Units	2.00	333	0.150	1.20	0.021	NO_2	200 (24h)		0.00107
Source 4 c	Air Handling Units	2.00	333	0.150	1.20	0.021	NO_2		12 (annual)	0.00107
Source 4 d	Air Handling Units	2.00	333	0.150	1.20	0.021	particulate <2.5	27 (24h)	* 27 (24h)	0.000188
Source 4 e	Air Handling Units	2.00	333	0.150	1.20	0.021	particulate <2.5		8.8 (annual)	0.000188
Source 4 f	Air Handling Units	2.00	333	0.150	1.20	0.021	benzene	2.3 (24h)		4.9E-11
Source 4 g	Air Handling Units	2.00	333	0.150	1.20	0.021	benzene	0.45 (annual)		4.9E-11
Source 5 a	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	NO_2	400 (1h)	* 84 (1h)	0.00838
Source 5 b	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	NO_2	200 (24h)		**0.000349**
Source 5 c	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	NO_2		12 (annual)	**0.000349**
Source 5 d	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	particulate <2.5	27 (24h)	* 27 (24h)	0.000134
Source 5 e	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	particulate <2.5		8.8 (annual)	0.000134
Source 5 f	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	benzene	2.3 (24h)		0.0000223
Source 5 g	Natural Gas Emergency Generac SG150kW Generator	3.00	323	0.203	18.71	0.606	benzene	0.45 (annual)		0.0000223

* The 3 year average of the annual 98th percentile of the daily 24-hour, or hourly, average concentrations.

4.13.6 Greenhouse Gas Emissions

At the time of preparing the TRPAP and this study, Timmins-Porcupine Station was in the conceptual design stage, and as such, only a high-level estimate of greenhouse gas emissions is practical at this time. An estimate of the greenhouse gas emissions created to construct the proposed Timmins-Porcupine Station was completed. The estimate is based on scaling the floor area of the proposed station to the emissions from constructing the COP26 House (https://circularecology.com/news/low-embodied-carbon-house-designed-with-circular-economy-principles), a "business as usual" building and a building in Thornbury, Ontario, which was analysed using the building transparency (EC3) model (https://buildingtransparency.org/ec3/buildings/a2bac17d3aa44a7dbb2048a58b875b93?view=uniformat2&stage=A5). The "business as usual" building was estimated to produce 1,114 kg CO_2/m^2, while the COP26 house was estimated to produce 457 kg CO_2/m^2. Similarly, the building in Thornbury was estimated to produce 415.6 kg CO_2/m^2. The proposed Timmins-Porcupine Station is approximately 841m^2. As such, the emissions produced in the construction are likely to fall in the range of 349.5MgCO_2 to 936.9MgCO_2.

The grass and shrubs on the existing site may be sequestering more carbon dioxide than is emitted from mowing and maintaining the area. Conservatively, B. Jason West and Danelle Haake (https://www.litzsinger.org/research/west-haake.pdf) measured 11.7MgCO_2 per year sequestered by 7.2 acres by a restored tallgrass prairie. The result at this site, is sequestering carbon dioxide at a rate of 3.5MgCO_2 per year, if sequestering is at the rate of a restored Missouri tallgrass prairie.

The cultural meadow on the existing site has carbon stored in the soil, roots, and plants themselves. A very conservative assumption is that all this stored carbon will be lost. Employing the 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories (in particular default factors from Table 6.2 and a baseline Soil Organic Carbon value (SOC ref) from Table 2.3 and applying these values to equation 2.25) in concert with a 0.8 hectare cultural meadow as currently occupying the site, results in a one-time loss of 68.04 tonnes of carbon.

In regard to greenhouse gas emissions created as part of operating the proposed Timmins-Porcupine Station, expected fuel consumption was used to estimate the CO_2 emissions from the reciprocating engines (conservatively, notch 2 for the locomotive engine and full capacity for the emergency generator) and CO_2 emission factors for natural gas (by volume of natural gas expected to be consumed). The locomotive engine was conservatively operated 200 minutes per day, the emergency generator conservatively operated 64 hours per year (1h per week testing and 1h per month in an actual emergency), and the comfort heating was conservatively operated to operate half the year at full capacity. With these assumptions the idling train produces 458 tonnes of CO_2, the comfort heat 125 tonnes of CO_2, and the emergency generator 12 tonnes of CO_2. This is roughly 5.9% of the threshold of being required to report CO_2 emissions in Ontario (https://www.ontario.ca/page/report-greenhouse-gas-ghg-emissions) and 0.00030% of CO_2 emissions from transport in Canada in 2022 (https://publications.gc.ca/collections/collection_2024/eccc/En81-4-2022-1-eng.pdf).

4.13.7 Modelling Analysis

Worst-case analysis provides pollutant concentrations predicted under a worst-case condition. The AERMOD dispersion model (version 22112) uses five years of actual meteorological data, running simulations for each hour within that period. The model then identifies the worst-case concentration for each contaminant based on these runs. This approach ensures that the model captures a wide range of meteorological conditions, providing a comprehensive assessment of the air quality impacts. Further, AERMOD processes hourly meteorological data to calculate 24-hour average concentrations. It runs simulations for each hour and then averages the results over a 24-hour period to determine the daily average concentration. For annual averages, AERMOD uses hourly data over the five years to calculate the average concentration. This involves running the model for each hour of each year and then averaging the results to get the annual mean concentration. These methodologies ensure that AERMOD provides accurate and reliable long-term average concentrations for worst-case analysis.

As described above describe conservative emissions from the train station and the road emissions associated with the train service represented by the predicted increase in vehicular traffic from 2026 to 2046, respectively.

The background conditions for the 90th percentile data have been conservatively used to represent the "no build" scenario, as passenger trains are not currently operating on the rail lines at the proposed location. The "build" scenario, on the other hand, includes the 90th percentile concentrations, modeled emissions from the proposed train station (such as idling Tier 4 trains, the emergency natural gas-fired generator, and the AHUs), and road emissions associated with the train service. These factors are combined to predict the final cumulative concentration levels.

4.13.7.1 Results

Predicted concentrations are compared to the Ontario Ambient Air Quality Criteria and the Canadian Ambient Air Quality Standards. For criteria based on hourly limits, the hourly results are reported. Similarly, for criteria based on 24-hour limits, the 24-hour average results are provided, and for annual criteria, the annual average results are presented. The results are organized by contaminant and displayed in **Table 4-6.**

Nitrogen Dioxide

Nitrogen dioxide (NO_2) has a 1-hour, 24-hour and annual criterion. The background data are the average values from 2021, 2022, and 2023. The 90th percentile 1-hour background value is 25.1 ***ug/m³*** measured at the Sudbury MECP station. The 90th percentile 24-hour background value is 22.7 ***ug/m³*** also measured at the Sudbury MECP station. The annual background value is 11.5 ***ug/m³***.

The 24-hour emission rate for the idling train and emergency generator were based on their expected operating time for a 24-hour period. The result of changing the train traffic from no passenger trains per day to a maximum of one train per day, per direction, increases NO^2 concentrations for the three averaging periods. The cumulative NO2 concentrations ranged from 11.5% to 14.3% of the strictest criteria / standard at the sensitive receptors for the 24-hour averaging time. It is important to note, background concentration alone is 11.4% of the strictest criteria / standard.

In assessing 1-hour averaging time, the cumulative concentrations (the background, plus the additional concentrations from the station, plus the additional concentrations from the predicted increase in vehicular traffic emissions from 2026 to 2046) ranged from 33.1% to 83.8% of the strictest criteria/standard at the selected sensitive receptors for the strictest 1-hour NO_2 averaging time standard/criteria, while the background concentration alone is 29.9% of the strictest NO2 criteria/standard. Therefore, the maximum 1-hour NO_2 increases from 29.9% to 83.8% of the strictest criteria/standard for the 1-hour averaging time.

Note: The 1-hour CAAQS limit for NO_2 is based on the 98th percentile of the 3-year average of the hourly NO_2 concentrations. As such, the AERMOD result presented represents the 98th percentile of the 3-year average.

$PM_{2.5}$

$PM_{2.5}$ has criteria for both 24-hour and annual limits. The background data used consists of average values from 2021, 2022, and 2023. The 90th percentile 24-hour background value is 12.0 ***µg/m³***, measured at the Sudbury MECP station, while the 90th percentile annual background value is 6.6 ***µg/m³***, also measured at the Sudbury MECP station.

The result of changing the train traffic from no passenger trains per day to a maximum of one train per day, per direction, is to increase $PM_{2.5}$ concentrations for both averaging periods. The cumulative $PM_{2.5}$ concentrations (the background, plus the additional concentrations from the station, plus the additional concentrations from the predicted increase in vehicular traffic emissions from 2026 to 2046) ranged from 44.5% to 46.5% at the selected sensitive receptors for the 24-hour averaging time, while the background concentration alone is 44.4% of the strictest criteria/standard. Therefore, the maximum 24-hour $PM_{2.5}$ increases from 44.4% to 46.5% of the strictest criteria/standard for the 24-hour averaging time.

The cumulative $PM_{2.5}$ concentrations ranged from 75.0% to 75.9% at the selected sensitive receptors for the annual averaging time, while the background concentration alone is 75.0% of the strictest criteria/standard. Therefore, the maximum annual $PM_{2.5}$ increases from 75.0% to 75.9% of the strictest criteria/standard for the annual averaging time.

Note: Due to Ontario's AAQC'sPM2.5 limit, the highest 3-year average concentrations (rather than the 98th percentile) are presented in the results.

Benzene

Benzene has a 24-hour and annual criterion. The background data are the average values from 2021, 2022, and 2023. The 90th percentile 24-hour background value is 0.47 ***ug/m³*** measured at the Newmarket NAPS station. The 90th percentile annual background value is 0.34 ***ug/m³*** also measured at the Newmarket MECP station.

The result of changing the train traffic from no passenger trains per day to a maximum of one train per day, per direction, is to increase Benzene concentrations for both averaging periods. The cumulative Benzene concentrations (the background, plus the additional concentrations from the station, plus the additional concentrations from the predicted increase in vehicular traffic emissions from 2026 to 2046) ranged from 20.5% to 21.1% of the strictest criteria/standard at the selected sensitive receptors for the 24-hour averaging time, while the background concentration alone is 20.4% of the strictest criteria/standard. Therefore, the maximum 24-hour Benzene increases from 20.4% to 21.1% of the strictest criteria/standard for the 24-hour averaging time.

The cumulative Benzene concentrations ranged from 75.6% to 76.1% of the strictest criteria/standard at the selected sensitive receptors for the annual averaging time, while the background concentration alone is 75.6% of the strictest criteria/standard. Therefore, the maximum annual Benzene increases from 75.6% to 76.1% of the strictest criteria/standard for the annual averaging time at the worst-case sensitive receptor in "build" scenario.

Table 4-6: Summary of Modelling Results[6]

Averaging Period	Receptor	Contaminant	Ontario AAQC (ug/m^3)	Canadian Ambient Air Quality Standards CAAQS (ug/m^3)	90th percentile Background Concentration (ug/m^3)	Background Concentration % of strictest Criteria/Standard	Max Predicted Concentration from Proposed Station (ug/m^3)	Max Predicted Concentration from Average Daily Traffic Increase from 2026 to 2046 (ug/m^3)	Cumulative Concentration (ug/m^3)	Cumulative Concentration % of most strict Criteria/Standard
1-h	1. Frank P. Krznaric Whitney Public School	NO_2	400	84	25.1	29.9%	2.53	0.137	27.77	33.1%
1-h	2. 524 Queen Street	NO_2	400	84	25.1	29.9%	16.23	0.837	42.17	50.2%
1-h	3. Pete Landers Park - infield	NO_2	400	84	25.1	29.9%	23.09	0.493	48.68	58.0%
1-h	4. Pete Landers Park - outfield	NO_2	400	84	25.1	29.9%	19.46	0.449	45.01	53.6%
1-h	5. 6164 King Street	NO_2	400	84	25.1	29.9%	17.38	1.369	43.85	52.2%
1-h	6. 101 Gervais Street North	NO_2	400	84	25.1	29.9%	29.86	1.083	56.04	66.7%
1-h	7. 6420 King Street	NO_2	400	84	25.1	29.9%	16.34	0.438	41.88	49.9%
1-h	8. 6235 King Street	NO_2	400	84	25.1	29.9%	29.84	0.856	55.80	66.4%
1-h	9. 6258 King Street	NO_2	400	84	25.1	29.9%	44.48	0.835	70.42	**83.8%**
24-h	1. Frank P. Krznaric Whitney Public School	NO_2	200		22.7	11.4%	0.22	0.116	23.04	11.5%
24-h	2. 524 Queen Street	NO_2	200		22.7	11.4%	3.58	0.731	27.01	13.5%
24-h	3. Pete Landers Park - infield	NO_2	200		22.7	11.4%	2.18	0.424	25.30	12.7%
24-h	4. Pete Landers Park - outfield	NO_2	200		22.7	11.4%	2.93	0.388	26.02	13.0%
24-h	5. 6164 King Street	NO_2	200		22.7	11.4%	1.97	1.193	25.86	12.9%
24-h	6. 101 Gervais Street North	NO_2	200		22.7	11.4%	3.41	0.944	27.05	13.5%
24-h	7. 6420 King Street	NO_2	200		22.7	11.4%	2.73	0.378	25.81	12.9%
24-h	8. 6235 King Street	NO_2	200		22.7	11.4%	4.55	0.732	27.98	14.0%
24-h	9. 6258 King Street	NO_2	200		22.7	11.4%	5.11	0.720	28.53	**14.3%**
annual	1. Frank P. Krznaric Whitney Public School	NO_2		24	11.5	47.9%	0.034	0.026	11.56	48.2%
annual	2. 524 Queen Street	NO_2		24	11.5	47.9%	0.211	0.200	11.91	49.6%
annual	3. Pete Landers Park - infield	NO_2		24	11.5	47.9%	0.367	0.107	11.97	49.9%
annual	4. Pete Landers Park - outfield	NO_2		24	11.5	47.9%	0.507	0.097	12.10	50.4%
annual	5. 6164 King Street	NO_2		24	11.5	47.9%	0.215	0.337	12.05	50.2%
annual	6. 101 Gervais Street North	NO_2		24	11.5	47.9%	0.428	0.260	12.19	50.8%
annual	7. 6420 King Street	NO_2		24	11.5	47.9%	0.504	0.092	12.10	50.4%
annual	8. 6235 King Street	NO_2		24	11.5	47.9%	0.641	0.203	12.34	51.4%
annual	9. 6258 King Street	NO_2		24	11.5	47.9%	0.841	0.194	12.54	**52.2%**
24-h	1. Frank P. Krznaric Whitney Public School	*particulate <2.5*	27	27	12.0	44.4%	0.021	0.002	12.023	44.5%
24-h	2. 524 Queen Street	*particulate <2.5*	27	27	12.0	44.4%	0.323	0.013	12.336	45.7%
24-h	3. Pete Landers Park - infield	*particulate <2.5*	27	27	12.0	44.4%	0.265	0.008	12.273	45.5%
24-h	4. Pete Landers Park - outfield	*particulate <2.5*	27	27	12.0	44.4%	0.445	0.007	12.452	46.1%
24-h	5. 6164 King Street	*particulate <2.5*	27	27	12.0	44.4%	0.242	0.021	12.263	45.4%
24-h	6. 101 Gervais Street North	*particulate <2.5*	27	27	12.0	44.4%	0.496	0.017	12.513	46.3%
24-h	7. 6420 King Street	*particulate <2.5*	27	27	12.0	44.4%	0.346	0.006	12.352	45.7%
24-h	8. 6235 King Street	*particulate <2.5*	27	27	12.0	44.4%	0.458	0.012	12.470	46.2%
24-h	9. 6258 King Street	*particulate <2.5*	27	27	12.0	44.4%	0.554	0.012	12.566	**46.5%**
annual	1. Frank P. Krznaric Whitney Public School	*particulate <2.5*		8.8	6.6	75.0%	0.003	0.001	6.603	75.0%
annual	2. 524 Queen Street	*particulate <2.5*		8.8	6.6	75.0%	0.025	0.004	6.629	75.3%
annual	3. Pete Landers Park - infield	*particulate <2.5*		8.8	6.6	75.0%	0.045	0.002	6.647	75.5%
annual	4. Pete Landers Park - outfield	*particulate <2.5*		8.8	6.6	75.0%	0.066	0.002	6.668	75.8%
annual	5. 6164 King Street	*particulate <2.5*		8.8	6.6	75.0%	0.027	0.007	6.633	75.4%
annual	6. 101 Gervais Street North	*particulate <2.5*		8.8	6.6	75.0%	0.058	0.005	6.663	75.7%
annual	7. 6420 King Street	*particulate <2.5*		8.8	6.6	75.0%	0.057	0.002	6.658	75.7%
annual	8. 6235 King Street	*particulate <2.5*		8.8	6.6	75.0%	0.072	0.004	6.676	**75.9%**
annual	9. 6258 King Street	*particulate <2.5*		8.8	6.6	75.0%	0.079	0.004	6.683	**75.9%**
24-h	1. Frank P. Krznaric Whitney Public School	*benzene*	2.3		0.47	20.4%	0.001	0.0002	0.4707	20.5%
24-h	2. 524 Queen Street	*benzene*	2.3		0.47	20.4%	0.004	0.0014	0.4749	20.6%
24-h	3. Pete Landers Park - infield	*benzene*	2.3		0.47	20.4%	0.005	0.0008	0.4755	20.7%
24-h	4. Pete Landers Park - outfield	*benzene*	2.3		0.47	20.4%	0.006	0.0007	0.4766	20.7%
24-h	5. 6164 King Street	*benzene*	2.3		0.47	20.4%	0.007	0.0022	0.4796	20.9%
24-h	6. 101 Gervais Street North	*benzene*	2.3		0.47	20.4%	0.012	0.0018	0.4840	21.0%
24-h	7. 6420 King Street	*benzene*	2.3		0.47	20.4%	0.006	0.0007	0.4763	20.7%
24-h	8. 6235 King Street	*benzene*	2.3		0.47	20.4%	0.015	0.0014	0.4860	**21.1%**
24-h	9. 6258 King Street	*benzene*	2.3		0.47	20.4%	0.010	0.0014	0.4814	20.9%
annual	1. Frank P. Krznaric Whitney Public School	*benzene*	0.45		0.34	75.6%	0.0001	0.00005	0.3402	75.6%
annual	2. 524 Queen Street	*benzene*	0.45		0.34	75.6%	0.00056	0.00037	0.3409	75.8%
annual	3. Pete Landers Park - infield	*benzene*	0.45		0.34	75.6%	0.001	0.00020	0.3412	75.8%
annual	4. Pete Landers Park - outfield	*benzene*	0.45		0.34	75.6%	0.00133	0.00018	0.3415	75.9%
annual	5. 6164 King Street	*benzene*	0.45		0.34	75.6%	0.00079	0.00062	0.3414	75.9%
annual	6. 101 Gervais Street North	*benzene*	0.45		0.34	75.6%	0.00153	0.00048	0.3420	76.0%
annual	7. 6420 King Street	*benzene*	0.45		0.34	75.6%	0.00125	0.00017	0.3414	75.9%
annual	8. 6235 King Street	*benzene*	0.45		0.34	75.6%	0.00213	0.00037	0.3425	**76.1%**
annual	9. 6258 King Street	*benzene*	0.45		0.34	75.6%	0.00182	0.00036	0.3422	76.0%

[6] Note: The 1-hour CAAQS limit for NO_2 is based on the 98th percentile of the 3-year average of the hourly NO_2 concentrations. As such, the AERMOD result presented represents the 98th percentile of the 3-year average.

4.13.8 Conclusions

An Air Quality Impact Assessment was completed to characterize existing conditions and determine the impact of the Project on air quality. Key pollutants for air quality impact assessments include CO, NO_2, $PM_{2.5}$, Benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, and benzo(a)pyrene. Among these, oxides of nitrogen, $PM_{2.5}$, and Benzene have the potential to be the controlling contaminants. Oxides of nitrogen have the highest emission rate-to-concentration limit ratio, while $PM_{2.5}$ and Benzene are characterized by relatively high background concentrations. The air quality impact assessment took into consideration the introduction of Tier 4 technology for the Northlander locomotive fleet.

Background conditions for the 90th percentile concentration data were conservatively used to represent the "no build" scenario, as passenger trains are not currently operating on the rail lines at the proposed location. The "build" scenario was assessed by combining the 90th percentile concentrations, the modeled emissions from the proposed train station (including idling Tier 4 trains, the emergency natural gas-fired generator, and the AHUs), and the road emissions associated with the train service. These factors were summed to predict the final concentration levels.

The results of the dispersion modelling demonstrates that the addition of a train, and train station, at the proposed project site in Timmins does not significantly change the ambient air quality conditions in the vicinity of the proposed station. The nine receptors were chosen as representing the most sensitive, closest and hence most conservative points to assess for the analysis. Receptors farther from the station will experience reduced impact from the “build” scenario. When assessing the impact of NO_2, $PM_{2.5}$, and Benzene on the selected sensitive receptors, the difference between the "No Build" and "Build" scenarios is minimal, with both scenarios falling within the criteria and standards set by the Ontario Ambient Air Quality Criteria (AAQC). Similarly, the Canadian Ambient Air Quality Standard (CAAQS) set by Environment Canada is met under both the "No Build" and "Build" scenarios. Therefore, mitigation is not required and hence this report does not recommend any local air quality impact mitigation.

The GHG emission implications of the project were also assessed by conservatively quantifying the air contaminant and GHG emissions associated with the project for the “build” and “no build” scenarios. Comparison of its results with provincial emission inventories suggests that the project’s contribution to these inventories will be very small. Potential air quality impacts associated with the construction stage of the proposed Timmins-Porcupine Station are expected to be temporary and localized to the surrounding area. Periodic on-site inspections will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Visual inspection for dusty conditions in areas of emission sources shall occur daily to ensure mitigation measures are in place and functioning properly.

A summary of potential effects and mitigation/monitoring measures are included in **Table 4-17**.

4.14 Climate Change

This section outlines how climate change considerations were taken into account as part of the TRPAP, as outlined in the MECP guidance document for considering climate change in environmental assessments[7].

The Intergovernmental Panel on Climate Change (IPCC) defines climate change as:

> *"…a change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. Climate change may be due to natural internal processes or external forcings such as modulations of the solar cycles, volcanic eruptions, and persistent anthropogenic changes in the composition of the atmosphere or in land use." (Intergovernmental Panel on Climate Change, 2014)*

The term "climate change" can apply to any major variation in temperature, wind patterns or precipitation that occurs over time. Changes in the composition of the atmosphere are resulting in processes that alter global temperature, precipitation, and are affecting local weather patterns. These processes are leading to increased occurrence of extreme weather events such as floods, droughts, ice storms and heat waves, as well as negatively affecting coldwater fish species due to warming water bodies (lakes, rivers, and streams) across the province of Ontario (Government of Ontario, 2021).

To mitigate climate change and its effects on the natural and built environments, government agencies at all levels have developed strategies and guidelines to reduce greenhouse gas (GHG) emissions into the atmosphere. Government agencies are also implementing measures that promote resiliency to a changing climate. Consistent with these strategies and guidelines, the planning and design of this Project will consider both climate change mitigation (i.e., minimizing effects of a project on climate change) and adaptation (i.e., resilience of a project to future climatic conditions).

4.14.1 Background

4.14.1.1 Rail Climate Change Adaptation Program

Transport Canada has established the Rail Climate Change Adaptation Program (R-CCAP) to help Canada's rail sector develop and implement approaches to address climate change risks. Transport Canada has supported Ontario Northland in carrying out the following activities:

- Incorporating railway water inspection procedures to improve climate change effectiveness through remote sensing technologies such as satellite imagery, drones, hi-rail trucks, and data analysis to monitor changes to regional water levels along Ontario Northland's rail ROWs, to monitor and assess potential risks to rail infrastructure.

4.14.1.2 Ontario Northland Sustainability Program

Ontario Northland maintains an internal Sustainability Program that supports environmentally-friendly projects and initiatives across the organization, with the stated goal of reducing our environmental footprint and improving the communities in which we work. The Ontario Northland Sustainability Committee, comprised of key representatives across internal departments, meets quarterly to discuss Sustainability Program updates, review key projects and discuss new ideas going forward. The Committee supports positive initiatives aimed at reducing the organization's operational footprint on the environment.

Ontario Northland has considered five major guiding principles, or guiding "Pillars", for its Sustainability Program, in line with the Ministry of Transportation Statement of Environmental Values (https://ero.ontario.ca/page/sevs). These pillars encompass industry best practices and will help direct the organization's priorities and efforts along its sustainability journey.

[7] *MECP – Considering climate change in the environmental assessment process (Updated: August 11, 2021).*

1. **Environmental Impact Reduction**: We shall reduce our impact on the environment through fuel efficiency, energy use reduction, GHG footprint reduction and waste reduction. We will ensure regular tracking and monitoring of the organization's environmental impacts and set meaningful goals and objectives for continuous improvement. Organizational baseline audits (energy, waste and GHG) capturing data from years 2018-23 are presently underway, to determine Ontario Northland's footprint and set meaningful KPIs for improvement.
2. **Climate Change Adaptation and Resilience**: We shall consider the negative impacts of climate change in all decision-making and operations to help us adapt to these changes and build resiliency within the organization.
3. **Workforce Mobilization and Stakeholder Engagement**: We shall mobilize our skilled and knowledgeable workforce to pursue positive environmental change by engaging staff from across all levels of our organization. We will pursue sustainable procurement solutions and encourage employees, customers, contractors, and consultants to follow sustainable best practices throughout the supply chain.
4. **Innovation and Continual Improvement**: We shall promote and facilitate a strong culture of innovation within the organization in pursuing our environmental sustainability goals by embracing and supporting ideas for continual improvement, rewarding forward-thinking and fostering educational awareness among our employee-base.
5. **Community and Environmental Benefit:** We shall meaningfully engage, consult, and partner with community and industry groups, Indigenous communities and organizations, government, and other critical stakeholders wherever possible to share in best practices, support well-being and align our sustainability goals. We will improve our environmental management practices, support biodiversity health and protect natural habitats as best as possible.

4.14.2 Methodology

As part of the TRPAP, climate change was considered as per the MECP guide for considering climate change in environmental assessments.

Since infrastructure proposed as part of the Project has lifespans with the potential to face significant climatic changes based on conservative climate projections, it may be affected by future climate change-related events such as droughts or intense precipitation. As a result, the proposed infrastructure needs to be designed and operated with these future events in mind. These aspects will be taken into consideration as part of the detailed design phase of the project.

4.14.3 Policy Context

4.14.3.1 Government of Ontario

The Government of Ontario has committed to reducing GHG emissions to 30% below the 2005 levels by 2030 (Government of Ontario, 2018).

The *Infrastructure for Jobs and Prosperity Act*, 2015 (Province of Ontario, 2015) indicates that infrastructure should be planned to mitigate effects on climate change and be designed to consider climate change adaptation. Specifically, Section 3.11 of this Act states that:

> *"Infrastructure planning and investment should minimize the impact of infrastructure on the environment and respect and help maintain ecological and biological diversity, and infrastructure should be designed to be resilient to the effects of climate change."*

The 2020 Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2020) issued under the *Planning Act* advises on the need to consider reducing GHG emissions and reducing the potential risk of climate change-related events such as droughts or intense precipitation. It encourages green infrastructure and strengthens stormwater management requirements; energy conservation and efficiency; reduced GHG emissions;

climate change adaptation (e.g., tree cover for shade and for carbon sequestration); and consideration of the increased risk associated with natural hazards (e.g., flooding due to severe weather).

Applicability to the Project

Improving the public transit network can reduce traffic congestion and reduce the need for new road infrastructure, as well as reduce carbon emissions and air quality concerns associated with automobile use, contributing to reductions in GHG emission and helping to achieve provincial targets. Ontario Northland is reinstating passenger service as part of the Northlander Passenger Rail project (of which Timmins-Porcupine Station is a component), and working in alignment with the intent of the *Infrastructure for Jobs and Prosperity Act*, 2015 in the planning and design of the project.

4.14.3.2 Ministry of Environment, Conservation and Parks

The MECP has prepared a guide titled Considering Climate Change in the Environmental Assessment Process (The Ministry of Environment, Conservation, and Parks, 2017), to describe how environmental assessment processes shall incorporate consideration of climate change impacts, including:

- The effects of a project on climate change;
- The effects of climate change on a project; and,
- Various means of identifying and minimizing negative effects during project design.

Considering climate change in accordance with the guide is meant to result in a project that is more resilient to future changes in climate and helps maintain the ecological integrity of the local environment in the face of a changing climate.

Table 4-7 outlines how climate change was considered as part of the Project.

Table 4-7: Consideration of Climate Change as part of the Project

Consideration	Project Phase	Aspects that were/will be Considered	EPR Section (as applicable)
Reducing the Project's impact on climate change (mitigation)	TRPAP, conceptual / preliminary engineering design	Providing reinstated rail/transit service[8]	Sections 1.0 and 2.0.
		GHG emissions	Section 4.14.4.
		Vegetation removal	Section 4.4.1.
		Precipitation (stormwater management, low impact development, erosion and sediment control)	Sections 4.12.6, 4.12.7 and 6.3.6.
Increasing the Project's resilience to climate change (adaptation)	Detailed design, construction, and operations.	Air Temperature (building materials, solar infiltration, shared, urban head island effect)	To be considered as part of detailed design.
		Precipitation (stormwater management, low impact	To be considered as part of detailed design.

[8] Improving the public transit network can reduce traffic congestion and reduce the need for new road infrastructure, as well as reduce carbon emissions and air quality concerns associated with automobile use, contributing to reductions in GHG emission and helping to achieve provincial targets. Ontario Northland is reinstating passenger service as part of the Northlander Passenger Rail project (of which Timmins-Porcupine Station is a component),

Consideration	Project Phase	Aspects that were/will be Considered	EPR Section (as applicable)
		development, erosion and sediment control)	
		Energy consumption and emissions	To be considered as part of detailed design.

4.14.4 Consider Reducing the Project's Impact on Climate Change (Mitigation)

4.14.4.1 Planning for Transit

Public transportation is a beneficial service that can reduce traffic congestion, the need for new road infrastructure, and carbon emissions and air quality concerns associated with automobile use. The distance between Timmins and Toronto is approximately 700 km. Auto carbon emissions are reduced when drivers are diverted from cars to trains. When the reduction in auto emissions exceeds the emissions of the rail service, there is a net reduction in overall transportation emissions, leading to more people using public transportation and fewer vehicle-kilometres travelled. This will result in a decrease in per capita GHG emissions from automobile trips.

Business case analysis for reinstatement of the Northlander Passenger Rail Service has indicated that benefits (travel time savings, auto usage decrease) outweigh impacts (auto usage increase). Further information about the business cases is provided in **Section 1.1**. It is anticipated that the introduction of the Timmins-Porcupine Station will assist in implementing the reinstatement of the Northlander Passenger Rail Service and thus increasing the use of public transportation, thereby decreasing congestion and improving per capita GHG emissions.

4.14.4.2 Greenhouse Gas Emissions

Refer to **Section 4.14.4**.

4.14.4.3 Vegetation Removal

As noted in **Section 4.3**, the construction of the station will require the removal of vegetation, which will result in a loss and an existing carbon sink within the local environment.

Post-construction planting and landscaping efforts should include native vegetation species that are consistent with the current vegetation communities and contribute to wildlife habitat. Landscaping and restoration efforts should be completed within 45 days following site disturbance, or temporary cover should be placed to reduce erosion and potential siltation of adjacent communities.

4.14.4.4 Energy Consumption and Emissions

To lower the energy consumption and carbon footprint of the Timmins-Porcupine Station, Ontario Northland will explore the following methods for applicability and feasibility: energy efficiency, energy conservation and recovery, and energy harvesting. Examples include:

- **Energy efficiency –** use premium efficiency motors or other equipment; applying passive means of reducing energy where it does not conflict with other operational design requirements, including the use of building materials with high-insulation/energy efficiency value where possible.
- **Energy conservation and recovery –** employ regenerative braking systems to capture energy from braking vehicles.
- **Energy harvesting –** consider incorporating solar thermal systems, passive solar systems and/or ground source heat pump systems to replace or augment fuel-based systems.

4.14.5 Consideration for Increasing the Project's Resilience to Climate Change (Adaptation)

It is recognized that climate change is already underway and can be anticipated to affect the construction and operations of the Project. In 2022, the City of Timmins developed a Community Climate Change Adaptation Plan which outlines climate change projections for the City of Timmins. They are summarized below:

- **Temperature:** Projected annual temperature increase between 4.3°C in the immediate future (2021-2050) and 6.7°C by 2080 from the baseline mean under the high emission scenario.
- **Hot Days:** 9 days per year where the maximum temperature was greater than or equal to 30°C. This is expected to increase to an average of 38 days in the 2051-2080 period under the high emission scenario (i.e., there will be close to 4 times more days above 30°C by 2080).
    - Average of 2 days of heatwave conditions. In the 2051-2080 period, according to the high emission scenario, the City of Timmins can expect to see an average heatwave event occurring for 6 days (i.e., over 3 times the current length).
- **Freeze-Thaw Cycles:** The high emission scenario ensembles that freeze-thaw cycles will decrease due to overall warmer temperatures, from 74 days to 66 days by the 2050s, and further reduced to 64 days by the 2080s.
- **Precipitation:** average annual precipitation 817 mm. In the high emission scenario, the City of Timmins can expect to experience an average annual precipitation of 869 mm during 2021-2050 and 912 mm during 2051-2080.
    - Heavy precipitation days are expected to increase by approximately 4 days for 10 mm days according to the high emission scenario by 2051-2080. Max 5-day events are also expected to increase, from 59 mm to 67 mm by 2051-2080 for the high emission scenario.

4.14.5.1 Air Temperature

Recognizing increasing summer temperatures, the following measures should be consider to reduce effects of extreme heat on Ontario Northland assets:

- Consider building material selection to limit absorption of solar radiation;
- Automate building systems to reduce solar infiltration (i.e., automatic window blinds) or provide manual alternatives;
- Maximize shade along pedestrian routes and in parking areas; and,
- Mitigate the urban heat island effect through plantings, selection of building materials and proactive shade management.

4.14.5.2 Precipitation

Precipitation, whether it is rainfall, snowfall, or other forms of frozen/liquid water, is the key climate and weather-related variable of concern in stormwater management (SWM). As a result of climate change, storm events are predicted to become more intense, which can result in larger volumes of precipitation at one time.

Refer to **Section 4.11** for details regarding the approach to SWM design for the Project.

4.14.5.3 Intensity-Duration-Frequency Curves

The SWM plan as outlined in **Section 4.11** of this EPR will be further developed and finalized prior to the construction phase of the Project so that runoff from rainfall is controlled based on predicted future scenarios, promoting climate resilience. These scenarios will be identified using the most up-to-date precipitation intensity-duration-frequency (IDF) curves available. Also refer to **Section 4.11** of this EPR.

IDF curves are graphical representations of the amount of water that falls within a given period of time in catchment areas. Decision-makers use them to plan and design infrastructure to withstand severe weather

impacts (Office of the Auditor General of Canada, 2016). Current SWM practices include the use of IDF data and design storm distributions (e.g., Chicago Storm, SCS Type II), as well as 2-year through 100-year storm events.

Designing the SWM systems for the Project based on up-to-date IDF curves will lead to:

- Reduced ongoing operation and maintenance requirements; and,
- Minimized impacts on surrounding ecosystems, since SWM systems will be designed to ensure that runoff from rainfall is controlled mostly on-site.

4.14.5.4 Low-Impact Development

The SWM designs for the Project will consider implementation of Low Impact Development (LID) measures. LID is a SWM strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible (i.e., in the vicinity of the proposed infrastructure). Compared to conventional design, LID measures allow for increased infiltration of stormwater through built infrastructure, which would be beneficial for managing stormwater should storms increase in intensity. LID design strategies include measures that can effectively remove nutrients, pathogens and metals from runoff, and reduce the volume and intensity of stormwater flows (Sustainable Technologies Evaluation Program (STEP), 2019).

As outlined in **Section 4.11.7**, Ontario Northland intends to incorporate green infrastructure as a proactive measure to mitigate increased runoff. This may involve the implementation of bio-retention swales and/or Low Impact Development (LID) strategies. The current design approach is in line with the use of LID features, which will be used a means to meet the water quantity, quality, balance, and erosion control requirements for the site.

4.14.5.5 Erosion and Sediment Control Measures

An increase in storm intensity, which is projected as a result of climate change (see City of Timmins Community Climate Change Adaptation Plan, 2022), can make erosion and sedimentation more likely, especially during construction. Development of an Erosion and Sediment Control (ESC) Plan as described in **Section 6.3.6**, will be implemented during the construction phase of the Project.

4.15 Summary of Mitigation and Monitoring Commitments

4.15.1 Natural Environment

Table 4-8: Natural Environment Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Incidental encounters of wildlife.	• Allow incidentally encountered wildlife to passively move out of the work area.	• While no SAR vegetation was observed, nuts or other seeds may be dispersed by wildlife. Educate personnel with respect to seedling identification.
	• Construction	• Loss of vegetation.	• Vegetation removal should be minimized where possible. • Any post-construction planting and landscaping efforts should include native vegetation species that are consistent with the current vegetation communities (i.e., native grasses and pollinator plants) and contribute to wildlife habitat. • Use previously disturbed/paved areas or cultural/manicured areas for construction laydown and staging to the extent possible.	• The health and success of any planted or revegetated areas should be confirmed post construction and documented through a site visit.
		• Increased silt or sedimentation of retained vegetation communities.	• Develop and implement an erosion and sediment control plan; control access and movement of equipment and people; designate areas for equipment storage; minimize the area and duration of soil exposure; control erosion, sedimentation, and nutrient inputs through use of best management practices.	• Erosion and sediment control measures are to remain in place until vegetation is confirmed to be established (through a site visit) and/or soils are stabilized.
		• Disturbance of wildlife species and habitat due to increased loss of vegetation and noise produced by clearing/grading or general construction.	• Initiate construction during the late/fall winter, if possible, to avoid disturbing sensitive species. • Vegetation clearing is to occur outside of the breeding bird window of April 1-August 31. If tree clearing is required to be completed during the breeding bird window, a nest sweep will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. The results of the nest sweep will be documented in a technical memo and provided to the MNR for review prior to the commencement of work. • If an active nest or den is found, work in the vicinity will cease and MECP/MNR be notified prior to any action being taken. Consultation with a qualified biologist and the agencies having jurisdiction (e.g., MECP, MNR) will be required to determine the extent of protection and mitigation measures (e.g., protective buffer established around the nest). • Vegetation clearing to occur outside of the bat roosting season of May 1-August 31. Should removal of potential SAR bat habitat be required, SAR bat surveys will be completed by a qualified specialist in advance of the removal activities to confirm SAR bat habitat presence. • If removal of confirmed SAR bat habitat is required, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • All requirements of the ESA and/or SARA Species-specific mitigation measures will be implemented, in consultation with MECP, as required. • Allow incidentally encountered wildlife during construction to passively move out of the work area. • Delineate all work areas using erosion fencing or similar barriers to avoid incidental intrusion into any adjacent wildlife habitat.	• On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. • Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.

4.15.2 Land Use & Socio-Economic

Table 4-9: Land Use & Socio-Economic Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Municipal Processes • Disruption to recreational amenities	• Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. • Consult with the local snowmobile club to determine any required mitigation or offset measures as it relates to the snowmobile trail route.	• Coordinate and consult with City of Timmins regarding Site Plan Control, as required. • Consult with the City of Timmins to determine progress of the Connecting Link Program and any implications for the station post construction. • Consult with the City of Timmins to determine progress of any expansions at Whitney Park and any implications for the station post construction.
	• Construction	• Temporary land use and access disruption • Nuisance effects from construction activities • Potential temporary road closures	• Select staging/laydown areas that minimize adverse effects to sensitive receivers. • Develop and implement a plan to reduce the effects of light pollution. • Develop a community notification protocol for Ontario Northland review and approval which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any. • Provide well connected, clearly delineated, and appropriately signed walkways and snowmobile route options, with clearly marked detours where required. • Provide temporary lighting and wayfinding signs and cues for navigation around the construction site. • Access to residents and businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided. • Proper fencing should be erected around all work areas prior to commencement of any earth moving, clearing or construction activities in order to prevent encroachment on adjacent properties. Fencing should remain for the duration of the work and be periodically inspected to ensure it is in good repair. • Implement the mitigation measures related to potential nuisance effects as outlined in the Noise and Vibration, Traffic and Air Quality Mitigation and Monitoring Commitments tables contained in the EPR.	• Carry out additional consultation during the detailed design and construction phases to ensure that local businesses and properties owners are aware of construction scheduling and that staging options can be developed to minimize impacts to local access and travel to the extent possible. • Temporary access paths, walkways, snowmobile routes and fencing should be monitored. • Develop and implement a Complaints and Compliments Protocol to respond to issues from surrounding residents that may arise during construction. • Document and report to Ontario Northland on the number of complaints and compliments received and resolution of complaints and compliments received.

4.15.3 Built Heritage Resources and Cultural Heritage Landscapes

Table 4-10: Built Heritage Resources and Cultural Heritage Landscapes Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance • Construction	• No potential effects as no BHRs or CHLs were identified.	• No mitigation measures are required.	• Monitoring and/or future work commitments are not required.

4.15.4 Archaeology

Table 4-11: Archaeology Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance • Construction	Impact to previously undocumented archaeological resources.	• All work shall be performed in accordance with Applicable Law, including but not limited to the *Ontario Heritage Act*, the Ministry of Citizenship and Multiculturalism (MCM), formerly the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Standards and Guidelines for Consultant Archaeologists (2011), and the MCM document, Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario (2011). • 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 archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act.* • If any suspected human remains are found, the Ministry of Transportation (MTO) Project Manager/Environmental Planner should be contacted. MTO will approve a licensed archaeologist to confirm the finds as human remains. • 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 (MPBSD), which administers provisions of that Act related to burial sites. • If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated. • In situations where human remains are associated with archaeological resources, the MCM 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*.	• Any site personnel responsible for carrying out or overseeing land-disturbing activities will be informed of their responsibilities in the event that an archaeological resource is encountered. • Should the proposed work extend beyond the assessed Project Area or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to further archaeological assessment conducted by a professionally licensed archaeologist prior to any disturbance or construction activities.

4.15.5 Noise & Vibration

Table 4-12: Noise & Vibration Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• For Receptor 1 - Environmental noise may cause annoyance and, disturb sleep and other activities.	• Mitigation measures should be considered. Mitigation measures could include noise barrier, alternative bus terminal design, or operational controls that may limit the number of buses using the station at any given time. The exact mitigation strategy will be confirmed during the detailed design phase when more detailed information is available, and the noise assessment will be updated accordingly. It is expected that the station can be designed and operated to comply with the NPC-300 criteria using readily available and practical mitigation measures. • Select mechanical and electrical equipment with the intent of minimizing sound levels and meeting NPC-300 criteria. • All ancillary facilities, including station and bus terminal are to comply with NPC-300.	• Complete regular maintenance inspections and implement corrective measures wherever needed to minimize noise and vibration. • During detailed design, review and update the Noise assessment in order to review and refine the final noise mitigation strategy.
	• Construction Noise	• Construction noise may cause annoyance and, disturb sleep and other activities.	• Construction equipment noise levels should be in compliance with the limits set in NPC-115 and NPC-118. • Construction activity on site should adhere to local municipal noise by-laws, wherever possible and practical. • Ensure the equipment continues to operate within specifications and ensure that modifications have not been made to the equipment's silencing or noise reducing features (such as access panels.). • Construction equipment should consider using broadband backup alarms rather than their tonal counterparts. Tonal backup alarms can be considered a nuisance. • The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises. • Schedule noisy activities during the day wherever possible. • Connect equipment to permanent power wherever possible and minimize the use of portable generators. • Provide clear communication to surrounding residents on upcoming noisy activities and their duration. If nighttime construction is proposed, the details of such construction should be clearly communicated to nearby residences and institutions. This communication will allow some preparation of the nearby residents for periods of expected noise. • The tailgate banging of dump trucks and other impulsive noises should be managed to reduce noise propagation. Ensuring smooth surfaces throughout the construction zones will help reduce these types of noises.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
	• Construction Vibration	• Construction vibration may cause annoyance and, disturb sleep and other activities.	• Complete a construction vibration assessment during detailed design to confirm vibration levels, and to minimize, mitigate, and/or monitor construction vibration. • Advance notice of timing and duration of construction activity should be provided to nearby businesses and residences when construction activity is likely to occur during periods of nighttime work. • Schedule vibration intensive activities during the daytime periods wherever possible. • The speed of construction equipment in general should be limited, as fast-moving tracked equipment has been shown to produce significant vibration levels. • If hydraulic breakers and vibratory compactors are used, consideration should be given to using lower settings on these types of equipment when operating in close proximity to structures and buildings. • Avoid high vibration equipment such as impact or vibratory pile drivers. • Where possible, smaller breakers or jackhammers should be used. • Bumps or inconsistencies in the ground surface can generate higher vibration levels as heavy equipment travels over. Maintaining smooth surfaces would minimize vibration levels from such activity.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.

4.15.6 Traffic

Table 4-13: Traffic Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Negligible impact to existing traffic conditions due to operation of the Timmins-Porcupine Station.	• No intersection improvements are deemed required to accommodate the proposed station's traffic. No other mitigation measures required.	• If the NPR train schedule changes in the future, the Traffic Impact Report will be updated accordingly to re-examine potential traffic impacts on the surrounding road network. • Ongoing consultation with the City of Timmins regarding traffic conditions, as/if required.
	• Construction	• Restriction of nearby on-street parking along Falcon Street	• Preliminary assessment of site access and circulation during construction.	• Monitoring and/or future work commitments are not required.
		• Construction may result in the need for temporary road/lane closures, changing access to nearby land uses. • Temporary modifications to traffic signal timing at adjacent intersections may be required.	• Traffic Control and Management Plan(s) will be developed prior to construction. • Access to nearby land uses will be maintained to the extent possible, during construction. • Potentially affected residents, tenants and business owners will be notified of initial construction schedules, as well as modifications to these schedules in advance of construction activities occurring. • Temporary traffic signal timing modifications may be assessed/implemented to optimize traffic operations and capacity of affected and adjacent intersections. • Advance notification signage will be placed along the road network in the vicinity upstream of the affected areas to advise motorists of construction and road disruptions. • Paramedic services, City of Timmins Fire Department, Timmins Police Service and Ontario Provincial Police (South Porcupine Detachment) will be given an opportunity to review emergency response plans and access/egress points to construction sites.	• Temporary traffic signal timing should be monitored. • Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
		• Construction may result in access restrictions to local bus routes, and temporary changes in bus stop shelters/locations.	• Ensure that the public is notified in advance of any potential service disruptions. • Consult with Timmins Transit to establish a suitable mitigation strategy to be implemented.	• Develop and implement a Complaints and Compliments Protocol to respond to complaints from surrounding residents that may arise during construction.
		• Temporary effects on cyclists / pedestrians during construction such as temporary, partial or full sidewalk closures. • Potential increased distance to travel.	• Potential effects to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs. Existing sidewalks and crossings will be maintained to the extent possible. • Construction schedules will be shared with the public to encourage adjustments to travel patterns and behaviours accordingly and help reduce traffic impacts during peak hours.	• Temporary access paths, walkways, etc. should be monitored.

4.15.7 Stormwater Management/Drainage

Table 4-14: Stormwater Management/Drainage Potential Impacts, Mitigation and Monitoring

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance of Station • Construction of Station and ancillary components	• The proposed works will result in increases to impervious areas, with potential effects to water quantity and quality. • In addition to the increases in impervious coverage, there may be alterations to the local drainage system, both overland (major drainage system) and storm sewers (minor drainage system). • The proposed construction activities pose a potential impact due to sediment transport into adjacent areas including watercourses, and municipal drainage infrastructure.	• Prepare and implement an Erosion and Sediment Control Plan as part of detailed design and construction. • To mitigate potential increases in peak flows and potential adverse impacts to water quality and to adhere to the local stormwater management guidelines, requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant legislative requirements. • The SWM design for the site will be developed to meet MECP targets and objectives (per MECP Stormwater Management Planning and Design Manual, 2003) for stormwater management with the overall goal of obtaining MECP approvals (i.e., Environmental Compliance Approval (ECA)), as required for the site and works. • All area grading and resulting drainage patterns shall not adversely affect adjacent lands. • Infiltration requirements for municipalities will be determined/confirmed as per the design guidelines and standards. Detailed geotechnical and hydrogeological investigations should be complete/updated at detailed design stage to precisely determine the soil type and runoff coefficient for open space and inform drainage infiltration systems (e.g., bio-swales, infiltration galleries/soakways). • Analyze and recommend Low Impact Development (LID) measures, while taking flooding risks and space constraints into account. Specifically, consider usage of large undeveloped areas (i.e., "Open Space") located at the east and west limits of the site for treating run-off through bio-retention or infiltration.	• Finalize the SWM / drainage design as part of the detailed design stage, in accordance with MECP and MTO requirements/guidance. • Obtain all required approvals (e.g., ECA)as part of detailed design. • Water Quantity Control - the water quantity control volume provided in the new storm sewer system, bioswale, and downstream onsite ditching will be designed in a manner that all runoff leaving the site will match the existing site conditions. The various features will retain and manage the runoff so that the Project does not impact the downstream culvert capacity. • Water Quality Control - the water quality criteria will be met through the appropriate sizing to the bioswale to meet the MECP Table 3.2 requirements for water quality sizing based on the size of the contributing drainage area. The bioswale will filter runoff prior to flowing to the site ditch, which will act in a series of measures to filter runoff prior to discharging from the site in order to meet MECP objectives for TSS removal. • Water Balance and Erosion Control the bioswale, ditching and erosion control measures will be installed on site to provide water balance and erosion control through the retention and velocity reducing measures. • Turbidity levels shall be monitored upstream and downstream of sites at watercourse crossings or adjacent to watercourses. Turbidity levels within discharges from sites and within receiving storm sewers will also be monitored visually to determine potential impacts from construction. • Monitoring will be conducted for potential oil spills and containment of spills to be conducted as per provincial requirements. • Low Impact Development (LID) features will be monitored to assess applicable parameters in accordance with local, regional, and conservation authority requirements. •

4.15.8 Soil and Groundwater

Table 4-15: Soil and Groundwater Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Construction of station and ancillary components	• Construction of the stations will generate excess soil. The excess soil must be managed appropriately and adhere to the requirements under Ontario Regulation 406/19.	• Adhering to the O. Reg. 406/19 may require additional soil sampling to match the frequency set out in the Rules for Soil and Excess Soil Quality Standards MECP document. The frequency of the soil sampling will be based on the volume of soil to be removed from the Project.	• Excess Soil Reuse Planning (in accordance with O. Reg. 406/19 and its associated Soil Rules) shall be conducted prior to construction. The management of the excess soil may depend on the Contractor's selection of receiving sites for the excess soil. • If the filing of a Notice for the Study Area is required in the Excess Soil Registry based on O. Reg. 406/19, the Contractor shall file and update the Notice(s) in the Registry per O. Reg. 406/19, as required, with information pertaining to the Study Area, source site and receiver site within the Lands. • An Excess Soil Destination Assessment Report shall be prepared for the planned destination of the soil removed from the Project. During construction, a tracking system for the volume and location of the excess soil shall be developed and implemented to properly track where the excess soil will be at final placement. • Any backfill material which may be brought to the site to replace contaminated soil must meet the current applicable MECP standard and O. Reg. 406/19 for proposed future land use and the information will be properly documented for future risk management perspective. • If soil remediation is required during the works, confirmatory sampling will be conducted from the walls and floor of the excavation limits to ensure the clean-up result meets the current application MECP standard for proposed future land use. • The contractor must ensure that the excavated contaminated soils will be transported to a MECP approved waste receiving facility for off-site disposal.
		• Construction activities could expose contaminated materials and/or result in the spreading of contaminated materials.	• Develop a Soil and Excavated Materials Management Plan for the handling, management and disposal of all excavated material (i.e., soil, rock and waste) that is generated or encountered during the work. The plan will be overseen by a Qualified Person pursuant to Ontario Regulation 153/04 under the Environmental Protection Act (QP) and will comply with Ontario Regulation 406/19 (On-Site and Excess Soil Management, as amended), the Ministry of the Environment, Conservation and Parks (MECP), formerly the Ministry of the Environment and Climate Change (MOECC)'s Management of Excess Soils: A Guide for Best Management Practices (April 2019, as amended), and all Applicable Law. The plan will describe how to address the management of the excavated materials, imported materials, contaminated materials, and impacted railway ties, including handling, transportation, testing, documentation and reuse and disposal of excavated materials generated as part of the works and in accordance with applicable regulatory requirements and the Project Agreement, as applicable. • Non-soil materials, including railway bedding, railway ties, or ballast materials encountered during the earthworks will also require waste	• Upon completion of the work, the Contractor will submit a Soil and Excavated Material Management Implementation Report to Ontario Northland.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			classification as documented by testing where applicable to determine management and disposal requirements as per Ontario Regulation 347 (as amended) and all Applicable Law. • The Soil and Excavated Materials Management Plan will be reviewed and approved by Ontario Northland prior to construction.	
		• Construction activities may generate excess groundwater. Applicable permits may be required and will need to be approved prior to construction.	• Develop a Groundwater Management and Dewatering Plan to guide the handling, management, and disposal of groundwater encountered during the works. The Groundwater Management and Dewatering Plan will be overseen by a QP and will comply with all applicable regulations including 64/16 and 387/04, as amended under the Ontario *Water Resources Act*. • The Groundwater Management and Dewatering Plan will set out how the Contractor will address the management of excess water, groundwater, stormwater, surface water, construction process water and dewatering effluent generated by the Project, and will describe the handling, transfer, testing, monitoring, disposal of groundwater generated as part of the works and in accordance with applicable regulatory requirements. • The Groundwater Management and Dewatering Plan will outline general groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works where considered applicable. • The Groundwater Management and Dewatering Plan will describe the anticipated groundwater quantity and dewatering Zone of Influence that will be encountered during the works, and if approvals are needed for the water taking, such as a Permit to Take Water (PTTW) or an Environmental Activity Sector Registry (EASR) from the MECP. • The Contractor shall be responsible for obtaining all relevant approvals for water taking, such as PTTW and EASR. • The Groundwater Management and Dewatering Plan will describe the storage, transfer, and disposal and or treatment of the groundwater collected during the works, and approvals for the water disposal, and/or treatment if applicable, based on the quantity and quality. • The Groundwater Management and Dewatering Plan will be reviewed and approved by Ontario Northland prior to construction.	• Upon completion of the work, the Constructor will submit a Groundwater Management and Dewatering Implementation Report to the Ontario Northland.
		• Discharge Water Quality /Dewatering	• A treatment specialist should be consulted if treatment is expected to be necessary. For the management of excess groundwater or dewatering during construction, all relevant approvals for water taking (PTTW or EASR) and discharge (discharge permit / approval where required) shall be obtained prior to construction. • If discharge water is to be directed overland as deemed appropriate by the QP, discharge should be dispersed through existing vegetation and be minimum distance of 30 m away from any surface water body, as stipulated by the MECP. Due to the high potential for sediment during construction dewatering, it is recommended that discharge water be	• Water takings of more than 50,000 L/day are regulated by the Ontario Ministry of Environment, Conservation and Parks (MECP). The MECP requires an Environmental Activity and Sector Registry (EASR) to be registered for any construction dewatering that is between 50,000 L/day and 400,000 L/day, or a Permit to Take Water (PTTW) to be obtained for any construction dewatering that is greater than 400,000 L/day. Ontario Northland will obtain the required approvals/permits related to dewatering prior to construction.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			directed through a sediment filtration bag, before being discharge overland. • Proper erosion and sedimentation control measures should also be in place and stipulated in the construction plans. The measures should be installed, used, operated, and maintained in accordance with recommendations provided by the manufacturers of the control measures. • In the event that a hydrocarbon film or sheen be observed, dewatering shall cease until the source of the impact is identified, and or the discharge is sufficiently treated based on the criteria of the receiver.	
		• Source water protection	• N/A	• MECP has developed the document Best Practices for Source Water Protection (Updated November 2, 2023) for water sources and drinking water systems that are not included in a SPP or are not regulated by the Clean Water Act. Every effort will be made to protect source water in accordance with the MECP guidelines, local regulations and the Clean Water Act.

4.15.9 Utilities

Table 4-16: Utility Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Operations and Maintenance	• Future Utility Maintainability	• In cases where existing/new utilities fall into the proposed facility footprint, or where the proposed facility structure restricts future access to these utilities, a formal agreement will be established with the respective utility owner, to ensure long-term accessibility and maintainability of the utilities.	• Post- construction inspections of the new utility infrastructure shall be undertaken for applicable works upon completion of the construction works to document condition.
	• Construction of station and ancillary components	• Spatial utility conflicts • Utility serviceability effects due to design requirements and construction	• Where feasible, all work shall follow applicable standards / policies provided by the public and private utility providers. • Coordinate construction scheduling, as required. • During detailed design, develop and implement a detailed Utility Infrastructure Relocation Plan that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. • During detailed design, additional investigations and surveys will be performed to field locate and verify the existing utilities within the Study Area and document their condition. • Undertake pre-submission consultation with the relevant regulatory authorities to develop an early approach to securing the permits and approvals for utility infrastructure works to ensure they proceed in a timely manner to support the design and construction schedule. • In the event unexpected utility conflicts are encountered during construction, these will be documented and communicated immediately to Ontario Northland and all relevant stakeholders. A field conflict resolution process will be implemented to mitigate the conflict and will include input from all relevant stakeholders. Ontario Northland will be notified at the first indication of a delay to their relocation schedule due to the unknown conflict. Ontario Northland will review the impact of the delay on the overall utility relocation plan. • In the event of damage resulting in service interruptions during construction, the damage will be reported immediately to Ontario Northland and Utility Owner representatives, and all work adjacent to the damaged utility will stop to prevent further damage.	• Perform inspection and testing to ensure successful utility relocation and safe and efficient installation. • A post- construction inspection of the new utility infrastructure (if applicable) may be required upon completion of the construction works to document condition. • In the event of potential impacts to critical utilities, instrumentation and monitoring will be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			• Perform all work identified in the Utility Infrastructure Relocation Plan to protect, support, safeguard, remove, and relocate all Utility Infrastructure. • Obtain permits and consents from and with all Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.	

4.15.10 Air Quality

Table 4-17: Air Quality Potential Impacts, Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
Proposed Timmins-Porcupine Station	• Construction	• Construction related air pollution may pose risks to human health and wellbeing.	• Prior to commencement of construction, develop and implement a Construction Air Quality Management Plan (AQMP). The AQMP will: ○ Define the Project's air quality impact zone and identify all sensitive receptors within this area. ○ Include explicit commitment to the implementation of all applicable best practices identified in the Environment Canada document, Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005). • Develop a Communications Protocol and a Complaints Protocol to respond to issues that may develop during construction.	• Periodic on-site inspections will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.
		• Fugitive dust may be generated during construction activities that may generate complaints.	• Paved/Unpaved Roads: ○ Haul routes shall be maintained during operations, to ensure that loose fine material on the haul route surface is minimized. ○ Ensure trucks hauling excavated materials are tarped. ○ Establish efficient traffic patterns to minimize dust generation. ○ A water truck and water supply shall be available to cover the internal haul routes. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the haul route surfaces required to thoroughly wet the surface. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the site construction manager observes trucks producing a trailing cloud of dust greater than about 7m. Note: observation by the construction manager is the primary means of dust monitoring. ○ Wet or vacuum-sweeper cleans paved surfaces. ○ Priority should be given to routes that are most susceptible to the above noted causes of high emissions. • Material Handling: ○ Loading areas shall be maintained during operations, to ensure that loose fine material on the surface is minimized. ○ Ensure trucks hauling excavated materials are tarped when possible. ○ A water truck and water supply shall be available to cover the material handling areas with an adequate water supply. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the ground surface as required to wet the surface. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the site manager observes a plume of dust extending 7m beyond operating equipment. ○ Priority should be given to work areas that are most susceptible to the above noted causes of high emissions. • Material (Excavation): ○ The excavation area shall be equipped with a water spray system capable of supplying water as required to suppress dust emissions. The actual water application rate shall vary, being adjusted as needed to reduce visible dust emission.	• Visual inspection for dusty conditions in areas of emission sources shall occur daily and to ensure mitigation measures are in place and functioning properly. • Response to complaints Received: ○ The Site Manager will: ▪ Investigate the site and the circumstances leading to said emissions of dust driving the complaint. ▪ Determine if the source of the dust complaint was indeed the result of operations ▪ If required, adjust or modify fugitive dust mitigation systems as required to prevent a reoccurrence. ▪ If necessary, apply additional control measures. ▪ Respond to the complainant(s) in a timely manner. ▪ Document the resulting information in an on-site log.

Project Component	Project Activities	Potential Effect	Mitigation Measures/ Commitments	Monitoring/Future Work Commitments
			○ The spray bars will be triggered whenever the construction manager observes visible dust emissions above the height of the equipment being used or a trail of dust approximately 7m. ○ Masonry and other elements of construction will also be monitored. • Stockpiles: ○ Disturbance of storage piles shall be minimized where feasible. For active storage piles, the disturbed area shall be minimized to the extent possible. ○ Dry and fine material should be located in areas that minimize their exposure to the prevailing winds. ○ Water may be sprayed onto stockpiles if the site supervisor deems it necessary in order to prevent visible emissions from extending 7m. ○ Wind forecasts shall be monitored regularly during operation to anticipate the need for these measures and allow for next day planning. • General Work Areas: ○ Water or a suitable wetting agent may be required when material is especially dusty, or when dictated by wind conditions. ○ Good housekeeping practices should be maintained at all times. ○ Haul routes shall be maintained during operations, to ensure that loose fine material on the haul route surface is minimized. ○ A water truck and water supply shall be available to cover the work areas. ○ The truck shall be equipped with a spray bar to deliver the water evenly over the haul route surface as required. ○ The actual watering rate and frequency shall vary, depending on surface moisture conditions and traffic conditions, and shall be triggered whenever the construction manager observes trucks or wind producing a cloud of dust greater than approximately 7m.	
	• Operations and Maintenance	• Air quality effects due to operation of the new station (i.e. exhaust emissions associated with diesel-powered trains may contribute to local and regional air quality impacts).	• When considering the impact of NO_2, $PM_{2.5}$, and Benzene on the selected sensitive receptors, the difference between the "No Build" and "Build" scenarios is small and falls within the criteria and standards outlined by the Ontario Ambient Air Quality Criteria (AAQC) while Environment Canada has the Canadian Ambient Air Quality Standard (CAAQS) in both the "no build" and "build" circumstances. • No mitigation is required to meet criteria.	• Train engines and their emission control equipment will be maintained to manufacturers' specifications. • Unnecessary train / engine / propulsion system idling will be minimized through technical and operational measures. • Unnecessary non-revenue equipment runs will be minimized through design and planning, wherever possible and reasonable. • Annually, test train propulsion and auxiliary power units, which produces exhaust emissions and ensure that they remain in compliance with applicable Transport Canada heavy-duty diesel engine exhaust emission standards.
	• Potential Future Bus Maintenance and Storage Facility	• Construction and operational air quality effects associated with the Future Bus Maintenance and Storage Facility.	• N/A (refer to monitoring/future work commitments column)	• If the bus maintenance and storage facility proceeds to implementation in the future (post TRPAP), undertake an Air Quality Assessment to evaluate the potential construction related and operational air quality effects of this facility and any ancillary components. • The Air Quality Assessment for the future bus maintenance and storage facility will be carried out as part of an EPR Addendum to be undertaken by Ontario northland and will include public, stakeholder and Indigenous Communities and Organizations consultation.

5.0 CONSULTATION & ENGAGEMENT

The following section provides a summary of how Ontario Northland engaged and consulted with the public, government review agencies, the City of Timmins, Indigenous Communities and Organizations, and other stakeholders as part of the TRPAP. Additional details and specific records of consultation, meetings, correspondence, etc. can be found in the Consultation Record contained in **Appendix I**.

5.1 Overview of Engagement Methods & Activities

5.1.1 Project Contact List

A Project Contact list was developed at the outset of the TRPAP that includes the following:

- Review Agencies
  - Federal
  - Provincial
- Conservation Authorities
- Indigenous Communities and Organizations
- Elected Officials
- Municipalities
  - Municipal Officials
  - Municipal Staff
- Property Owners
- Utility Companies
- Public
- Other:
  - Business/Economic Development Organizations
  - Community Associations and Resident Groups
  - Interest Groups and Other Stakeholders

The contact list contains the names, addresses, phone numbers, and e-mail addresses of individuals and organizations so they can receive project updates and other notifications throughout the TRPAP. This list was kept up to date on a regular basis throughout the project to reflect changes in contact information and/or new/additional people that are added to the list (e.g., Public Information Centre attendees, people who have expressed an interest in the project or submitted comments, replacement contact identified, etc.).

5.1.2 Project E-mail Address

A dedicated e-mail address (pr@ontarionorthland.ca) was established and maintained for the project as a mechanism for interested stakeholders to contact the Project Team and/or submit comments and questions during the TRPAP. All comments and responses delivered through the project e-mail address have been logged and tracked as part of the Consultation Record (contained **Appendix I**).

5.1.3 Project Notices

Notifications in the form of newspaper notices/advertisements, letters, e-mails, website postings, etc. were circulated to the public as well as distributed directly to those listed on the Project Contact List at various stages of the project. Notices were also posted on the Project website. Formal notices issued as part of the TRPAP included:

- Initial e-blast communication introducing the Project
- Notice of Public Information Centre #1;
- Notice of Commencement and Public Information Centre #2;
- Notice of Completion.

In terms of newspaper advertisements, a list of local newspapers were identified in accordance with guidance contained in O. Reg. 231/08 for the purposes of newspaper ad placement and bringing attention to the project. It should be noted that online/web-based versions of newspaper publications were also utilized where available.

The newspapers used for publishing project notices/ads are as follows:

- Timmins Times
- Timmins Daily Press

5.1.4 Social Media

Social media (e.g., Facebook, Instagram, LinkedIn, etc.) was used to share and promote project information (e.g., promote invitations to PICs).

5.1.5 French Translation

An area that is identified as a French Designated Areas (FDA) under the *French Language Services Act* requires services to be provided by government agencies in French. All Ontario government agencies, including public bodies such as Ontario Northland, are subject to this *Act*. French language services was carried out as part of the consultation activities, as the proposed Timmins-Porcupine Station falls within the District of Cochrane (All)[9]. All published notices were made available in both English and French.

5.1.6 Online Engagement

A website page (https://www.ontarionorthland.ca/en/northlander/environmental-assessment-process) was used as part of online engagement in order to notify stakeholders and the public of project updates, post relevant project notices (Public Meeting #1 Notice, Public Meeting #2 Notice/Notice of Commencement), and to provide information to interested individuals as to how they could provide comments and feedback on the project.

[9] French Designated Areas in Ontario: https://files.ontario.ca/ofa_designated_areas_map_en.pdf

5.2 Pre-Planning Phase Consultation

5.2.1 Public Consultation

5.2.1.1 Community Connection Event – September 2023

Event Overview

On September 29, 2023, Ontario Northland hosted a Community Connection Event where members of the City of Timmins where able to drop in on their leisure to obtain information about ongoing Ontario Northland initiatives, including the Timmins-Porcupine Station.

Figure 5-1: Timmins Community Connection Event, September 29, 2023

Social Media

Advertisements promoting the event were shared through Ontario Northland's website, Facebook, and LinkedIn accounts. Copies of these social media postings are included in the **Consultation Record (Appendix I)**.

Display Boards/Panels

Informational presentation slides were presented during the public meeting on digital screens that covered the following content:

- Northlander Project introduction;
- Overview of the Timmins-Porcupine Station;
- Environmental Assessment process;
- Study Area;
- Overview of Environmental Project Reporting components;
- Overview of the technical and environmental studies processes; and,
- How to provide feedback.

A copy of the panels are contained in the **Consultation Record (Appendix I)**.

5.2.1.2 Public Information Centre #1

E-Mail/Letter Correspondence

Ontario Northland sent out invitations to Public Meeting #1 via e-mails and letters to individuals identified on the Project Contact List as well as residents in nearby neighbourhoods. Each e-mail/letter provided an overview of the proposed infrastructure and included a key map. A description of the upcoming public meeting was provided which detailed the location, date and time of the meeting. Instructions were provided on how the recipient could contact the Project Teams to receive further information and participate in the consultation process.

A sample copy of this e-mail/letter correspondence is included in the **Consultation Record (Appendix I)**.

Newspaper Advertisements

Th PIC #1 Advertisement/Notice was published during the week of March 4, 2024, in newspapers selected to cover a large extent of the Study Area. **Table 5-1** lists the newspapers where the notice was published in both English and French, and the respective dates that they were featured.

Table 5-1: Summary of PIC #1 Advertisements

Publication	Dates Published
Timmins Daily Press	• March 9, 2024
Timmins Times	• March 7, 2024

Social Media

Advertisements promoting the PIC were also shared through Ontario Northland's website and Facebook accounts. Copies of these social media postings are included in the **Consultation Record (Appendix I)**.

Hand delivered mail drop – Property Owners

Ontario Northland hand delivered the Notice of PIC #1 to property owners that were assessed land owners within 30m of the project study area boundaries.

PIC #1 Event Overview

The first round of public meetings was intended to:

- Provide an initial overview of the TRPAP,
- Overview of project timelines, scope of the EA studies, and station infrastructure requirements;
- Provide information about existing conditions in the study area;,
- Obtain comments/feedback on the project.

The first public meeting (during the Pre-Planning phase) was held on March 14, 2024 and a drop-in open house format - with two sessions: one from 11:00AM to 2:00PM and another one from 4:00PM to 7:00 PM. The meeting venue was accessible, and display boards were placed in areas that were also accessible. The public meeting sessions included displaying project materials, attendance by Project Team staff to share information, discuss the project and answer participant's questions.

Figure 5-2: Timmins-Porcupine Station Public Information Centre #1, March 14, 2024

Display Boards/Panels

Informational Display Boards presented project information. 22 display boards were presented during the public meeting on digital screens, including a land acknowledgement board. In addition, select panels were also printed and displayed at the venue.

Comment sheets (see **Consultation Record – Appendix I**) were provided to all attendees as the primary mechanism for submitting comments and feedback on the project, and a summary report was prepared to document the sessions (see **Consultation Record – Appendix I**). This report outlined how stakeholders were engaged prior to and during meetings, how and what content was presented, meeting attendance, and the types of feedback that was received.

The public meeting information/content included the following:

- Welcome;
- Land Acknowledgement;
- NPR Project background and introduction;
- O. Reg. 231/08 steps/process;
- Overview and scope of the TRPAP;
- Study Area;
- Overview of the technical and environmental studies;
- Existing environmental conditions;
- Overview of proposed Timmins-Porcupine Station infrastructure;
- Information/graphics of Station concept design layout; and,
- Next steps/how to provide feedback.

A copy of the display boards/panels are contained in the **Consultation Record (Appendix I)**.

Roll Plan

A roll plan was used to display the Timmins-Porcupine Station conceptual design layout on an aerial photo base. Participants were able to view the roll plan and provide comments. A copy of the roll plan is provided in the **Consultation Record (Appendix I).**

Summary of Public Meeting

The following table summarizes the general themes/types of comments and feedback that were received at the PIC, along with how Ontario Northland considered them.

Table 5-2: PIC #1 Comment/Responses

Topic	Comments Received	How Comments were Consideration
General	• **Support for Northlander Passenger Rail Service.** Most participants were supportive of the Timmins-Porcupine Station and planned reinstated rail service. During the meeting, participants were interested in learning about anticipated project and construction timelines	• **Support for Northlander Passenger Rail Service.** Ontario Northland is appreciative of the support and interest the community has on the project.
Noise and Vibration	• **Whistle cessation.** Many participants noted that train whistles at crossings are disruptive and urged Ontario Northland to consider whistle cessation at crossings. • **Noise and vibration studies.** Some participants were interested in learning about potential noise and vibration impacts, particularly those living near existing rail corridor. Other participants expressed concerns about potential noise and vibration impacts due to the planned service.	• **Whistle cessation.** Whistle cessation is a municipal led process. Ontario Northland encourages community members to reach out to the City of Timmins Elected Officials to discuss whistle cessation. • **Noise and vibration studies.** Ontario Northland has conducted a Noise and Vibration Study that examined potential effects related to construction and operation of the project. Standard mitigation measures have been recommended to reduce/minimize noise effects during construction.

Topic	Comments Received	How Comments were Consideration
		• For Receptor 1[10] - Environmental noise may cause annoyance and disturb sleep and other activities. Mitigation measures could include noise barrier, alternative bus terminal design, or operational controls that may limit the number of buses using the station at any given time. The exact mitigation strategy will be confirmed during the detailed design phase when more detailed information is available, and the noise assessment will be updated accordingly. It is expected that the station can be designed and operated to comply with the NPC-300 criteria using readily available and practical mitigation measures.

Services at the Station	• **Parcel pick-up and drop-off.** A few participants inquired about the time the station would be open for parcel pick-up and drop-off services.
	• **Luggage space.** A participant asked if there will be a limit to the amount of space/items a passenger can bring on board.
	• **Seating on board.** A participant asked about available seating while on board the night-time service.
	• **Train Service Times.** Participants inquired about the frequency of the service and the train arrival and departure times from the Timmins-Porcupine Station.
		• **Parcel pick-up and drop-off.** The station will have the same or more hours than the current Timmins Station. Until the Northlander final schedule is set, Ontario Northland will not know the exact operation hours, but the Timmins-Porcupine Station will be open at convenient times for customers to pick-up and drop-off parcels.
		• **Luggage space.** Seven (7) luggage towers are available on board across 3 coaches. Policies surrounding baggage will be released closer to service.
		• **Seating on board**. 169 seats are available onboard with 4 accessible spaces for wheeled mobility aids.
		  ○ Economy: 2 seats together on either side of the aisle.
		  ○ Business: 2 seats together on one side of the aisle, 1 seat on the other side of the aisle. There are also quads and /or double seats with tables that face each other.
		• **Train Service Times.** One train is anticipated to depart and arrive during the nighttime period (23:00 – 07:00). There are no proposed arrivals or departures during the daytime period (07:00 – 23:00).

[10] Refer to Appendix E – Noise & Vibration Report for further detail.

Topic	Comments Received	How Comments were Consideration
Snowmobile Trail	• **Relocation of snowmobile trail.** Participants inquired about the current snowmobile trail being relocated. • **Use of snowmobiles.** Participants noted the volume of snowmobiles that use trails within the community is large and has an impact on the roadways.	• **Relocation of snowmobile trail and Use of snowmobiles.** Ontario Northland will consult with the local snowmobile club during detailed design to determine any required mitigation or offset measures as it relates to the snowmobile trail route.
Station Safety & Security	• **Security.** Participants inquired about the types of security measures Ontario Northland intends to provide at the Timmins-Porcupine Station. A number of participants raised concerns regarding the Timmins-Porcupine Station becoming a location for the homeless. • **Staff at station.** Participants inquired if the station will be opened 24-7 and staffed. • **Children playing.** A number of participants noted that children currently play on or near the tracks and raised a concern for their safety. A participant suggested that Ontario Northland promote rail safety to the public and potentially reach out to area schools. • **Fences on rail corridor.** A participant noted that there are no fences surrounding the rail corridor.	• **Security and Staff at station.** CCTV will be installed throughout the station providing 24 hours of surveillance. Security and staff will be present during hours of station operations. • **Children playing.** Ontario Northland has acknowledged the safety concern. Rail safety tips can be found at the following website: https://www.operationlifesaver.ca/resources/ • **Fences on rail corridor.** At this time, fences are not anticipated to be installed at the station.
Integration with Other Transit Providers	• **Northlander service integration with other transit providers.** A few participants asked how municipal transit and Ontario Northland buses would integrate with the Timmins-Porcupine Station to pick-up and drop-off passengers. • **Use of current Timmins Municipal Bus Station.** Participants inquired about the current downtown bus station remaining in use.	• **Northlander service integration with other transit providers.** The Timmins-Porcupine Station will include bus bays to provide a seamless connection to Ontario Northland motor coach services. • **Use of current Timmins Municipal Bus Station.** It is anticipated that the current Timmins Municipal Bus Station will remain in use by Timmins Transit. Ontario Northland encourages community members to reach out to the City of Timmins Elected Officials for further information on future planned public services.
Other Comments	• **Location of Timmins-Porcupine Station.** Some participations inquired as to what other alternative locations	• **Location of Timmins-Porcupine Station.** The location of Timmins-Porcupine Station was selected due to its potential to conveniently facilitate transfers from the

Topic	Comments Received	How Comments were Consideration

	were considered for the proposed station.
	• **Decommissioned tracks.** Participations noted that the tracks south of King Street are decommissioned and are now being used as a trail for residents.
	• **Property impacts due to proposed Timmins-Porcupine Station.**
	  ○ Residents/property owners asked questions about potential impacts on their properties.
	  ○ Concern regarding property values dropping.
	• **Next Public Meeting.** Participants inquired when the next public meeting would be held in their community.
	• **Other considerations and suggestions** from participants included:
	  ○ Provide a natural barrier to minimize noise, light and visual disturbances;
	  ○ Ensure station is in keeping with the characteristics of the area;
	  ○ Increase available parking at station;
	  ○ Keep station clean as to avoid attraction of bears; and,
	  ○ Reinstate stop at Porquis Junction.
		Ontario Northland bus network, provide additional bus stop infrastructure, and improved inter-community travel time to Cochrane.
		• **Decommissioned tracks.** It is acknowledged that the tracks south of King Street are decommissioned and is now used by the community as a multi-use trail.
		• **Property Impacts due to proposed Timmins-Porcupine Station.**
		  ○ Ontario Northland has purchased three new trainsets for the Northlander service. The new equipment will be quieter and have less vibrational impact on surrounding properties when compared to the freight traffic currently servicing the area. Furthermore, the trainsets are bi-directional, eliminating the need for the train to turn around and in turn, causing less disruption compared to current train service in the area.
		  ○ The new Timmins-Porcupine Station will be equipped with CCTV footage and will be staffed. Ontario Northland will continue to ensure that all services and stations remain safe and reliable for passengers and customers.
		  ○ Regarding property values, a new passenger train station improves access to other parts of region, making the area more potentially more desirable to potential homeowners or renters. People in the vicinity of the station may also travel easily to work, entertainment, or other important destinations.
		  ○ Ontario Northland will confirm any locations where temporary/permanent easements/property acquisition may be required as part of detailed design. In addition, Ontario Northland will continue to work with the City of Timmins through the Site Plan Application process to address all identified property impacts and obtain necessary approvals, as required.

Topic	Comments Received	How Comments were Consideration
		• **Next Public Meeting.** The next Public Information Centre will be held on June 19, 2024 at Northern College. • **Other considerations and suggestions.** Ontario Northland will consider all suggestions made by participants.

A copy of the PIC #1 Summary Report is provided in the **Consultation Record (Appendix I)**.

5.2.2 Indigenous Communities & Organizations Engagement

As per O. Reg. 231/08, before distributing the notice of commencement, the proponent shall contact the Director of the Environmental Assessment Branch (EAB) to obtain a list of Indigenous communities that may be interested in the project. Ontario Northland contacted the Director of the Environmental Assessment Branch (MECP) in April 2024 requesting the list of potentially interested Indigenous communities.

April 25, 2024 Letter from MECP to Ontario Northland

In response to Ontario Northland's request, MECP provided a letter to Ontario Northland on April 25, 2024 outlining the following:

> *"…The Government of Ontario (the "Crown") has a constitutional duty to consult Indigenous communities when Crown project approvals could lead to an adverse impact on established or asserted Aboriginal or treaty rights. The Crown may use existing regulatory processes as a vehicle for fulfilling its constitutional duty, including a project assessment process under the Transit and Rail Project Assessment Process (Ontario Regulation 231/08) (Transit and Rail Regulation).*
>
> *The Crown has a duty to consult Indigenous communities when it knows about established or credibly asserted Aboriginal or treaty rights and contemplates decisions or actions that could adversely affect them. The ministry is delegating the procedural aspects of consultation to you through this letter.*
>
> *Based on the information you have provided, the Crown's preliminary assessment of Indigenous community rights, potential project impacts, and the communities identified, the ministry would ask that the following communities be included in the consultation process:*
>
> - *Apitipi Anicinapek Nation*
> - *Matachewan First Nation*
> - *Mattagami First Nation*
> - *MNO Region 3 - Abitibi/Temiskamingue and James Bay*
> - *Taykwa Tagamou Nation…"*

MECP Email to Indigenous Communities – April 26, 2024

On April 26, 2024, e-mails were sent from the MECP to the above noted five Indigenous communities to inform them that, on April 25, 2024, the Ministry delegated the procedural aspects of consultation to ONTC. The purpose of the Ministry's April 26, 2024 e-mail was to inform the Indigenous communities regarding the April 25, 2024 letter in which the ministry confirmed the community list and provided direction to ONTC regarding consultation expectations with Indigenous communities.

Ontario Northland is committed to building positive and meaningful relationships with Indigenous peoples and communities, in alignment with its strategic objectives in the development of Timmins-Porcupine Station. Ontario Northland actively consulted and engaged with Indigenous communities as part of the Northlander Project and the Timmins-Porcupine Station TRPAP to ensure their perspectives and involvement are integrated. A summary of these activities are below. Please refer to **Consultation Record** (**Appendix I)** for further detail.

5.2.2.1 Notifications and Correspondence – Indigenous Communities & Organizations

Ontario Northland has actively engaged with Indigenous Communities and Organizations as part of the pre-planning phase of the TRPAP through the following activities:

- Ontario Northland hosted a Community Connection Event on September 29, 2023 within the City of Timmins.

- Following the Community Connection Event, letters to invite Indigenous Communities and Organizations to participate in community discussions regarding the Northlander were circulated in the Fall/Winter of 2023.
- Invitations to the Timmins-Porcupine Station PIC #1 were sent to Indigenous Communities and Organizations on March 7, 2024 via Mailchimp. No responses were received.
- An Invitation Letter to an Indigenous Transportation Roundtable discussion, scheduled for May 22, 2024 was circulated.
- The Draft EPR was shared with Indigenous Communities and Organizations for review, to obtain any comments and feedback on April 9, 2024.

5.2.2.2 Meetings with Indigenous Communities & Organizations

Ontario Northland has lead engagement efforts with Indigenous Communities and Organizations to understand the key challenges and opportunities from an Indigenous perspective and build positive relationships, trust and understanding. Ontario Northland hired an Indigenous Engagement Coordinator in July 2023 to further to strengthen the relationships with Indigenous Communities and Organizations.

Comprehensive engagement has been ongoing for the reinstatement of the Northlander Passenger Rail to ensure the successful advancement of the program. Therefore, Ontario Northland has provided ongoing opportunities and engagement of Indigenous Communities and Organizations throughout design and construction of the broader NPR program, prior to the commencement of the Timmins-Porcupine Station TRPAP. This program level of engagement has focused on building support for the NPR program, identifying and mitigating local stakeholder issues, engaging Indigenous Communities and Organizations, help secure any required agreements and be transparent about how priorities are determined by Ontario Northland and investments are made. Below is a summary of discussions with Indigenous Communities and Organizations that have occurred within the last year.

Beaverhouse First Nation Meeting on December 15th, 2023

Ontario Northland held a meeting with the Beaverhouse First Nation. The Beaverhouse First Nation expressed excitement for the return of the Northlander service and highlighted that the return of service benefits the community's accessibility to medical care, education, increasing job opportunities, as well as greater convince in visiting family. Beaverhouse First Nation also raised concern over some of their community members not having access to internet or cellular data to purchase tickets, or coordinator rides and pickup times once they are at the station. Ontario Northland confirmed that wi-fi will be available at each station, and that tickets can be purchased directly on the train if needed. The meeting concluded with Ontario Northland sharing that a Talent Acquisition Specialist was added to the team to create a committee to re-image how Ontario Northland can recruit and hire Firs Nations. Beaverhouse First Nations expressed happinesses to see efforts and willingness to improve the percentage of Indigenous employees at Ontario Northland, noting that training opportunities in Indigenous Communities is key to success in changing lifestyles and entering the workforce.

Ontario Native Women's Association Meeting on December 18th, 2023

A meeting was held with the Ontario Native Women's Association to discuss the potential safety concerns that would arise due to increased travel options. Ontario Native Women's Association has raised awareness of the services and programs they offer, including the Indigenous Anti-Human Trafficking Liaison Program, Courage for Change and Community Safety Liaison to support the unique needs of Indigenous women, youth and girls. Ontario Northland noted that they have an opportunity to implement safety features right from the early planning phase at the Timmins-Porcupine Station. Overall, the Ontario Native Women's Association were satisfied with the safety and accessibility features implemented by Ontario Northland and shared possible partnership and collaboration opportunities.

Chippewas of Rama First Nation Meeting on January 16th, 2024

Ontario Northland and the Chippewas of Rama First Nation held a meeting to discuss the Northlander Passenger Rail Service. The Chippewas of Rama First Nation were satisfied with the presentation and the return of the Northlander service. The topics discussed included fees (opportunity for Indigenous and senior discounts), job opportunities, parking, connecting services, tourism, and the possibility of a shuttle from Casino Rama to the Washago Station stop.

North Bay Indigenous Friendship Centre Meeting on March 19th, 2024

During this meeting, the North Bay Indigenous Friendship Centre was pleased with the return of the Northlander Passenger Rail Service as it will be beneficial for many people in the community, especially elders. Discussions included amenities, parking, and tourism and job opportunities. Many First Nations members from the James Bay Coast communities reside and work in North Bay. The Northlander will connect to the Polar Bear Express and provide convenient travel for residents living in the Northern Ontario. The North Bay Indigenous Friendship Centre noted that there may be language barriers which should keep them in mind when doing signage for the Northlander service and also acknowledged the challenges that comes with covering so much territory that have different languages and dialects. It was also suggested that there be an option to purchase tickets in person/on board the train. Overall, the North Bay Indigenous Friendship Centre was satisfied with the safety features implemented by Ontario Northland. Ontario Northland was invited to return and present at the North Bay Indigenous Friendship Centre's next Community Action Circle on May 15, 2024, which will consist of Indigenous and non-Indigenous community agencies.

North Bay Indigenous Friendship Centre's Community Action Circle on May 15th, 2024

Ontario Northland was invited to return and present at the North Bay Indigenous Friendship Centre's Community Action Circle. External community agencies in attendance included the Municipality of Calendar, Yes Employment Services, Indigenous Initiatives Department at Nipissing University, Ontario Ministry of the Solicitor General, and the President of the North Bay Indigenous Friendship Centre's Board of Directors. The discussions included topic such as safety, careers opportunities, ticket prices, operation schedules, and travel needs. Overall, there was support and excitement for the return of the Northlander service. Ontario Northland highlighted that safety measures for the service include partnerships with "Trucker Against Trafficking" and "Busing on the Lookout" as well as the get a safe ride home.

Indigenous Transportation Roundtable on May 22nd, 2024

Ontario Northland provides essential rail transportation services connecting Cochrane and Moosonee with rail freight and passenger services. The rail is the only all-season land link connecting Cochrane and Moosonee and provides reliable and accessible transportation. The agency has been holding meetings since 2022 with stakeholders from the James Bay Coast and the Northlander project was featured on the agenda during November 2023 and May 2024 meetings. At these meetings the agency received positive feedback from Indigenous Leaders. External attendees included the Deputy Grand Chief from Mushkegowuk Council, the Chief of Moose Cree First Nation, Mocreebec Council of the Cree Nation, and the Wakenagun Community Futures Development Corporation. Questions and concerns were raised regarding the impact of the Transport Canada regulations on the Northlander service route, the availability of sleeper cars, experience with delays on the track, as well as the location of the Timmins-Porcupine Station. Ontario Northland confirmed that they will continue to focus on building community partnerships and provide job opportunities, tourism opportunities, and potential implantation of safety and support programs (e.g., Safe Ride Home). Additional topics covered during this meeting included Cochrane and Moosonee rail freight and passenger services.

5.2.3 Review Agency Consultation

In December 2023, Ontario Northland circulated an e-mail introducing the Timmins-Porcupine Station project to all review agencies and stakeholders on the Project Contact List to inform them of the project commencing, that environmental and engineering studies were underway, and to advise that future announcements would be

forthcoming regarding opportunities to provide feedback on the project. A copy of this email correspondence can be found in the **Consultation Record (Appendix I).** No comments were received as a result of this correspondence being issued.

5.2.3.1 Provincial

MECP Meeting Week of May 20th, 2024

Topics included:

- Discussion and review of initial comments received from MECP on the Draft EPR; and,
- Discussion about the future/planned bus maintenance and storage facility and commitments by Ontario Northland to prepare a future EPR Addendum if the facility goes forward (which would entail additional impact assessment studies and consultation).

5.2.3.2 Municipal – City of Timmins

Meeting on January 24th, 2024

During this meeting, Ontario Northland provided a general overview of the Project, environmental assessment process, anticipated technical studies, conceptual site layout, station elements, permits and approvals, expected timeline, upcoming public meetings, and introduced the Project Team.

A discussion occurred regarding traffic circulation in and out of the station for vehicles, construction equipment, and buses. A question was raised regarding how snow storage and removal will be addressed on site. Ontario Northland responded that this is to be further reviewed as design progresses and discussed during a future meeting. The City of Timmins inquired as to where PIC #1 will be hosted, to which Ontario Northland responded that the PIC will be hosted at the Royal Canadian Legion Branch 287 at 46 Legion Drive, South Porcupine, ON, P0N 1H0. The meeting concluded with Ontario Northland stating that data will be requested from the City of Timmins to assist with progressing the station design and technical studies.

The City of Timmins Comment provided the following follow up comment to Ontario Northland February 29, 2024:

"The only question is why it keeps getting referred to as the Timmins-Porcupine Station and not the Timmins Station. It doesn't make sense for to resurrect a parochial name 50 years after amalgamation."

Ontario Northland provided the following response: After careful consideration, Ontario Northland arrived at the decision to proceed with the name Timmins-Porcupine Station. Our decision was informed by several key factors, including recognition, wayfinding, local context, and public input.

Ontario Northland conducted a survey during the Northlander Public Information event held in March 2024. The results were as follows:

- Timmins-Porcupine Station: 27 votes
- Timmins Station: 16 votes
- Timmins East-End Station: 5 votes
- Other (Porcupine Station): 30 votes

While there was a preference for Porcupine Station among respondents, we ultimately concluded that incorporating "Timmins" into the name was crucial for effective wayfinding and maintaining consistency with previously published communications materials.

Refer to the **Consultation Record (Appendix I)** for related email correspondence.

5.2.4 Draft Environmental Project Report (EPR) Circulation

As part of seeking comments and feedback on the Draft Environmental Project Report (EPR) prior to issuing the Notice of Commencement, a copy of the Draft EPR was circulated to 32 Indigenous communities and organizations, provincial, municipal, conservation authority review agencies and community/interest groups on April 9, 2024, and federal review agencies on April 18, 2024. A cover letter was included in each Draft EPR package, which included background information on the Project, a description of the Draft EPR, contact information, and described how comments could be submitted to the Project Team.

A follow-up e-mail was sent to each Indigenous Community and Organization on July 16, 2024 to confirm that there are no outstanding comments or interests related to the Timmins-Porcupine Station Project/TRPAP, along with a request for information related to any existing aboriginal or treaty rights that may be negatively impacted by project.

The complete list of review agencies and Indigenous communities/organizations who received a copy of the Draft EPR has been provided in **Table 5-3**. A sample copy of the cover letter can be found in the **Consultation Record (Appendix I)**, along with a copy of the email which was sent to each contact.

Table 5-3: Indigenous Communities & Organizations & Review Agencies who Received the Draft EPR for Review

Community/Organization/Agency	Date of Issuance of Draft EPR	Follow-Up Undertaken
Indigenous Communities & Organizations		
Apitipi Anicinapek Nation (Wahgoshig First Nation)	April 9, 2024 & April 26, 2024	July 17, 2024
Beaverhouse First Nation	April 9, 2024	July 17, 2024
Brunswick House First Nations	April 9, 2024	July 17, 2024
Chiefs of Ontario	April 9, 2024	July 17, 2024
Flying Post First Nation	April 9, 2024	July 17, 2024
Haudenosaunee Confederacy Chiefs Council	April 9, 2024	July 17, 2024
Matachewan First Nation	April 9, 2024 & April 26, 2024	July 17, 2024
Mattagami First Nation	April 9, 2024 & April 26, 2024	July 17, 2024
Métis Nation of Ontario	April 9, 2024 & April 26, 2024	July 17, 2024
Mushkegowuk Council	April 9, 2024	July 17, 2024
Nishnawbe Aski Nation	April 9, 2024	July 17, 2024
Ontario Federation of Indigenous Friendship Centers	April 9, 2024	July 17, 2024
Ontario Native Women's Association	April 9, 2024	July 17, 2024
Taykwa Tagamou Nation (New Post)	April 9, 2024 & April 26, 2024	July 17, 2024
Timmins Métis Council	April 9, 2024	July 17, 2024
Timmins Native Friendship Centre	April 9, 2024	July 17, 2024
Wabun Tribal Council	April 9, 2024	July 17, 2024
Federal Review Agencies		

Community/Organization/Agency	Date of Issuance of Draft EPR	Follow-Up Undertaken
Canadian Transportation Agency	April 18, 2024	July 31, 2024
Environment and Climate Change Canada	April 18, 2024	July 31, 2024
Fisheries and Oceans Canada	April 18, 2024	Not required.
Impact Assessment Agency of Canada	April 18, 2024	July 31, 2024
Parks Canada	April 18, 2024	July 31, 2024
Transport Canada	April 18, 2024	Not required.
Provincial Review Agencies		
Infrastructure Ontario	April 9, 2024	July 31, 2024
Ministry of Citizenship and Multiculturalism	April 9, 2024	Not required.
Ministry of Environment, Conservation and Parks	April 9, 2024	Not required.
Ministry of Municipal Affairs and Housing	April 9, 2024	July 31, 2024
Ministry of Natural Resources and Forestry	April 9, 2024	July 12, 2024
Ministry of Northern Development	April 9, 2024	July 31, 2024
Ministry of Transportation	April 9, 2024	Not required.
Ontario Heritage Trust	April 9, 2024	July 31, 2024
Conservation Authority Review Agency		
Mattagami Region Conservation Authority	April 9, 2024	July 12, 2024
Municipal Review Agency		
City of Timmins	April 9, 2024	Not required.
Community/Interest Group		
Timmins Snowmobile Club	April 9, 2024	July 31, 2024

The Indigenous Communities and Organizations, Provincial and Municipal Review Agencies were asked to provide comments by April 26, 2024 and Federal Review Agencies by May 8, 2024. Each comment was responded to via detailed comment/response tables that were prepared and included within this EPR – refer to **Table 5-4**, **Table 5-5**, **Table 5-6**, **Table 5-7**, **Table 5-8**, and **Table 5-9**.

5.2.4.1 Indigenous Communities & Organizations Comments Received on Draft EPR

Table 5-4: Indigenous Communities & Organizations Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Indigenous Community or Organization	How Comment was Considered by Ontario Northland
Métis Nation of Ontario			
1	July 19, 2024	We have received the information and don't have any concerns at this time. Please keep us in the loop for any future developments.	Acknowledged, thank you for confirming.

5.2.4.2 Federal Review Agency Comments Received on Draft EPR

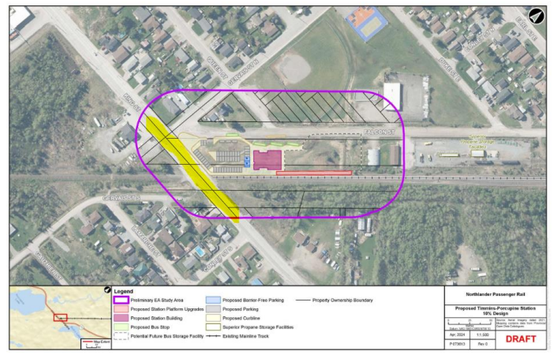
Table 5-5: Federal Review Agency Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Fisheries and Oceans Canada			
1	Request for Review Form Required	Thank you for the notification of draft environmental project report for Timmins-Porcupine Station. The Department reviews projects (works, undertakings, or activities) being conducted in or near waterbodies that support fish. We also review project proposals for impacts to Species at Risk. We do not review notifications for administrative processes. Please visit our website at: https://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html to determine whether your project requires a review by the Department. If you determine that your project needs a review please complete and submit a Request for Review Form to: FisheriesProtection@dfo-mpo.gc.ca. If you have any questions feel free to contact us at: 1-855-852-8320.	Based on the assessment undertaken, the drainage feature identified on site conveys intermittent flows after storm events and does not have a connection to Bob's Lake. Based on review of the aforementioned website, and considering no fish habitat is anticipated to be impacted by the project, it was determined that no request for review form is required.
Canadian Transportation Agency			
1	Automatic Reply	Thank you for contacting the Canadian Transportation Agency. We will get back to you as soon as possible.	No response required.
2	August 1, 2024	Thank you for the update. I can confirm that we do not have any comments at this time. Also, the Agency no longer requires to be updated on this project.	Acknowledged, thank you for confirming.
Parks Canada			
1	Automatic Reply	Thank you for contacting Parks Canada. This is an automatic response to confirm that we have received your email. There is no need to reply to this email. We will reply to your inquiry as soon as possible (typically within three (3) business days). If you would like immediate assistance about your inquiry, please do not hesitate to contact Parks Canada's National Information Service (toll-free within North America) at 1-888-773-8888 or 1-613-860-1251 (International). We are open 7 days/week from 10 am to 6 pm EST.	No response required.
Transport Canada			
1	Automatic Reply	Thank you for contacting Transport Canada. This automated response is to assure you that your message has been received and will be reviewed as soon as possible.	No response required.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
2	Additional Correspondence Required	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 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. [Summary of the most common Acts that apply to projects in an Environmental Assessment context provided, including Canadian *Navigable Waters Act, Railway Safety Act, Transportation of Dangerous Goods Act, Aeronautics Act*]. Please advise if additional information is needed.	Based on the review undertaken, the project does not interact with federal property or waterway. Therefore, no request approval or authorization is deemed required under the *Navigable Waters Act, Railway Safety Act, Transportation of Dangerous Goods Act, or Aeronautics Act*.
Impact Assessment Agency of Canada			
		No comment provided.	
Environment and Climate Change Canada			
		No comment provided.	

5.2.4.3 Provincial Review Agency Comments Received on Draft EPR

Table 5-6: Provincial Review Agency Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Ministry of Transportation			
1	General Inquiry	There is a reference to an MTO right of way in the EPR. Can you provide more details on this (e.g., location, etc.)? I want to ensure that we are proactively engaging our colleagues in Highways on this as you work to finalize the EPR, etc., if needed.	The MTO ROW refers to King Street (also known as Highway 101). As shown in **Figure 2-1**, it's the section highlighted in yellow.  *Figure 2-1: Timmins-Porcupine Station – Conceptual Site Layout (DRAFT)*
2	Permit	An MTO building/land use permit will be required for the placement of any building/structure on the subject lot, as well as any site grading/paving that will occur. In order to properly review and issue a building/land use permit, the MTO will require the submission of multiple technical documents/studies for our review and approval. Placement of any building or structure within 45.0 meters of the MTO right-of-way or within 395.0 meters of intersections with Hwy 101 and any public road will require an MTO building / land use permit. The following documents must be submitted to the MTO for review and approval, which will include, but may not be exclusive to: • Building and Land Use Permit application form for all buildings, structures and entrances. Please follow the link below and complete the application form online. • Detailed site plans, to scale, showing setbacks of parking areas, grading and drainage plans, new or alterations to buildings, structures, wells, septic systems, exterior illumination, landscaping (including plantings), and fencing. • MTO will not issue any permits for blasting or foundation works prior to the review and approval of a stormwater management plan / report. • The MTO endeavours to coordinate permit review processes with the municipality's site plan review and building permit process. The municipality cannot issue building permits until the MTO has issued building and land use permits. • Proof of ownership (i.e. copy of deed/tax bill) and confirmation of zoning from the municipality. The property must be zoned appropriately for the proposed use. • Payment of the appropriate fee prior to final issuance of the permit.	It is acknowledged that a Building/Land Use Permit will be required as the Timmins-Porcupine Station is within the MTO Building/Land Use Permit Control Area. Ontario Northland looks forward to further discussions with MTO on permit requirements during detailed design to support the Timmins-Porcupine Station.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
3	Permit	MTO sign permits will be required for any sign visible to the travelled portion of Hwy 101, within 400 meters of the Highway 101 right-of-way. It should be noted that sign permits will not be required for smaller signs associated with the station platform. The above comment is intended to focus on larger signs, such as directional signs adjacent to the highway. • Submission of completed Sign Permit application for all signage within 400 metres and visible from Highway 101. • Each commercial property is allowed a maximum of 46 square meters of signage. Signs may name or identify the property, occupant(s) or owner(s) or a business conducted on the property, and products or service available on the property. The sign may not advertise goods or services that are not available on the property. The property must be zoned "Commercial". • The following documents must be submitted to the MTO for review and approvals prior to installation, which will include, but may not be exclusive to: ○ A completed Sign Application form. ○ Proof of commercial zoning. ○ A sketch of each sign, showing the message (i.e., wording, logos, pictures, etc.), dimensions, and height from the ground. ○ A site plan showing the location and accurate setbacks of each sign from the highway property line, if not already indicated on the site plan. ○ If the sign is to be illuminated, we will require the manufacturer's specifications, type of lighting, wattage of bulbs, etc. All illumination must be dark sky compliant. ○ Payment of the appropriate fee prior to final issuance of the permit. The current fee for location sign permit fees are calculated at $23.00 per square metre. This is a one-time fee, unless changes are made to the signs. A new application and fee may be required at that time. One sign and the area of both sides of a sign, if both sides are visible to the highway, need to be calculated in the fee.	It is acknowledged that a Sign Permit will be required as the proposed Timmins-Porcupine Station is within the MTO Sign Permit Control Area. Ontario Northland looks forward to further discussions with MTO on permit requirements to support the Timmins-Porcupine Station as part of detailed design.
4	Permit	If it is anticipated that any work will enter the Hwy 101 right-of-way, an MTO encroachment permit will also be required in order to ensure there is no impact to the highway or the travelling public.	Acknowledged. Ontario Northland is in discussions with MTO. Permits will be obtained at the detailed design phase of the project.
5	Agreement	MTO also requests the submission of a list of highway-rail crossings along the proposed northlander route; noting if any highway improvements are required as a result of rail service reinstatement. In the event highway improvements are required a Legal Agreement is required between the landowner and the MTO. The Agreement would include, but is not limited to, the following terms: • The required highway improvements must be agreed upon before Ministry permits are issued, and completed before the development opens for business. • The landowner agreeing to assume financial responsibility for the design and construction of all associated highway improvements. • The requirement for an irrevocable standby Letter of Credit for the full cost of the required highway works. The 'Guideline for Highway Improvements Associated with Development' outlines the respective responsibilities of MTO and proponents, where development necessitates highway improvements. In	Ontario Northland will provide a list of rail crossings along the proposed Northlander route. Ontario Northland looks forward to further discussions with MTO related to agreements to support the reinstatement of the Northlander Passenger Rail Service.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
		addition, the Guideline clarifies the responsibilities (financial and otherwise) and procedures to be followed by proponents who must directly or indirectly undertake the construction of highway improvements on a provincial highway right-of-way.	
6	Permit	MTO requires the submission of multiple technical documents for our review, prior to the issuance of any permits, including a Site Plan, Traffic Impact Study, Illumination Plan, and Stormwater Management Report. [Additional guidance on technical report components provided]. Please submit all technical documents through the Highway Corridor Management Services (HCMS) *Land Development Review (LDR) Portal* online at the following link: https://www.hcms.mto.gov.on.ca/ Upon review and approval of technical documents, permit applications can be made through the same link as the LDR Portal (see above). Any questions regarding permitting or setbacks can be directed to Sylvie Leonard, Corridor Management Officer at sylie.leonard@ontario.ca.	Acknowledged. Thank you for the list of permit submission requirements.
Ministry of Transportation – Draft EPR			
1	Section 4.13.9 Soil & Groundwater Monitoring/Future Work Commitments column (2nd and 3rd bullets)	Are the second and third bullets supposed to be separate or should they be part of the same bullet? In addition, if they are part of the same bullet, does the contractor normally file a notice for each receiving site? That is typically the receiver's responsibility.	Yes, the wording should have been included in the same bullet point. Wording changed in **Section 4.13.9** to highlight what needs to be included in the registry which is the responsibility of the contractor. Excerpt of the wording can be found below. "If the filing of a Notice for the Study Area is required in the Excess Soil Registry based on O. Reg. 406/19, the Contractor shall file and update the Notice(s) in the Registry per O. Reg. 406/19, as required, ***with information pertaining to*** the Study Area, source site and receiver site within the Lands."
2	Section 4.13.9 Soil & Groundwater Monitoring/Future Work Commitments column (5th bullet)	Any backfill brought to the site (provided it falls under the definition of excess soil and does not meet any exemption criteria) should also meet the requirements of O. Reg. 406/19.	Wording changed to reference O. Reg. 406/19 as well and is as follows: "Any backfill material which may be brought to the site to replace contaminated soil must meet the current applicable MECP standard ***and O. Reg. 406/19*** for proposed future land use and the information will be properly documented for future risk management perspective."
3	Section 4.13.9 Soil & Groundwater Monitoring/Future Work Commitments column (2nd bullet)	Indicates that O. Reg. 406/19 was made law on July 1, 2020. E-laws website indicates it was published on December 4, 2019.	Wording changed to "Ontario Regulation 406/19 (On-Site and Excess Soil Management, ***as amended***)" rather than referencing the inception date.
4	Table of Contents	There does not seem to be a description/rationale for alternatives. Understanding TRPAP does not include alternatives to rail, were there no station alternatives evaluated? If not, this needs to be explained in the EPR (e.g., why was this site, in its configuration, chosen as the alternative moving forward and why wasn't any other station locations considered).	O. Reg. 231/08 does not explicitly require proponents to provide an assessment of alternatives. The TRPAP enables proponents to start the assessment process with a preferred undertaking (i.e., "preferred method of carrying out the transit or rail project"). Therefore, the EPR was not updated to include a section discussing evaluation of alternatives. Additionally, the reason Section 1.1 is included in the EPR is to provide context for the preceding decision-making process for the Northlander Project (and Timmins Station) and general rationale for the project, including Timmins Station. It should also be noted that: • the siting for the new Timmins Station is constrained by the fact that it needs to be situated along the existing rail corridor.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
			• the site for the proposed Timmins Station is situated on land owned by Ontario Northland and therefore minimizes property impacts. • The location of Timmins-Porcupine Station was selected due to its potential to conveniently facilitate transfers from the Ontario Northland bus network, provide additional bus stop infrastructure, and improved inter-community travel time to Cochrane.
5	Section 1.3 EA Process	Suggest removing "EA Process" and just keeping the TRPAP Process. O reg 231/08 is a regulation made under the EAA but it is not an EA process as the regulation is exempt under the EAA subject to conditions identified in the regulation. Also, remove reference to "EA process" throughout the document and stick to TRPAP Process.	The title of **Section 1.3** was revised to "Regulatory Process".
6	Section 1.3.1 EA Process	Align reference to issuance of report at Notice of Completion with ONTC's plan for sharing report.	Minor updates to flow chart were made – it should be noted the intent of this graphic is to provide a high level overview of the main steps of the TRPAP. There are multiple references already included in the EPR indicating that Ontario Northland is following the requirements of O. Reg. 231/08 (which entails providing the EPR at the time the Notice of Completion is published).
7	Section 2.2 Northlander Service Plan	Note that service plan of one trip per day is the anticipated schedule. The service plan is subject to change and approvals which won't occur until 2025/2026.	The following text in **Section 2.2**. was removed: *A described in the Updated Initial Business Case, the Northlander service will provide one trip per direction per day, travelling overnight in the northern section to allow passengers to maximize daytime at the destination. The planned service is summarized below*: The following new text in **Section 2.2** was added: "*The Northlander service will provide one trip per direction per day, travelling overnight in the northern section to allow passengers to maximize daytime at the destination. The service plan is subject to change and approvals and will be finalized in 2025/2026. At the time of preparing this EPR, the planned service is as follows:*"
8	Section 2.3 Engineering Design Process	Remove reference to UIBC - configuration/design/project scope has evolved significantly since publication of this document	The following text was removed from **Section 1.1**: *Business case analyses are required by the government for all projects that exceed $50M in capital costs. As projects develop in scope and construction.* In addition, **Section 2.3** has been revised as follows: *"As part of the TRPAP, a Reference Concept Design was prepared for the proposed Timmins-Porcupine Station that satisfies the following objectives:* • *The infrastructure configuration necessary to provide sufficient capacity to operate the Northlander service, and* • The strategy for how infrastructure will be optimized for operational efficiency."
9	Section 2.4.2 Property	General note: Try to stay away from potential property impacts language. TRPAP requirements are for a "final project description" and if the EPR is too ambiguous, it may create issues with approving a project at a Preliminary Design level of detail. It is OK to complete this project to Preliminary Design but you should have confidence in the level of design and firm up specific requirements, including specific footprint impacts.	Carrying out a TRPAP based on conceptual or preliminary design is common industry practice. Disagree with the suggestion to 'stay away from property impacts language'. Identifying potential property impacts and considering effects on property owners is recommended as per the TRPAP Guide (February 2024) as part of the impact assessment process. No changes made to the EPR.
10	Section 3.1 Project Study Area	The Project Study Area needs to be better defined. It should include a rationale and justification for all field studies. You have identified a Project Study Area but then note investigations were undertaken beyond the Project Study Area. The Project Study Area should include all field investigation limits, which helps justify the Project Study Area boundaries.	The Project Study Area is well defined – as per **Section 2.4.1** and as shown in **Figure 2-1** of the EPR. It is best practice to undertake field investigations within the Study Area boundaries and slightly beyond in order to take a conservative and complete approach to data collection.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
11	Section 4.1 Impact Assessment	Please clarify updated Project Study Area. It appears to just list the existing conditions Project Study Area, which is fine, but perhaps just note the impact assessment was refined to include the footprint of the impact vs. the buffer areas?	This section was removed from the updated EPR. Also refer to response #10 above.
12	Section 4.4.3 SAR	Were any targeted SAR surveys completed or just secondary source and opportunistic field investigations? Specifically, any targeted SAR surveys for EM/Bobolink or Myotis bats since vegetative impacts may support habitat? If not, note that the ecologists review of the studies did not warrant targeted surveys or impacts to SAR are low.	A SAR screening study and habitat assessment was completed as part of the project to determine the likelihood of SAR presence. Based on the results of the SAR screening, habitat assessment, proposed design, and mitigation measures provided, no additional SAR surveys are anticipated. The current design does not include any tree removal or impacts east of the rail corridor in the woodland. No suitable roost trees were identified west of the train tracks in the proposed facility location during wildlife habitat surveys; however, mitigation is included to specify that vegetation clearing is to occur outside of the bat roosting season. If it is determined that trees east of the train tracks may be removed or impacted in future design stages, further surveys may be required to characterize bat habitat during detailed design. It should be noted that there is no planned vegetation clearing south of the rail corridor in this area as part of the project. This note has also been added to **Section 4.3.3** of the EPR.
13	Section 4.7 Archaeology	Was the Stage 1 AA accepted in the register? It should be detailed that a Stage 1 was completed and identify the specifics from that report.	The Stage 1 Archaeological Assessment Report will be submitted into the register as soon as all comments from the Draft EPR GRT review are addressed and responded to.
14	Section 4.8.1 Noise and Vibration	The noise section remains unclear was a noise report completed in accordance with some standard guideline? If so, which one(s)? This should be detailed in the section (any reports completed should be detailed in the respective sections). Suggest tightening up the noise mitigation - the study would tell you what mitigation is warranted within the policy.	The results of the Noise study are clearly documented in detail in **Sections 3.2.5, 3.3.5, 4.7, 4.15.5, and 6.7** of the EPR. Also refer to Appendix xx. The proposed noise mitigation is further summarized in **Table 4-12**. The Noise and Vibration Impact Assessment evaluated the project's noise and vibration effects for the following components: i) Station Operations Noise (station, buses) and ii) Train Operations Noise and Vibration (arrival and departure of trains and train idling), iii) Noise and vibration during the construction of the project. The noise and vibration from the stationary sources and the trains are assessed based on the following criteria and guidance documents: • MOEE/GO Transit Draft Protocol • NPC-300 Furthermore, sound levels were calculated using the CadnaA computer program which allows for 3D acoustical modelling using a variety of prediction procedures. Operational sound levels were calculated using the Federal Transit Administration (FTA) algorithm implemented in CadnaA. Station operations sound levels were calculated using the ISO 9613-2 procedure implemented in CadnaA.
15	Section 6.2.1.6 ESA	ESA wording is ambiguous. The SAR impacts should be confirmed as part of the EPR submission. Instead of saying potential impacts to be confirmed in DD, say at that this time NO SAR impacts are anticipated and that should anything change (e.g. introduction of new species, new uplisting, etc.) an ESA Permit or authorization will be obtained prior to construction.	SAR and SAR habitat were identified as part of the Natural Environment Report contained in Appendix A. With regard to the Timmins-Porcupine Station project, no impacts to SAR or SAR habitat are anticipated within the Study Area; therefore, permits under the ESA are not anticipated. However, should SAR or SAR habitat be identified by Ontario Northland (or their Contractor) at the Timmins-Porcupine Station site after the TRPAP is completed and prior to construction, an ESA permit may need to be obtained. This shall be confirmed during detail design. **Section 1.1.1.1** was updated to indicate this.

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16	Section 6.2.1.7 MNRF	Remove this - we do not need anything from MNRF re: SAR.	The MECP identified the potential for SAR bat habitat in the forested lands south of the rail corridor. Given that this is in close proximity to the Timmins-Porcupine Station Site, Ontario Northland (or their Contractor) will further engage with MNRF/NHIC staff as a component of identifying and securing SAR registrations and approvals (as required, and if necessary) should any SAR be identified on site prior to construction. The EPR remains as is.
17	Section 6.2.1.9 MCM	The commitments need to better speak to the impact assessment. If you said there are no heritage features within the Project Study Area, why add a comment about removing heritage attributes? Instead, note that no features were observed and should footprint changes occur, you will follow the EPR addendum process and assess enviro impacts.	The following was removed from **Section 6.2.1.7**: *Should any heritage attributes be removed or demolished as part of the Timmins-Porcupine Station undertaking, approval from the MCM will be required.*
18	Section 6.3.1 Property	Noted previously: the TRPAP is a final project description. Try to avoid saying things like property will be confirmed. Instead, assume you have it covered to a PD level of detail. If things change in DD, you will cover it through the addendum process. "Should a change to the approved project be proposed in the future, the MECP will be consulted pursuant to Section 15 (1) of the Transit Projects Regulation to define the assessment process that would apply". At that point, the proponent can decide if its a significant or insignificant change.	The section discussing property was considered preliminary at the time of writing the Draft EPR and has now been updated with specifics about the anticipated property requirements for the project. Ontario Northland is aware and acknowledges the EPR Addendum process and the **Section 6.14** of the EPR speaks to commitments on same.
19	Glossary of Terms	Fisheries Act definition needs to be revised to match that from Fisheries and Oceans Canada (DFO).	Glossary of terms was revised to reflect the following: *The purpose of the Fisheries Act is to provide a framework for:* *(a) the proper management and control of fisheries; and* *(b) the conservation and protection of fish and fish habitat, including by preventing pollution.* *Reference: https://laws-lois.justice.gc.ca/eng/acts/f-14/page-1.html#h-231177*
20	Section 3.2.1 Natural Environment	Include a map that shows the Natural Environment information for terrestrial, fisheries and drainage.	Natural Environment mapping is included in the Natural Environment Existing Conditions & Impacts Assessment Report contained in **Appendix A**.
21	Section 3.2.1 Natural Environment	Provide Appendix A for review.	**Appendix A** was provided.
22	Section 3.3.1.6 Fish and Fish Habitat	First sentence: DFO mapping? Regular mapping? Revise sentence as watercourses are not identified by DFO.	Watercourses were identified using LIO during the background screening and SAR fish and critical habitat is provided by DFO. The sentence has been corrected.
23	Section 1.1 Business Case	Business case analysis is required for projects that exceed $20M in capital costs. Please revise $ figure.	This sentence was deleted from the EPR as it is not necessary.
24	Section 1.1 Business Case	Suggest entire section be removed as in-depth discussion of the business case is not necessary for this document. Suggest as an alternative an additional paragraph be added to the introduction providing high level messaging on the history of the project in alignment with public messaging. Narrative should focus on identification of preferred route with termination in Timmins, requiring a station build.	Respectfully disagree with the suggestion to remove this section as it provides the necessary background and rationale for the Timmins-Porcupine Station undertaking. No changes to the EPR made. Refer to comments #4 and #8 above.
25	Section 1.2.1 Purpose of the Project	Instead of referring to Timmins as "part of the reinstated Northlander Passenger Service" refer to it as the new terminus station.	References to “terminus” station have been added to **Section 1.2** of the EPR.
26	Section 1.3.1 Ontario Regulation 231/08: Transit and Rail Projects Assessment Process	This reference is incorrect. Please revise to reflect the regulatory changes that went into effect February 22, 2024.	**Section 1.3.1** of the EPR has been updated to reflect the changes to O. Reg 231/08 that went into effect February 22, 2024.

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27	Archaeology	What is the project area - figure 2-1/3-1 or 2-2? The project area within the larger Project Study Area needs to be refined. The document lacks clarity regarding what the TRPAP area refers to. Project area needs to be clarified throughout the report.	A conservative Study Area was established for purpose of collecting existing conditions data as part of the TRPAP. Based on the conceptual design information available at the time of preparing this EPR, the Study Area for the impact assessment phase was refined to the area shown in **Figure 2-1** for purposes of assessing potential effects. Consistency of 'Study Area" terminology and references have been checked and updated as required throughout the EPR.
28	Section 3.2.4 Archaeology	Unclear why getting PIFs which is an administrative process with MCM - is under methodology/field investigations	Removed statement from EPR per comment #21 from the MCM.
29	Section 3.3.4 Archaeology	Mentioning the forested lands that has archaeological potential is confusing since the TRPAP project area is scoped and latter sections of the EA report indicate no potential of this scoped project area. Is there a more refined design that encompasses only the footprint of the design within the current Project Study Area?	Refer to comment #27 above. The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language.
30	Section 4.7 Archaeology Impact Assessment	Section indicates no impacts due to low archaeological potential - need the project area to be clear in earlier sections of the report as the larger Project Study Area does have areas of archaeological potential that will require Stage 2 assessment prior to impact.	Please see response to comment #27 above.
31	Section 4.13.4 Archaeology	There is potential within the larger Project Study Area until preliminary design is refined; Under "mitigation measures/commitments" column, suggest moving bullet 2 to the end; when human remains are encountered, the steps should be as follows: 1) First, MTO PM/EP should be contacted, 2) MTO will approve a licensed archaeologist to confirm the finds as human remains, 3) Police/coroner to be called in if finds are determined to be human remains, 4) If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated, 5) BAO is only involved if it is a confirmed cemetery after all of the above steps have been carried out	**Table 4-11** of the EPR has been updated to include the following Mitigation language: • *If any suspected human remains are found, the Ministry of Transportation (MTO) Project Manager/Environmental Planner should be contacted. MTO will approve a licensed archaeologist to confirm the finds as human remains.* • *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 (MPBSD), which administers provisions of that Act related to burial sites.* • *If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated* • *In situations where human remains are associated with archaeological resources, the MCM 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.*

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32	Section 6.2.1.9 MCM	MCM doesn't "sign-off" on archaeological assessments - they review the archaeological license reports for compliance with the provincial S&Gs and the OHA and if compliant, concurs with the recommendations of the report.	**Section 6.2.1.7** was revised to state the following: • "Ensuring compliance of archaeological assessment documentation with Standards and Guidelines and the *Ontario Heritage Act*"
33	Section 6.5.2 Discovery of Human Remains	Remove reference to Cemeteries act; see comments for section 4.13.4	References to the *Cemeteries Act* have been removed within the EPR.
34	Section 6.5.4 Further Archaeological Assessment Studies	Is this referring to future work within the larger Project Study Area or beyond?	The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language.
35	Section 3.3.5 Noise and Vibration	Typically, representative noise receptors are selected in each cardinal direction from the project/site. Suggest including more noise receptors to the north and south (e.g. north of Duke St. and south of King St.). At the very least, an additional receptor should be included to represent noise impacts at the residences located south of King St.	The receptors were selected based on the predictable worst-case impact in accordance with NPC-300. Other receptors are not expected to be impacted by the station's noise sources as they are located farther away and/or are subject to higher ambient/guideline sound levels.
36	Section 4.3 Impact Assessment Criteria Table 4-2 Impact Assessment Criteria	For the environmental factor of Noise and Vibration, the criteria must also include the potential effects due to normal operation of the proposal, not just during construction.	Operational phase impacts are documented in **Section 4.7.1** of the EPR.
37	Section 4.8 Noise and Vibration	The readability and flow of this section would be improved with a paragraph here describing the various aspects of operational/construction noise/vibration that were evaluated.	**Section 4.7** was augmented to include the following text: "The Noise and Vibration Impact Assessment reviewed the potential impacts and applicable mitigation measures for the following aspects of the project: 1. Train operations noise and vibration from the trains including idling at the station. 2. Station operations noise, including mechanical equipment on the station and buses using the bus terminal. 3. Maintenance noise and vibration for the station and associated trackwork. 4. Noise and vibration during the construction of the project and potential mitigation measures to minimize construction noise and vibration impacts."
38	Section 4.8.1 Operations and Maintenance Effects Train Operations Noise Impacts	Ambient levels are stated, and the guideline limit is stated, but what is the predicted impact? More information should be provided here as it is counter-intuitive to a typical reader that noise from a train would be insignificant.	The EPR is a summary of the technical report. The requested information can be found in the supporting Noise and Vibration Report contained in **Appendix E**.
39	Section 4.8.1 Operations and Maintenance Effects Station Operations Noise Impacts	The way this section is written makes it unclear as to the differentiation between the train station and the future bus terminal.	The train station future bus maintenance/storage facility are both part of the defined Study Area as outlined in the report and provided mapping.

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			As explained in the EPR already, should the future bus maintenance and storage facility move forward in the future, Ontario northland will carry out an EPR Addendum which will include a new Noise & Vibration impact assessment study to address this facility.
40	Section 4.8.1 Operations and Maintenance Effects Station Operations Noise Impacts	Consideration should be given to the design and layout of the train station, parking lot and future bus terminal that can provide significant noise mitigation to nearby receptors.	Refer to response below to comment #43. As explained in the EPR already, should the future bus maintenance and storage facility move forward in the future, Ontario Northland will carry out an EPR Addendum which will include a new Noise & Vibration impact assessment study to address this facility.
41	Section 4.8.1 Operations and Maintenance Effects	Noise and Vibration due to maintenance activities are not mentioned in this section at all, but the topic appears in the summary Table 4-7 under the heading of Monitoring/Future Work Commitments. There should be some explanation in this section.	Maintenance of such a facility is not expected to be a significant source of noise and vibration, notwithstanding this, the following additional language has now been included in the EPR **Section 4.7.1**: "Maintenance activities for the station and associated trackwork are not expected to be a significant source of noise and vibration. However, maintenance of the infrastructure is an important element in minimizing operational noise and vibration levels throughout the life of the project. The commitment to future work was to complete regular maintenance inspections and implement corrective measures wherever needed to minimize noise and vibration. This ongoing maintenance will help ensure the facility continues to operate within the applicable noise and vibration criteria."
42	Section 4.8 Noise and Vibration	The same sentence appears three times in the two sections, "A summary of Noise and Vibration impacts, mitigation measures and future work commitments is presented in Table 4-7 below." Is this a typo, or intentional repetition?	This statement was included intentionally – no changes required.
43	Section 4.14.5 Noise & Vibration Table 4-7	It is recommended that acoustics be considered in the site design and layout so that noise and vibration effects can be mitigated by the strategic location of structures such as the station or future bus terminal. This will reduce the need for additional noise mitigation measures.	The station will be subject to detailed design and as part of that process, factors such final locations of bus bays, mechanical equipment, and mechanical equipment sound data will be taken into consideration. It should be noted however that the layout and general orientation of the station design is not expected to substantially change from what is presented in this EPR document.
44	Section 5.2.1.2 Public Information Centre #1 Summary of Public Meeting Noise and Vibration	Whistle cessation - While it is understandable that train whistles at crossings are disruptive, there is also concern about beginning use on any previously unused portions of the rail corridor. It may be a matter of years before the local public get accustomed to the new railway usage and additional signs before and at crossings may help to alert the public to the change. Any consideration of whistle cessation should be very carefully done given the safety risks.	Whistle cessation is requested by the Municipality through Transport Canada, not Ontario Northland. It should also be noted that there are several Ontario Northland freight customers along this portion of the corridor and therefore freight traffic exists today and is considered an existing condition. Additional measures of note: • Appropriate regulatory signage will be provided and Ontario Northland intends to run a public crossing safety campaign. • Ontario Northland is undertaking level crossing assessments along the corridor.
45	Noise and Vibration	What consideration was given to alternative sites for this project? This location is not ideal in terms of new noise and vibration impacts on existing receptors (residences). Many old train stations are located in the middle of towns because the towns built up over many years around the station. As far as noise and vibration impacts are concerned, it is ideal to situate a new station away from sensitive receptors.	Refer to response comment #4 above.
46	Section 2.4 Timmins-Porcupine Station	"… is situated along the Northlander route (Ramore Subdivision) between Matheson Station and Cochrane Station." is a misleading description as Timmins is considered a terminus station. The route is Toronto to Timmins, with a connection to Cochrane. Suggest rephrasing to more accurately align with existing messaging on the route.	The EPR has been updated as applicable to refer to "terminus station".

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
47	Section 3.2.3 Data Gathering	Guidance from MCM includes using their Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes but it is unclear whether the screening form was used to screen for BHRs and CHLs within the Project Study Area.	The Cultural Heritage Report: Existing Conditions and Impact Assessment Report is contained in **Appendix C** to this EPR. During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MCM screening tool, and professional expertise and best practice. This is described in Section 3.1.3 of the Cultural Heritage Report: Existing Conditions and Impact Assessment Report.
48	Section 3.2.3 Data Gathering	Guidance from MCM states that a rationale/justification needs to be provided for the Project Study Area. It does not need to be included here but should be in the Cultural Heritage Report.	The Cultural Heritage Report: Existing Conditions and Impact Assessment Report is contained in **Appendix C** to this EPR. The Study Area is defined as the area where the proposed Timmins-Porcupine Station components are proposed to be constructed plus a conservative 50 metre buffer area for completing technical and environmental studies. This buffer was selected as it was determined to be inclusive of lands that may contain BHRs and CHLs that may be subject to direct or indirect impacts as a result of the Project. This is described in Section 2.4 of the Cultural Heritage Report: Existing Conditions and Impact Assessment Report.
49	Section 3.2.3.2 Identification of Built Heritage Resources and Cultural Heritage Landscapes	Screening for cultural heritage value or interest (CHVI) is supported by field review, stakeholder engagement and background research in conjunction with MCM's screening form, Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes. Again, it is unclear whether the screening form was used.	The Cultural Heritage Report: Existing Conditions and Impact Assessment Report is contained in **Appendix C** to this EPR. During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MCM screening tool, and professional expertise and best practice. This is described in Section 3.1.3 of the Cultural Heritage Report: Existing Conditions and Impact Assessment Report.
50	Section 3.3.3 Cultural Heritage	Remove second sentence. It is enough to say that no known or potential BHRs or CHLs were identified within the Project Study Area.	Removed as suggested.
51	Section 6.2.1.8 MCM	This section is inaccurate. MCM does not issue approvals under the OHA. Approvals for properties that fall under Part IV and Part V are the purview of the municipality. The consent of the Minister of MCM is required for PHPPS under Section F.5 of the S&Gs. However, ONTC is not a PPB under the S&Gs so the S&Gs would not apply.	Acknowledged. Revised **Section 6.2.1.9** to now state the following: • "Ensuring compliance of archaeological assessment documentation with Standards and Guidelines and the *Ontario Heritage Act*"
52	Section 1.3.1 Ontario Regulation 231/08: Transit and Rail Projects Assessment Process	The EA Act that ONTC is exempted from is Part II.3 - Comprehensive Environmental Assessments, not Part II.	**Section 1.3.1** has been updated.
53	Section 1.3.1 Ontario Regulation 231/08: Transit and Rail Projects Assessment Process	It is not clear to me who will be circulated the pre-submission Draft EPR. The bullet following pre-submission circulation of Draft EPR says "Consideration of stakeholder comments received and follow-up efforts"; please clarify who is "stakeholder" for this bullet. Take note that the TRPAP guide says under "Before issuing the Notice of Commencement" - some approaches that may assist in completing the TRPAP: "Prepare a preliminary draft of the Environmental Project Report and provide to persons who may be interested, and Indigenous communities, adjacent property owners, regulatory agencies, municipalities."	The Draft EPR was circulated to all government review agencies, municipalities, and Indigenous Communities and Organizations on the TRPAP contact list.
54	Figure 1-3: Transit & Rail Project Assessment Process	It would be helpful to indicate who will be given the "Draft EPR", "Updated EPR".	See response to comment #53 above.

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55	Section 1.6 Studies and Technical Documents Reviewed	Before the detailed project description section, the TRPAP also mentions to conduct studies in respect of the project by identifying other alternative methods that are/were considered (e.g., different design alignments). It is not clear to me where this is located in the report.	O. Reg. 231/08 does not explicitly require proponents to provide an assessment of alternatives. The TRPAP enables proponents to start the assessment process with a preferred undertaking (i.e., "preferred method of carrying out the transit or rail project"). Therefore, the EPR was not updated to include a section discussing evaluation of alternatives. Additionally, the reason **Section 1.1** is included in the EPR is to provide context for the preceding decision-making process for the Northlander Project (and Timmins-Porcupine Station) and general rationale for the project, including Timmins-Porcupine Station. It should also be noted that: • the siting for the new Timmins-Porcupine Station is constrained by the fact that it needs to be situated along the existing rail corridor. • the site for the proposed Timmins-Porcupine Station is situated on land owned by Ontario Northland and therefore minimizes property impacts. • the location of Timmins-Porcupine Station was selected due to its potential to conveniently facilitate transfers from the Ontario Northland bus network, provide additional bus stop infrastructure, and improved inter-community travel time to Cochrane.
56	Section 3.3.2.2 Planned Land Use Zoning	Will the zoning need to be changed from Residential First Density to accompany the Timmins-Porcupine station? Does this project coincide with the zoning requirements?	Under the City of Timmins Zoning By-Law 2011-7100, lands at the proposed Timmins-Porcupine Station are zoned as Residential First Density (NA-R1). Recognizing that the existing use of the site is vacant, the presence of the Station is not anticipated to impact planned land uses in the area. Instead, the proposed infrastructure seeks to facilitate public transit ridership. Additionally, the Official Plan promotes public utilities and municipal services, infrastructure and facilities on all lands within the City of Timmins. See **Section 4.4** of the EPR for further details.
57	Section 4.5.1 Operations and Maintenance Effects	Under sensitive facilities, it says that there are no sensitive facilities within 100 metres of the proposed Timmins-Porcupine Station. This seems like a short distance. It was identified that the closest school is 450 metres. The nearest church is 750 metres away. If ONTC plans to share a draft EPR with interested stakeholders, are the school and church also part of this review?	A conservative approach was taken as part of the exiting conditions phase of the project. As such, socio-economic conditions were defined in the context of sensitive facilities within and in proximity to the Study Area; specifically these were defined as schools, hospitals, long term care facilities, community centres, and child-care facilities within one kilometre (km) of the proposed Timmins-Porcupine Station. Given the UIBC train schedule (i.e., train departs Timmins-Porcupine Station at approximately 2400 (midnight) and arrives at Timmins-Porcupine Station by 0530), it is assumed that the arrival/departure time of trains will not occur during the same hours of operation as these sensitive facilities. It was determined that 100 metres was a reasonable area to assess potential impacts given the train schedule and frequency. No impacts to these sensitive facilities are anticipated. Upon issuing the Notice of Completion, the Final Environmental Project Report (EPR) and Supporting Appendices (environmental and technical studies) will be made available for 30-day review by the Public - including any interested person. The Draft EPR was circulated for comment to the *Government Review Team* consisting of all review agencies, municipalities, Indigenous communities on the TRPAP Contact list.
58	Indigenous Community & Organization Engagement	Uses 'Indigenous stakeholder' recommend changing to 'Indigenous communities & organizations' for consistency and correct terminologies (Indigenous communities and organizations have indicated they do not consider themselves stakeholders). Suggest checking full document to ensure consistency.	Revised to Indigenous Communities and Organizations throughout EPR.

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MTO Comments on Appendix Reports			
59	Cultural Heritage: Executive Summary Land Use & Socio-economic: Executive Summary Natural Environment: Executive Summary	References incorrect. Please revise to reflect the regulatory changes that went into effect February 22, 2024.	Environmental studies have been updated to reflect the changes to O. Reg 231/08 that went into effect February 22, 2024.
60	Cultural Heritage: Executive Summary Land Use & Socio-economic: Executive Summary Natural Environment: Executive Summary	… is situated along the Northlander route (Ramore Subdivision) between Matheson Station and Cochrane Station is a misleading description as Timmins is considered a terminus station. The route is Toronto to Timmins, with a connection to Cochrane. Suggest rephrasing to more accurately align with existing messaging on the route.	References to 'terminus station' have been provided in **Sections 1.2 and 2.4** of the EPR; these same changes have also been made to the supporting studies included in the EPR Appendices.
61	Cultural Heritage: Section 1.3 Land Use & Socio-economic: Section 1.3 Noise & Vibration: Section 1.3 Natural Environment: Executive Summary	References incorrect. Please revise to reflect the regulatory changes that went into effect February 22, 2024.	Text within the environmental and technical studies has been updated to reflect the changes to O. Reg 231/08 that went into effect February 22, 2024.
62	Cultural Heritage: Section 2.1 Land Use & Socio-economic: Section 2.1 Natural Environment: Executive Summary Noise & Vibration: Section 2.1 Archaeology: Section 2.1	… is situated along the Northlander route (Ramore Subdivision) between Matheson Station and Cochrane Station is a misleading description as Timmins is considered a terminus station. The route is Toronto to Timmins, with a connection to Cochrane. Suggest rephrasing to more accurately align with existing messaging on the route.	Repetitive comment. See response #2 above.
63	Natural Environment Section 3.2.1.6	First Sentence: DFO Mapping? Regular Mapping? See same comment from EPR.	Watercourses were identified using LIO during the background screening and SAR fish and critical habitat is provided by DFO. The sentence has been corrected.
64	Natural Environment Section 3.2.2.3	Last sentence: Add in not fish habitat.	Revised the last sentence to state "Given the lack of connectivity to permanent watercourses and the ephemeral nature of the channel, there is little likelihood of fish habitat."

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65	Natural Environment Section 4.3	Include Figure 5.	Figure 5 will be provided in the updated final Natural Environment: Existing Conditions & Impacts Assessment Report contained in **Appendix A**.
66	Appendix B - Noise and Vibration Existing Conditions & Impact Assessment Report Executive Summary	Under the red heading of "Potential Impacts, Mitigation Measures & Monitoring, Activities" the following statement is made, "The noise impact from train operations is predicted to be insignificant at the receptors. As such, mitigation measures are not required." This statement is counterintuitive to the general public. It should be explained and given some context.	This section within the Executive Summary will be updated to reflect all other updates to the Noise and Vibration Report and EPR sections concerning noise within the updated EPR. For a summary of Noise impacts, mitigation and commitments, refer to **Table 4-12** of the EPR.
67	Appendix B - Noise & Vibration Section 4.3.1.2 - Noise Sources	This does not appear to include the daily train connections to Cochrane as well. (Compare with information in **Section 2.2** from Draft EPR, April 9, 2024). The Noise and Vibration study should be updated accordingly.	There is only one departure and one arrival per day from Timmins Station. The connection to Cochrane was accounted for in the assumptions made as part of the Noise study.
68	Appendix B - Noise & Vibration Section 4.2.3 - Approach	The FTA algorithm that is implemented in CadnaA is not an approved model for prediction of transit noise in Ontario. What are the implicit assumptions made regarding train types, noise data, source heights, directivity effects, etc. and what justification is there for using this model? Was any consideration given to the type of trains (locomotive and passenger cars) and their predicted noise emissions? It is difficult to comment on the accuracy of the numerical analysis because the engineering data and assumptions have not been included in the report.	The FTA implementation in CadnaA has been accepted by provincial agencies included Metrolinx and the MECP for numerous transportation and transit projects. As this is an accepted approach with the MECP and has been used on several approved transit projects, updates to the assessment method are not deemed to be required. Further details on the parameters can be found within the FTA manual as well as the CadnaA manual.
69	Appendix B - Noise & Vibration Section 6.2 - Provincial	This section indicates that no provincial permits will be required for noise and vibration. However, Section 4.2.2.1 discusses that there are MECP noise limits for the operation of the station under NPC-300. It is likely that an air/noise/vibration ECA or an Air Emissions EASR may be required for the station unless there are specific exemptions, which should be included here, if any.	It is not expected that the equipment provided for the station's ventilation will require an EASR or ECA, similar to other train stations in Ontario. Emergency generators etc. are not currently proposed. MECP has reviewed the report and does not have any comments with this section.
70	Appendix B - Noise & Vibration Section 7.0 - Future Work	It is recommended that an experienced acoustical consultant be engaged in the design and layout of this project. If noise barriers are required then the site layout should be done in a manner to ensure the feasibility of such measures. For example, there cannot be a noise barrier wall where buses enter or exit the site. This early engagement of acoustical expertise can also help to ensure that proposed buildings (such as the station building or future proposed maintenance building) can be situated in a location that can provide noise shielding effects.	An experienced acoustical consultant was retained to complete a noise and vibration impact assessment of the project in support of the TRPAP. The assessment found modest noise impacts as a result of the bus terminal, as outlined in the EPR and Noise Report. Mitigation measures were recommended to meet the criteria which were to be further refined during detailed design. The detailed design is ongoing and will proceed post TPAP.
71	Appendix C - Cultural Heritage 2.2 TRPAP Study Area	The Study Area is defined as all lands that may be affected by a proposed undertaking. The Study area should be of sufficient size to allow for an assessment of all impacts from an undertaking. The rationale provided should explain how the Study Zone meets this objective of identifying all lands that may be affected by the proposed undertaking.	The Study Area is defined as the area where the proposed Timmins-Porcupine Station components are proposed to be constructed plus a conservative 50 metre buffer area for completing technical and environmental studies. This buffer was selected as it was determined to be inclusive of lands that may contain BHRs and CHLs that may be subject to direct or indirect impacts as a result of the Project. This is described in Section 2.3 of the Cultural Heritage Report: Existing Conditions and Impact Assessment Report. No updates to the report are required.
72	Appendix C - Cultural Heritage 3.5 Consultation with Regulatory Authorities	In addition to regulatory authorities, Community input should be sought from other individuals/groups provide them with opportunities to participate in understanding and articulating the property's cultural heritage value. Sources include, but are not limited to, municipal heritage committees, local ACO, historical societies, museums, archives, etc.	Community input was sought by ASI, information has been included in Sections 3.1 and 3.1.5 in the Cultural Heritage Report: Existing Conditions & Preliminary Impact Assessment. The following groups were contacted during preparation of the Cultural Heritage Report: Existing Conditions & Preliminary Impact Assessment: • The Little Claybelt Homesteaders Museum (email communication 6 July 2023). A request was made for any archival images or information on the construction of the T&NO in Timmins. A response on 6 July 2023 provided archival images of the T&NO Timmins Station outside of the Project Study Area.

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			• Timmins Museum and Archives (7 July 2023). A request was made for any available historical maps of the Project Study Area. No response was received at the time of draft report preparation, therefore available maps from other sources were used in the report. Documentation of how community and Indigenous input was sought is included in Section 3.1.5 of the Cultural Heritage Report: Existing Conditions & Preliminary Impact Assessment.
73	Appendix C – Cultural Heritage 3.5 Consultation with Regulatory Authorities	Engagement with Indigenous communities should include a discussion about known or potential cultural heritage resources that are of value to them. It is not clear whether Indigenous communities were contacted to only provide input about the new rail service or whether they were given the opportunity to share knowledge that would assist in the identification of heritage resources.	Documentation of how community and Indigenous input was sought is included in Section 3.1.5 of the Cultural Heritage Report: Existing Conditions & Preliminary Impact Assessment.
74	Appendix D - Archaeology Executive Summary	Reference made to two study areas which appear to be the Station study area and TRPAP study area (Station study area plus 50 m buffer); however, there is references to "study area" in this section and it needs to be clear which study area is being referred to. Commitment to future work - this needs to include that if future work is done in the 50 m buffer zone, then archaeological assessment may be required (the woodlot is within the buffer zone).	Figure 2 depicts the project study area. The project study area for the TRPAP is defined as the area where the station components are proposed to be constructed plus a conservative 50m buffer area. Project study area reviewed throughout the Stage 1 Archaeological Assessment Report to ensure consistency.
75	Appendix D - Archaeology 3.2.5 Consultation with Regulatory Authorities	Submission of PIFs to MCM is an administrative requirement of archaeological licenses - this does not constitute consultation with regulatory authorities.	Removed statement from the Stage 1 Archaeological Assessment Report.
76	Appendix D - Archaeology 4.3 Operations and Maintenance Effects	Both sub-sections 4.3.1 and 4.3.2 refer to the TRPAP Station study area as having no potential. The majority of the appendix refers to the larger TRPAP study area (Station study area plus 50 m buffer) which includes areas of archaeological potential (woodlot). The report needs to clarify two separate study areas as it is confusing to the reader.	The Stage 1 Archaeological Assessment Report has been updated to reflect the revised text suggested by MCM. In addition, the report has been updated to clarify that the parts of the Timmins-Porcupine Station TRPAP Station Study Area/Project Study Area proposed for operations and maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, does not retain archaeological potential. The parts of the Study Area/Project Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language. The Stage 1 Archaeological Assessment Report will be submitted into the register as soon as it is finalized.
77	Appendix D - Archaeology Table 3: Summary of Archaeology Potential Impacts, Mitigation and Monitoring Commitments	There is potential within the larger study area until preliminary design is refined; Under "mitigation measures/commitments" column, suggest moving bullet 2 to the end; when human remains are encountered, the steps should be as follows: 1) First, MTO PM/EP should be contacted; 2) MTO will approve a licensed archaeologist to confirm the finds as human remains;	The Stage 1 Archaeological Assessment Report has been updated with the following text: • If any suspected human remains are found, the Ministry of Transportation (MTO) Project Manager/Environmental Planner should be contacted. MTO will approve a licensed archaeologist to confirm the finds as human remains. • 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

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		3) Police/coroner to be called in if finds are determined to be human remains; 4) If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated; 5) BAO is only involved if it is a confirmed cemetery after all of the above steps have been carried out.	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 (MPBSD), which administers provisions of that Act related to burial sites. • If police/coroner determine that the finds are archaeological, then the licensed archaeologist will notify the Registrar of Burials at MPBSD and a Burial Site Investigation process will be initiated • In situations where human remains are associated with archaeological resources, the MCM 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*.
78	Appendix D - Archaeology 7.0 Future Work	This section states that the Station study area does not have archaeological potential - as previous comments - the document needs to clarify the differences in TRPAP study area and the Station Study area. Areas beyond the Station study area has archaeological potential that requires Stage 2 assessment.	See response to item #18 above.
79	Appendix D - Archaeology	The report is not formatted in the typical format for archaeological assessments. There is general confusion throughout the report about what the "study area" entails -- whether it is the station study area or the TRPAP study area (station study area and 50 m buffer). ASI's sections and their map of recommendations (Figure 9 of the appendix) refers to the larger TRPAP study area which includes the buffer which has areas of archaeological potential. So for the book-end sections of the appendix to suggest that there is no archaeological potential or impact to resources is confusing. MTO would prefer to see originals of draft reports prepared by consultants – is it possible to see the draft report that was prepared by ASI. The appendix as it is now is not one that would be submitted to MCM by the licensed archaeologist.	The report will be renamed as a Stage 1 Archaeological Assessment Report; no other changes to the format are deemed required.
80	Terrestrial Report Executive Summary	General comment: Try not to refer TRPAP as an environmental assessment. Refer to the study as being subject to Ontario Regulation 242/08	The reference to O. Reg 242/08 is incorrect in the comment - the correct reference is O. Reg 23108. Notwithstanding this, this particular comment is deemed semantics and does not materially change the results of the EPR.
81	Terrestrial Report	Can you confirm if the methodologies for terrestrial ecosystems was completed in accordance to the MTO Environmental Reference for Highway Design (ERHD)? It does not appear to be included in this document. This is a great resource to use when collecting secondary source data and confirming fieldwork.	The report was prepared in accordance with the requirements of O. Reg. 232/08 and was based on a combination of desktop assessments (including a comprehensive review of secondary source background information and legislation and guidance documents) and subsequent field investigations following industry standard methodologies for surveys and assessments to characterize the existing conditions on-site. The characterization of existing conditions was completed for the Timmins-Porcupine Station and the area adjacent to the proposed development to identify natural heritage constraints and to identify appropriate mitigation from a natural environment perspective to minimize any impacts.
82	Terrestrial Report Section 3.1.5	Isn't ONTC exempt from the Conservation Authorities Act (under Section 28) as they are a crown agency? If so, should be started that ONTC will not obtain regulation permits under this regulation.	Ontario Northland as a Crown Agency of the Province of Ontario is not subject to the *Conservation Authorities Act*. However, Ontario Northland will engage with the MRCA to incorporate their requirements as a best practice, where practical, and may obtain associated permits and approvals, where applicable.
83	Terrestrial Report Table 4	Might be worth adding another column and description for any migratory birds under Schedule 1 of Migratory Bird Regulations as you would need a relocation permit for these species, or wait for nest removal within designated times. It does not appear to be an issue with the observations but stating this would clarify for the reader.	This is not necessary as there were no bird species observed during field investigations that are regulated under the ESA, SARA or the MBCA. Section 3.2.2 of the Natural Environment Existing Conditions & Impact Assessment Report now states the following for added clarity: "None of the bird species observed are regulated under ESA, SARA, or Schedule 1 of the MBCA."

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			Additionally, the following mitigation measure has been added to the Natural Environment Existing Conditions & Impact Assessment Report and **Table 4-8** of the EPR to ensure vegetation removals occur outside of the breeding bird window: "Vegetation clearing to occur outside of the breeding bird window of April 1- August 31. If tree clearing is required during the breeding bird window, a nest sweep will be completed by a qualified biologist no more than 48 hours prior to vegetation removal…"
84	Terrestrial Report	MTO is exempt from the FWCA. I thought that also included agencies that report to MTO but this may be a legal question.	Acknowledged – no updates made to the report at this time.
85	Terrestrial Report General - Impact Assessment	Would be helpful to show the preferred design in an image superimposed on aerial photography to see where the impacts are in relation to the overall study area.	See Figure 5 which is now included in the Natural Environment Existing Conditions & Impact Assessment Report.
86	Land Use Socio-economic Report Executive Summary	Check that the correct part of the EA Act is being referenced. It should be Part II.3 of the EA Act, not just Part II.	Updated.
87	Land Use Socio-economic Report Section 1.3	Check that the reference to O. Reg.231/08, Schedule 2.1 Subsection 2(1) is correct. I could not find this reference in either the regulation nor the EA Act. Look at O. Reg.50/24 - Part II.3 Projects - Designations and Exemptions for more details on the projects under this part of the EA Act.	The Land Use & Socio-economic Report has been updated to reflect the changes to O. Reg 231/08 that went into effect February 22, 2024.
88	Land Use Socio-economic Report Section 4.3.2.5 Zoning	Clarify if the area would need to be rezoned since the current zoning is for Residential First Density (NA-R1).	Under the City of Timmins Zoning By-Law 2011-7100, lands at the proposed Timmins-Porcupine Station are zoned as Residential First Density (NA-R1). Recognizing that the existing use of the site is vacant, the presence of the Station is not anticipated to impact planned land uses in the area. Instead, the proposed infrastructure seeks to facilitate public transit ridership. Additionally, the Official Plan promotes public utilities and municipal services, infrastructure and facilities on all lands within the City of Timmins. See Section 4.3.2 of the Land Use Socio-economic Report for further details.

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Ministry of Environment, Conservation and Parks					
1	Air Quality	MECP requires assessment of potential impacts of the proposed project on local air quality including greenhouse gas emissions, as well as potential air quality issues such as human health impacts. The draft Environmental Project Report didn't provide any information regarding the potential air quality effects of the proposed project. A detailed technical study should be conducted to assess the potential air quality effects including greenhouse gas emissions from the proposed project for construction and operations phases. The technical study should include but is not limited to assessment boundaries (temporal and spatial), sensitive receptors within the Study Area, traffic data including train traffic and road traffic for the operations phase, description of the existing environment (baseline air quality), assessment of the potential air quality effects (including the	An Air Quality Assessment is underway and will be provided to MECP once a draft report is available.		

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		support information, i.e. emission sources, contaminants of concerns, emission rates, air dispersion modelling, and a comparison of modelled concentrations and cumulative concentrations (modelled plus background) to applicable Ontario's Ambient Air Quality Criteria (AAQC) or Canadian Ambient Air Quality Standards (CAAQS), specific mitigation measures can be used to eliminate or reduce the environmental effects and the follow-up monitoring, contingency, and impact management plans, etc. • For greenhouse gas emissions, calculate greenhouse gas emissions from the construction and operations phases and their contributions to provincial and national GHG totals, and provide possible measures to reduce GHG emissions. • Below are some guide documents for emission rate estimates and air dispersion modelling from the ministry: ○ Guideline A-10: Procedure for Preparing an Emission Summary and Dispersion Modelling (ESDM) Report | ontario.ca ○ Guideline A-11: Air Dispersion Modelling Guideline for Ontario | ontario.ca • In addition, MTO has a guideline document for assessing and mitigating the air quality impact and greenhouse gas emissions for provincial transportation projects: ○ MINISTRY OF TRANSPORTATION ENVIRONMENTAL GUIDE FOR ASSESSING AND MITIGATING THE AIR QUALITY IMPACTS AND GREENHOUSE GAS EMISSIONS OF PROVINCIAL TRANSPORTATION PROJECTS (prod-environmental-registry.s3.amazonaws.com) Keep in mind that all emission sources should be included in the technical study. The 90th percentile of measurements from local and/or regional air monitoring stations is usually used to establish background air quality for a time resolution of 24 hours or less. In addition to the maximum point of impingement concentration, the modelled maximum and cumulative concentrations at nearby receptors should also be presented and assessed. A frequency analysis of the exceedances should be conducted if the modelled concentrations are above the applicable AAQC or CAAQS. It is expected the modelled results are shown in tables and isopleth/contour plots.			
2	Section 6.2.1.5 MECP – *Clean Water Act*	This section of the EPR misrepresents the purpose of and responsibility for Source Protection Plans. The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, Source Protection Authorities develop Assessment Reports wherein several types of vulnerable areas are delineated for every municipal residential drinking water system located in a source protection area. From this, Source Protection Authorities develop Source Protection Plans and the policies	**Section 4.9.4** was added to the EPR to address Source Protection. In addition, refer to the revised content within **Section 6.2.1.4.**		

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		within them, which are approved and made effective by the MECP Minister per the CWA. The Mattagami Source Protection Region operates in the Timmins – Porcupine project area, therefore the Source Protection Plan is applicable to this station in the proposed project area which enters the Mattagami Source Protection Region. Policies outlined in the Source Protection Plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities if they are located in identified vulnerable areas. Municipal Official Plans, planning decisions, and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks. Please review the Mattagami Source Protection Plan at Source Protection Plan - (dwsp.ca) or connect with the Mattagami Source Protection Region Project Manager to determine which policies may apply to the proposed project activities. It is recommended that the proponent also consider how drinking water sources may be affected by the project proposals and any alternatives considered. Consider impacts to sensitive hydrologic features including current or future sources of drinking water that are not explicitly addressed in the source protection plan (i.e., private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the Safe *Drinking Water Act* – i.e., camps, schools, health care facilities, seasonal users, etc.). The proposed project area is outside of any vulnerable areas, however, MECP's Best Management Practices for Source Protection is a useful resource which proponents can consider to support the actions outlined in **Section 6.3.6** and others.			
3	Acronyms	In the 'Acronyms, Abbreviations & Measurements Units' table and several other places of the draft EPR (e.g., Section 1.2.2 Project Proponent), the process and regulation are referred to as the 'Transit and Rail Projects Assessment' when it should be 'Transit and Rail Project Assessment'. Please correct typo.	Revised to 'Transit and Rail Project Assessment' throughout EPR.	Several references to 'transit and rail projects assessment' were still found in the revised EPR dated August 8, 2024. Please correct typo.	Revised to 'Transit and Rail Project Assessment' throughout EPR.
4	Glossary of Terms	In the 'Glossary of Terms' table, under the term 'Statement of Completion', it states 'MECP Environmental Approvals Branch', the correct branch name is Environmental Assessment Branch. Please revise.	Revised to 'Environmental Assessment Branch' in Glossary of Terms.	This has been revised. No further comments.	N/A
5	Incomplete Sections	Various relevant sections are incomplete throughout the draft EPR. For example, Sections 3.2.6, 3.3.6, 3.3.7, 4.9, 4.10, 4.11, 4.13.6, 4.13.7, 4.13.8, 5.2.3, 5.2.5, and 5.3. These sections will need to be completed for ministry's review before finalizing the EPR.	These sections will be finalized as part of revising the EPR and will be provided to MECP once complete.	Additional information and sections have been added to relevant sections. Sections in the revised draft EPR have been reorganized. No further comments.	N/A

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				Additional comments may be submitted from the ministry's technical reviewers for the sections that have been added.	
6	Air Quality	As communicated in the ministry's April 24, 2024, email, an air quality assessment report is required for the project. Please share a draft report with the ministry as soon as it is available and update the EPR accordingly to discuss the findings of the study. Please also revise Sections 3 and 4 of the draft EPR to include a discussion on the air quality assessment study.	An Air Quality Assessment is currently being prepared and a copy of the draft report will be provided to MECP once available. Results of the air quality report will be summarized in the EPR.	The ministry's Air Quality Analyst had substantial comments on this study which was shared with the proponent – still waiting for a response and revised air report.	Ontario Northland's responses to MECP's comments on the Air Quality report along with the revised AQ Report are in progress and are targeted for submission to MECP by September 12, 2024.
7	Climate Change	The draft EPR is missing a discussion on climate change considerations both in the context of the potential effects of the project on climate change (climate change mitigation) and the potential effects of climate change on the project (climate change adaptation). You may refer to the ministry's guideline on climate change for additional information here. Please revise the EPR accordingly to include climate change considerations.	A discussion of climate change considerations has now been included in the EPR. Please see **Section 4.13.8**.	Sections 4.11.6 and 4.14 discusses climate change. No further comments.	N/A
8	Source Water Protection	Projects that are subject to the *Environmental Assessment Act* (EAA) that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas in the vicinity of other at-risk drinking water systems (i.e., systems that are not municipal residential systems), and source protection plan policies could apply. The draft EPR does not include a discussion on source water protection, and this should be included.	**Section 4.9.4** was added to the EPR to address Source Protection. In addition, refer to the revised content within **Section 6.2.1.4.**	Source protection comments have been added to the EPR. Source Protection has no further comments.	N/A
9	Project Study Area	The terms Project Study Area, "TRPAP Project Study Area", 'Timmins-Porcupine Station Project Study Area', and 'Project Study Area' are used interchangeably throughout the draft EPR. Do they refer to the same area as the 'preliminary EA Project Study Area' as depicted in Figure 2-1? The term used to describe the Project Study Area should be consistent throughout the EPR and correspond to the boundaries delineated in mapping when referring to the Project Study Area.	The terminology has been revised to 'Study Area' throughout document to ensure consistency. A conservative Study Area was originally established at the outset of the project for purposes of collecting existing conditions data as part of the TRPAP. Based on the conceptual design, the Project Study Area for the impact assessment phase was refined to the area shown in **Figure 2-1** for purposes of assessing potential effects.	This has been corrected and study area is defined. No further comments.	N/A
10	Section 1.3.1 Ontario Regulation 231/08: Transit and Rail Project Assessment Process	Section 1.3.1 refers to Schedule 1 of the Transit and Rail Process Regulation. The Transit and Rail Process Regulation (as amended in February 2024) no longer includes 'Schedule 1'. Transit projects are now designated under Part III of Ontario Regulation 50/24 (Part II. 3 – Designations and Exemptions Regulation) of the EAA. Please update this section of the EPR with reference to the new regulation under the EAA.	Revised **Section 1.3.**	This has been corrected. No further comments	N/A

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11	Figure 1-3: Transit & Rail Project Assessment Process	Figure 1-3: Transit & Rail Project Assessment Process shows that the final EPR is posted after the 30-day review period following the issuance of the Notice of Completion. As per the Transit and Rail Process Regulation, the final EPR is posted together with the Notice of Completion. Please refer to section 3.2.5 of the Transit Guide. If changes are required after the final EPR, please discuss with ministry as changes can only be made through an erratum or as agreed to by the ministry. Figure 1-3: Transit & Rail Project Assessment Process does not depict the process as per the Transit and Rail Process Regulation. The process depicted in this figure is customized for the project and attempts to demonstrate some aspects of the regulated process. It is strongly suggested that the figure clarify this distinction. If the proponent wishes to include a figure that describes the regulated process, it may do so by directly adding Figure 1 found in the Transit Guide into the EPR.	The figure is intended to be a general overview of the steps in the TRPAP process, and outline where there are opportunities for public consultation and feedback. As part of updating the EPR, Ontario Northland will consider also including Figure 1 found in the Transit Guide into the EPR. It is also acknowledged that following the 30-Day public review period, should any of the comments received from Indigenous Communities & Organizations, the public, review agencies, etc., require updates to the EPR, consultation with the Ministry will be undertaken and an Errata will be prepared as/if required.	With the posting of the Notice of Completion, the proponent is posting a final EPR. The EPR is not finalized after the 30-day comment period. Any changes required is done so through an Errata. This flow chart of the transit process is still incorrect. Please revise.	**Figure 1-3** will be omitted or updated in the Final EPR.
12	Future Bus Storage and Maintenance Facility	In 'Table 1-1: Proposed Timmins-Porcupine Station Elements' it lists a bus storage and maintenance facility as part of the 'Project Component' and the 'Description' states the following: Protecting for land that may be required for potential future construction of a Bus Storage & Maintenance Facility. The project title is the Timmins-Porcupine Station and the purpose of the project, as per the draft EPR, is to build a new rail station in the city that will operate as part of the reinstated Northlander Passenger Service. The purpose in the draft EPR does not refer to a bus storage and maintenance facility. A bus station and the maintenance facility are different facilities with different purposes, so it is unclear to the ministry why it is considered as an element of the Timmins-Porcupine Station. Furthermore, the draft EPR provides for an impact assessment and mitigation on the Timmins-Porcupine Station, however, the impact assessment for the bus storage and maintenance facility is incomplete. Please revise the EPR accordingly.	Although an engineering design is not currently available for the potential future bus maintenance and storage facility, all environmental and technical studies that were prepared as part of the TRPAP (with the exception of Noise and Air Quality) have accounted for the physical footprint of this particular area of land to be developed in the future, as part of the Study Area. For example, the Natural Environment Report examined this area as part of identifying existing natural heritage features and this area was included in their field reconnaissance, as well as the subsequent impact assessment work. Similarly, the Stage 1 Archaeological Assessment Report includes these lands in the study and determined archaeological potential in this context. As discussed and agreed with MECP as part of the meeting held on May 22, 2024, the following additional narrative has been added to **Table 1-1** in **Section 1.2** of the EPR to describe the anticipated components of the bus maintenance and storage facility in more detail: "Components and features of the proposed Bus Storage and Maintenance Facility may include:	The EPR has been revised to clarify that the future bus storage and maintenance facility will require an impact assessment and future EPR addendum. No further comments.	N/A

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			• Replacement of the old facility currently in use in Timmins (currently located at 895 Monta Ave., Timmins); • Two (2) parking bays, one (1) bus wash bay, and one (1) service and fueling bay, and the capacity to service four (4) buses at any time; • Regular maintenance activities including wash bays and service bays; • Employee washrooms, locker rooms, and a lunchroom, as well as bus and employee parking; and, • An approximate size of 1,200 m^2." Additional wording added to **Section 1.2.3 Project Scope** is as follows: "The scope of the TRPAP examines the potential environmental effects associated with the new Timmins-Porcupine Station. In addition, the environmental impact assessment studies also consider the area of land adjacent to the proposed station where a future bus maintenance and storage facility may be built. At the time of preparing this EPR, the decision to build the bus facility was not yet definitive, and therefore an engineering design was not completed. Should the bus facility go forward in the future, the environmental impact assessment studies undertaken as part of this Timmins-Porcupine Station TRPAP will need to be revisited and updated, as required. In addition, Noise & Vibration and Air Quality studies will need to be carried out to address the potential operations and construction phase impacts associated with the bus facility. These updated/additional impact assessment studies will be carried out as part of completing an EPR Addendum process (as per O. Reg. 231/08), which would also entail Ontario Northland carrying out public, stakeholder, and Indigenous Communities/Organizations consultation (as required) and preparation of an EPR Addendum document."		

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			In addition, a commitment has been added to **Section 6.3.1** of the EPR to state that Ontario Northland will prepare an EPR Addendum, undertake consultation, and prepare updated impact assessment studies if the new facility moves forward in the future.		
13	Future Bus Storage and Maintenance Facility	To do an addendum to the EPR, the bus storage and maintenance facility should be part of the Timmins-Porcupine Station project. It is noted that under the EAA, a bus storage and maintenance facility is a designated project and therefore the process as per the Transit and Rail Process Regulation must be followed. The EPR, in addition to showing the proposed location of the facility, facility components should be described as well. The EPR should also provide an overview of some the expected potential effects and standard mitigation measures of the bus storage and maintenance facility. The EPR should include a commitment to undertake an Addendum for this facility. Please note, the addendum consultation process is limited, so the proponent should consider whether additional consultation for this facility may be necessary. Ministry staff would like to meet with the proponent to learn more about the future bus storage and maintenance facility.	A call was held with MECP on May 22, 2024. Please refer to the response to comment #16 above. The updated EPR (**Section 6.0**) now includes a specific commitment to undertake an Addendum for the future facility, as required.	The EPR now makes references to a future Addendum. No further comments.	N/A
14	Section 2.4.2 Property Requirements	Section 2.4.2 and Table 2-3 of the draft EPR states "property requirements will be further reviewed as the design progresses. If required, the proponent will proceed with property acquisition." This section is meant to describe potential project impacts and it is incomplete. The proponent will have to share this section of the report for ministry review before finalizing the EPR.	The property requirements for the project have been further refined since issuance of the Draft EPR and **Section 2.4.3** has been updated accordingly.	No further comments.	N/A
15	Section 2.4.2 Property Requirements	Section 2.4.2 also states "It should be noted that properties with negligible encroachments were not listed, as it is anticipated that reasonable engineering solutions can be established at detailed design to address/avoid property impacts wherever feasible." Please define the criteria used to determine 'negligible' encroachment and the activities that will occur in these areas.	The property requirements for the project have been further refined since issuance of the Draft EPR and **Section 2.4.3** has been updated accordingly.	No further comments.	N/A
16	Section 3.2.1.3 Consultation with Mattagami Region Conservation Authority	Section 3.2.1.3 states that the Project Study Area is within an area regulated by the Mattagami Region Conservation Authority (MRCA) and consultation with this conservation authority may be required. The ministry understands that the proponent did share a draft EPR with MRCA. The ministry would like to obtain a copy of MRCA's comments on the draft EPR as soon as they provide comments. As per page 45 of the Transit Guide, proponents should address issues raised by any regulatory agency before releasing the final EPR for review (when the Notice of Completion is published). The Conservation Authority's comments are particularly important as they deal with matters of provincial importance and the ministry needs to confirm there are no outstanding issues in this regard.	Acknowledged. Please note that no comments have been received to date from MRCA.	We have not seen sign-off from the conservation authority. Please confirm and follow up if nothing have been received yet.	Mattagami Region Conservation Authority confirmed they have no comments or concerns regarding the Timmins-Porcupine Station TRPAP on July 12, 2024. ***A copy of the correspondence has been provided in conjunction with this comment/response table.***

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		As such, the EAB will be requesting 'sign-off' from all commenting regulatory agencies from the proponent before posting the Notice of Completion.			
17	Section 3.2.4.2 Field Investigations	Please include the conclusions and recommendations of the Stage 1 archaeological assessment in Section 3.2.4.2 of the draft EPR.	Conclusions and recommendations of the Stage 1 Archaeological Assessment are included in **Section 4.6**.	Sections 4.6 and 4.6.1 added. No further comments. Still waiting on sign-off from MCM.	A copy of written MCM sign off will be provided to MECP once received.
18	Section 3.3.3 Cultural Heritage	Section 3.3.3 of the draft EPR states "The Project Study Area does not feature any structure or areas believed to have CHVI." Please provide MCM comments that support this conclusion. As per comment 13 above, we will require sign-off from MCM for heritage and archaeology before the EPR is finalized.	Acknowledged. Cultural Heritage Report is currently with the MCM for review and comment.	Still waiting on sign-off from MCM.	A copy of written MCM sign off will be provided to MECP once received.
19	Section 3.3.4 Archaeology	Section 3.3.4: This section indicates the Timmins-Porcupine station Project Study Area exhibits evidence of disturbance. The section further states that "forested lands east of the railway north of Highway 101/King Street retain archaeological potential and will require Stage 2 test pit survey if impacted by the project designs." It is unclear why a Stage 2 archaeological assessment is optional when the wooded area is within the 'preliminary EA Project Study Area'. Please clarify and revise the report accordingly.	A conservative Study Area was established for purpose of collecting existing conditions data as part of the early stages of the TRPAP. Based on the conceptual design information available at the time of preparing this EPR, the Study Area for the impact assessment phase was refined to the area shown in **Figure 2-1** for purposes of assessing potential effects. The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language.	MCM made some comments one this as well. Need MCM sign off.	In MCM's September 4th comments, they confirmed that this comment is now resolved. A copy of written MCM sign off will be provided to MECP once received.
20	Section 4.3 Impact Assessment Criteria	Section 4.3: The Impact Assessment Criteria table does not include any air quality criteria as an environmental factor for evaluating potential effects associated with the project. Please provide a summary and discussions on air quality impacts from both construction activities (dust and air	An Air Quality Assessment is underway and will be included in the Final EPR. In addition, a copy of the draft Air Quality Report will be provided to MECP for review.	Section 4.2 and air quality criteria was added. Waiting for revised AQ report and need sign off.	Ontario Northland's responses to MECP's comments on the Air Quality report along with the revised AQ Report are in progress

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		emission), operations and associated mitigation measures, and monitoring activities in the EPR.			and are targeted for submission to MECP by September 12, 2024.
21	Section 4.7 Archaeology	Section 4.7 in the draft EPR states "Based on review and field review, the proposed Timmins-Porcupine Station does not retain any archaeological potential." However, according to Section 3.3.4 of the draft EPR, Stage 2 archaeological assessment is recommended. Please clarify and revise the report accordingly.	The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language.	No further comments.	N/A
22	Indigenous Communities & Organizations Engagement	The draft EPR did not include the names of the Indigenous communities that have been consulted or engaged for this project. At minimum, the EPR should include a list of Indigenous communities that have been consulted/engaged, a discussion of why they were included on the list (i.e., treaty rights, interest-based) and a summary of their comments or concerns, if any. The EPR should also include a discussion on whether there are impacts on the Indigenous communities' hunting, fishing, or harvesting rights of Indigenous communities given the surrounding wildlife and wildlife habitat. Please refer to section 10 of Transit and Rail Process Regulation that describes the consultation record requirements for the EPR. Please note that the ministry would like to see all records of consultation (public, stakeholders, or Indigenous communities) before the EPR is finalized.	The following list of the Indigenous communities were consulted by Ontario Northland as part of the project: • Beaverhouse First Nation • Matachewan First Nation • Brunswick House First Nation • Mattagami First Nation • Flying Post First Nation • Taykwa Tagamou Nation • Apitipi Anicinapek Nation • Nishnawbe Aski Nation • Wabun Tribal Council • Mushkegowuk Council • Timmins Metis Council • Timmins Native Friendship Centre • Ontario Federation of Indigenous Friendship Centers • Ontario Native Women's Association	The comment and response table lists the communities consulted for the project, but it is not included the section that speaks to Indigenous consultation. Please revise and elaborate in section of EPR.	Ontario Northland is committed to building positive and meaningful relationships with Indigenous peoples and communities, in alignment with its strategic objectives in the development of Timmins-Porcupine Station. **Section 5.2.2** of the EPR outlines Indigenous Communities & Organizations Engagement during the Pre-Planning Phase of the TRPAP, which included the following activities: • Ontario Northland hosted a Community Connection Event on September 29, 2023 within the City of Timmins. • Following the Community Connection Event, letters to invite Indigenous Communities and Organizations to participate in community discussions regarding the Northlander were circulated in the Fall/Winter of 2023.

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			• Métis Nation of Ontario • Chiefs of Ontario Indigenous Communities & Organizations that were provided a copy of the Draft EPR for review and comment are listed in **Table 5-3**. Please note that no comments were received on the Draft EPR. Consultation and Engagement efforts in support of the Timmins-Porcupine Station TRPAP are contained in **Consultation Record (Appendix I).**		• Invitations to the Timmins-Porcupine Station PIC #1 were sent to Indigenous Communities and Organizations on March 7, 2024 via Mailchimp. No responses were received. • An Invitation Letter to an Indigenous Transportation Roundtable discussion, scheduled for May 22, 2024 was circulated. • The Draft EPR was shared with Indigenous Communities and Organizations for review, to obtain any comments and feedback on April 9, 2024. Additionally, the following meetings were held with Indigenous Communities & Organizations in and effort to understand the key challenges and opportunities from an Indigenous perspective and build positive relationships, trust and understanding: • Beaverhouse First Nation Meeting on December 15, 2023 • Ontario Native Women's Association Meeting on December 18, 2023 • Chippewas of Rama First Nation Meeting on January 16, 2024 • North Bay Indigenous Friendship Centre's Community Action Circle on May 15, 2024 • Indigenous Transportation Roundtable on May 22, 2024 **Section 5.2.2** of the EPR further describes Indigenous Communities & Organizations Engagement during the TRPAP Phase, which has included the following activities: • PIC #2 notices with a link to the website were sent to Indigenous Communities and Organizations on May 30, 2024. • Invitations to the Timmins-Porcupine Station PIC #2 was sent to

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					Indigenous Communities and Organizations on May 30, 2024, with a follow-up e-mail invitation shared on June 7, 2024. • A follow-up e-mail was sent to each Indigenous Community and Organization on July 17, 2024 to confirm that there are no outstanding comments or interests related to the Timmins-Porcupine Station Project/TRPAP, along with a request for information related to any existing aboriginal or treaty rights that may be negatively impacted by project. Ontario Northland hosted meetings with the following Indigenous Communities & Organizations: • Nipissing First Nation Meeting on June 28, 2024 • Wabun Tribal Council/Matachewan First Nation Meeting on July 18, 2024 Please refer to **Section 5.2.2** and **Section 5.3.3** of the EPR for further details. Records of engagement efforts with Indigenous Communities & Organizations are contained in **Appendix I -Consultation Record**.
23	Transit and Rail Project Assessment Process	Thank you for the opportunity to comment on the draft EPR for the Northlander Passenger Rail Service – Timmins-Porcupine Station. The ministry's comments should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. The proponents' responses to ministry comments will also include the location of any revisions in the final EPR and/or supporting technical reports that were made to address ministry comments, where applicable. Please note that the ministry's comments (EA-related and technical), along with any comments received by other government agencies, Indigenous communities and the public should be considered by the proponents as it prepares the final EPR for submission. Please provide to the ministry as soon as possible, comments with respect to natural and cultural heritage features provided by relevant agencies	Acknowledged. How comments received on the Draft EPR were considered by Ontario Northland are contained in **Table 5-4** to **Table 5-9** in **Section 5.2.4**. No comments were received on the Draft EPR from Indigenous Communities or Organizations.		

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		such as the local conservation authority, the Ministry of Natural Resources and Forestry and Ministry of Citizenship and Multiculturalism. Please also advise if there have been any significant comments from any Indigenous communities on the draft EPR. We look forward to continuing to work with you on addressing our comments identified in the draft EPR. If you have any questions, please feel free to contact me at 437-248-0058 or by email at Cindy.Batista@ontario.ca			
24	Climate Change	The report does not consider future changes in climate and the potential impacts of a changing climate on the project. These considerations should be made throughout the report where appropriate. To assist the proponent with addressing this issue, MECP is pleased to suggest the following resources: • Ontario's MECP's guide on considering climate change in the environmental assessment process, 2017 to integrate considerations of climate change in identifying environmental components, identifying consideration of alternatives, and describing potential effects of the undertaking • Ontario Provincial Climate Change Impact Assessment (PCCIA) Technical Report, 2023, a regional and sector-based climate change impact assessment to support informed decisions that address regional and sector-specific impacts of climate change. Other resources and data sources include: • Ontario Climate Change Data Portal • Environment and Climate Change Canada's Climate Atlas of Canada and • Canadian Climate Data and Scenarios.	This information was not included in the Draft EPR as it was not yet available. Notwithstanding this, a discussion on Climate Change has now been added to the EPR in **Section 4.13.8**.		
25	Section 2.4.1 Site Servicing	This section indicates anticipated localized runoff volumes. When calculating the specific runoff volumes for different localized areas within the site, consider using data from the Ontario Climate Change Data Portal. This could help incorporate climate change impacts into the evaluation of pre- and post-development runoff volumes to assess the potential impacts of stormwater runoff.	The Stormwater Management (SWM) analysis conducted for the site identified that a combination of minor systems and bioswales will be implemented to adhere to the required quality and quantity standards. The engineering design for the station has been developed to preserve the property's natural hydrological characteristics. This includes maintaining the capacity of the on-site drainage ditch. Stormwater runoff from the site will be directed towards an existing ditch located at the northeast corner, utilizing a network of pipes		

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			and bioswales. The flow within the bioswales will be regulated by a series of check dams to ensure the existing ditch's capacity is upheld. Rainfall data obtained from the Ministry of Transportation's (MTO) IDF tool is being utilized to inform the design, ensuring it meets the necessary standards. Additionally, future IDF curves will be utilized to assess the Climate Change impact on the hydraulic system. Furthermore, Ontario Northland intends to incorporate green infrastructure as a proactive measure to mitigate increased runoff. This may involve the implementation of bio-retention swales and/or Low Impact Development (LID) strategies.		
26	Section 2.5.1 Timmins-Porcupine Station	This section discusses the need for regular platform maintenance, including the inspections to determine how platform deteriorates over time because of environmental factors such as rain, snow, ice, wind, and effects of salting. The proponent is encouraged to consider the increased impact of climate change (i.e., changes in temperature, precipitation, extreme weather event frequency) on the environmental factors that will contribute to all aspects of the project including platform deterioration.	Please see response to comment 28 above and refer to **Section 4.13.8** of the EPR for discussion of how climate change was considered as part of the project. Please also note that the design will be mindful of the escalating effects of climate change and will integrate durable materials and construction components wherever feasible.		
27	Section 3.2.1.1 Methodology of Natural Environment, Data Gathering	Consider supplementing this section with climate data sources (listed in comment 1) to support the report with climate change considerations.	MECP's Guide on considering climate change in the environmental assessment process, 2017 has been reviewed and a Climate Change discussion is now included in the EPR in **Section 4.13.8**.		
28	Section 4.10 Stormwater Management/Drainage	This section recognizes that the proposed project will result in increases to impervious areas, with potential effects to water quantity and quality, and potential alterations to local drainage systems. A SWM assessment with mitigation measures (if required) is being completed. Proponent is encouraged to base the related analysis on data that considers of the impacts of climate change.	Following the Stormwater Management (SWM) analysis conducted for the site, a combination of minor systems and bioswales will be implemented to adhere to required quality and quantity standards. The engineering design for the station has been meticulously developed to preserve the property's natural hydrological characteristics. This includes maintaining the capacity of the on-site drainage ditch. Stormwater runoff from the site will be directed towards an existing ditch located at the northeast corner, utilizing a network of pipes and bioswales. The flow within the bioswales will be regulated by a series of		

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			check dams to ensure the existing ditch's capacity is upheld. Rainfall data obtained from the Ministry of Transportation's (MTO) IDF tool is being utilized to inform the design, ensuring it meets the necessary standards. Additionally, future IDF curves will be utilized to assess the Climate Change impact on the hydraulic system. Furthermore, the Ontario Northland intends to incorporate green infrastructure as a proactive measure to mitigate increased runoff. This may involve the implementation of bio-retention swales and/or Low Impact Development (LID) strategies.		
29	Natural Environment Existing Conditions & Impact Assessment Report, Photo Appendix	It does not appear that field surveys were undertaken that were specific to any particular species at risk. Photo 12 and Photo 13 appear to show mature trees that species at risk bats such as little brown myotis and northern myotis may select for roosting during the active season (May 1 to Aug 31). It is not clear from the report whether these trees will be removed during site clearing, but if they are, MECP SARB is recommending that clearing occur outside of the active season. If this cannot be avoided, it is possible that further surveys specific to SAR bats and a possible authorization under the ESA may be required. Similarly, Photo 4 appear to contain trees that may be larger than 10 cm diameter at breast height making them possible candidate trees for SAR bat roosting habitat. It is not clear from the report whether these trees will be removed during site clearing, but if they are, MECP SARB is recommending that clearing occur outside of the active season. If this cannot be avoided, it is possible that further surveys specific to SAR bats and a possible authorization under the ESA may be required.	A SAR screening study and habitat assessment was completed as part of the project to determine the likelihood of SAR presence. Based on the results of the SAR screening, habitat assessment, proposed design, and mitigation measures provided, no additional SAR surveys are anticipated. The current design does not include any tree removal or impacts east of the rail corridor in the woodland; photos 12 and 13 are taken within the woodland east of the rail corridor. No suitable roost trees were identified west of the train tracks in the proposed facility location during wildlife habitat surveys; however, mitigation is included to specify that vegetation is to occur outside of the bat roosting season. If it is determined that trees east of the train tracks may be removed or impacted in future design stages, further surveys may be required to characterize bat habitat during detailed design. It should be noted that there is no planned vegetation clearing south of the rail corridor in this area as part of the project. This note has also been added to the EPR. In addition, the following mitigation measures have been added to the **Table 4-8** of this EPR and the Natural Environment		

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			Existing Conditions & Impact Assessment Report: • Vegetation clearing to occur outside of the bat roosting season of May 1-August 31. Should removal of potential SAR bat habitat be required, SAR bat surveys will be completed by a qualified specialist in advance of the removal activities to confirm SAR bat habitat presence. • If removal of confirmed SAR bat habitat is required, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • All requirements of the ESA and/or SARA Species-specific mitigation measures will be implemented, in consultation with MECP as required. Based on the current station design, there are no impacts anticipated east of the rail corridor in the woodland. No suitable roost trees were identified west of the rail corridor in at the proposed station location during wildlife habitat surveys. If it is determined that trees east of the rail corridor may be removed in future design stages, further surveys may be required to characterize bat habitat.		
30	Natural Environment Existing Conditions & Impact Assessment Report, Table 6	It is currently understood that the Proponent plans to undertake vegetation removal outside of the breeding bird sensitive time period (May 1 to Aug 31). However, there are references to performing nest sweeps if vegetation and tree clearing must occur within the breeding bird sensitive time period. If vegetation/tree removal occurs within the breeding bird sensitive time period, nest sweeps prior to vegetation/tree removal activities are generally not considered sufficient mitigation to avoid the need for an ESA authorization if SAR are present. If the proponent must clear vegetation/trees within the breeding bird sensitive time period, MECP SARB recommends that short-eared owl (SEOW) and eastern whip-poor-will (EWPW)* be considered in more detail for this project site. These species have a medium likelihood of being present on site based on multiple observations east and west of the site available on eBird and iNaturalist. See comment below about EWPW and	There is no tree removal proposed for complex habitat (i.e., the adjacent woodland east of the rail corridor). Sparse open grown trees located within the cultural meadow may be removed; tree removal will be conducted outside of the breeding bird sensitive time period. The following mitigation measures have been updated in the Natural Environment Existing Conditions & Impact Assessment and **Table 4-8** of this EPR: • Vegetation clearing to occur outside of the breeding bird window of April 1-		

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		the potential changes to its status on the Species at Risk in Ontario (SARO) list in context of project timelines (i.e. project commencement after Jan 31, 2025, EWPW may not be relevant from an ESA perspective).	August 31. If tree clearing is required during the breeding bird window, a nest sweep will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. • If an active nest is found, then a protective buffer will be established around the nest. The extent of the buffer will be determined in consultation with a qualified biologist and if applicable, additional consultation with the agencies having jurisdiction (e.g., MECP) may be required to determine extent of protection and mitigations. The Natural Environment Existing Conditions and Impact Assessment Report Appendix A has been revised to add the following SEOW and EWPW consideration. Habitat Potential: • Despite SEOW observations in the vicinity, the small size of this site (approx. 0.7 ha) is unlikely to provide suitable nesting habitat (50-100 ha) (COSEWIC status and assessment report on the Short-eared Owl). • The cultural meadow where the station is proposed provides low likelihood of foraging habitat for EWPW due to its small size (<3 ha) (COSEWIC status and assessment on the Eastern Whip-poor-will). Nesting may occur in the woodland east of the rail corridor; however, that area is not anticipated to be impacted and higher quality nesting habitat is located further north and south of the Timmins-Porcupine station.		
31	Natural Environment Existing Conditions & Impact Assessment Report	A note that the 2023 Annual Report by the Committee on the Status of Species at Risk in Ontario (COSSARO) is now available as required under the *Endangered Species Act, 2007 (ESA),* and a bulletin has been posted to the Environmental Registry of Ontario. Included in COSSARO's 2023 Annual Report is the downlisting of Eastern Whip-poor-will to Special Concern and the listing of three bat species (Eastern Red Bat, Hoary Bat,	Acknowledged. The Environmental Registry of Ontario will be reviewed for notices of SARO amendments through future project stages. At the time of writing this EPR, bat roost trees for species that may be uplisted are not anticipated to be impacted. No further revisions to the		

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		Silver-haired Bat) as Endangered. In accordance with the ESA, the Species at Risk in Ontario (SARO) List (O. Reg. 230/08) will be amended to reflect the species assessments included in the COSSARO report, within one year from the date the report was received by the Minister, on or before January 31, 2025. In accordance with the provisions of the ESA, species that have been reclassified as Special Concern will no longer receive protections under the ESA and newly listed Endangered species will receive automatic species and general habitat protection under the ESA upon listing. However, it should be noted that although the COSSARO report includes recommendations for (re)classification of species under the ESA, there is no guarantee these recommendations will be accepted until the SARO list is officially amended to reflect the changes. MECP SARB recommends that the proponent check the Environmental Registry of Ontario for notices of SARO amendments in January 2025 as this may influence an ESA authorization, if any, for the project with respect to impacts to members of a SAR bat species, impacts to bat maternity roost habitat, and/or other SAR.	Natural Environment Existing Conditions & Impact Assessment Report are required.		
32	Surface Water Review	The construction and operation of this site will increase the quantity of sanitary sewage being treated and subsequently discharged by the City of Timmins from their Whitney Wastewater Treatment Plant (WWTP) site. A previously completed surface water review (Dubois, 2011) indicates that the Porcupine River is the receiver for effluent discharge from the WWTP, and that the portion of the river downstream of Porcupine Lake is considered a Policy 2 receiver with respect to total phosphorus (TP), as concentrations exceed the provincial water quality objective (PWQO). A mixing zone, as defined in the Ministry's Water Management Policies, is not applicable to a Policy 2 receiver. Unless significant additional dilution is available in the downstream environment (i.e., tributaries contributing substantial flow to the system), contaminant concentrations downstream of an effluent discharge cannot meet PWQOs or background conditions if the effluent contains higher than background concentrations of a contaminant. If the Environmental Approvals Branch (Approvals) and the Wastewater Engineers therein determine the possible flow increase resulting from the construction and operation of this facility is acceptable, the possible impacts of increased flows and phosphorus loading to the Porcupine River should be considered. At this time there is not sufficient information in the form of possible flow increases to provide further guidance from a surface water perspective, however additional discussion can be had with Approvals and the District Office as needed.	The proposed station building is a standalone, single-story structure. The sanitary flow generated from the station, sourced from the City of Timmins water supply system, is insignificant (i.e., washroom discharge) and will be addressed through the ECA for wastewater servicing during detailed design.	Although Ontario Northland (the Proponent) is of the opinion that sanitary flow generated from the station is "insignificant", due to the fact that the receiving river (Porcupine River) is already considered a Policy 2 receiver respecting total phosphorus (TP), an estimate of the potential maximum increase in sanitary flow and TP load to the WWTP should be calculated, and a discussion should be had with the City of Timmins to confirm that the City's WWTP is capable of accepting this additional flow and load. It is anticipated that these comments will be addressed during the detailed design phase of the project. **General Requirements for Development in Ontario** The Proponent did not offer acknowledgement of, or responses to MECP's comments pertaining to possible permits and approvals that may be required during the construction of the station. Responses are outstanding.	Acknowledged regarding the requirement for confirmation and acceptance from the City of Timmins for the sanitary flow and TP loading generated from the station. This comment and work will be addressed during the detailed design phase of the project. Consultation meetings will be held as part of the ECA process with both MECP and City of Timmins. Surface water ECA requirements will be coordinated, and approvals obtained from the MECP, where required. It is also acknowledged that an EASR or PTTW may need to be obtained during detailed design, as/if required. **Specific commitments pertaining to this are outlined in detail in Section 6.9 of the EPR.**

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		General Requirements for Development in Ontario Any prospective water taking must be carried out in compliance with the conditions for registration on the Environmental Activity and Sector Registry (EASR) or a Permit to Take Water (PTTW) as applicable. If dewatering for foundations is required, excavation dewatering must not be discharged into any surface water feature. Mitigation measures such as filter fabric on inlet pump head and/or straw bale/filter fabric device or equivalent should be utilized to minimize sediment transport during excavation/construction dewatering. Consideration should be given far enough in advance to allow enough time to prepare and submit applications to the MECP for PTTWs and/or ECAs if required. This is especially important where surface water and hydrogeological technical studies are required. Mitigation measures must remain in place until final rehabilitation of temporary work areas is completed. Similarly, mitigation measures are required at construction and/or laydown sites until they are remediated or reclaimed to minimize the potential for off-site movement of sediment-laden water and any contaminant toward any surface water feature. Stormwater management during the construction phase must also be designed to effectively mitigate stormwater runoff.		These are discussed within the third column of this table. In addition to the earlier provided comments, the Proponent must also consider the requirements for a long-term ECA for the collection, transmission and treatment of stormwater runoff in the site's entirety, to address TSS, oil, grease, and possibly metals.	
33	Noise & Vibration	MECP reviewed the documents and had no comments at this time.	No response required.		
34	Wastewater	In the approval phase a separate (1) industrial stormwater management plan and design and (2) a sanitary sewage system of the Project Areas will be required at a minimum.	Please refer to the updated **Sections 4.9 and 4.11** within the revised EPR. We note that MECP approvals for the stormwater management design and the sanitary sewage connection of the facility is required. Commitments have been included in the updated EPR under **Section 6.2** outlining the requirements for obtaining the necessary approval(s) from the MECP.	As discussed in the Aug 26 meeting with the ministry's Sr. Wastewater Engineer, the following should be included as records during the pre-submission consultation: • The catchment area for the station must include rail line and associated required set back in all calculations of SWM Facility BMP elements design • Considering the rail line and train operation and associated passenger Parking; appropriate BMP elements shall be provided in multielement train approach for achieving the required suspended solids removal and oil, grease and metals removal. As an example Oil and grit separator, oil and water separator or combination of the	Acknowledged, the drainage and stormwater management detailed design will incorporate the noted comments. Rail line setbacks and associated calculations to be added as part of the detailed design. Appropriate BMP measures will be provided during detailed design to achieve the required water quality targets (i.e., OGS or other methods in a treatment train).

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				other methods shall be provided.	
35	Hydrogeology	Both supplied documents are silent on existing groundwater conditions within the Project Study Area. Existing soil conditions are similarly not discussed in detail.	The EPR has been augmented since the draft version – please refer to **Section 3.3.7 and Section 4.9**		
36	Hydrogeology	Neither report supplies a meaningful description of the local groundwater regime's current role in supporting pre-existing users and the natural functions of the ecosystem, or how these factors might constrain or otherwise affect the proposed activity.	The EPR has been augmented since the draft version – please refer to **Section 3.3.7 and Section 4.9**		
37	Hydrogeology	In lieu of this key information, I cannot confirm that future groundwater takings associated with the project are unlikely to cause serious harm to human health or serious and irreversible harm to plant life, animal life or the natural environment.	The EPR has been augmented since the draft version – please refer to **Section 3.3.7 and Section 4.9**. Also refer to **Section 6.9**		
38	Environmental Activity and Sector Registry (EASR) or Permit to Take Water (PTTW)	The Ministry should not make assurances that it will consider water taking requests under the Environmental Activity and Sector Registry (EASR) or Permit to Take Water (PTTW) programs until this information gap is corrected.	Refer to **Section 4.9 and Section 6.9** of the Revised EPR.		
39	Section 3.3.7 Stormwater Management/Drainage	Recommendation: The proponent must supply the currently omitted Section 3.3.7 of the Environmental Project Report (discussion of the existing soil and groundwater conditions).	Refer to **Section 4.11, Section 4.15.7**, and **Section 6.11** within the revised EPR.		
40	Section 3.3.7 Stormwater Management/Drainage	Recommendation: The above-noted section must be prepared and authenticated by either a registered member of the Association of Professional Geoscientists of Ontario or a professional engineer who meets the requirements set out in paragraph 2 of subsection 3 (3) of the Professional Geoscientists Act, 2000.	Refer to response comment #39 above. This section was prepared by a Professional Engineer.		
41	Groundwater	Recommendation: The proponent must supply sufficient soil and hydrogeological information to substantiate that the project will not affect groundwater resources to a degree that would 1) cause serious harm to human health or 2) serious and irreversible harm to plant life, animal life or the natural environment.	Acknowledged. Refer to response comment #35 above.		

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Ministry of Environmental, Conservation and Parks – Air Quality (Received August 22, 2024)			
1	Contaminants of Concern	Key pollutants related to transportation air quality impact assessments are carbon monoxide (CO), nitrogen oxide (NO_x) with a focus on NO and NO_2, particulate matter (TSP, PM_{10} and $PM_{2.5}$), selected volatile organic compounds (VOCs) (benzene, 1-3 butadiene, formaldehyde, acetaldehyde and acrolein) and benzo(a)pyrene. However, the air quality impact assessment included only some pollutants, i.e., NO_x, TSP, and benzene. The list of key pollutants related to transportation mentioned above should all be included in the air quality impact assessment.	See Appendix Sections A.3 and B.3, in updated report. The information contained in the referenced appendices demonstrate that the controlling contaminants have been presented in the body of the report by comparing the emission factors of the key pollutants (carbon monoxide (CO), nitrogen oxide (NO_x) with a focus on NO and NO_2, particulate matter (TSP, PM_{10} and $PM_{2.5}$), selected volatile organic compounds (VOCs) (benzene, 1-3 butadiene, formaldehyde, acetaldehyde and acrolein) and benzo(a)pyrene) to their respective limits. The particulate matter

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			concentrations are low enough that the TSP and / or PM_{10} concentrations are less than the $PM_{2.5}$ limits. This is highlighted in the particulate Figures in the body of the report.
2	Study Area	According to the information from the Ministry of Transportations' Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (MINISTRY OF TRANSPORTATION ENVIRONMENTAL GUIDE FOR ASSESSING AND MITIGATING THE AIR QUALITY IMPACTS AND GREENHOUSE GAS EMISSIONS OF PROVINCIAL TRANSPORTATION PROJECTS (prod-environmental-registry.s3.amazonaws.com), "The local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction." Therefore, the study area should cover the local air quality impacts range, around 500 m from the facility.	See Appendix Section A.5 and B.4 in updated report, where the local air quality impacts are depicted to a distance of approximately 500 m from the transportation facility, in each direction.
3	Section 1.8	The predicted results from the proposed project including cumulative effects are usually compared with applicable Ontario Ambient Air Quality Criteria (AAQC) and/or Canadian Ambient Air Quality Standards (CAAQS) to assess the air quality impacts from the project. Update Table 4 to include all applicable criteria/standards for all key pollutants with all applicable averaging periods. In addition, the ministry has updated criteria and standards for SO_2. Please refer to the following link for the updated AAQC: AMBIENT AIR QUALITY CRITERIA (ontario.ca). In addition to the annual AAQC of 0.45 µg/m^3, the ministry also has a 24-hour AAQC of 2.3 µg/m^3 for benzene.	The Table has been updated. The method used in MECP Guideline A-11 (2017) was used to address the 2.3ug/m^3 limit on Figures 7a and 7b.
4	Background Air Quality	Ambient air quality monitoring data from the Ministry of the Environment, Conservation and Parks (MECP) and National Ambient Pollution Surveillance (NAPS) program ambient air monitoring stations in Sudbury, Sault Ste. Marie, North Bay and Toronto were reviewed and maximum concentrations were used as background concentrations. These stations are far away from the project site, which may not be an appropriate representative for the study area. Provide a rationale to explain why ambient air quality monitoring data from these stations can be used to estimate background air quality for the study area. As provided in the ministry's previous comment on the Draft Environmental Project Report, the 90th percentile of measurements from local and/or regional air monitoring stations are usually used to establish background air quality for a time resolution of 24 hours or less. Please add a table to show a statistical summary of ambient air monitoring data and comparison with applicable criteria/standards.	Page 13 states that the "nearest locations to Timmins are: Sudbury, North Bay, and Sault Ste Marie, where Ontario has data, with Sudbury being the closest". The rationale is that these are the closest stations with air quality data. See Appendix C for 90 percentile data, in updated report.
5	Modelling	Benzene concentration at the Porcupine Public Health Unit from a Carex Canada Study in 2011 and the assumption of a 50% reduction over 10 years were used to estimate the maximum background benzene concentration for the study area based on the information from the report. It should be noted that the decrease trends varied by location, from 21% at Ottawa Downtown station to 42% at Sania station, with an average reduction of 41% based on the measurements from 2010 to 2019 (10-year trends and annual results | Air Quality in Ontario 2019 Report | ontario.ca). From 2012 to 2021, the annual mean benzene concentration has decreased by 36% on average (Air Quality in Ontario 2021 Report | ontario.ca). A reasonable reduction rate should be used to estimate background benzene concentration if benzene concentration at the Porcupine Public Health Unit from a Carex Canada Study in 2011 is used. In addition to the annual AAQC, the ministry also has 24-hour AAQC, 2.3 µg/m3 for benzene as mentioned in the previous comment. The Carex Canada Study (2011) provided predicted annual mean benzene concentrations. 24-hour background benzene concentration is also required to assess the cumulative effects.	See Appendix C, in updated report. The MECP data for the larger of 2010 or 2012 is an average of 67% of the values the Carex Study found for Benzene for 2011. The average reduction from the MECP 2012 data to the MECP 2019 data was 65%. As such, (on average) the MECP 2019 values were 43.5% of the Carex Study values. Therefore using 50% of the Carex Study values (estimated in Figure 3) is conservative. 24 hour benzene concentrations have been added to Figures 7a and 7b in the body of the report.

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6	Sensitive Receptors	It seems the report didn't provide detailed information of sensitive receptors in the study area, which could be impacted by the proposed project. Sensitive receptors within the study area should be identified and presented in the report.	Report pages 4, 19 and 21 describe the Train Station itself as the location with sensitive receptors within the of influence of the emission sources modelled. The public and catholic schools (Figure 1a) are outside the zone of influence of the train station's potential emissions and concentrations at the closest residences are low. In our professional opinion, the GLC grid conservatively captures the sensitive receptors in the vicinity of the proposed train station. To demonstrate, Appendix B.4 provides the worst-case concentrations for sensitive receptors while Figures 5a through 7b provide the concentrations from the GLC grid.
7	Sections 1.4, 1.7 and 3.3	Emissions from industries in the vicinity of the site, such as Sarjeant Propane, City of Timmins Public Works, Porcupine Machining, City of Timmins Bob's Lake Lagoon sewage collection system and City of Timmins 815 Gervais Street North sewage collection system were identified, and noise, odour, and dust impacts from these industries were reviewed based on land use compatibility guideline (D-6). Emissions from these industrial sources were excluded from the modelling assessment for the proposed project based on information from the report. If possible, provide more information to support impacts from these industries are insignificant, for example, emissions/modelled concentrations from Emission Summary and Dispersion Modelling (ESDM) reports, and/or complaint reports from these facilities.	None of these industries have ECAs or EASRs, so no emission rates or modelling is available. Appendix D contains literature discussing the sewage collection systems.
8	Modelling	Emissions from nearby roads for the year 2021 and year 2046 were estimated using the U.S. EPA's Motor Vehicle Emission Simulator (MOVES4) and modelled using CALRoads View as indicated in the report. It is unclear whether the predicted concentrations shown in the report are for the existing situation (2021) or the future situation (2046). Considering the Annual Average Daily Traffic (AADT) near the proposed site, especially the AADT for King Street based on the information from the Traffic Assessment Report, it is recommended emissions from nearby roads for the year 2046 be included when modelling air quality impacts from the proposed project (modelling emissions from both nearby traffic and the proposed project). In addition, MOVES inputs, outputs and traffic conditions should be included and presented in the report.	We confirm that emissions from nearby roads for the year 2046 were already included as part of modelling air quality impacts from the proposed project as outlined on page 17 where we state "The NPR TRPAP Traffic Assessment Report, from June 2024 was used for an estimate of peak traffic flows in 2046." See Appendix B.2 for MOVES4 inputs.
9	Assessment Approach	As the report didn't provide enough detailed information, it is unclear whether the proponent followed the MTO's guide for transportation projects when assessing impacts from nearby roads, for example, conducting one-hour and 24-hour worst-case analysis and using worst-case meteorological inputs, etc., even though more detailed traffic information was provided in the Traffic Assessment Report.	For the Figures 5a through 7b, in the body of the report, our experience was used to provide a conservative result. Appendix B.4 demonstrates that the worst-case concentrations, when using MTO's guide, are slightly less conservative than those shown in the body of the report. Appendix B.1 tabulates the differences between the parameters from Theakston's typical analysis and those suggested in the MTO guide. AERMOD calculates 5 years of hourly data and chooses the worst-case. AERMOD has the option of eliminating meteorological anomalies. The highest concentrations were reported in the original Report.
10	Modelling	In addition to emissions from nearby roads, the emission rates estimation for the key pollutants for the railway station including methods and results should be described and presented in the report.	Sample calculations for the controlling pollutants for the railway station, namely the train, the emergency generator, and the comfort heating equipment have been provided in Appendix A.4 - Emission Rate Sample Calculations.
11	Modelling	The report doesn't provide sufficient information about air dispersion modelling, i.e., meteorological data, terrain data, emission heights, information on receptors, etc. In addition, NO_2 concentrations were reported, it is unclear what method was used as there are several options available for the conversion of NO_X to NO_2 in the AEROMOD.	The OLM method also requires values for the "In Stack NO2/NOX Ratio". The following values were used: • Diesel Locomotive = 0.083 • Unit Heaters and AHU = 0.100 • Generac Generator = 0.187 See Appendix A.2, in updated report.
12	Modelling	In addition to the maximum point of impingement concentration, modelled results for sensitive receptors should also be provided. In addition to the isopleth/contour plots, the modelled results including cumulative effects for all key pollutants should be presented in the tables and compared with applicable criteria/standards.	See Appendix Sections A.3 and B.3, within the updated report. These appendices demonstrate that the controlling contaminants have been presented in the body of the report by comparing the emission factors of the key pollutants (carbon monoxide (CO), nitrogen oxide (NO_x) with a focus on NO and NO_2, particulate matter (TSP, PM_{10} and $PM_{2.5}$), selected volatile organic compounds (VOCs) (benzene, 1-3 butadiene, formaldehyde, acetaldehyde and acrolein) and benzo(a)pyrene) to their respective limits.

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			Further, in our professional opinion, the GLC grid conservatively captures the sensitive receptors in the vicinity of the proposed train station. To demonstrate, Appendix B.4 provides the worst-case concentrations for sensitive receptors while Figures 5a through 7b provide the concentrations from the GLC grid.
13	Potential Effects	In addition to the operation phase, potential effects from the construction activities associated with the proposed project should be discussed in the report, including but not limited to: sources, emissions, potential effects and mitigation measures, etc.	Table 6 of the report addresses potential effects from the construction activities associated with the proposed project. Further, see Appendix E, in updated report.
14	Natural Environment Existing Conditions & Impact Assessment Report	The Natural Environment Existing Conditions & Impact Assessment Report doesn't mention the potential air quality effects from the construction activities of the proposed project. Potential adverse effects to air quality including mitigation measures during construction should be discussed and included in the Natural Environment Existing Conditions & Impact Assessment Report.	Table 6 of the report addresses potential effects from the construction activities associated with the proposed project. Further, see Appendix E, in updated report.
15	Greenhouse Gas (GHG) Emissions	Greenhouse gas (GHG) emissions from the construction of the Timmins-Porcupine Station were estimated. The report doesn't mention a reduction in carbon sinks due to vegetation removal. The impacts of vegetation removal on GHG emissions from the proposed project should be discussed in the report. In addition, Timmins-Porcupine Station GHG emissions from the operations phases including train service should also be estimated. The estimated GHG emissions should be compared with the provincial and national totals.	Added to report within Section 6, "The grass and shrubs on the existing site may be sequestering more carbon dioxide than is emitted from mowing and maintaining the area. Conservatively, B. Jason West and Danelle Haake (https://www.litzsinger.org/research/west-haake.pdf) measured 11.7Mg C per year sequestered by 7.2 acres by a restored tallgrass prairie. The result at this site, is sequestering carbon dioxide at a rate of 3.5 Mg C per year, if sequestering is at the rate of a restored Missouri tallgrass prairie."
16	General	There is a typo in the sentence "These industries are considered from a Guideline D-6 perspective, described in section 1.4, below." It should be sections 1.7 and 3.3 instead of section 1.4.	Corrected in updated Report.
Ministry of Environmental, Conservation and Parks – Air Quality (Received September 20, 2024)			
1	General	It is expected that some summary tables are added to main sections of the report, for example, summary tables for background concentrations with applicable AAQC/CAAQS, emission rates, modelled results with and without background concentrations with applicable AAQC/CAAQS based on the ministry's previous comments, however, no summary tables were added to the report.	Summary tables for background concentrations with applicable AAQC/CAAQS, emission rates, modelled results with and without background concentrations with applicable AAQC/CAAQS have been added to the body of the revised report.
2	Ontario Ambient Air Quality Criteria (AAQC) and/or Canadian Ambient Air Quality Standards (CAAQS)	The background concentrations and modelled results should be compared to applicable AAQC and/or CAAQS as mentioned in the ministry's previous comment. Applicable CAAQS were not included in the report. Please include the applicable CAAQS in the report in addition to the applicable AAQCs. In addition to annual AAQC, benzo(a)pyrene also has a 24-hr AAQC. SO2 has an AAQC based on 10-min averaging period in addition to annual and 1-hour AAQCs. Also, 1-hour SO2 standard is 100 ug/m3 and annual standard is 10 ug/m3.	The background concentrations and modelled results have been compared to applicable AAQC and/or CAAQS.
3	Background Concentrations	For the appendix C, copies of summary for some contaminants from ministry's 2021 report were added. It should be noted that the background concentrations are generally summarized from the most recent 3-5 years' data when data from nearest MECP AQHI and/or NAPS stations are used instead of site-specific measurements. Provide tables showing a summary of 3-5 year's data, for example, minimum, maximum, average, and 90th percentile, etc. and a summary table with background concentrations of contaminants of concern (COC) and applicable AAQCs and/or CAAQS. 24-hour background benzene concentration is also required to assess the cumulative effects as mentioned in the ministry's previous comment.	Tables showing a summary of 3 year's data, for mean, maximum, and 90th percentile have been added to the body of the revised report.
4	Emission Rates	A summary table with emission rate for each contaminant should be reported and presented in the report.	A summary table with emission rate for each contaminant has been reported and presented in the report.
5	Section 1.6	$PM_{<44um}$ concentrations from the proposed project were not reported based on the comparison of the ratios of $NO_x/PM_{<44um}$ between applicable limits and emission factors as indicated in the report.	The predicted PM_{10} and $PM_{2.5}$ concentration have been reported and presented in the report.

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		It should be noted that $PM_{<44um}$, PM_{10} and $PM_{2.5}$ emissions from the proposed project are almost the same. Consider about the relative low limits for PM_{10} and $PM_{2.5}$ compared to $PM_{<44um}$, the predicted PM_{10} and $PM_{2.5}$ concentration should be reported and presented in the report, which also applied to emissions from the nearby roads.	
6	Modelling	The air dispersion modelling should include emissions from both nearby roads and the proposed project as suggested by the ministry. It appears air quality impacts from the nearby roads and the proposed project were modelled separately. If that is the case, the predicted concentrations from the nearby road should also been included as part of background concentrations to assess the cumulative impacts form the proposed project.	There will be no overlap of the idling train and the peak traffic hours.
7	Modelling	Ozone Limiting Method (OLM) was used to convert NO_x to NO_2, and the annual O^3 concentration from AQHI station in Sudbury was used. It is recommended that 90th percentile of 1-hour or 24-hour background O^3 values be used to obtain conservative results. In addition, it is unclear where the initial in stack NO_2/NO_x ratios shown in the report come from.	The 90th percentile of 1-hour or 24-hour background O3 values be used to obtain conservative results. The OLM method requires values for the "In Stack NO2/NOX Ratio". The following values were used Diesel Locomotive = 0.083, Unit Heaters and AHU = 0.100, and Generac Generator = 0.187. These values are from GUIDANCE FOR NO_2 DISPERSION MODELLING IN BRITISH COLUMBIA, (Guidance for NO2 Dispersion Modelling (gov.bc.ca)) were used for the in-stack ratios, page 30.
8	Modelling	Some key contaminants were selected for modelling based on the ratios between emission rates and applicable limits. In addition to NO_2, PM_{10}, $PM_{2.5}$ and benzene should also be included as one of the controlling contaminants to assess the impacts of the project.	Benzene has been included as one of the controlling contaminants to assess the impacts of the project.
9	Modelling	It is hard for readers to verify the statements about the modelling results in the summary of the report as no modelled results were presented in a summary table. Modelled results with and without background concentrations should be summarized and presented in a table and compared with the applicable AAQCs and/or CAAQS as previously suggested by the Ministry.	Modelled results with and without background concentrations have been summarized and presented in a table and compared with the applicable AAQCs and/or CAAQS.
10	Controlling contaminants	Some key contaminants were selected for modelling based on the ratios between emission rates and applicable limits as mentioned before. It is unclear how the proponent calculated the high ratios of E-rate/24 h limit for NOx and NO_2 as shown in the A.3.	This was a typo and has been corrected.
11	Modelling	Benzene concentrations from the nearby roads were modelled and presented in the report, however, benzene concentrations from the proposed project were not reported and presented even though benzene was one of the key contaminants.	Benzene has been included as one of the controlling contaminants to assess the impacts of the project.
12	Modelling	It is unclear why 1/10000 was used when presented the modelled benzene concentrations from the nearby roads. Provide an explanation for adding 1/10000 for the modelled results.	When modelling Benzene with CALRoads, the Benzene concentrations were 0 at the emission rates given by the MOVES4 program, and as such, the emission rates were multiplied by 10,000 to increase resolution and the displayed concentrations were subsequently divided by 10,000.
13	Figures 5a and 5b	The modelled NO_2 concentrations were shown in mg/m^3. To better shown the results, it is recommended the modelled concentrations be presented in ug/m3 or ppb instead of mg/m^3.	We have researched your request and attempted to provide the desired units with each of the CALROADS modeling suites from Lakes. Of these: CALINE4 predicts concentrations of carbon monoxide (CO), nitrogen dioxide (NO_2), suspended particulate, and inert gases near roadways. CAL3QHC predicts concentrations of carbon monoxide (CO), suspended particulate, and inert gases near roadways. CAL3QHCR is an enhanced version of CAL3QHC that can process up to a year of meteorological data. Of the above models, only CALINE4 includes provisions to predict NO_2 concentrations. It includes the ability to use background concentrations for O^3, NO, and NO_2. The output results for NO_2 concentrations are in ppm. We approached the tech support people at Lakes Environmental and were advised the POI concentrations for NO_2 cannot be displayed in ug/m^3 within the model. We understand your preference for ug/m3 over ppm but regrettably we cannot comply. The best we can do is convert the maximum concentration value.

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14	Greenhouse gas (GHG) emissions	It is recommended the Intergovernmental Panel on Climate Change (IPCC) methodology (2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories) be used in the estimation of greenhouse gas emissions as a results of land use changes. In addition to GHG emissions from construction, GHG emissions from the operation phase should also be estimated. The estimated GHG emissions should be compared with the national and provincial GHG emissions as mentioned in the ministry's previous comment.	The Intergovernmental Panel on Climate Change (IPCC) methodology (2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories) was used in the estimation of the one-time loss of carbon storage as a results of land use changes.
Ministry of Environmental, Conservation and Parks – Air Quality (Received November 14, 2024)			
1	Table 1	It is unclear why the modelled maximum NO2 concentrations were not shown in the table when assessing air quality impacts from nearby roads and air quality impacts from the training station project. The modelled NO2 concentration should be included in addition to the modelled concentration plus background concentration.	We interpret this request to mean NO_2 should be shown separately (without background concentrations). This has been done. From there, we have then added background concentrations, to derive the cumulative result. The report and tables have been updated accordingly.
2	Table 1	90^{th} percentile of measurements from local and/or regional air monitoring stations are usually used to establish background air quality for a time resolution of 24 hours or less as mentioned in the ministry's previous comment on the Draft Environmental Project Report. It appears only 1-hr and annual background NO_2 background concentrations were provided, but 24-hr NO_2 background concentration was not included in the report for the modelling of impacts from training station. Also, only 1-hr background NO_2 concentrations were included in the modelling the potential impacts from the nearby roads.	24 hour concentrations have been included in Table 5 of the revised report.
3	Table 1	Explain why the modelled concentration plus background concentration (3.1 ppb) is less than annual background NO2 concentration (5.7 ppb) for the nearby roads as shown in the report.	Based on MTO/MECP direction from 12/16/2024, the report has been updated using AERMOD only to model the emissions from the traffic related to the proposed train station.
4	Table 1	Background concentrations of total suspended particulate matter and PM10 may be estimated based on the background PM2.5 concentration when the measurements of TSP and PM10 are not available.	$PM_{2.5}$ has been modelled and results have been presented in the revised report. See Section 5 / Table 5.
5	Table 1 & Table 6	Use Canadian Ambient Air Quality Standards (CAAQS) instead of Canadian AAQC	Thank you for pointing this out. This typo has been corrected in a revised report.
6	Section 5, Page 8	Platform area was used as a sensitive receptor to assess the potential impacts from the station project. It should be noted that sensitive receptors are defined as residential dwellings based on the MTO guideline document. Since the predicted concentrations were below applicable criteria/standards for the study area including nearby residences, it may not change the conclusion of the assessment.	The platform has been removed as a sensitive receptor within the revised report. The report has been updated accordingly. See Section 3.2, Figure 4, within the revised report for a summary of the selected sensitive receptors.
7	Page 12	The report states that the MECP regulates the ambient air quality through the Ambient Air Quality Criteria …. It should be noted that an AAQC is not a regulatory value. AAQCs are used to assess the ambient air quality, i.e., the potential air quality impacts from the proposed project.	Thank you for pointing this out. This typo has been corrected in a revised report.
8	Table 5	There is a typo for Ontario interim AAQC for PM10, it should be 50 ug/m3 instead of 10 ug/m3 for 24-hr averaging period. The ministry also has 1-hr NO2 AAQC of 400 ug/m3 in addition to the 24-hr AAQC of 200 ug/m3.	Noted Thank You. This typo has been corrected in a revised report.
9	General	Units of modelled concentrations should be included/shown in the figures.	Based on MTO/MECP direction from 12/16/2024, the report has been update using AERMOD only to model the emissions from the traffic related to the proposed train station.
10	A.3 Controlling Contaminants, Page 46.	The note (*) is confused. I don't think there is any conversion method outline in modelling guideline applied to calculate the E-rate/Annual limit, and annual AAQCS of12 ppb (or 24 $ug/^3$).	The (*) was a remnant from the September 2024 submission which should have been removed. Report updated accordingly.

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11	General	The report used modelled TSP or PM_{10} concentrations as estimates for $PM_{2.5}$. It should be noted that settling velocity and deposition velocity are different in the modelling for TSP, PM_{10} and $PM_{2.5}$, which will affect the modelled concentrations. Depending on the modelling option, the modelled $PM_{2.5}$ concentration may be higher with lower settling velocity and deposition velocity compared to TSP and PM_{10} when the emission rates of TSP, PM_{10} and $PM_{2.5}$ are similar, like this case. Provide modelled $PM_{2.5}$ concentrations to support the assumption used in the report for this case.	PM2.5 U.S. National Ambient Air Quality Standard (NAAQS) was used in the AERMOD modeling for this analysis. PM 2.5 NAAAQS was selected to ensure alignment with the Canadian Ambient Air Quality Standards' 3-year average of the 98th percentile criteria. The report has been updated accordingly.
12	General	It appears the modelled NO_2 concentrations can be shown as ug/m^3. Check the link for detailed information: CALRoads View - Modifying Model Output Units | Lakes Environmental Software	Based on MTO/MECP direction from 12/16/2024, the report has been update using AERMOD only to model the emissions from the traffic related to the proposed train station.
Ministry of Environmental, Conservation and Parks – Air Quality (Received February 7, 2025)			
1	General	NO_2, $PM_{2.5}$ and benzene were selected as the controlling contaminants for the air quality assessment consider the emission to criteria/standards ratio and background concentration.	Acknowledged.
2	General	Air monitoring data from Sudbury and New Market stations were used to estimate background concentrations for the controlling contaminants and ozone concentrations, and 90th percentile concentrations were used for estimation of 1-hr and 24-hr background concentrations as recommended by the MECP.	Acknowledged.
3	General	Nine receptors near the project site were selected and represent the most sensitive and closest locations as indicated in the report.	Acknowledged.
4	General	Road emissions from the predicted increase in vehicular traffic from 2026 to 2046 and emissions from train station operation including train idling, heating, comfort, and emergency equipment were included in the modelling.	Acknowledged.
5	General	AERMOD was used to assess the air quality impacts from the proposed project and MECP preprocessed meteorological data were used.	Acknowledged.
6	General	Greenhouse gas (GHG) emissions from the construction of the project were estimated.	Acknowledged.
7	General	Potential impacts and mitigation measures during the construction phase were discussed.	Acknowledged.
8	General	The report indicated that the modelled cumulative concentrations (modelled plus background) for selected contaminants were lower than applicable strict criteria/standards and the project has minor impacts on air quality.	Acknowledged.
9	General	The estimated result of GHG emissions is roughly 5.9% of the threshold of being required to report CO_2 emissions in Ontario and 0.00030% of CO2 emissions from transport in Canada in 2022 based on the information from the report.	Acknowledged.
10		NO_2, $PM_{2.5}$ and benzene were selected as the controlling contaminants for the air quality assessment consider the emission to criteria/standards ratio and background concentration as indicated in the report. The emission to criteria/standard ratio for benzo(a)pyrene is also high, even higher compared to those for $PM_{2.5}$ and benzene. It is unclear why benzo(a)pyrene was not selected and included in the air quality assessment.	B(a)P was not chosen because it is not known to have relatively high background concentrations in the Porcupine / Timmins area. In addition, there is no monitoring station with representative B(a)P concentration data in the last decade. The two closest NAPS stations (which are located more than 500km away from Timmins) that have data from the last decade are: • 125 Resources Road in west Toronto. This monitoring station is situated in generally proximity to the travelled portion of Highway 401 (410,900 AADT in 2021) – therefore, this station is not representative of the Porcupine / Timmins area. • Toronto North Downsview at 4905 Dufferin Street, Toronto. The data from the Toronto North Downsview station is not viable (there is data published for 2018 only, with just 13 readings). This station is not representative of the Porcupine / Timmins area.

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
			In our professional opinion, none of the B(a)P data sets available in Canada, are representative of Timmins. It is noted that Oxides of Nitrogen were chosen because they have the highest emission rate-to-concentration limit ratio. $PM_{2.5}$ and Benzene were chosen because they have relatively high background concentrations. Refer to pages 4, 13, 32 & 58 of the report.
11	Modelling	a) For emission rates estimates, the road emissions due to traffic increase were estimated using MOVES and the majority of the emission estimates from train station operation were based on the supplier information and/or USEPA AP-42 emission factors except for the proposed natural gas boiler. It is unclear where the emission factors come from for the proposed natural gas boiler as no reference was provided in the report. b) In addition, the report indicated that the equations used to calculate flue gas exit properties represent a liner best fit to the boilers that Theakston has been involved in. Please provide more information to support these equations.	a) The emissions rates / reference for the natural gas boiler is based on industry standard boiler equipment that emits maximum NOX output of 30ppm. US EPA AP-42 emission factors were used for particulate and benzene. b) In regard to the equations used to estimate the flue gas exit velocity, a combustion emission flow rate calculation was undertaken that accounted for the volume of air required per volume of natural gas, an excess air requirement, and flue gas recirculation). The result of the equation was subsequently adjusted to represent the best linear fit to similar comfort heating combustion equipment that provides a combustion emission mass flow rate in their technical data sheets. To illustrate the functionality and accuracy of this equation, the following is an example of a piece of comfort heating equipment (that listed a combustion emission mass flow rate in its technical data): Input capacity = 1.8 MMBH, and Flue gas mass flow = 1,587 lb/h, at the rated input. Using the formula for input capacity (MMBH), results in a Flue gas mass flow = 1,533.8 lb/h, which is within 3.5% of that stated in the specifications for Boiler model Vitocrossal 200, CM2 500 (which is representative of similar type of heating equipment). In addition, please note that the heated station area is very small; therefore the emissions associated with comfort heating is expected to be negligible. We included such equation above and details within the report as a means of demonstrating the extra level of due diligence and rigour that was carried out to ensure the accuracy of the modelling results.
12	General	Fugitive dust can be emitted from vehicle traffic on paved or unpaved roads. It appears fugitive dust from vehicles travelling on the roads was not included in the assessment. It is unclear why fugitive dust from vehicle re-entrainment was not mentioned and included in the air quality assessment.	Traffic emissions of dust including break and tire wear, are included in the MOVEs emission factors, and therefore was included in the assessment. Table 7 as well as Appendix C contain details regarding how fugitive dust impacts were considered as well as the recommended mitigation measures that will be employed to control construction dust, which will include any unpaved roads.
13	Modelling	The report indicated that Ozone Limiting Method (OLM) was used to convert NO_x to NO_2, but in the Control Pathway – NO_2 from A5, AERMOD Summary report, the OLM option was not selected.	We confirm that the Ozone Limiting Method was applied in the conversion of NO_x to NO_2 as outlined in the report; however, this selection was not displayed in the Control Pathway Dispersions Options printout from AERMOD – this is due to an error/oversight in "Lakes Program". As a result, an e-mail was sent to Lakes Software alerting them to this - a copy of the email has been attached for your reference.
14	Modelling	A5, AERMOD Summary Report. NAAQS option was selected for both NO_2 and $PM_{2.5}$. It should be noted that the output is based on a multi-year average. The report should state clearly that the predicted maximum concentrations at these receptors are multi-year averages.	The note at the bottom of Table 2 on page 12 of the report states: "*3-year average of the 98th percentile. It should be noted that the U.S. National Ambient Air Quality Standard (NAAQS) was used for 1-hour NO_2, and $PM_{2.5}$ NAAQS was used in the AERMOD modeling for this analysis. NAAAQS was selected to ensure alignment with the Canadian Ambient Air Quality Standards' 3-year average of the 98th percentile. Due to Ontario's AAQC's $PM_{2.5}$ limit, the highest concentrations (rather than the 98th percentile) are presented in the results." In addition, the report states the following on page 29: "Note: The 1-hour CAAQS limit for NO_2 is based on the 98th percentile of the 3-year average of the hourly NO_2 concentrations. As such, the AERMOD result presented represents the 98th percentile of the 3-year average." We trust this sufficiently addresses your comment regarding noting multi-year averages in the report.

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
15	Modelling	A5, AERMOD Summary Report. Non-default options were selected for all three contaminants. Provide more information regarding what non-default options used in the modelling for these contaminants.	For AERMOD we used flat terrain. This is a reasonable assumption since the terrain varies by 7m at most, over 1000m in the north south axis (0.7%). The terrain proximate to the site is effectively flat. When the "FLAT" Option is selected in AERMOD, it invokes the "Non-default "Model options. This was the only non-default option used.
Ministry of Environmental, Conservation and Parks – Air Quality (Received February 27, 2025)			
1	General	Follow up comment on previous Items #1 - 9 are a summary of the assessment, not comments. No further action required.	*No response required.*
2	Controlling Contaminants	Follow up comment on previous Item #10. Background concentrations for all controlling contaminants were estimated from AQHI and NAPS stations as no on-site ambient air monitoring was conducted. In addition to two NAPS stations with B(a)P data as mentioned in the response, there are a few more stations with B(a)P data available before the year of 2020, for example Experimental Farm in Simcoe located near Agricultural land in a small town. It appears this monitoring station is similar as proposed site/area although it is far away from the proposed site. Compared to PM2.5 and benzene concentrations, 90th percentile of 24-hr B(a)P concentrations are about 60% to 80% of AAQC, and annual concentration are around 1.6 to 1.9 times of annual AAQC based on the data from the Experimental Farm station for the year of 2017-2019. Provide a rationale as to why B(a)P was not included in the assessment.	As previously stated in our February 18th response, B(a)P was not chosen because it is not known to have relatively high background concentrations in the Porcupine / Timmins area. In addition, there is no monitoring station with representative B(a)P concentration data in the last decade. The two closest NAPS stations (which are located more than 500km away from Timmins). Similarly, it should be acknowledged the Simcoe Experimental farm is 631km away from Timmins. The Simcoe Experimental farm is not suitable a monitoring station given that it is influenced by the proximity of Windsor, Detroit and Toledo (which are within approximately 300km of Simcoe); all of which are industrial areas which contribute to B(a)P emissions. Additional information is provided as follows: Wind directions: • Simcoe: Dominant wind direction is southwest (Canadian climate normals). • Timmins: Dominant wind direction is south (Canadian climate normals). Proximity of cities and related populations: • Windsor, Detroit, and Toledo are within 300km of Simcoe and lie to the southwest. The combined population of Windsor, Detroit, and Toledo is approximately 1,132,370. • Sudbury is south of Timmins and within 300km, the population of Greater Sudbury is 166,000. Potential Emission Sources: • Windsor, Detroit, and Toledo are urban and industrial areas that could contribute to B(a)P emissions. • Sudbury has a history of industrial activities, particularly mining and smelting, which could contribute to B(a)P emissions. Given these factors, it is reasonable to conclude that background B(a)P emissions in Simcoe and Timmins are influenced by significantly different sources, and at different source intensities, due to the respective populations and types of industries upwind of the dominant wind directions. Therefore, it is not reasonable to assume that background B(a)P emissions in Simcoe are representative of those in Timmins. For all of the reasons summarized above, B(a)P was not captured in the assessment.
3	Modelling	Follow up comment on previous Item #12. PM emissions from vehicles on paved roads include emissions in the form of exhaust, brake wear, and tire wear as well as resuspended road surface material. The particulate emissions in the form of vehicle exhaust, brake wear, and tire wear were estimated using MOVES as mentioned, however, particulate emissions from resuspended road surface material were not mentioned and included in the assessment. Provide a rationale/justification as to why emissions from resuspended road surface material were not included in the modelling.	For clarification, MECP's previous comment was related to clarifying how fugitive dust from vehicle re-entrainment was considered/ included in the air quality assessment. Our response to this was provided on February 18th. In MECP's latest February 28th comment, the question is about emissions from resuspended road surface material. Emissions from resuspended road surface material were not captured in the assessment because they are negligible. It is also worth noting that Falcon Street is comprised of deteriorated asphalt, which is in disrepair and will be resurfaced after construction of Timmins Station. The following supplementary information has also been provided to support our response:

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
			Receptor #6 (101 Gervais Street North) is the receptor most affected by the emissions from the roads. It is 0.021ug/m3 (24-h) for the max predicted concentration for AADT increase from 2026 to 2046 (Table 5). This represents 0.14% of the cumulative concentration. Employing the daily basis equation from US EPA AP-42 13.4.2 (for King Street – Highway 101) for emissions from resuspended road surface material, using the values in Table 13.2.1-1 for k, table 13.2.1-1 for the silt loading, Ontario fleet data for W, and Canadian climate normal for the days per year of precipitation, results in an emission rate of 0.026 grams / road km / day (0.0000000227 grams / road km / second). This is 0.16% of the emission predicted by MOVES for King Street – Highway 101. In summary, the King Street (101) road emissions account for a maximum of 0.14% of the cumulative pm2.5 (24-h) concentrations in Table 5, and the emissions from resuspended road surface material would be 0.16% (0.0016 as a fraction) of that 0.14% (0.0014 as a fraction), or 0.00022% (0.00000224 as a fraction). As such, the emissions from resuspended road surface material for King Street are negligible at Receptor #6 (101 Gervais Street North), which is the receptor most affected by potential emissions from the roads.
4	Modelling	Follow up comment on previous Item #14. The comment is about predicted maximum concentrations mentioned in the report, not the NAAQS, 3-year average of the 98th percentile. I believe the highest concentrations mentioned in the note are multi-year averages as NAAQS option was chosen for the modelling. The note should mention that the highest concentrations are multi-year averages. Please add.	Acknowledged. An additional note in the particulate section of page 29 will be added to the updated report as follows: "Due to Ontario's AAQC's $PM_{2.5}$ limit, the highest 3-year average concentrations (rather than the 98th percentile) are presented in the results."
5	Modelling	Follow up comment on previous Item #15. For particle deposition, I believe Method 2 was used in the assessment. The Method 2 option is considered a non-default option based on the information from the AERMOD Users Guide (US EPA, November 2024). Non-default options used in the modelling should be mentioned in the report. Please add.	As per our previous February 18th response, the non-default option for flat terrain was employed and a note has now been added to Appendix A.2, report page 52 of the updated report to state this accordingly. A screen capture from AERMOD has also been provided as an attachment to our response. In addition, we confirm that Method 2 was used. Within the AERMOD version 22112 that was employed, Method 2 is considered a non-default option. Therefore, the report will be updated within Appendix A.2, report page 52 to state that non-default options were used for modelling as follows: for Flat Terrain and Method 2 for $PM_{2.5}$.
Ministry of Environmental, Conservation and Parks – Air Quality (Received March 14, 2025)			
1	Controlling Contaminants	Follow up comment on previous Item #10. For this proposed project, the background concentrations for all selected contaminants were estimated based on the ambient air monitoring data from AQHI and NAPA stations in Sudbury and Newmarket as no on-site ambient air quality monitoring was conducted for this case. Newmarket station is close to the City of Toronto, and measured benzene concentrations from Newmarket station were used for background concentrations for the study area. Among the limited available PAH monitoring stations, the Simcoe station is considered more representative as it is located in a non-urban area as I mentioned before and also not impacted by any significant emission sources nearby (Windsor, Detroit and Toledo as mentioned by the proponent's response are far away from this station). The proponent needs to do on-site measurements if they would like to know whether the actual background concentrations for the study area higher or lower compared to those estimated ones. Not knowing whether the study area has relatively high background B(a)P cannot be the excuse for not choosing B(a)P as a contaminant for the assessment. Please provide a reasonable rationale and discuss why B(a)P was not included in the assessment.	In response to your latest comments regarding B(a)P, below is supporting information to justify why levels at the station are considered negligible. It's based on the train operating at notch 2, which consumes fuel at approximately 140L/h. We've looked at two scenarios: one with Uncontrolled B(a)P emissions and one with 95% reduction with the Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF) that come with Tier 4 engines (note the literature describes this 95% reduction). Since the idling engine is the station's primary source of $PM_{2.5}$ and B(a)P, a reasonable estimate of B(a)P concentration at the most affected receptor can be scaled based on the $PM_{2.5}$ and B(a)P emission rates. The results are summarized below:

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland

	@ notch 2	10.0%	140.8	**L/h**	34210 Btu/L
	Engines [lb/MMBtu]	MMBtu/h	**g/h**	**1-h g/s**	**24-h g/s ***
B(a)P (Uncontrolled) AP-42 3.4	0.000000257	4.82	0.0005615033	0.00000015597	2.17E-08
B(a)P (Tier 4) *	1.285E-08	4.82	0.0000280696	0.000000007797	0.00000000108293

Tier 4 engines employ both Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF). These emission control devices reduce B(a)P emissions by >95%.

References – 1) ***Journal of Health Science***, 56(1) 31–40 (2010) "***Reduction in the Emissions and Toxicity of Polycyclic Aromatic Hydrocarbons from a Heavy-duty Diesel Engine with the Latest Aftertreatment Devices***", https://www.jstage.jst.go.jp/article/jhs/56/1/56_1_31/_pdf/-char/en, 2) ***White Paper - A Review of Polycyclic Aromatic Hydrocarbon and Polycyclic Aromatic Hydrocarbon Derivative Emissions from Off-Road, Light-Duty, Heavy-Duty, and Stationary Sources***, California Air Resources Board, June 2020, https://ww2.arb.ca.gov/sites/default/files/2020-08/PAH_White_Paper_ADA.pdf

** The train is therefore expected to idle at the proposed Timmins station for 3 hours and 20 minutes per day.*

	Max Receptor (#9) PM2.5 (24-h) ug/m3 from Station				
	0.554				
B(a)P emission rate % of PM2.5 emission rate	**Estimated 24-h B(a)P Conc (ug/m3)**	**24-h B(a)P Limit (ug/m3)**	**Fraction of B(a)P Limit (ug/m3)**	**% of 24-h B(a)P Limit**	
0.0042732%	2.36737E-05	0.00005	0.47347	47.347%	B(a)P (Uncontrolled)
0.00021362%	1.18345E-06	0.00005	0.02367	2.367%	B(a)P (Tier 4)

	Max Receptor (#9) PM2.5 (annual) ug/m3 from Station				
	0.079				
B(a)P emission rate % of PM2.5 emission rate	**Estimated Annual B(a)P Conc (ug/m3)**	**Annual B(a)P Limit (ug/m3)**	**Fraction of B(a)P Limit (ug/m3)**	**% annual of B(a)P Limit**	
0.00427324%	0.000003375857	0.00001	0.33759	33.759%	B(a)P (Uncontrolled)
0.00021362%	0.000000168759	0.00001	0.01688	1.688%	B(a)P (Tier 4)

Therefore, it can reasonably be concluded that the B(a)P emissions from the idling train are insignificant.

If MECP does not agree with this rationale, we will endeavor to update the report to include modeling of B(a)P. AERMOD will model separately the emissions from the station and then the emissions from the roads. Each of these concentrations will be put into Table 5, for each of the receptors, in their respective columns, along with the background B(a)P data from Simcoe. These three concentrations (background from Simcoe, the contribution from the station, and the contribution from the additional traffic) will be added together and compared to the limit.

We request concurrence from MECP that using background concentrations from Simcoe is acceptable, if this is the preferred path forward.

2	Modelling	Follow up comment on previous Item #12. My understanding is fugitive dust from vehicle re-entrainment is the same thing as fugitive dust from resuspended road surface. It appears the	Acknowledged.

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
		proponent misunderstood the concept of the fugitive dust from vehicle re-entrainment. That is why I used the term directly from the US EPA AP-42 document when I commented on the proponent's response last time. No further actions required on this item.	
3	Modelling	Follow up comment on previous Item #14. Instead of due to Ontario's AAQC PM2.5 limit, the highest multi-year average concentrations shown in the report are due to NAAQS option chosen for the modelling. Please revise the note to include the wording.	Wording in the report was revised accordingly.
4	Modelling	Follow up comment on previous Item #15. The report will be updated to include Method #2 as pointed out in the comment. No further comments on this item.	Acknowledged.
Ministry of Environmental, Conservation and Parks – Air Quality (Received March 21, 2025)			
1	Controlling Contaminants	Follow up comment on previous Item #10. Based on the information from the proponent's response, $PM_{2.5}$ and B(a)P emissions and modelled $PM_{2.5}$ results were used to estimated B(a)P concentrations from the proposed project. It should be noted that B(a)P concentrations will be higher compared to the estimated results shown in the proponent's response due to the particle deposition option and multi-year averages used for $PM_{2.5}$ modelling. The estimated B(a)P concentrations were low when Tier 4 engines (with 95% emission control efficiency) were used, and the new trains will meet the latest EPA Tier 4 emission standards as indicated in the report. It is expected that B(a)P contribution from the proposed project would also be low with the consideration of the impacts from the particle deposition option and multi-year averages used for $PM_{2.5}$ modelling and B(a)P contribution from nearby traffic. It will not change the conclusions of the assessment. No further actions required.	Acknowledged.
2	Transit and Rail Project Assessment Process	With item #1 now resolved, the ministry has no further outstanding comments from an air quality perspective, which means ONTC can resume back into the project assessment process by way of a Notice of Resumption. It is the ministry's understanding that, there are 7 calendar days left of the 120-day period to incorporate all comments about the project and to finalize the EPR. The Notice of Completion must be given within 120 days of the distribution of the Notice of Commencement. The Notice of Resumption must be given before a Notice of Completion is issued. Please see the Notice of Resumption Template in Appendix A of the Transit Guide for reference.	Acknowledged.

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
Ministry of Natural Resources and Forestry			
1	Section 5, Table 6	If vegetation removal/tree clearing has to take place during the breeding bird window, the results of the nest sweep should be provided to the MNR for review prior to the commencement of work. Additionally, if nests or dens are encountered at any time during construction, work in their vicinity should cease and MNR notified prior to any action being taken.	**Table 4-6** of the EPR has been updated to reflect the following mitigation and monitoring commitments for loss of vegetation and disturbance of wildlife species and habitat: • Vegetation clearing is to occur outside of the breeding bird window of April 1-August 31. If tree clearing is required to be completed during the breeding bird window, a nest sweep will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. The results of the nest sweep will be documented in a technical memo and provided to the MNR for review prior to the commencement of work. • If an active nest or den is found, work in the vicinity will cease and MECP/MNR be notified prior to any action being taken. Consultation with a qualified biologist and the agencies having jurisdiction (e.g., MECP, MNR) will be required to determine the extent of protection and mitigation measures (e.g., protective buffer established around the nest).

Item No.	Issue	Comment/Issued Raised by Review Agency	How Comment was Considered by Ontario Northland
2	September 18, 2024	My apologies on not responding to the first email. We don't have any further comments on the EPR for the Station. Thank you for providing MNR with the opportunity to comment on this project.	Acknowledged, thank you for confirming.
Ministry of Municipal Affairs and Housing			
		No comment provided.	
Ministry of Northern Development			
1	September 6, 2024	Thank you again for sharing the Notice of Commencement with us and apologies for the delayed response. Our ministry has no issues with the proposed Project Assessment Process for the Timmins-Porcupine Station. Below are some general comments about the project from our ministry perspective. • MND understands that the Northlander, and the proposed station in Timmins, will encourage economic and regional development in the north by connecting the economies of Northern Ontario and the Greater Golden Horseshoe (GGH). Improved connections would also provide greater access for GGH residents to the businesses and services of Northern Ontario, such as the tourism industry, encouraging the growth and development of the northern economy. • MND supports the promotion of environmental sustainability by providing an inter-community passenger transportation alternative for long distance trips between northern communities and the GGH. We understand the Northlander has the potential to divert trips that would have otherwise been completed using personal vehicles, lowering the total vehicle-kilometres travelled and may result in overall reduction in transportation-related emissions if enough auto trips are diverted to inter-community passenger transportation. • MND continues to support the Draft Northern Transportation Plan, which proposes 67 actions to help build a modern and sustainable transportation system for people in Northern Ontario. MND agrees with the identified challenges in the passenger transportation options in Northern Ontario, and the opportunity for improvements.	Acknowledged, thank you for confirming.
Infrastructure Ontario			
		No comment provided.	
Ontario Heritage Trust			
		No comment provided.	

5.2.4.4 Conservation Authority Review Agency Comments Received on Draft EPR

Table 5-7: Conservation Authority Review Agency Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Mattagami Region Conservation Authority			
1	July 12, 2024	Please be advised that the Mattagami Region Conservation Authority has no comments or concerns regarding the Timmins-Porcupine Station TRPAP.	Acknowledged, thank you for confirming.

5.2.4.5 Municipal Review Agency Comments Received on Draft EPR

Table 5-8: Municipal Review Agency Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
City of Timmins			
1	Section 4.5.2 Planned Land Use, Subsection Official Plan Designations	Refer to Section 7.2 Circulation of New Application to MNDMF. Circulating development applications to MNDMF will help mitigate some of the uncertainties pertaining to mine hazard locations and potential conflicts with future mine/mineral development. Current guidelines recommend that MNDMF's Regional Land Use Geologist be contacted when a mining related hazard as indicated in the Abandoned Mines Information System (AMIS) database is within 1km of a proposed development. Within Timmins there are literally hundreds of these points and the information about these points varies considerably. There is uncertainty that every single mine hazard feature is captured in the AMIS database or plotted as accurately reported. MNDF does not guarantee that the locations are precise and some research and/or ground proofing may be required by MNDMF staff to verify the type and location of mine hazard(s) in question and make recommendations accordingly. 7.2.2 Types of Applications to be Circulated to MNDMF i. New developments within 1 km of an AMIS point or within a mineral extraction zone; ii. Re-zoning applications within 1 km of AMIS point or within a mineral extraction zone; iii. Any development which is on or abutting to an existing Mine Tailings Hazard as identified in Schedule 'C'. Pierre Bousquet, P. Geo. Regional Land Use Geologist Northeast Region Resident Geologist Program Ontario Geological Survey Mines and Minerals Division Ministry of Mines Ontario Government Complex 5520 Hwy 101 East, E-Wing South Porcupine, ON P0N 1H0 Cell: 705-465-0369 Fax: 705-235-1620	Acknowledged. Thank you for the information pertaining to new application requirements for developments within 1 km of a Mine Hazard feature. Text in **Section 4.5.2** Planned Land Use, Subsection Official Plan Designations has been revised to state "Therefore, as prescribed in the Section 7.2 of the OP, consultation with the Regional Land Use Geologist during detail design may be required in order to determine if the proposed station will require an application to the MNDMF."
2	Section 4.5.2 Planned Land Use, Subsection Zoning	1. The provisions of this By law shall not apply to the use of any land or the erection or use of any building or structure for the purpose of public service by the Municipality or any department of the Government of Ontario or Canada, including Ontario Power Generation,	Ontario Northland as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. In these instances, Ontario will engage with the City of

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
		Hydro One, or any Telephone, Telegraph, Telecommunications Company or Gas Company including Trans Canada Pipelines, and such use or erection may be permitted provided that: a. The lot size, height, coverage and yard regulations required for the zone in which such land, building or structure is located are complied with; b. No goods, materials or equipment are stored in the open in a Residential Zone or in a lot adjacent to a Residential Zone; c. Any building erected in a Residential Zone under the authority of this paragraph is designed and maintained in general harmony with the residential buildings of the type permitted in the zone; d. Any parking and loading regulations prescribed for these uses are complied with; e. Areas not used for parking or other features incidental to the development or any lot used in a Residential Zone or in a Rural Zone under the authority of this paragraph shall be landscaped in general harmony with the surrounding properties.	Timmins to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. It is acknowledged that under the City of Timmins Zoning By-Law 2011-7100, lands at the proposed Timmins-Porcupine Station are zoned as Residential. Ontario Northland will consider provisions of the Zoning By-Law and incorporate these requirements in the station's design, where practical.
3	Municipal Bus Stop	A municipal bus stop may not be required as we transition to micro transit in this part of the city.	Acknowledged. If this is confirmed in the future, the bus stop will be removed from the project scope.
4	Section 4.5 Land Use and Socio-Economic	The address given for Whitney Volunteer Fire Hall is incorrect and placed in the wrong location on Figure 3-4 Excerpt of City of Timmins Community Map – Sensitive Facilities.	Acknowledged. Please note that this information came from the City of Timmins Community Map (https://www.cgis.com/cpal/?map=Timmins). The Whitney Volunteer Fire Hall has been removed from the list of sensitive facilities as the current location (Address: 4845 ON-101, Porcupine, ON P0N 1K0) is outside of the Study Area.
City of Timmins – Received via E-mail on February 29, 2024			
1	Station Name	The only question is why it keeps getting referred to as the Timmins-Porcupine Station and not the Timmins Station. It doesn't make sense for to resurrect a parochial name 50 years after amalgamation.	After careful consideration, Ontario Northland arrived at the decision to proceed with the name Timmins-Porcupine Station. Our decision was informed by several key factors, including recognition, wayfinding, local context, and public input. We conducted a survey during the Northlander Public Information event held in March 2024. The results were as follows: • Timmins-Porcupine Station: 27 votes • Timmins Station: 16 votes • Timmins East-End Station: 5 votes • Other (Porcupine Station): 30 votes While there was a preference for Porcupine Station among respondents, we ultimately concluded that incorporating "Timmins" into the name was crucial for effective wayfinding and maintaining consistency with previously published communications materials.
City of Timmins – Received August 29, 2024			
1	EPR Table 5-8, Item 1	The City of Timmins will circulate the site plan control application to the Ministry of Mines, when submitted for approval. It is suggested that ONTC preconsult with the Ministry of Mines, to determine if any studies are required. The City has previously provided the contact information to ONTC, for the Ministry of Mines.	The Ministry of Mines was included in the distribution of the Notice of Commencement on July 19, 2024 where feedback was requested. No response has been received to date. Ontario Northland will continue to consult with the Ministry of Mines as the project progresses, beyond the TRPAP.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
2	Appendix A: Natural Environment Existing Conditions & Impact Assessment Report – Subsection 3.1.2	Second bullet point should read Provincial Policy Statement (2020).	Acknowledged. Correction made.
3	Appendix A: Natural Environment Existing Conditions & Impact Assessment Report – Subsection 4.2.2.1, third paragraph, first sentence.	May want to include moose and bear when referring to large mammals.	Acknowledged. Reference to large mammals does not exclude moose, bears, etc. Deer is used as an example. No report edits required.
4	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Existing Conditions	May want to use the term "Sensitive Land Uses" as per the Provincial Policy Statement (2020) instead of "sensitive facilities." Not known where the term "sensitive facilities" is from.	Socio-economic conditions were defined in the context of sensitive facilities within the vicinity of the study area and were defined as schools, hospitals, long term care facilities, community centres, and child-care facilities within 1 km of the rail corridor for the purpose of this report.
5	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Subsection 4.2.1.1, second paragraph, last sentence.	Has the ONTC consulted with the local snowmobile club to determine any required mitigation or offset measures as it relates to the snowmobile trail route?	The Snowmobile Club has been notified about the Timmins Station project via a number of project communications (i.e., Notice of PIC #1, Draft EPR Review, Notice of Commencement & PIC #2, and follow-up e-mails). No response has been received to date. Ontario Northland will continue to consult with the Snowmobile Club as the project progresses during detailed design to identify any necessary mitigation measures.
6	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Subsection 4.2.1.2 Sensitive Facilities	May want to use the term "Sensitive Land Uses" as per the Provincial Policy Statement (2020) instead of "sensitive facilities."	Please see response to comment #4 above.
7	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Subsection 4.2.2.2, Third paragraph from the end of this section, last sentence.	The City of Timmins will circulate the site plan control application to the Ministry of Mines, when submitted for approval. It is suggested that ONTC preconsult with the Ministry of Mines, to determine if any studies are required. The City has previously provided the contact information to ONTC, for the Ministry of Mines.	Please see response to comment #1 above.
8	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Subsection 4.2.2.2, Last paragraph	The following is stated in the last paragraph: Based on the conceptual design for the proposed Timmins-Porcupine Station at the time of writing this report, the station requires approximately 397 square metres of lands owned by the City of Timmins (i.e., Falcon Street). Ontario Northland will obtain encroachment permits with the City of Timmins. Easements will not be required. The City of Timmins is seeking clarification on this statement.	Ontario Northland will continue to work with the City of Timmins through the Site Plan Application process to address all identified property impacts and obtain associated/necessary approvals, as required. Appendix B and **Section 2.4.3** of the EPR will be updated accordingly.
9	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report –	This bullet point, at the end, states there may be work done at night. The City of Timmins has a Noise By-law, being By-law No. 2006-6339. ONTC should review this by-law to see if any exemptions, which will need to be approved via Council resolution, will need to be applied for.	Ontario Northland as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements, such as Municipal Noise By-laws. In these instances, Ontario will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
	Section 4.3.3, third bullet point.		
10	Appendix B: Land Use & Socio-economic Existing Conditions & impact Assessment Report – Section 6.1 Site Plan Control	For municipal site plan control approval, there are a number of studies that will need to be completed. The City of Timmins Engineering Department has identified the following: Storm Water Management Plan, Lot Grading Plan, Site Servicing Plan and the need for confirmation on bus turning radii for merging onto Queen Ave. This is a preliminary list and there may be other studies required as ONTC moves through the site plan control approval process. The City will require a final copy of the Traffic Study that has been prepared as well. A future bus maintenance and storage facility may be built in the future, and an amendment to site plan control will be required, if this future development moves forward. Further studies may be required.	Acknowledged. Ontario Northland will continue to consult with the City of Timmins regarding required studies to support the Site Plan Approval process as the project progresses, beyond the TRPAP. A copy of the Traffic Study has been provided to the City for comment - please refer to comment/response #13 within this table. It is also acknowledged that if a bus maintenance and storage facility may be built in the future, and an amendment to site plan control will be required. **Section 6.2.2** of the EPR will be updated to reflect this statement.
11	Appendix D: Stage 1 Archaeological Assessment Report – Table 1: Project Components	With regards to the Municipal Bus Stop, include the following footnote: Municipal Bus Stop may no longer be required by the City of Timmins. One/if confirmed, this component will be removed from the project scope.	The Stage 1 Archaeological Assessment Report is currently with the MCM for review. It is acknowledged and stated throughout the EPR that the Municipal Bus Stop may no longer be required by the City of Timmins. Once/if confirmed, this component will be removed from the project scope.
12	Appendix E: Noise & Vibration Existing Conditions & Impact Assessment Report – Section 6.3 Municipal	The report states the following: Municipal permits related to noise and vibration are not expected to be required as Ontario Northland is not required to abide by the City of Timmins's noise by-law. As such, noise exemption permits for construction activity outside the permitted hours is not required. If ONTC has an exemption from the noise by-law, please provide this to the City of Timmins. If not, ONTC will need to abide by the municipal noise by-law. Any exemptions will require approval through a Council resolution.	Ontario Northland as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements, such as Municipal Noise By-laws. Notwithstanding this, Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical. With this in mind, Ontario Northland will continue to consult with the City of Timmins during detailed design to discuss and confirm the approach to noise control during construction. **Section 6.2.2** of the EPR will be updated to reflect this. You may also refer to **Table 4-10** within the EPR that contains Noise & Vibration Mitigation Measures & Commitments.
13	Appendix F: Traffic Assessment Report – Table 13: Potential Impacts, Mitigation and Monitoring Commitments	In the fourth column, bullet point eight, where it references Paramedic services, please include City of Timmins Fire Department, Timmins Police Service and Ontario Provincial Police (South Porcupine Detachment).	The TIA Report was revised as requested.
14	September 18, 2024	Please note the City has reviewed the responses to our comments. At this time, City staff do not have any comments to add.	Acknowledged, thank you for confirming.

5.2.4.6 Community/Interest Group Comments Received on Draft EPR

Table 5-9: Community/Interest Group Review Agency Draft EPR Comments and Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Snowmobile Club			
		No comment provided.	

5.3 TRPAP Phase Consultation

5.3.1 Notice of Commencement

In accordance with *O. Reg. 231/08*, the TRPAP commenced on May 30, 2024, with the issuance of the Notice of Commencement. The Notice of Commencement (which also provided Notice of PIC #2) was published on several days in May and June 2024; newspapers were selected to adequately cover the Study Area and to bring attention to the project. **Table 5-10** lists the newspapers where the notice was published and the respective dates that they were featured.

A copy of Notice of Commencement can be found in the **Consultation Record (Appendix I)**.

5.3.1.1 Newspaper Publications

A Notice of Commencement advertisement was published during the weeks of May 27 and June 3, 2024, in newspapers selected to cover a large extent of the Study Area. **Table 5-10** lists the newspapers where the notice was published and the respective dates that they were featured, both online and within the printed copies of the newspaper. The Notice was published in both English and French.

Table 5-10: Publication Dates - Notice of Commencement/PIC #2 Advertisements

Publication	Dates Notice of Commencement and PIC #2 Published
Timmins Daily Press	• June 1, 2024 • June 8, 2024
Timmins Times	• May 30, 2024 • June 6, 2024

5.3.1.2 Website Posting

The Notice of Commencement was posted on Ontario Northland's website at the following link:

Notice of Commencement of Transit and Rail Project Assessment Process & Public Information Centre - Ontario Northland

5.3.1.3 E-mail Blast & Follow up E-mails

An email blast was distributed on May 30, 2024 via MailChimp to all interested persons included on the Project Contact List that contained details about the upcoming PIC #2 and a link to Ontario Northland's website where the Notice of Commencement/Notice of PIC #2 was posted online. In addition, a follow up e-mail blast was distributed on July 19, 2024 to all interested persons included on the Project Contact List (including review agencies, municipalities, Indigenous Communities & Organizations, members of the public, and other stakeholders) with a copy of the Notice of Commencement attached to the email in order to ensure that each individual/organization was aware of the Notice and the project, including how to provide any comments or feedback.

5.3.1.4 Hand delivered mail drop – Property Owners

Ontario Northland hand delivered the Notice of Commencement to property owners that were assessed land owners within 30m of the Study Area boundary.

5.3.2 Public Consultation

5.3.2.1 Public Information Centre #2

A second round of public meetings was held following the Notice of Commencement. The following section summarizes the consultation efforts undertaken as part of the second round of public meetings as well as the types of feedback that was received and how it was considered by Ontario Northland.

E-mail/Letter Correspondence

Ontario Northland sent out invitations to Public Meeting #2 via e-mails and letters to individuals identified on the Project Contact List as well as residents in nearby neighbourhoods. Each e-mail/letter provided an overview of the proposed infrastructure and included a key map. A description of the upcoming public meeting was provided which detailed the location, date and time of the meeting. Instructions were provided on how the recipient could contact the Project Teams to receive further information and participate in the consultation process.

A sample copy of this e-mail/letter correspondence is included in the **Consultation Record (Appendix I)**.

Social Media

Advertisements promoting the event were also shared through Ontario Northland's website. A copy of the social media posting is included in the **Consultation Record (Appendix I)**.

Newspaper Advertisements

Refer to **Section 5.3.1.1**. The Notice of Study Commencement also contained an invitation for any community member to attend the PIC #2 event.

PIC #2 Event Overview

The second round of public meetings was intended to:

- Provide an update on the TRPAP and project timelines;
- Provide and update on the Timmins-Porcupine Station concept design;
- Present the findings of the environmental and technical studies carried out including impact assessment results, and proposed mitigation measures;
- Summary of feedback received from PIC #1; and,
- Obtain comments and feedback.

PIC #2 was held on June 19, 2024 and a drop-in open house format from 11:00AM to 2:00PM and 4:00PM to 7:00 PM. The venue was accessible, and display boards were placed in areas that were also accessible. The public meeting sessions included attendance by Project Team staff to share information, discuss the project and answer participant's questions.

Figure 5-3: Timmins-Porcupine Station TRPAP Public Information Centre #2, June 19, 2024

Display Boards/Panels

Informational Display Boards presented project information. 25 display boards were presented during the public meeting on digital screens, including a land acknowledgement board. In addition, select panels were also printed and displayed at the venue.

Comment sheets (see **Consultation Record – Appendix I**) were provided to all attendees as the primary mechanism for submitting comments and feedback on the project, and a summary report was prepared to document the sessions (see **Consultation Record – Appendix I**). This report outlined how stakeholders were engaged prior to and during meetings, how and what content was presented, meeting attendance, and the types of feedback that was received.

The display panel content included the following:

- Welcome;
- Land Acknowledgement;
- NPR Project background and introduction;
- O. Reg. 231/08 steps/process;

- Overview and scope of the TRPAP;
- Study Area;
- Refined Timmins-Porcupine Station concept design;
- Summary of potential impacts during construction;
- Summary of potential impacts during operation;
- Proposed Mitigation Measures and monitoring requirements;
- Feedback received from PIC #1; and,
- Next steps and next opportunity for feedback.

A copy of the display boards/panels are contained in the **Consultation Record (Appendix I)**.

Roll Plan

A roll plan was used to display the Timmins-Porcupine Station conceptual design layout on an aerial photo base. Participants were able to view the roll plan and provide comments. A copy of the roll plan is provided in the **Consultation Record (Appendix I)**.

Summary of Public Meeting

The following table summarizes the general themes and types of comments and feedback that were received at the PIC, along with how Ontario Northland considered these comments.

Table 5-11: PIC #2 Comment/Responses

Topic	Comments Received	How Comments were Considered
Road & Traffic	• **Road Paving.** A participant asked whether the road will be paved entirely. • **Traffic Safety.** ○ Participant noted that there are sightline issues at the grade crossing on King Street and Falcon Street and King Street and Gervais Street. ○ A participant is concerned about increased risk of traffic accidents when motorists are turning left from eastbound Highway 101 (King Street) to northbound Gervais Street due to increased traffic to the Station. • **Parking Lot.** ○ A participant inquired about the specific distance measurements from the corner of King Street to the entrance of the parking lot on Falcon Street. ○ A participant is concerned that the distance from the proposed Station parking lot to King Street will reduce visibility for motorists when turning off Gervais Street and parking spaces closest to King Street will be impacted by salt spray.	• **Road Paving.** Sites owned by Ontario Northland and connecting site access to Falcon Street will be paved. • **Traffic Safety.** ○ A traffic assessment has been conducted and there are no expected traffic impacts to the area. If the Northlander Passenger Rail train schedule changes in the future, the Traffic Impact Report will be updated accordingly to re-examine potential traffic impacts on the surrounding road network (if required). ○ Ontario Northland is undertaking grade crossing assessments to review requirements for upgrades along the corridor. • **Parking Lot.** ○ From the corner of King Street and Falcon Street to the entrance to the station parking lot is approximately 33.5 meters. ○ Engineering considerations take into account traffic standards to ensure that the Timmins-Porcupine Station will not cause safety concerns for vehicles and motorists.
Maintenance Facilities	• **Current Maintenance Facilities.** A participant asked about the locations of current bus maintenance facilities within the City of Timmins and whether the future proposed maintenance facility at the Timmins-Porcupine Station is for trains.	• **Current Maintenance Facilities.** Currently, Ontario Northland owns a bus maintenance facility at its headquarters in North Bay and leases out bus maintenance within the City of Timmins. The potential future maintenance facility at the Timmins- Porcupine Station is anticipated to be for buses.
Station Security	• **Security.** Participants are concerned about security in and around the station, especially due to potential loitering around the neighborhood when the train operates at night.	• **Security.** CCTV will be installed throughout the station providing 24 hours of surveillance. Security and staff will be present during hours of station operations.
Community Impacts	• **Neighbourhood Characteristics.** Participants are concerned about	• **Neighbourhood Characteristics & Community Safety.** Ontario Northland

Topic	Comments Received	How Comments were Considered
	potential shifts to the local environment. • **Community Safety.** Participants are concerned about the impact on community safety with the establishment of the station, such as potential increase in thefts and break-ins.	recognizes community concerns regarding to the potential changes in the local environment and will work with the City of Timmins and local residents to address concerns.
Cost & Funding	• **Annual Costs of Bus Services.** A participant asked questions about the initial cost of the station and the annual cost of bus services compared to train services. • **Funding.** A participant asked about how the station and associated services will be paid for. • **Ridership and Service Viability.** A participant inquired about why the previous service was discontinued, projected ridership levels, and the reliability and cost of the service.	• **Annual Costs of Bus Services.** ○ We are currently at 30% design, costing will become more refined as we progress design. ○ The cost of a train ticket is still being determined. Ontario Northland knows affordability is crucial to the success of the service and our staff are keeping this at the forefront in planning for this aspect of the service. The cost of a train ticket will be similar to the cost of riding a bus. • **Funding.** Ontario Northland is an agency of the Province of Ontario and receives both operational and capital funding from the province. • **Ridership and Service Viability.** The UIBC currently available on the website predicts an annual ridership of 40, 000 - 60,000. The province has committed to reinstating the service and has already invested in track infrastructure, new train equipment and more to ensure people have reliable transportation options to and from Northeastern Ontario. Rail transportation provides a reliable option, particularly during inclement weather. Fares will be determined closer to in-service. The total cost of the service is not yet available, as tenders are expected to be released for major construction projects over the coming year.
Other Comments	• **Feedback Process.** A participant asked about the process for the public to provide comments, review the project, and the timeline for procurement. • **Objection to the Proposed Station.** A participant wanted information on	• **Feedback Process.** The Final Environmental Project Report (EPR) will be made available for 30-day review to the Public (including property owners), Indigenous Communities and Organizations, Review Agencies, and other interested persons. • **Objection to the Proposed Station.** Ontario Northland advised that all comments and

Topic	Comments Received	How Comments were Considered
	where to submit petitions against the station's proposed location. • **Other Modes of Transportation.** A participant inquired how the train service would impact other transportation options, such as flights from Toronto to Timmins.	input received as part of the public meeting will be documented and published in this EPR. The participant was also provided with a comment sheet which included the project email address and advised they were welcome to submit any additional comments via this method. In addition, as part of the upcoming 30-day public review process for the EPR (after the Notice of Completion is published), written comments may be submitted to the proponent/MECP. The Minister of Environment is required to consider any written objections to the project that are received if: ○ The project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; *or* ○ The project may have a negative impact on a constitutionally protected Aboriginal or treaty rights. • **Other Modes of Transportation.** The Northlander Passenger Rail Service is offering another mode of transportation from Toronto to Timmins that the community can choose from. The addition of the rail service will maximize travel time saved for long-distance destinations when accounting for congestion and seasonal effects. Rail travel times are comparable and more reliable than personal vehicle travel times.

A copy of the PIC #2 Summary Report is provided in the **Consultation Record (Appendix I)**.

5.3.3 Indigenous Communities & Organizations Engagement

5.3.3.1 Notifications and Correspondence

Ontario Northland has actively engaged with Indigenous Communities and Organizations as part of the TRPAP phase through the following activities:

- PIC #2 notices with a link to the website were sent to Indigenous Communities and Organizations on May 30, 2024.
- Invitations to the Timmins-Porcupine Station PIC #2 was sent to Indigenous Communities and Organizations on May 30, 2024, with a follow-up e-mail invitation shared on June 7, 2024.
    - A response was received from Mattagami First Nation on June 18, 2024 requesting a copy of the PIC #2 display boards/panels. Ontario Northland provided a copy of the presentation materials on June 21, 2024.

- A response was received from Taykwa Tagamou Nation on June 18, 2024 requesting a copy of the PIC #2 display boards/panels. Ontario Northland provided a copy of the presentation materials on June 21, 2024.
- Wabun Tribal Council confirmed their attendance at the PIC #2 Event on June 19, 2024 and requested to schedule a meeting. A follow up meeting occurred on July 18, 2024.

- A follow-up e-mail was sent to each Indigenous Community and Organization on July 17, 2024 to confirm that there are no outstanding comments or interests related to the Timmins-Porcupine Station Project/TRPAP, along with a request for information related to any existing aboriginal or treaty rights that may be negatively impacted by project.

Copies of the above correspondence are included in the **Consultation Record (Appendix I).**

5.3.3.2 Meetings with Indigenous Communities & Organizations

Nipissing First Nation Meeting on June 28th, 2024

During this meeting, the Director of Lands, Natural Resources & Economic Development at Nipissing First Nation, thanked Ontario Northland for acknowledging their feedback provided in 2021 which includes the possibility of a shuttle connection between Nipissing First Nation and the Northlander. The Director of Lands, Natural Resources & Economic Development is appreciative of the work that Ontario Northland completed to-date. The discission led to the exploration of potential partnerships regarding shuttle connections, employment, and Indigenous procurements to build a stream of revenue that supports its vision of becoming an independent, self-governing nation.

Wabun Tribal Council/Matachewan First Nation Meeting on July 18th, 2024

The Director of Lands and Resources expressed the need for shuttle service to the Kirkland Lake-Swastika and Englehart Northlander stops. They also shared concerns and requested more information about the Northlander passenger rail and animal's crossing the tracks, rail infrastructure, and emergency response plans. They were pleased with the work the agency has done with regards to employee training about human trafficking. Ontario Northland noted safety features proposed at reinstated stations, including security cameras at station shelters and communication of train arrival times to coordinate pick-ups.

The Business Development representative from Wabun Tribal Council indicated that they would like more information on Ontario Northland's procurement and employment opportunities. Another meeting has been scheduled for October 2024 and Ontario Northland was invited to participate in the First Nation's Pow Wow in August.

Wabun Tribal Council/Matachewan First Nation Meeting on October 23rd, 2024

In the October meeting, an overview of all Ontario Northland services was provided, including the Northlander. Ontario Northland delivered a brief presentation on the progress to date and shared some updates about the new Timmins-Porcupine Station. During the meeting, Cathy (Matachewan First Nation) inquired about the possibility of extending the service beyond Cochrane. Ontario Northland responded by explaining that the current focus is on launching service, and any additional stop requests would require a business case.

There were also discussions about various other topics, such as job opportunities for Matachewan FN members, Ontario Northland's procurement policy and sourcing Indigenous suppliers, protocols for rail freight incidents, herbicide spraying practices on tracks, and sharing information when wildlife-rail collisions occur so the First Nation can monitor populations. Additionally, there was discussion about our network planning, including bus connections to the train. Another meeting has been scheduled for January 2025.

Indigenous Transportation Roundtable on November 13th, 2024

The purpose of the event was to understand how Ontario Northland can better serve Indigenous communities on the James Bay Coast. It is understood that communities have unique histories and challenges which are valuable for Ontario Northland to understand and learn from. Ontario Northland provided an update on the Northlander service reinstatement, including some renderings of the Timmins-Porcupine Station. The group reviewed the renderings and noted the accessibility and safety standards of the design. The group reviewed the two-staged building plan and the interim plans for temporary shelter once service starts. Ontario Northland indicated that the current draft schedule sees an overnight departure from Timmins to arrive in Union station by 11:00 am. Northbound service will leave Toronto between 6:30 pm. Additionally, there was an updated provided in regard to the Polar Bear Express Schedule.

Wabun Tribal Council/Matachewan First Nation Meeting on January 29th, 2025

In the November meeting, an update was provided on progress of the Northlander service reinstatement including ongoing operational planning for motorcoach connections, consistent service delivery policy development, and manufacturing status of train sets. Action items from the October 23, 2024 meeting were reviewed and Ontario Northland committed to a meeting with Matachewan First Nation and Wabun Tribal Council members to explore sole source policies for Indigenous suppliers. The meeting concluded with the agreed communication to be via e-amil as actions items progress.

5.3.4 Review Agency Consultation

Following circulation of the Draft EPR in April 2024, Ontario Northland continued to consult with MCM, MECP, and MTO on various aspects of the EPR including but not limited to: Air Quality, Hydrogeology, Traffic, Archaeology, and Cultural Heritage. As a result of these efforts, additional comments on the Draft EPR were received and responded to by Ontario Northland – these are summarized in the **Table 5-12**, **Table 5-13**, and

Table 5-14 below.

In addition, the following meetings were held to discuss various aspects of the EPR:

- Meeting with MECP and MTO – September 6th, 2024
  - Topics discussed: Hydrogeological Assessment
- Meeting with MTO – September 9th, 2024
  - Topics discussed: MCM comments on Stage 1 Archaeology
- Meeting with MCM, MECP, MTO – September 12th, 2024
  - Topics discussed: Stage 1 Archaeology and Cultural Heritage Report
- Meeting with MECP, MTO – September 13th, 2024
  - Topics discussed: Stage 1 Archaeology, Hydrogeology, Air Quality, TRPAP timeline
- Meeting with MTO – September 17th, 2024
  - Topics discussed: Traffic Assessment
- Meeting with MECP, MTO – September 18th, 2024
  - Topics discussed: MCM comments, Hydrogeology, Air Quality, TRPAP timeline
- Meeting with MECP – September 27th, 2024
  - Topics discussed: Air Quality technical review comments
- Meeting with MTO – October 7th, 2024
  - Topics discussed: Stage 1 Archaeological Assessment

Table 5-12: Summary of MCM Comments and Ontario Northland Responses

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
Ministry of Citizenship and Multiculturalism							
1	Cultural Heritage	Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the draft EPR for 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's 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.	Acknowledged.	N/A	No response required.	N/A	N/A
2	TRPAP	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. 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 timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review	Acknowledged. A detailed project description is contained in **Section 2.0**, existing environmental conditions are contained throughout **Section 3.0**, and expected environmental impacts and mitigation measures are contained throughout **Section 4.0** of this EPR.	N/A	No response required.	N/A	N/A

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
		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.					
3	MCM Procedures	MCM will comment on the draft EPR prior to the Notice of Commencement for the project, but to do so, we request that the Cultural Heritage Report be sent to the Heritage Planning Unit for review, and that the archaeologist submit the Stage 1 AA directly to the ministry for review. Please see our more detailed comments on these aspects of the project reporting below. These comments are consistent with the advice we provide on all TPAP projects.	Copies of the Draft Stage 1 Archaeological Assessment Report and the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment were provided to the MCM via e-mail on May 17, 2024.	While the referred reports were sent to Heritage Planning Unit on May 17, 2024, the Draft Stage 1 Archaeological Assessment Report (under Project Information Form number P094-0359-2023) was submitted to the Archaeology Program Unit at MCM on August 2, 2024. Upon the suggestion of MCM, a request for expedited review was submitted by the proponent's licensed archaeologist on August 21, 2024. Before issuing a decision or proceeding with any ground disturbing activities, approval	Ontario Northland acknowledges the comment and confirms our commitment to not undertaking any ground disturbing activities until we are in receipt of MCM's letter. The expedited review request indicated a respond by date of December 2, 2024 which does not align with the TRPAP Notice of Completion timeline (currently targeted for September 26th). With this in mind, and considering that there is no archaeological potential in the portion of the study area where the Station is to be constructed, ***and*** that MCM has confirmed that all previous comments on the	Please, refer to MCM email response regarding the Archaeology Assessment Review process.	

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
				authorities and/or proponents should wait for MCM's letter confirming that the archaeological assessment report has been entered into the Ontario Public Register of Archaeological Reports (Section 65 of the Ontario Heritage Act). The letter will also indicate either that there are no further concerns for impacts to archaeological resources or articulate next steps to mitigate those concerns. MCM's letter needs to be included in the Final EPR.	Stage 1 AA Report have been adequately addressed, Ontario Northland proposes that we will proceed as follows: • The Final EPR that will be submitted along with the Notice of Completion will include the current version of the Stage 1 AA Report. • If MCM's letter requires further revisions to the Stage 1 AA Report (and/or the EPR), once it is received, the EPR/AA report will be updated post Notice of Completion via the Errata process, in coordination with MECP and MCM. • Similarly, once MCM's letter is received, it will be appended to the EPR – via an Errata. • No ground disturbing activities will occur until Ontario Northland receives MCM's letter – the commitments in **Section 6.6** of the EPR will be updated to reflect this.		
4	Cultural Heritage	Please note that the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&G), 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. Ontario Northland is not currently prescribed under Ontario Regulation 157/10. If this status	Acknowledged.	N/A	No response required.	N/A	No response required.

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		changes, MCM may have updated advice on this project.					
5	Project Scope	The purpose of the Timmins-Porcupine Station Project is to build a new rail station in the City of Timmins that will operate as part of the reinstated Northlander passenger rail service between Toronto (Union Station) and Timmins, with a rail connection to Cochrane. The new Timmins-Porcupine Station will include a train platform, station building, parking facilities, a pedestrian walkway, bus bays, and a municipal bus stop.	Acknowledged.	N/A	No response required.	N/A	No response required.
6	Cultural Heritage	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.	Acknowledged. Community input was sought by ASI, information has been included in Sections 3.1 and 3.5 in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. The following groups were contacted during preparation of the Cultural Heritage Report: • The Little Claybelt Homesteaders Museum (email communication 6 July 2023). A request was made for any archival images or information on the construction of the T&NO in Timmins. A response on 6 July 2023 provided archival images of the T&NO Timmins Station outside of the Study Area. • Timmins Museum and Archives (7 July 2023). A request was made for any available historical maps of the Study Area. No response was received at the time of draft report preparation, therefore available maps from other	Information was included in the Cultural Heritage Report (dated July 26, 2024). Note that there is no Section 3.5 in the Cultural Heritage Report, the content relates to Section 3.1.5. We note that the bullet list in Section 3.1.5 of the Cultural Heritage Report mirrors text from Section 3.2.3.1 of the EPR. The date of the engagement sessions needs to be updated as indicated in comment 19 and 31.	Acknowledged – content relates to Section 3.1.5 of the Cultural Heritage Report. Dates of engagement have been revised for consistency and accuracy in Section 3.1.5 of the Cultural Heritage Report to October 19, 2021, September 13, 2021, and November 15, 2021.	Acknowledged. MCM will confirm once it has reviewed the final Revised EPR.	The relevant EPR excerpts were sent to MCM on September 23 and 25, 2024. MCM provided confirmation via e-mail on October 9, 2024 that the changes made to Section 3.2.3.1 were acceptable. We note that the bullet list in Section 3.1.5 of the Cultural Heritage Report mirrors text from Section 3.2.3.1 of the EPR.

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			sources were used in the report. Documentation of how community and Indigenous input was sought is included in Section 3.5 of the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. Also refer to **Section** Error! R eference source not found. of the EPR. Please also refer to response to comment #19 below.				
7	Archaeological Resources	MCM recommends that, as a best practice, a combined Stage 1-2 archaeological assessment (AA) be completed for the entire Project Study Area during the pre-planning phase. At a minimum, a Stage 1 AA will be undertaken for the entire Project Study Area during the pre-planning phase. The results of the Stage 1 AA will inform the TRPAP and will be summarized in the draft EPR. If the Stage 1 AA recommends further AA(s), then MCM recommends that further stages of AA be completed as early as possible during the planning or design phase of the project, and prior to the completion of detailed design. Archaeological assessments are required to be undertaken by an archaeologist licensed under the *Ontario Heritage Act*, who is responsible for submitting the report directly to MCM for review. The EPR must include specific information from the 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	A Stage 1 Archaeological Assessment Report was completed as part of the Timmins-Porcupine Station TRPAP and will be included as an Appendix to the EPR. A summary of the results for this assessment is included in **Section 4.6** of this EPR. The Stage 1 Archaeological Assessment Report will be submitted to the ministry for review and incorporation into the archaeological register by a licensed Archaeologist.	See comment 3 above. At this time, the findings of the Stage 1 AA report should be considered preliminary. Note that the EPR may need to be revised once the Stage 1 AA is entered into the Register. The Stage 1 AA report and MCM's letter indicating that the report has been entered into the Register shall be included as an Appendix.	Please see response to comment #3.	Please, refer to MCM email response regarding the Archaeology Assessment Review process.	

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		recommended AA and a timeline for their completion. MCM is aware that a Project Information Form Number (PIF#) for a Stage 1 AA has been issued for this project, and that the AA report has not yet been submitted to the ministry. MCM recommends that this report is submitted as soon as possible so that it may be reviewed, and the information incorporated into the draft EPR.					
8	Cultural Heritage	A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire Project Study Area during the pre-planning phase to inform the TRPAP. This study will: 1. Identify existing baseline cultural heritage conditions within the Project Study Area. The consultants preparing the Cultural Heritage Report will need to define a Project Study Area and explain their rationale. MCM recommends that the Project Study Area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the Project Study Area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the Project Study Area and will identify all known or potential built heritage resources and cultural heritage landscapes in the Project Study Area. MCM has developed screening criteria that may assist with this exercise: Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes. 2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and	A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment has been prepared for the Timmins- Porcupine Station TRPAP and will be included as an Appendix to the EPR. A summary of the results of this assessment is included in **Section 4.5** of this EPR.	See comments 27 to 31 below related to the Cultural Heritage Report.	Please see responses to comments #27-31 below.	Addressed.	No response required.

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		cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified. 3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.					
9	Cultural Heritage	Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within the TRPAP. If a built heritage resource or cultural heritage landscape is found to be of CHVI, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person. The HIA will be completed in consultation with MCM and the proponent as early as possible during detail design, following the TRPAP.	**Section 4.5** of this EPR states that there no known or potential BHRs or CHLs identified in the Study Area, and therefore, a CHER and/or HIA is not recommended.	See comments 27 to 31 below related to the Cultural Heritage Report.	Please see responses to comments #27-31 below.	Addressed.	No response required.
10	Cultural Heritage	While some cultural heritage landscapes are contained within individual property boundaries, others span across multiple properties. For certain cultural heritage landscapes, it will be more appropriate for the CHER and HIA to include multiple properties, in order to reflect the extent of that cultural heritage landscape in its entirety.	**Section 4.5** of this EPR states that there no known or potential BHRs or CHLs identified in the Study Area, and therefore, a CHER and/or HIA is not recommended.	See comment 28 below related to the Cultural Heritage Report.	Please see response to comment #28 below.	Addressed.	No response required.
11	MCM Procedures	More detailed advice on how to document some of the information above is attached to this letter.	Acknowledged.	N/A	No response required.	N/A	N/A
12	Cultural Heritage	Proponents that are subject to the S&Gs should refer to Information Bulletin 3 - Heritage Impact Assessments for Provincial Heritage Properties.	A qualified person has prepared the Cultural Heritage Report: Existing Conditions and Preliminary Impact	N/A	No response required.	N/A	N/A

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		Proponents that are not subject to the S&Gs may still find this document helpful. Technical cultural heritage studies will be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed.	Assessment contained within **Appendix C**.				
13	Reporting Procedures	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 should clearly state what is to be done, who is responsible for implementation, and when.	**Section 6.0** of the EPR outlines in detail the commitments that Ontario Northland will comply with and implement as part of the Project.	N/A	No response required.	N/A	N/A
14	Cultural Heritage	Ideally, the Cultural Heritage Report should be shared with MCM before the draft EPR is provided, so that any feedback on the Cultural Heritage Report can be incorporated into the draft EPR. At a minimum, the Cultural Heritage Report should be shared with the draft EPR.	A copy of the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was provided to the MCM via e-mail on May 17, 2024.	See comments 27 to 31 below related to the Cultural Heritage Report.	Please see responses to comments #27-31 below.	Addressed.	No response required.
15	MCM Procedures	MCM will comment on the draft EPR for the project, but we are not in a position to do so until we review the above-mentioned technical studies. 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, reports and/or documentation to both Karla Barboza and me. 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	Copies of the Draft Stage 1 Archaeological Assessment Report and the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment were provided to the MCM via e-mail on May 17, 2024.	See comment 3 above.	Please see response to comment #3 above.	Please, refer to MCM email response regarding the Archaeology Assessment Review process.	

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		examples to assist with project reporting, do not hesitate to contact me. Sincerely, Laura Hatcher Heritage Advisor laura.e.hatcher@ontario.ca Heritage Planning Unit					
16	MCM Procedures	MCM's Heritage Planning Unit will have additional comments on the Draft EPR and the Cultural Heritage Report. Our standard service offer is to provide comments within 30 days from the time a document is submitted to us for review. As I am sure you know, the Archaeological Assessment follows its own review process, once the archaeologist submits it to the MCM Archaeology Program Unit for review.	Acknowledged.	N/A	No response required.	N/A	N/A
17	Draft EPR: 3.2 Methodology 3.2.3 Cultural Heritage 3.2.3.1 Data Gathering	'Cultural heritage resources' include archaeological resources, built heritage resources, and cultural heritage landscapes. We recommend changing the title of 3.2.3 to 'Built Heritage Resources and Cultural Heritage Landscapes' as archaeological resources are discussed in another section. The bulleted list on pages 33-34 which itemizes all data sources is not necessary as this information is outlined in the Cultural Heritage Report in Appendix C. This list could be deleted or summarized further. On pages 34-35, where the report describes the Ministry of Citizenship and Multiculturalism's (MCM) guidance on TRPAP reporting, we recommend that this language be updated and be made more concise to say that the Cultural Heritage Report followed this guidance. Where appropriate, explain how the guidance was applied to this project (e.g., in paragraph 1, state that the CHR used a buffer a certain distance from the project footprint to define the Project Study Area). We recommend that the following text be included at the beginning of	The suggested edits have been reflected in the applicable sections of the updated EPR, as well as within the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.	Partially addressed. The description of MCM guidance on TRPAP reporting was deleted from the EPR, but it remains the same in the Cultural Heritage Report and was not updated as suggested. The information that there is no known or potential built heritage resources and cultural heritage landscapes is not found under Section 3.2.3 of the EPR. This information is only found in Section 3.3.3. In order to clearly inform readers about this, we recommend adding a reference to Section 3.3.3 or moving up the information to Section 3.2.3. The paragraph in the beginning of section 3.2.3 does not identify the heritage consultant that prepared the Cultural Heritage Report, instead Gannett Fleming is mentioned. As the Cultural Heritage Report was prepared by	The EPR will be edited as follows: **Section 3.2.3** will be revised to acknowledge that there are no known or potential built heritage resources and cultural heritage landscapes; will also include reference to ASI as firm responsible for completed Cultural Heritage report. The Table of Contents/page numbering to be reviewed and updated as required to correct any errors.	Acknowledged. MCM will confirm once it has reviewed the final Revised EPR.	The relevant EPR excerpts were sent to MCM on September 23 and 25, 2024. MCM provided confirmation via e-mail on October 9, 2024 that the changes made to Section 3.2.3 were acceptable.

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		section 3.2.3, to summarize the outcome of the Cultural Heritage Report: A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was undertaken on [date] by [heritage consultant] for [name of project or Project Study Area]. The assessment for this report consisted of data collection, background historic research, review of secondary source material and field review. No known or potential built heritage resources and cultural heritage landscapes were identified within or adjacent to the Project Study Area. The Cultural Heritage Report is included in Appendix C. Please also note that the Cultural Heritage Report should be considered preliminary until the Indigenous communities, municipal planning staff and other interested parties have had an opportunity to review and provide comments.		ASI, we recommend to also include their name in the paragraph. We note that MTO comment 47 and 49 suggest adding a reference to the Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes. MCM does not recommend that this reference is included in the EPR as it has been included in the Cultural Heritage Report. The EPR will include an overview of the purpose of the Cultural Heritage Report as recommended in our comments dated June 11, 2024, and not extensive and detailed information about the methodology. Also, there is a problem in the Table of Contents pages numbers, page 35 is repeated. Section 3.2.5 is on page 35 (PDF page 74) and Section 3.3.3 is also on page 35 (PDF page 91).			
18	Draft EPR: 3.2 Methodology 3.2.3 Cultural Heritage 3.2.3.2 Field Investigations	We recommend deleting the paragraph that starts with "Background historical research…" as it contains unnecessary detail and some language that is not consistent with the Cultural Heritage Report. It may be more appropriate to refer the reader to the Cultural Heritage Report (see recommended language above).	This paragraph was deleted in the EPR, as well as the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.	Addressed.	No response required.	N/A	N/A
19	Draft EPR: 3.2 Methodology 3.2.3 Cultural Heritage	The report states: "There has been no correspondence from First Nations and Provincial Territorial Organizations about known or potential BHRs and CHLs at the time of preparing this report." Please clarify whether the project team asked First Nations and Provincial Territorial Organizations about this	The term "Provincial Territorial Organizations" was included in error in the Draft EPR and therefore removed. Information sessions were held with three of the Indigenous communities and/or organizations	Partially addressed. Ontario Northland comment dated August 8, 2024, state that information sessions with Indigenous communities who demonstrated interest in the project were held in 2021.	EPR will be edited as follows: **Section 3.2.3.1** – dates of information sessions will be updated (see response to comment 6 above.	Acknowledged. MCM will confirm once it has reviewed the final Revised EPR.	The relevant EPR excerpts were sent to MCM on September 23 and 25, 2024. MCM provided confirmation via e-mail on October 9, 2024 that the changes made to Section 3.2.3.1 were acceptable.

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	3.2.3.4 Consultation with Regulatory Authorities	component of the environment. Please clarify what is meant by "Provincial Territorial Organizations" in this context and include a list of organizations that were contacted. Additionally, the title of this subsection "Consultation with Regulatory Authorities" does not capture the above-mentioned communities and the nature of their potential comments, which may fall outside of a strictly regulatory role. The activities described in this section do not appear to be "consultation", but rather "information gathering". We suggest revising the sub-title accordingly – e.g., to "Information Gathering and Engagement with Municipal and Provincial Authorities, First Nations, and Provincial Territorial Organizations" (or similar wording).	who expressed interest in this project. As part of those sessions, no additional information was provided specifically about known BHRs/CHLs in the Study Area that may be of known or potential cultural heritage value or interest. The information sessions were held with the Moose Cree First Nation on October 19, 2021, with Nipissing First Nation on September 13, 2021, and with the Ontario Federation of Indigenous Friendship Centres on November 15, 2021. Section title for Error! Reference s ource not found. has been updated.	However, the bullet text in Section 3.2.3.1 state the same sessions were in 2023. Please revise and update accordingly. This information should also align with the Cultural Heritage Report (see comment 31 below). Section title for 3.2.3.1 remains the same and was not updated as stated. Please revise. We note that the equivalent title of the Cultural Heritage Report was updated to "Information Gathering and Engagement with Municipal and Provincial Authorities, First Nations, and Provincial Territorial Organizations".	Section title for **3.2.3.1** will be updated to "Information Gathering and Engagement with Municipal and Provincial Authorities, First Nations, and Provincial Territorial Organizations."		
20	Draft EPR: 3.2 Methodology 3.2.4 Archaeology	We note that the licensed archaeologist has yet to submit the Stage 1 Archaeological Assessment Report for this project (under Project Information Form (PIF) P094-0359-2023) for MCM review. We understand that the proponents hope to begin the TRPAP study period soon. This being the case, we strongly recommend that the report be submitted to MCM as soon as possible to allow for the Ministry's review and for any revisions to be made. We also recommend that the archaeologist submit to MCM a request for expedited archaeological report review. Please note that 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	The Draft Stage 1 Archaeological Assessment Report was provided to MCM for review on May 17, 2024. The finalized Stage 1 Archaeological Assessment Report will be submitted into the MCM register once it is ready and comments received during the Draft EPR review have been addressed.	Refer to comment 3 and 7 above.	Please see response to comment #3 above.	Please, refer to MCM email response regarding the Archaeology Assessment Review process.	

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		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. Approval authorities and proponents should wait to receive the MCM's written confirmation that the archaeological assessment report(s) has been entered into the Register before issuing a decision or proceeding with any ground disturbing activities. The letter will also indicate that there are no further concerns for impacts to archaeological resources or articulate next steps to mitigate those concerns. The MCM's letter shall be included in the EPR.					
21	Draft EPR: 3.2 Methodology 3.2.4 Archaeology 3.2.4.2 Field Investigations	The information about terms and conditions for archaeological licenses and PIFs is not necessary and should be removed.	This was removed from the EPR.	Addressed.	No response required.	N/A	N/A
22	EPR: 3.3 Existing Conditions 3.3.3 Built Heritage Resources and Cultural Heritage Landscapes of the Revised EPR	N/A	N/A	Comment 18 from Ministry of the Environment, Conservation and Parks suggests providing MCM comments to support the following conclusion: "The Project Study Area does not feature any structure or areas believed to have CHVI.". The former sentence was deleted, as also suggested in MTO comment 50, leaving under this section a single sentence that no known or potential built heritage resources (BHRs) or cultural heritage landscapes (CHLs) were identified in the Study Area. *We recommend adding a reference to the Cultural Heritage*	The EPR will be updated accordingly with the suggested reference to direct the reader to **Appendix C**.	Acknowledged. MCM will confirm once it has reviewed the final Revised EPR.	

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				Report in Appendix C to support this section.			
23	Draft EPR: 3.3 Existing Conditions 3.3.4 Archaeology	The information on Borden numbers is not necessary and should be removed. Removing this information will allow this section focus on the Project Study Area's archaeological potential. We recommend deleting all the text in this section and replacing it with the following: A Stage 1 archaeological assessment was undertaken on [date] by [consultant archaeologist] for [property or Project Study Area]. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MCM to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g., Stage 2-4) as necessary. The Stage 1 AA is included in Appendix X. [Then include the outcomes and recommendations of the report, which can usually be extracted from the AA's Executive Summary] As stated in comment 4 above, the Stage 1 AA has not been submitted to MCM for review. The findings of the Stage 1AA are subject to review and the report may require revision. The information in this EPR should be considered preliminary. The mapping in the draft Stage 1 AA shared with MCM shows that a portion of the Project Study Area (station footprint plus a buffer area) has archaeological potential. However, the text in this EPR section states the following: The property inspection confirmed that the proposed Timmins-Porcupine Station Project	The Borden numbers have been removed as suggested. The Stage 1 Archaeological Assessment Report has been updated to reflect the revised text suggested by MCM. The parts of the Study Area proposed for construction and operations/maintenance activities, including the land that may be required for future construction of a Bus Storage and Maintenance Facility, do not retain archaeological potential on account of deep and extensive land disturbance or permanently saturated conditions. These lands therefore do not require further archaeological assessment. If the project design changes during detail design (post TRPAP) and encroachment on the lands identified to retain archaeological potential is expected, Ontario Northland will complete a Stage 2 Archaeological Assessment survey prior to any disturbance or construction activities. **Section 4.6** of the EPR (as well as the Stage 1 Archaeological Assessment Report) has been updated accordingly to reflect this language. The Stage 1 Archaeological Assessment Report will be submitted into the register as soon as it is finalized.	Partially addressed. The paragraph that mentioned Borden number was deleted, but the rest of the text remains the same. No direct reference to Stage 1 Archaeological Assessment was included as suggested. Stage 1 AA was submitted on August 2, 2024. After MCM review, the EPR should require revision. The current information in the EPR should be considered preliminary. See comment 7. A clear statement that a portion of the Study Area has archaeological potential and supporting maps were not included in Section 3.3.4, as recommended. A statement and a map were included later, under Section 4.6.1. Also, MTO comments 27, 29 and 30 point out the necessity of clarity in the Study Area regarding the archaeology potential. We recommend moving up the statement and map from Section 4.6.1 to Section 3.3.4 to clarify any questions and misinterpretation about archaeological potential earlier in the EPR or add reference to inform the reader that more information and a map can be found in Section 4.6.1. Please revise the EPR accordingly.	EPR will be updated accordingly to reflect the following suggestion: "We recommend moving up the statement and map from **Section 4.6.1** to **Section 3.3.4** to clarify any questions and misinterpretation about archaeological potential earlier in the EPR or add reference to inform the reader that more information and a map can be found in **Section 4.6.1**."	Acknowledged. MCM will confirm once it has reviewed the final Revised EPR. Please refer to MCM email response regarding the Archaeology Assessment Review process.	The questions and misinterpretations about archaeological potential have been clarified through the inclusion of **Figure 4-1** within **Section 4.6.1** that clearly shows the project area and archaeological potential. This revised map was also included in the Stage 1 AA Report which was entered by MCM into the public register on December 11, 2024. No further updates to this section of the EPR are deemed required.

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		Study Area exhibits evidence of disturbance in the existing facilities on site, the surrounding twentieth-century development, and evidence of artificial drainage. Undeveloped lands within the project components exhibit low archaeological potential due to poor drainage. Forested land east of the railway north of Highway 101/King Street retain archaeological potential and will require Stage 2 test pit survey if impacted by the project designs. The discussion in this section of the EPR is not clear, and it creates a misapprehension that the Project Study Area does not have any archaeological potential. The report should clearly state that a portion of the Project Study Area has archaeological potential and should include maps showing this. More information is required to support the EPR's recommendations that Stage 2 AA is not required unless this area will be disturbed.					
24	Draft EPR: 4.7 Archaeology	Please see the comment above and revise this section accordingly.	The report has been updated accordingly – please refer to responses above.	Addressed. Section 4.7 (now 4.6) was updated. See comment 23 above.	No response required.	N/A	N/A
25	Draft EPR: 4.13 Summary of Mitigation and Monitoring Commitments Table 4-6: Archaeology Impacts, Mitigation, and Monitoring Commitments	It is not clear how the proponent has arrived at a conclusion that there is no potential for the disturbance of archaeological resources. In the Mitigation Measures/Commitments column: Under the first bullet, please see comment 6 above and ensure that it aligns with revised text. Under the third bullet, we recommend deleting this text and replacing it with the following standard text developed by MCM: 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	First bullet: report updated as per comments. Third bullet: agree with suggested text for replacement, report updated. Fifth bullet: agree with suggested text for replacement, report updated. Bullets 6 and 7 have been removed.	Addressed.	No response required.	N/A	N/A

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
		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*. Under the fifth bullet, please remove the reference to the Bereavement Authority of Ontario (BAO). The BAO does not become involved in an investigation unless it is establishing the boundary of a cemetery, or investigating remains discovered within or adjacent to a cemetery. Additionally, the Ministry of Government and Consumer Services is now the Ministry of Public and Business Service Delivery. Please update the text to reflect this. We recommend the following standard text for the fifth bullet: 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, 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*. The purpose of the 6th bullet is not clear. It states that future archaeological assessments would be shared with ONTC, but it is not clear who would be commissioning the archaeological assessment, if not Ontario Northland. In bullet 7, it is not clear how an Archaeological Risk Management Plan will be of assistance to					

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
		this project, as it has a relatively small Project Study Area, and the archaeological assessment already outlines the protocols for the discovery of human remains and undocumented archaeological resources.					
26	Section 6.2.1.7 Ministry of Citizenship and Multiculturalism	N/A	N/A	MTO comment 32 and 51 suggested changes in Section 6.2.1.9 Ministry of Citizenship and Multiculturalism (now 6.2.1.7, page 84) regarding MCM responsibilities. We recommend that the text be revised as follows (see also MCM's initial letter dated June 11): *MCM has an interest in undertakings such as this under its, mandate to develop policies and programs for the conservation of Ontario's cultural heritage. MCM is responsible for the administration of the Ontario Heritage Act (OHA) including its regulations. The OHA provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Including their identification, protection and wise management. The conservation of cultural heritage resources is also a matter of provincial importance as reflected in Ontario Regulation 231/08.* As a member of the Government Review Team, MCM reviews various applications and associated technical studies to ensure compliance with the *Ontario Heritage Act* and fulfilment of due diligence	The applicable section of the EPR will be updated to reflect the following text as suggested by MCM": "We recommend moving up the statement and map from **Section 4.6.1** to **Section 3.3.4** to clarify any questions and misinterpretation about archaeological potential earlier in the EPR or add reference to inform the reader that more information and a map can be found in **Section 4.6.1**."	ONTC's response doesn't address MCM comment dated September 4, 2024.	The following text has been added to **Section 6.2.1.7** of the EPR: *MCM has an interest in undertakings such as this under its, mandate to develop policies and programs for the conservation of Ontario's cultural heritage. MCM is responsible for the administration of the Ontario Heritage Act (OHA) including its regulations. The OHA provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Including their identification, protection and wise management. The conservation of cultural heritage resources is also a matter of provincial importance as reflected in Ontario Regulation 231/08.*

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				related to cultural heritage more generally. Also, there is a typo in last sentence, the accurate section number is 6.6.3 Further Archaeological Assessment Studies, not Section 6.6.4 (that do not exist in the EPR) and should be revised.			
27	Table of contents and Figures	N/A	N/A	Page numbers are missing in the Table of Contents (Sections 8.1 to 8.3) and in the Figures list.	Table of Contents formatting has been corrected.	Addressed.	No response required.
28	Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment 2.3 Report Purpose	The report should explain the rationale for the Project Study Area (project footprint plus a 50m buffer) from a cultural heritage perspective, i.e., explain why a 50m buffer was selected.	Report revised to include information on why 50m buffer was applied.	Not addressed. The following sentence was added: "The selected buffer area is inclusive of lands that may contain BHRs and CHLs that may be subject to direct or indirect impacts as a result of the Project.". While it justifies the purpose of the buffer area, it is not clear why 50m was chosen rather than 25m or 100m. A similar concern was also highlighted in MTO comment 48 and 71. While 50m may be considered sufficient for potential noise and vibration impacts, it does not account for all potential impacts to built heritage resources/cultural heritage landscapes. Additional impacts to BHR/CHLs may include but are not limited to the following: shadows that alter the appearance or change the visibility of a heritage attribute, isolation of a heritage attribute from its surrounding environment, context or a significant relationship and/or	Additional information has been added to Section 2.3 to provide appropriate analysis and rationale regarding determination of study area boundaries used to define scope of data collection and impact assessment activities (50 m buffer). Added text demonstrates that the study area is appropriately sized in relation to the site's characteristics, supporting appropriate assessment of all types of impacts to known or potential built heritage resources and cultural heritage landscapes.	Addressed.	No response required.

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				changing the character of a potential BHR/CHL through the obstruction of significant views or vistas to or from a property. An appropriate Study Area shall be defined by the analysis of site characteristics including potential staging area and should not focus on a single element, the proposed project footprint.			
29	Section 2.4 Report Purpose of the Revised Cultural Heritage Report	N/A	N/A	There is a typo in the second paragraph of Section 2.4, page 6. The first word of the second phrase is missing a letter: "The selected buffer area is…".	Typo revised in Cultural Heritage Report.	Addressed.	No response required.
30	Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment 3.0 Methodology 3.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes	We recommend editing the introductory paragraph as follows, to acknowledge that the MHSTCI 2019 TPAP guidance is one of the main documents guiding this report. This Cultural Heritage Report follows the above-mentioned TPAP guidance prepared by the then MHSTCI (now MCM) in 2019, as well as guidance presented in the Ontario Heritage Tool Kit (Ministry of Culture 2006) and Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes (Ministry of Tourism, Culture and Sport 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.	Text revised as suggested.	Addressed.	No response required.	N/A	N/A
31	Draft Cultural Heritage Report: Existing Conditions and Preliminary	See comment 2 on the Draft EPR, which applies to this section as well. We suggest changing the title of this section to be consistent with the change to the EPR. The first bullet in this section states that the City of Timmins was contacted for information in	Comment 2 in EPR addressed in Cultural Heritage Report, as suggested. Title of Section 3.5 in Cultural Heritage Report revised.	Partially addressed. See comment 19 above. Please confirm the date in which information sessions with Indigenous communities who demonstrated interest in the	As per response to comment #6 above, dates of engagement have been revised for consistency and accuracy in the Cultural Heritage Report.	Addressed.	No response required.

Item No.	Issue	Comment/Issues Raised by MCM June 11, 2024	How the Comment was Considered by Ontario Northland August 8, 2024	Comment/Issues Raised by MCM September 4, 2024	How the Comment was Considered by Ontario Northland September 10, 2024	Comment/Issues Raised by MCM September 18, 2024	How the Comment was Considered by Ontario Northland September 19, 2024
	Impact Assessment 3.0 Methodology 3.5 Consultation with Regulatory Authorities	2023 but the team received no response. We recommend follow-up with the City. The last bullet in this section says: At project start-up, ASI made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential BHRs and CHLs that are of interest to the respective communities. No feedback was received by the time of report submission. It is unclear if the requested discussions regarding cultural heritage took place. Please clarify.	Response from City of Timmins on 18 July 2023 added, no follow up required. Final bullet regarding ASI's request for information on Indigenous Engagement was removed as it repeats information contained in the bullet point immediately before. Information on which groups were contacted added into preceding paragraph noting information from Summary Report on Indigenous Engagement completed by Ontario Northland.	project were held. ONTC's comment 19 states a different year (2021) from the Cultural Heritage Report and Revised EPR (2023).			
Item No.	**Issue**	**MCM Comments from January 10, 2025**	**Ontario Northland Response on January 15, 2025**				
32	Archaeology	Please edit the last paragraph in 4.6.1 as follows: "The Stage 1 AA report was **entered** by MCM into the Ontario Public Register of…"	Text revised as suggested.				
33	Archaeology	The text in section 4.6.1 is silent on whether the Stage 1 AA will be included in Appendix D as it only mentions the MCM letter. Based on our reading of the previous draft EPR, which included the archaeological assessment in the appendices, we assume the archaeological assessments will be provided. But if not, please include the PIF Number for this report within the EPR text.	We confirm that the Stage 1 AA Report as well as the Stage 2 AA Report will be included in Appendix D to the EPR. Text in this section has been updated accordingly.				
34	Archaeology	The comments above apply to section 4.6.2.	Text revised as suggested.				
35	Archaeology	Please make a minor edit to a ministry name in section 6.6.2: Ontario Ministry of Public and Business Service Delivery **and Procurement.**	Text revised as suggested.				

Table 5-13: Summary of MECP Comments and Ontario Northland Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Ministry of Environment, Conservation and Parks			
1	Appendix H: Hydrogeology Technical Memo, General	The above-captioned documents satisfactorily describe existing soil and groundwater conditions at the subject site.	Comment acknowledged, no report updates required.
2	Appendix H: Hydrogeology Technical Memo, General	The historical ground surface in the study area might have originally been naturally saturated or flooded, necessitating the importation of the present fill materials.	Comment acknowledged, no report updates required.
3	Appendix H: Hydrogeology Technical Memo, General	Groundwater flow might be from north to south through the fill and upper silt and clay layer. The estimated flow velocity is about one metre per year with a downward component toward a more conductive underlying sand layer approximately 10 meters or more below ground surface.	Comment acknowledged, no report updates required.
4	Appendix H: Hydrogeology Technical Memo, General	The provided data show shallow soil and groundwater impacts by sodium and chloride consistent with the long-term application of road de-icing salt within an urban area. This might have implications for the re-use of excess soils in an agricultural application.	Comment acknowledged, no report updates required.
5	Appendix H: Hydrogeology Technical Memo, General	The sample results do not indicate any significant or widespread contamination by metals, Polycyclic Aromatic Hydrocarbons (PAH), Petroleum Hydrocarbons (PHC's) or Volatile Organic Compounds (VOC's) at the site.	Comment acknowledged, no report updates required.
6	Appendix H: Hydrogeology Technical Memo, General	There do not appear to be any overt geological or hydrogeological factors reported that would prohibit consideration of future Permit to Take Water (PTTW), Environmental Activity and Sector Registry (EASR) or Environmental Compliance Approval (ECA) applications for this location.	Comment acknowledged, no report updates required.
Ministry of Environment, Conservation and Parks - Sign-off Acknowledgements			
1	July 22, 2024	This email confirms that the ministry's Conservation and Source Protection Branch is satisfied with the responses and issues have been addressed.	Acknowledged, thank you for confirming.
2	August 30, 2024	The ministry's Adaptation and Resiliency Branch has no further comments.	Acknowledged, thank you for confirming.
3	August 30, 2024	The ministry's Senior Noise Engineer has not further comments.	Acknowledged, thank you for confirming.
4	September 19, 2024	I don't believe I responded to your email below regarding responses to ministry comments from the Environmental Assessment Branch, as well as comments from our surface water reviewer. We have reviewed the responses and have no further comments.	Acknowledged, thank you for confirming.

Table 5-14: Summary of MTO Comments and Ontario Northland Responses

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
Ministry of Transportation			
1	Appendix F: Traffic Assessment Report, Section 4.1	Unfinished sentence "Figure 2 (above) graphically illustrates the Stud	Updated.
2	Appendix F: Traffic Assessment Report, Section 4.4.3	Incorrect reference of "Table 6 and Figure 7.	Updated.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Ontario Northland
3	Appendix F: Traffic Assessment Report, Section 4.5.2	Distribution of development traffic. The 20% and 10% entering/exiting trip allocations for Gervais Street & Falcon Street, respectively, appears to be quite high given the surrounding road network characteristics. It is unlikely that 30% of the entering/exiting development trips would be from Gervais Street & Falcon Street. Rather, a smaller 5% allocation to each street for a total of 10% may be a more appropriate figure, with the remaining 90% to/from King Street (Hwy. 101).	Assumed distribution of development traffic was kept higher to create worst case scenario by higher conflicting traffic from side street. Hence, it was assumed to be 10-20% from side street. No updates required in the report.
4	Appendix F: Traffic Assessment Report, Section 4.5.3	King Street (Hwy. 101) AADT of 5,900 vpd used to derive hourly traffic volumes in analysis. However, roadway classification section 3.3 (Page 8) states that 2023 King Street (Hwy.101) AADT is 7020 vpd.	Updated calculation to match with 7020 vpd AADT. Original 5,900 vpd was based on 2019 ATR traffic counts on Highway 101 near Hallnor Road location.
5	Appendix F: Traffic Assessment Report, Section 4.5.3	The results of the UIBC Schedule scenario traffic analysis should still be presented in the report, even if the "traffic performance at all study area roads is expected to operate with excellent level of service.	In line with industry best practices for completing Traffic Impact Assessments, the worst-case scenario, aligning with the peak hours of the adjoining street, was assessed. The results indicate a Level of Service (LOS) A for all three intersections. Since the UIBC schedule includes train operations during midnight and early morning hours, when traffic volumes on adjoining streets are minimal, these periods were not modeled, as the results are expected to remain at LOS A. Section 4.5.3 of the report has been updated to add clarification on this point.
6	Appendix F: Traffic Assessment Report, Section 4.5.3	The v/c ratios are not shown in any of the analysis results tables.	Since VISSIM model was used in this project, VC ratio cannot be obtained from VISSIM model. However, Synchro model was developed covering both the study intersection in all 3 scenarios to address this comment. VC Ratio details are added in report sections for existing and horizon year conditions. See sections 4.4.3 and 4.5.4.
7	Appendix F: Traffic Assessment Report, General	The report does not review the warrants for LT lanes and/or RT lane/tapers on King Street (Hwy.101). An EB Left Turn lane on King Street (Hwy. 101) may be warranted according to Exhibit-9A-31 of the "MTO DESIGN SUPPLEMENT FOR TAC GEOMETRIC DESIGN GUIDE (GDG) FOR CANADIAN ROADS – 2017" October 2023 Edition.	The warrant analysis was conducted in response to MTO comments, which identifies the need for a 15m eastbound left turn lane under existing conditions. A warrant check was also performed for future conditions, and it can be concluded that AM peak only involves 8 vph (out of total 42 vph) related to station taking eastbound left turn at King St. / Gervais St. Whereas PM peak is not expected to attract any station related traffic taking eastbound left turn at King St. / Gervais St. Therefore, the station traffic is not considered to be the trigger for the currently needed eastbound left turn lane. With this in mind, the report has been updated to include the left turn storage lane warrant analysis. Refer to Sections 4.4.3, 4.5.4, and 7 for details. It is important to note that warrants were not reviewed in the initial TIA, as the 95th percentile queue lengths for the eastbound left turn were recorded as zero meters in all scenarios.

5.3.5 Notice of Issue, Suspension of 120-Day Period

In accordance with O. Reg 231/08,, if at any time during the 120-day period, the proponent is of the opinion that the transit or rail project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on the existing aboriginal or treaty rights of the aboriginal peoples of Canada, as recognized and affirmed in section 35 of the *Constitution Act,* 1982, the proponent may give written notice describing the issue to the Director of the Environmental Assessment Branch.

Ontario Northland elected to suspend the 120-day period for the Timmins-Porcupine Station Transit Project Assessment Process. A *Notice of Issue, Suspension of 120-Day Period* was submitted to the Ministry of Environment, Conservation and Parks (MECP) on September 20, 2024 in order to address a matter of provincial importance related to the Natural Environment. MECP acknowledged receipt of the notice on September 23, 2024. The Notice of Issue was also communicated on Ontario Northland's website: https://www.ontarionorthland.ca/en/northlander/environmental-assessment-process

During the suspension period, Ontario Northland continued work to address the matter of provincial importance related to the natural environment, specifically the Air Quality Assessment and Archaeological Assessments undertaken as part of the Project. The following actions were taken by Ontario Northland to resolve the issues:

- Continued consultation with the Ministry of Environment, Conservation and Parks (MECP) to address technical comments pertaining to the Air Quality Assessment Report;
- Updated and finalized the Air Quality Assessment Report pursuant to comments received from MECP; and,
- Reached agreement with MECP that all comments on the Air Quality Assessment Report were resolved as of March 21, 2025. The final Air Quality Report will be appended to the EPR.
- Continued consultation with the Ministry of Tourism, Culture and Gaming and Ministry of Sport (MCM) to address technical comments pertaining to the Stage 1 Archaeological Assessment Report and Cultural Heritage Report, as well as relevant sections of the Draft EPR;
- Completion of a Stage 2 Archaeological Assessment Report;
- The Stage 1 and Stage 2 Archaeological Assessment Reports were entered into the Ontario Public Register of Archaeological Reports; and,
- Reached agreement with MCM that all comments on the Cultural Heritage Report, Stage 1 and 2 Archaeological Assessment (AA) Reports and related sections of the EPR were resolved as of January, 2025. The final reports will be appended to the EPR.

5.3.6 Notice of Resumption

On March 28, 2025, Ontario Northland issued a Notice of Resumption to the Director of the Environmental Assessment Branch, resuming the 120-day period and circulating the Notice of Completion. A copy of this notice was posted on Ontario Northland's website https://www.ontarionorthland.ca/en/northlander/environmental-assessment-process. Also refer to the **Consultation Record (Appendix I).**

5.3.7 Notice of Completion

In accordance with *O. Reg. 231/08*, a Notice of Completion was issued indicating that the start of the 30-day public review process would commence on April 3, 2025. The Notice provides the public, Indigenous Communities and Organizations, review agencies and other stakeholders with information about the project, next steps, how to access the Environmental Project Report (EPR) and how comments may be formally submitted. The Notice of Completion was published in local newspapers as summarized in **Table 5-15**.

The Notice of Completion included the following information (a copy of the Notice can be found in the **Consultation Record (Appendix I)**:

- Information as to where and how members of the public may examine the Environmental Project Report and obtain copies;
- A description of the objection process, which includes:
  - A statement that there are circumstances which the Minister has authority to require further consideration of the transit project, or impose conditions on it, if he or she is of the opinion that:
    - The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
    - The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.
- A statement that, before exercising the authority referred to above, the Minister is required to consider any written objections to the transit project that he or she receives within 30 days after the Notice of Completion of the Environmental Project Report is first published.

5.3.7.1 Newspaper Publications

A Notice of Completion advertisement was published in newspapers selected to cover a large extent of the Study Area. **Table 5-15** lists the newspapers where the notice was published and the respective dates that they were featured, both online and within the printed copies of the newspaper. The Notice was published in both English and French.

Table 5-15: Notice of Completion Newspaper Publications

Publication	Dates Published
Timmins Times	• April 3, 2025 • April 10, 2025
Timmins Daily Press	• April 5, 2025 • April 12, 2025

5.3.7.2 Website Posting

The Notice of Completion was posted on Ontario Northland's website at the following link:

https://www.ontarionorthland.ca/en/northlander/environmental-assessment-process

5.3.7.3 E-mail Blast

E-mails were distributed on April 2, 2025 to all interested persons included on the Project Contact List that contained details about the Notice of Completion and 30-Day Public Review period and a link to Ontario Northland's website where the Notice of Completion and EPR were posted online.

5.3.7.4 Hand delivered mail drop – Property Owners

On April 2, 2025, Ontario Northland hand delivered the Notice of Completion to property owners who were assessed land owners within 30m of the project study area boundaries.

5.4 30-Day Public Review

Upon issuing the Notice of Completion, the Final Environmental Project Report (EPR) and supporting Appendices (environmental and technical studies) were made available for 30-day public review. Specifically, the EPR was posted online to the Ontario Northland website at:
https://www.ontarionorthland.ca/en/northlander/environmental-assessment-process

Interested persons were encouraged to review the document(s) and provide comments by May 5, 2025.

During the 30-day public review period, if there are concerns pertaining a negative impact on a matter of Provincial importance according to *O. Reg. 231/08* that relates to the natural environment or cultural value or interest, or on a constitutionally protected Aboriginal or treaty right, an objection may be submitted to the Minister of Environment, Parks and Conservation (the Minister) as outlined in the Notice of Completion.

5.5 35-Day Minister's Review

Following the 30-day public review period, the Minister has 35-days to issue one of three notices:

- Proceed with the Project in accordance with the EPR; or,
- Proceed with the Project in accordance with the EPR subject to conditions; or,
- Require the proponent to conduct further work and submit a revised EPR.

6.0 COMMITMENTS & FUTURE WORK

6.1 Implementation of Mitigation & Monitoring Measures

This section is to be read in conjunction with **Section 4.0** of this Environmental Project Report (EPR).

To ensure that potential adverse environmental effects associated with the Timmins-Porcupine Station Project are avoided or mitigated to the extent possible, the following actions will be adhered to by Ontario Northland during the subsequent phases of the project:

- Implement all mitigation & monitoring measures as documented in **Section 4.0** of this EPR during the detailed design, construction and operational phases of the project;
- Ensure that all mitigation & monitoring measures and commitments as outlined in this EPR are captured in the Contract Documents for implementation by Ontario Northland and/or their Contractor, as appropriate; and,
- Undertake any additional environmental studies and obtain all necessary permits and approvals prior to implementation of the Project.

6.2 Permits, Licenses & Approvals

In addition to carrying out the TRPAP and satisfying the requirements of *O. Reg. 231/08*, there are also a number of other approvals/permits that will be required in order to implement the Timmins-Porcupine Station Project. Therefore, Ontario Northland (or their Contractor) will:

- During detailed design, review and confirm all permits, licenses and approvals that must be acquired as part of implementing the undertaking; and,
- Obtain all required permits, licenses and approvals prior to implementation of the undertaking.

The following section summarizes the preliminary list of permits and approvals that are anticipated to be required.

6.2.1 Provincial

6.2.1.1 MECP - NPC-115 and NPC-118

The MECP stipulates limits on noise emissions from individual items of equipment, rather than for overall construction noise. In the presence of persistent noise complaints, sound emission standards for the various types of construction equipment used on the project should be checked to ensure that they meet the specified limits contained in MECP Publication NPC-115 and NPC-118.

6.2.1.2 MECP - Environmental Activity Sector Registry / Permit to Take Water

Environmental Activity Sector Registry (EASR) is required for temporary water takings for volumes between 50,000 L/day (7.5 lgpm) to 400,000 L/Day (or 73.38 lgpm). Whereas a Permit to Take Water (PTTW) is issued under Section 34 of the *Ontario Water Resources Act* (OWRA) for temporary water takings that exceed the trigger threshold of 400,000 L/day (or 73.38 lgpm). The need for dewatering during construction activities will be confirmed during detailed design, as will the requirement for a PTTW or EASR. Potential impacts will be reviewed and more detailed impact assessments undertaken (as required) and strategies for mitigation will be proposed during detailed design as part of the PTTW and/or EASR process, if required.

Should either a PTTW or EASR be required, dewatering and monitoring procedures will be implemented and monitored (e.g., pumping rate/volume monitoring, groundwater level monitoring and groundwater discharge monitoring).

6.2.1.3 MECP - Environmental Compliance Approval(s)

An Environmental Compliance Approvals (ECA) for stormwater works/drainage, noise and/or air emissions will be obtained, if required, prior to construction.

6.2.1.4 MECP - *Ontario Water Resources Act*

For any private water supply wells that are identified as being located within the property boundaries of the proposed station, a well survey will be conducted during detailed design to verify if the wells are actually present. If present, these wells and any others identified as part of detailed design should be decommissioned in accordance with Ontario Regulation 903 prior to commencement of any construction activities.

6.2.1.5 MECP - *Clean Water Act*

Ontario's *Clean Water Act* aims to protect existing and future sources of drinking water. This is achieved through partnerships between the MECP and local Source Protection Authorities. A Source Protection Plan (SPP) for the Mattagami Region Source Protection Area was approved by the MECP Minister on October 1, 2014.

The City of Timmins obtains its drinking water from the Mattagami River which is located within the Mattagami Region Source Protection Area. The closest intake protection zone (IPZ) is located approximately 14 km west of the Site. The Site is located outside of all vulnerable areas as described in the SPP.

The SPP outlines the prescribed threats and areas of vulnerability to source water within the Mattagami Source Protection Region and the policies to address them. These policies may impact development types, locations, operations, materials, applications and the need for additional risk management, assessments, plans and/or studies. Furthermore, the MECP has developed the document Best Practices for Source Water Protection (Updated November 2, 2023) for water sources and drinking water systems that are not included in a SPP or are not regulated by the *Clean Water Act*. Every effort will be made to protect source water in accordance with the MECP guidelines, local regulations and the *Clean Water Act*.

6.2.1.6 Forestry Act

Compliance with the provincial *Forestry Act* may be required in limited instances where trees are planted or removed on the boundary between two lands (i.e., lands that are Ontario Northland owned and lands that are not Ontario Northland owned). The requirements of the *Forestry Act* will be further reviewed in relation to the Project as part of detailed design.

6.2.1.7 Ministry of Citizenship and Multiculturalism

MCM has an interest in undertakings such as this under its, mandate to develop policies and programs for the conservation of Ontario's cultural heritage. MCM is responsible for the administration of the *Ontario Heritage Act* (OHA) including its regulations. The OHA provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Including their identification, protection and wise management. The conservation of cultural heritage resources is also a matter of provincial importance as reflected in Ontario Regulation 231/08.

As a member of the Government Review Team, MCM reviews various applications and associated technical studies to ensure compliance with the *Ontario Heritage Act* and fulfilment of due diligence related to cultural heritage more generally, which includes:

- Ensuring compliance of archaeological assessment documentation with Standards and Guidelines and the *Ontario Heritage Act*.

Refer to **Section 6.6** below for further information related to Archaeological Assessments.

6.2.1.8 Ministry of Transportation

Permits will be required from the Ministry of Transportation (MTO) prior to any work taking place within or adjacent to the MTO Highway right-of-way (ROW). MTO encroachment permits are also required for any investigation or survey work within the ROW prior to construction.

Continued coordination with MTO will be undertaken as throughout detailed design and construction as required, particularly when any modifications are proposed within MTO's ROW.

6.2.2 Municipal – City of Timmins

6.2.2.1 General

Ontario Northland will continue to consult with the City of Timmins during detailed design to incorporate municipal requirements as a best practice, where practical, to address impacts, if any, to municipal water, sanitary, and storm sewer systems.

6.2.2.2 Site Plan Control

Site Plan Control By-law No. 2021-8590 designates the entire City of Timmins as a Site Plan Control Area. Site Plan Control Agreement is required for development on land designated as Neighbourhood Area or Employment Area in the Official Plan, including but not limited to the following classes of development:

> *iv. Institutional development, redevelopment, enlargements, expansions or alterations greater than 550 square meters of gross floor area or situated on a parcel of land with a total lot area equal to, or greater than, 0.25 ha of land.*

Ontario Northland, as a Crown Agency of the Province of Ontario, is exempt from certain municipal processes and requirements. Notwithstanding this, as part of the planning and design phase of the project, Ontario Northland consulted with City of Timmins and it was determined that Site Plan Control is required for the proposed Timmins-porcupine Station. A pre-consultation meeting was held with the City of Timmins on June 14, 2024. It is also acknowledged that if a bus maintenance and storage facility may be built in the future, and an amendment to site plan control will be required.

6.2.2.3 Zoning

The Timmins-Porcupine Station building will be one-storey high (which meets the requirement for Residential Zones). Regarding setbacks, it is also anticipated that the lot coverage requirements as per the Zoning By-Law will be met as part of detailed design.

With this in mind, Ontario Northland is not required to obtain a Zoning By-law Amendment as part of constructing the new station. However, Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical, and shall continue to communicate and engage with the City of Timmins during detailed design and construction to address municipal concerns.

6.2.2.4 Noise By-law

Ontario Northland as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements, such as Municipal Noise By-laws. Notwithstanding this, Ontario Northland will engage with the City of Timmins to incorporate municipal requirements as a best practice, where practical. With this in mind, Ontario Northland will continue to consult with the City of Timmins during detailed design to discuss and confirm the approach to noise control during construction.

6.3 General Commitments

6.3.1 Potential Future Bus Maintenance and Storage Facility

The scope of the TRPAP examined the potential environmental effects associated with the new Timmins-Porcupine Station. In addition, the environmental impact assessment studies also considered the area of land adjacent to the proposed station where a future bus maintenance and storage facility may be built. At the time of preparing this EPR, the decision to build the bus facility was not yet definitive, and therefore an engineering design was not completed. Should the bus facility go forward in the future, the environmental impact assessment studies undertaken as part of this Timmins-Porcupine Station TRPAP will need to be revisited and updated, as required. In addition, Noise & Vibration and Air Quality studies will need to be carried out to address the potential operations and construction phase impacts associated with the bus facility. These updated/additional impact assessment studies will be carried out as part of completing an EPR Addendum process (as per O. Reg. 231/08), which would also entail Ontario Northland carrying out public, stakeholder, and Indigenous Communities/Organizations consultation (as required) and preparation of an EPR Addendum document.

6.3.2 Property

Property requirements will be further reviewed during detailed design. If required, Ontario Northland will proceed with property acquisition as follows:

- Based on the detailed design, locations where temporary/permanent easements/property acquisition are required will be confirmed; and,
- Ontario Northland will obtain all easements/property acquisitions/permits from property owners that are required to implement the project in accordance with Ontario Northland's property acquisition process.

Continue to consult and coordinate with City of Timmins (as applicable) to obtain property encroachment permits during detailed design, as applicable.

6.3.3 Construction Management Plans

Construction Management Plans will be developed and implemented during the detailed design phase and implemented as part of construction, taking into consideration applicable legislation, as appropriate. Construction Management Plan(s) will be made available to the City of Timmins prior to implementation.

6.3.4 Construction Staging Areas

The locations of construction staging areas will be finalized during detailed design. Any potential environmental impacts associated with construction staging areas that fall outside the Project Study Area will be reviewed and assessed; mitigation measures will be identified as/if applicable.

6.3.5 Construction Air Quality Management Plan

The Contractor will prepare and submit a Construction Air Quality Management Plan to Ontario Northland prior to any construction activities commencing. The Construction Air Quality Management Plan shall include:

- A description of the activities and conditions with the potential to result in the generation or dispersion of airborne particulate matter or other airborne contaminants;
- A description of potential environmental impacts, nuisance impacts and impacts on human health / safety of the contaminants;
- Identification of all Sensitive Receptors (such as residences, daycares, schools, hospitals, seniors housing) within the Construction Air Quality Impact Zone;

- A list of best practice methods to be implemented by the Contractor for each major Construction Activity in order to reduce, control and manage emissions to prevent the discharge of airborne particulate matter and other airborne contaminants; and,
- Mitigation measures, including dust control measures, to reduce air quality impacts.

6.3.6 Spill Prevention & Response Plan

A Spill Prevention and Response Plan will be prepared prior to commencing construction to govern spill response and ensure proper mitigation and notification procedures are in place. In addition, the following measures will be adhered to:

- Ensure spill kits are on-site at all times for implementation in the event of an accidental spill during construction;
- Operate, store and maintain all equipment and associated materials in a manner that prevents the entry of any deleterious substance to a waterbody;
- All mobile equipment will have drip pans installed and refueling will take place no closer than 30 metres to any Study Area watercourses or ditchlines in order to prevent water contamination due to accidental fuel spills;
- Fuel transport will be conducted in compliance with the *Transportation of Dangerous Goods Act*;
- All necessary precautions shall be implanted to prevent the spillage and release of hazardous materials to the environment;
- All leaks or spills are to be immediately reported to the Ministry of the Environment, Conservation and Parks (MECP), Spills Action Centre at 1-800-268-6060;
- Use shrouding or debris platforms to trap and prevent concrete and other bridge materials from entering the watercourse during construction;
- The station will be fully equipped with spill containment and oil/water separation facilities. In the event on an equipment failure, oily water will not escape from the site;
- Spill cleanup and response equipment will be located on site;
- Spill decks should be used for transferring products to smaller containers;
- Fire extinguishers should be located near petroleum, oil and lubricants storage areas; and,
- Routine inspection of the facilities, including transformer oil should be carried out.

6.3.7 Erosion & Sediment Control Plan

Ontario Northland will prepare and implement an Erosion and Sediment Control Plan, as well as erosion and sediment control drawings (detailed drainage design) in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual (2003), and the guidelines of the Conservation Authority having jurisdiction, as applicable.

Mitigation measures/commitments that will be implemented in order to reduce or mitigate the potential for adverse effects caused by sediment and erosion include:

- Adhere to relevant guidelines and Environmental Specifications relating to proper sediment and erosion controls;
- Where temporary storage of the soil is required, the soil will be stored immediately adjacent to the excavation site;
- Topsoil and subsoil will not be mixed nor will topsoil be contaminated with any other material;
- Silt fencing will be installed around all designated work areas to prevent any offsite transport of sediment;

- Exposed soils will be hydroseeded within 45 days, both for temporary work areas and final grades;
- Existing vegetation on embankments shall be maintained as long as possible and exposed areas shall be stabilized as soon as possible by seeding and mulching;
- Appropriate lengths of silt fencing will be installed along the perimeter of minimized, designated work areas to limit construction impacts;
- Design and implement erosion and sediment controls to contain/isolate the construction zones, manage site drainage/runoff and prevent erosion of exposed soils and migration of sediment to any watercourses, and ensure sites are stabilized prior to removal following construction; and,
- Stockpiles to be located at a minimum of 30 metres from watercourses and isolated to ensure material will not enter any watercourse or ditchline. All stockpiles are to be removed upon completion of the works and the site restored, as appropriate.

6.4 Natural Environment

6.4.1 Wildlife and Wildlife Habitat

The following measures will be adhered to in the event that disturbance, displacement or mortality of wildlife is anticipated as a result of the design or construction of the Project:

- Prior to construction, investigation of the project footprint for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate;
- If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced and wildlife will be encouraged to move offsite and away from the construction area on its own. A qualified biologist will be contacted to define the appropriate buffer required from wildlife; and,
- Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

6.4.2 Migratory Breeding Birds & Nests

Where removal of vegetation cannot occur outside of the breeding bird window (late April to late August), consultation with Environment and Climate Change Canada's Canadian Wildlife Service office is required. The mitigation measures as outlined in **Table 4-8** will be implemented and adhered to in order to reduce or mitigate the potential for adverse effects on birds and their nests.

6.5 Land Use Approvals

Refer to **Section 6.2.2.**

6.6 Archaeological Resources

6.6.1 Previously Undocumented Archaeological Resources

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 archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act.*

6.6.2 Discovery of Human Remains

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of human remains shall immediately 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, 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*. It is recommended that the Registrar of Cemeteries at the Ministry of Public and Business Service Delivery and Procurement is also immediately notified.

6.6.3 Further Archaeological Assessment Studies

As per the Stage 2 Archaeological Assessment, should the proposed work extend beyond the current Project Area or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to further archaeological assessment.

6.7 Noise & Vibration

During detailed design of the Station, Ontario Northland will review and update the Noise assessment in order to refine the final noise mitigation strategy with respect to potential noise impacts on Receptor 1.

6.8 Traffic

6.8.1 Traffic & Control Management Plan

Ontario Northland (or their Contractor) will coordinate with the City of Timmins and road authorities (such an MTO) during detailed design to develop traffic, parking, transit, cycling, snowmobile, and pedestrian management strategies prior to commencement of construction to avoid or minimize traffic interference to the extent possible during construction. The following will guide the development of Traffic Management Plans:

- Traffic Control and Management Plan will take into account any trees or vegetation that require proactive pruning/injury/removal/clearing due to the high volume of large vehicles that might require more clearance.
- Traffic Control and Management Plan(s) will be developed prior to construction to maintain reasonable access through work zones, to the extent possible.
- Access to nearby land uses will be maintained to the extent possible. Potentially affected residents, tenants and business owners will be notified of initial construction schedules, as well as modifications to these schedules as they occur.
- Potential effects to pedestrian, snowmobile, and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs.

Furthermore, the following monitoring activities will be carried out during the construction phase:

- Traffic impacts to be monitored in accordance with the Traffic Control and Management Plan and adjusted as necessary during the construction period.
- Snowmobile network impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.

6.9 Hydrogeology

6.9.1 Water Taking Report and Discharge Report

Water takings of more than 50,000 L/day are regulated by the Ontario Ministry of Environment, Conservation and Parks (MECP). The MECP requires an Environmental Activity and Sector Registry (EASR) to be registered for any construction dewatering that is between 50,000 L/day and 400,000 L/day, or a Permit to Take Water (PTTW) to be obtained for any construction dewatering that is greater than 400,000 L/day.

Depending on whether an EASR or a PTTW is required for the construction dewatering works, different reporting will be required to support water taking permitting. Should an EASR be recommended, a *Water Taking Report and Discharge Report* will need to be prepared. Should a PTTW be recommended, a stand-alone *hydrogeological report* compliant with the MOE (MECP) document "Technical Guidance Document for Hydrogeological Studies In Support of Category 3 Applications for Permit to Take Water" will need to be prepared.

The Water Taking Report, as stipulated by the MECP, must include at minimum:

- A description of the construction site and construction project;
- A summary of the qualifications and experience of the person who prepared the water taking report;
- A description of the water taking activity, including the rate or volume at which the water will be taken;
- A calculated Zone of Influence expected for each dewatered work areas within the construction site;
- A ground settlement assessment conducted by a qualified engineer (P.Eng.) to the potential impact of the soil settlement that would occur as a result of the proposed water taking, including an assessment of the impact of the soil settlement on the integrity of infrastructure located in the expected area of influence for each dewatered work area;
- An analysis of the potential impact of the proposed water taking on other water users and on the natural functions of the ecosystem in the expected area(s) of influence;
- A contingency plan that includes measures to address the potential impact of the proposed water taking on other water users, a description of potential site-specific impacts and a description of a shutdown protocol if the QP assesses that such a protocol is required;
- A protocol for providing written notice to other water users who have the potential to be impacted and the applicable local ministry district office at least 48 hours prior to the initial commencement of the water taking activity; and,
- An analysis to determine whether a water monitoring plan would be needed and, if needed, a description of the plan and the circumstances in which it would be needed.
- The Discharge Report, as stipulated by the MECP, must include at minimum:
    - A summary of the qualifications and experience of the person who prepared the discharge report;
    - An assessment of the quality and quantity of the ground water and storm water that is expected to be discharged;
    - The location of the discharge;
    - A recommendation of one or more of the methods of transfer or discharge;
    - If the recommended method of discharge is to a surface land or to a storm sewer, a
    - A statement that the discharge will not cause an adverse effect to the environment;
    - If the recommended method of discharge is to a surface land or to a storm sewer, identification of any treatment or control measures required to minimize erosion, flooding, scouring and sedimentation and a statement that addresses the quality of the discharge to ensure that it will not cause an adverse effect on the environment;

- An analysis to determine whether a monitoring plan would be needed to monitor the potential impacts of the discharge and, if needed, a description of the plan and the circumstances in which it would be needed; and,
- A contingency plan that includes measures to address:
  - potential impacts related to the quality and quantity of the discharge, any failures of recommended treatment or control measures and other site-specific impacts such as flooding; and,
  - a description of a shutdown protocol should be included if the QP assesses that such a protocol is required.

A requirement of the EASR is to record the daily water taking volumes and report them annually. Therefore, it is required that the dewatering contractor provide measurement controls suitable to measure and record the daily volume of water discharged (e.g., totalizer) and flow rate (e.g., flow meter) to confirm that discharge rates remain below the maximum permitted discharge rate. Furthermore, any monitoring specified in either the Water Taking Report or the Discharge Report will need to be followed by the contractor completing the construction dewatering.

6.9.2 Groundwater Management and Dewatering Plan

A Groundwater Management and Dewatering Plan will be developed for the handling, management and disposal of groundwater encountered during the works. The Groundwater Management and Dewatering Plan will be overseen by a QP and will comply with all appliable regulations including 64/16 and 387/04, as amended under the *Ontario Water Resources Act*. The Plan will encompass mitigation measures, including but not limited to the following:

- The Groundwater Management and Dewatering Plan will set out how the Contractor will address the management of excess water, groundwater, stormwater, surface water, construction process water and dewatering effluent generated by the Project, and describe the handling, transfer, testing, monitoring, disposal of groundwater generated as part of the works and in accordance with applicable regulatory requirements;
- The Groundwater Management and Dewatering Plan will outline general groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works, where considered applicable;
- The Groundwater Management and Dewatering Plan will describe the anticipated groundwater quantity and dewatering Zone of Influence that will be encountered during the works, and if approvals are needed for the water taking, such as a Permit to Take Water (PTTW) or an Environmental Activity Sector Registry (EASR) from the MECP;
- The Groundwater Management and Dewatering Plan will describe the storage, transfer, and disposal and or treatment of the groundwater collected during the works, and approvals for the water disposal, and/or treatment if applicable, based on the quantity and quality; and,
- The Groundwater Management and Dewatering Plan will be reviewed and approved by Ontario Northland prior to construction.

6.10 Soil and Excavated Materials Management Plan

A Soil and Excavated Materials Management Plan will be developed for the handling, management and disposal of all excavated material (i.e., soil, rock and waste) that is generated or encountered during the work. The plan will be overseen by a Qualified Person pursuant to Ontario Regulation 153/04 under the *Environmental Protection Act* (QP) and will comply with Ontario Regulation 406/19 (On-Site and Excess Soil Management), the Ministry of the Environment, Conservation and Parks (MECP), formerly the Ministry of the Environment and Climate Change

(MOECC)'s, Management of Excess Soils: A Guide for Best Management Practices (April 2019, as amended) and all Applicable Law. The plan will describe how to address the management of the excavated materials, imported materials, contaminated materials, and impacted railway ties, including handling, transportation, testing, documentation and reuse and disposal of excavated materials generated as part of the works and in accordance with applicable regulatory requirements and the Contract Documents, as applicable. Additional mitigation includes:

- Non-soil materials, including railway bedding, railway ties, or ballast materials encountered during the earthworks will also require waste classification as documented by testing where applicable to determine management and disposal requirements as per Ontario Regulation 347 (as amended) and all Applicable Law; and,
- The Soil and Excavated Materials Management Plan will be reviewed and approved by Ontario Northland prior to construction.

6.11 Stormwater Management/Drainage

A drainage and stormwater management (SWM) plan is required as part of the detailed design and approval phase of the Project. The following are the anticipated approvals that will need to be obtained during detailed design for the drainage and SWM design:

- MECP Environmental Compliance Approvals (ECA) Approvals for the drainage and SWM infrastructure, which discharges directly to the environment.
    - MECP noted an industrial stormwater management plan, which will be developed and used to support approvals with the MECP.
- MTO approvals for potential discharge to the MTO right-of-way, if required.

6.12 Utilities

During the detailed design phase, the exact locations and depths of utilities will be confirmed and the staging and relocations approach will be established in discussion with affected utility companies. The following additional work will be undertaken as appropriate:

- Continue to meet with the utility companies to determine risks, timing and the appropriate mitigation strategy to address potential conflicts;
- Confirm utility relocations/protection required based on detailed design and undertake negotiations with relevant utility companies, as required;
- Based on the requirements of each utility company, utilities will be relocated or protected to allow for the station construction works; and,
- Utilities affected by construction will be temporarily relocated (as/if applicable).

6.13 Indigenous Communities & Organizations Engagement

Beyond the TRPAP, Ontario Northland will continue to carry out engagement efforts and provide opportunities to discuss the Timmins-Porcupine Station with Indigenous Communities and Organizations as part of the NPR program.

6.14 EPR Addendum Process

In recognition of the fact that there could be changes to the project design/description following its TRPAP completion during detail design and/or construction, Ontario Northland will comply with *O. Reg. 231/08* for reviewing any changes to the project following completion of the TRPAP. Such changes may result from:

- Unforeseen site-specific problems or circumstances encountered during detail design and/or construction;
- Changes to the project design that may constitute adverse environmental impacts that were not previously assessed;
- Elements of the project that were not previously envisioned; and,
- Improvements in the design to provide greater environmental benefits and/or less adverse effects;
- Issues identified in other approvals processes; and/or changes to the regulatory framework (i.e., new legislation or regulations).

Ontario Northland will therefore review any changes to the project design/description and determine whether the change constitutes either: (1) an Insignificant Change (refer to Section 6.14.1), or (2) Significant Changes (refer to Section 6.14.2).

The following are types of questions that may be applied as part of reviewing the proposed change to determine how it should be dealt with:

- Is there a change to what was proposed to be built?
- Is there a change to where something was to be built?
- Is there a change to the potential environmental impacts?

6.14.1 Insignificant Change

If change to the project is determined to be *not significant*, in accordance with *O. Reg. 231/08*, Ontario Northland will document the rationale for this decision and keep a record of the decision for documentation purposes within the project file. The documentation to be kept on file will contain the following:

- A description of the change;
- Reasons for the change;
- Assessment/evaluation of potential impacts that the change may have on the environment;
- Description of any proposed mitigation measures for mitigating potential negative impacts on the environment due to the change; and,
- A statement of whether the changes were deemed significant or not and the reasons for this opinion.

Following this, Ontario Northland will proceed to implement the change.

6.14.2 Significant Change

If change to the project is determined to be *significant* - i.e., the change to the project is deemed to be inconsistent with the approved EPR and will result in additional or different adverse environmental impacts that deviate from the approved EPR, Ontario Northland will carry out the required steps as outlined in *O. Reg. 231/08*, as part of the Environmental Project Report Addendum process, which includes but is not limited to:

- A description of the change(s);
- Reasons for the change(s);
- A statement that the change(s) were deemed significant and the reasons for this opinion;
- Undertake an assessment/evaluation of potential impacts that the change may have on the environment and preparation of associated reporting to document impact assessment studies;
- Description of any proposed mitigation measures for mitigating potential negative impacts on the environment due to the change;

- Carry out consultation/engagement with any affected public, stakeholders, and/or Indigenous Communities & Organizations (as applicable);
- Prepare an EPR Addendum document;
- Publish a Notice of Environmental Project Report Addendum and provide it to the Director (MECP), every assessed landowners within 30 metres of the site/location of the change, every Indigenous community that is listed for the purposes of subsection (6), and any other Indigenous community that, in the opinion of the proponent, may be interested in the change to the transit or rail project, and any other person/stakeholder who may be interested in the change.